

THE LIFE-BOAT

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to August 31st, 1953 - - - - 78,333

The Thirty-first of January: A Day of Disaster

At a quarter to eight on the morning of the 31st of January, 1953, the British motor ship *Princess Victoria*, owned by the British Transport Commission, left Stranraer on her normal voyage to Larne. She carried 127 passengers, a crew of 49 and a miscellaneous cargo. A number of motor vehicles were carried in the stern.

Severe north-westerly gales were met with soon after the *Princess Victoria* left harbour, and there was a heavy sea. There were frequent squalls of sleet and snow which caused visibility to vary from nothing to some five to six miles. After the *Princess Victoria* had left Loch Ryan a heavy sea burst open the stern doors. The starboard parts of the doors were slightly stove in, and the supporting stanchions buckled. But this was enough to prevent the doors from being closed in the conditions of sea and weather then prevailing. A succession of seas burst both sides of the doors almost completely open, and sea water poured into the space on the car deck. The ship listed to starboard some ten degrees, and afterwards the list increased steadily.

The first distress message from the *Princess Victoria* was sent at 9.46 to

the Portpatrick radio station. It ran: "Hove to off mouth Loch Ryan. Vessel not under command. Urgent assistance of tug required."

An hour later, at 10.45, an S O S message calling for immediate help was received by the Portpatrick life-boat station.

At eleven o'clock the Portpatrick life-boat *Jeanie Speirs* was launched. The position of the *Princess Victoria* had been given in the S O S message as four miles north-west of Corsewall Point, and it was on this information that the Portpatrick life-boat based her course. A full gale was then blowing from the north, increasing to hurricane force, and the sea was very rough and confused.

After reaching the position indicated and finding nothing, the Portpatrick life-boat altered her course southward at 12.51 and began what was to be a long and hard search.

"Preparing to Abandon Ship"

At 12.52 the *Princess Victoria* sent a message both to the Portpatrick radio station and to the destroyer H.M.S. *Contest*, which was by then also searching, stating that her position was

and reached her station again at 10.30.

The rescue of 31 people from the *Princess Victoria* did not end the services of the Donaghadee life-boat that day. At 9.35 it was learnt from the Bangor coastguard that the trawler *Eastcotes* had anchored near North Briggs Buoy in Belfast Lough and had one survivor and six dead bodies on board. At 9.45 the Donaghadee life-boat was launched again. There was a north-by-west gale. The coxswain asked the skipper of the *Eastcotes* to weigh anchor and to go to the shelter of the Antrim coast between Whitehead and Carrickfergus. There the life-boat took off the survivor and the six bodies, as well as seven bags of mail which had been picked out of the sea. She then returned to Donaghadee, which she reached at 1.30 early on the morning of the 1st of February. At seven o'clock that morning she put out again to search for survivors with the help of aircraft in better weather and good visibility. She searched until nightfall and picked up twelve bodies and three mail bags, which were landed at Donaghadee at 7.30. The Portpatrick life-boat returned to her station on the 1st of February from Donaghadee, arriving at 2.20 in the afternoon.

Worst Disaster for Quarter of a Century

The disaster to the *Princess Victoria* was the greatest suffered by any British merchant vessel in peace-time for a quarter of a century. To investigate the disaster the Minister of Transport ordered an enquiry to be held under the Merchant Shipping Act. This investigation was held at the County Court House, Crumlin Road, Belfast, from 23rd March to 9th May, 1953, before Mr. J. H. Campbell, Q.C., Resident Magistrate, assisted by Captain Charles V. Groves, Professor A. M. Robb and Mr. J. Shand.

The Court reached the conclusion that the loss of the *Princess Victoria* was "due to her unseaworthy condition, arising from two circumstances:

"(1) The inadequacy of the stern doors, which yielded to the stress of the seas, thus permitting the influx of water into the car space.

"(2) The inadequacy of clearing arrangements for the water which accumulated on the freeboard deck

causing an increasing list to the starboard, culminating in the ship capsizing and foundering."

A report was published on 11th of June, 1953. Among its findings was one expressing "appreciation of the valuable and sustained efforts of Hugh Nelson, coxswain of the Donaghadee life-boat, and his crew." The Court also found that "an associated consideration is the difficulty of directing life-boats to the scene of a disaster. The Court fully realises the difficulties and notes with satisfaction that the Royal National Life-boat Institution has had the matter under urgent consideration for some time."

Two Bronze Medals

The Institution awarded its bronze medal for gallantry to Coxswain Hugh Nelson, of Donaghadee, and Coxswain William McConnell, of Portpatrick, for the courage, skill and initiative they showed.

The thanks of the Institution inscribed on vellum were awarded to the motor mechanics of the two life-boats, James Armstrong, of Donaghadee, and James Mitchell, of Portpatrick.

An additional monetary award of £5 per man was made to each member of the Portpatrick, Donaghadee, and Cloughey crews. Scale rewards paid to the crews and helpers were: Portpatrick, £37 11s. 6d.; Donaghadee, first service, £12 19s., second service, £11 3s., third service, £32 12s.; Cloughey, £26 18s.; Newcastle, £31 13s.

Appreciation of the gallantry and devotion of the life-boat crews was expressed in many quarters. The Prime Minister of Northern Ireland, Lord Brookeborough, C.B.E., M.C., P.C., broadcasting on the disaster, said: "One cannot speak too highly of the assistance given by the Royal National Life-boat Institution. In the teeth of the gale the life-boat crews from Donaghadee, Cloughey and Portpatrick searched the sea for survivors and brought to land as many as could be found. The prompt and resourceful help of the Royal Navy, Royal Air Force, and Merchant Navy in the rescue operations was worthy of the finest traditions of the sea. The highest praise is due to everyone who helped."

A number of gifts were made to the

Institution following the disaster, especially in Northern Ireland and in Scotland. Among them was a cheque for £1,000 from a man and his wife in Edinburgh who preferred to remain anonymous. They made this gift "in appreciation of the very fine work done by life-boats and their gallant crews."

Life-boatmen Killed by Fumes

The crews of the life-boats which went to the rescue of survivors from the *Princess Victoria* did not themselves suffer any losses. But on the same day two life-boatmen lost their lives. They were the second coxswain and the assistant mechanic of the Islay (Inner Hebrides) life-boat, Alexander McNeill and John McTaggart.

The Islay life-boat *Charlotte Elizabeth* first left her moorings on the 31st of January at 5.45 in the afternoon. This was because of a message from the Kilchoman coastguard that a vessel was drifting and flashing distress signals three miles south of Jura. The life-boat searched in a rough sea and a full north-north-east gale, but she found nothing and reached her station again at 10.30 that night.

Soon after returning she was called out again. This was to go to the help of the trawler *Michael Griffiths*. The Barra Island (Outer Hebrides)

life-boat *Lloyds* had already gone out that morning in a full gale because of a report that the *Michael Griffiths*, then between seven and eight miles south of Barra Head, was full of water and had no steam. The Barra Island life-boat and an aircraft searched widely but found nothing, and the life-boat returned to her station at 6.30.

After refuelling the Islay life-boat put out again at 11.50 that night. During the passage McNeill and McTaggart went down into the engine-room to dry their clothes. While there they were overcome by fumes and collapsed. The life-boat made for Colonsay, where a doctor tried to revive the two men, but one was already dead, and the other died soon after. The life-boat then returned to her station with the two dead men, arriving at 2.15 on the afternoon of the 1st of February. The *Michael Griffiths* sank with her crew of fifteen.

An inquiry into the deaths of the two members of the Islay crew was conducted at Oban Sheriff's Court by Mr. R. Johnston Macdonald on 6th of March, 1953. A formal verdict of "death by poisoning by carbon monoxide fumes" was returned. McTaggart left a widowed mother, and McNeill left a widow, a son and a stepson. Pensions for all these dependants are being paid by the Institution.

Rescue in Thick Fog off the Orkneys

The first news that the steam trawler *Leicester City*, of Grimsby, was in distress to reach a life-boat station came in the form of a message from the Wick coastguard to the Thurso, Caithness-shire, honorary secretary. This was at 1.45 early on the morning of the 22nd of March, 1953. The position was then given as some thirty to forty miles south-south-east of Sule Skerry—that is to say, about eight and a half miles west of Thurso. Nine minutes later the honorary secretary at Stromness in the Orkneys received an anticipatory message from the Kirkwall coastguard that a trawler was ashore near Breibuster Head on the Island of Hoy. The position given in this case was about three and a half miles south-west of Stromness, for the Island of Hoy lies not west but north-

north-east of Thurso. The Kirkwall coastguard's first message said that there were then no signs of any distress signals.

Twenty minutes later, at 2.14, the Kirkwall coastguard told the Stromness honorary secretary that the trawler had just fired rockets and was less than a cable off shore. The Longhope life-saving apparatus team were standing to.

Both the Thurso life-boat *H.C.J.* and the Stromness life-boat *J.J.K.S.W.* were launched, the Thurso boat at 2.10 and the Stromness boat at 2.35. There was a heavy swell, a light southerly breeze and thick fog.

Shouts Heard Through Fog

The report that the *Leicester City*, which had a crew of eighteen, was

aground off Hoy proved to be correct, and it was later learnt that the discrepancy in the reports was due to the fact that the message received at Wick had given the trawler's position as south-south-east instead of east-south-east of Sule Skerry.

The Stromness coxswain groped his way out of Hoy Sound, and at 3.10, when he estimated he was near the wreck, the fog cleared for a few minutes, and a light was seen from the *Leicester City*. Immediately afterwards the fog closed down again, and the life-boat's engines were stopped to enable the crew to listen. A few minutes later the coxswain heard faint shouting, and at 3.30 the life-boat picked up four men from a raft. The mechanic, John MacLeod, and the assistant motor mechanic, Edward Wilson, both stood on the bottom of the scrambling net in the sea to rescue the men, but it needed the help of the whole crew to get the exhausted survivors into the boat.

It was learnt from a survivor that the trawler had been abandoned but that there might be another raft near by. Shouting from this raft, however, had ceased half an hour earlier.

Ten Survivors on Raft

The Stromness coxswain, William Sinclair, then had to decide whether to continue to search. The condition of the survivors he had picked up seemed critical, and he therefore decided, after searching the immediate area, to return to his station at once. Stromness was reached at four o'clock with difficulty, as visibility was nil and by now the tidal stream in Hoy Sound was running strongly against the life-boat. During the journey one of the survivors died. After landing the other three survivors and the dead man, the Stromness life-boat put out to sea again at 4.30 to continue the search.

Meanwhile, the Wick coastguard had realized there was only one casualty, and at 3.56 the Thurso life-boat was diverted to Hoy. She reached the area about 6.15. Visibility was now improving, and by nine o'clock that morning it extended to between two and three miles. Both life-boats

searched the area thoroughly, the Stromness boat picking up two empty rafts and one body.

The Stromness life-boat broke off the search at 12.42 and went to Hoy. From there she brought ten survivors, who had floated ashore on an upturned ship's raft, to Stromness, which she reached at 2.20 in the afternoon. Two of the men she had brought from Hoy later died.

The Thurso life-boat picked up two bodies and reached Stromness at one o'clock. There she refuelled. An aircraft of the R.A.F., whose help the Stromness honorary secretary had asked for, helped in the search during the morning.

In the afternoon the Thurso life-boat continued to search for the one man still missing. She closed to a boat's length of the *Leicester City*, and at 6.16 she found the missing man's dead body two miles north of the casualty. She landed the body at Stromness, and eventually reached her station at eleven o'clock that night.

The following awards were made:

To COXSWAIN WILLIAM SINCLAIR, of Stromness, and COXSWAIN ANGUS S. MACINTOSH, D.S.M., of Thurso, the thanks of the Institution inscribed on vellum. To JOHN MACLEOD and EDWARD WILSON, of Stromness, an additional monetary award of £2 each.

To the Stromness honorary secretary, MR. T. S. HARVEY, a letter of thanks.

Scale rewards, Thurso, £52; Stromness, £32 16s.

The Stromness and Thurso coxswains received their awards for the determination, skill and initiative they showed in finding all the missing men and bodies in the treacherous tidal water and, for the greater part of the time, in dense fog. The district inspector, who investigated the services, stated that the decision of the Stromness coxswain to break off the search and return with the survivors of the raft undoubtedly saved their lives. He also commended the actions of MacLeod and Wilson in going partly into the sea and praised the Stromness honorary secretary for the efficient way in which he organized operations from the shore.

A Twenty-Mile Tow off the Kerry Coast

AT 4.15 on the afternoon of the 13th of May, 1953, the honorary secretary of the Valentia, Co. Kerry, life-boat station heard from the Valentia radio station that the French trawler *Liberator*, of Calmaret, had lost her propellor and urgently needed help. The position was given as three miles south of the Basket Islands and thirteen miles north-west-by-west from the life-boat station. The *Liberator* was a trawler of 58 tons, and had a crew of nine.

The sea was rough and confused, and continuous drizzle made visibility poor. A strong breeze was blowing from the south-east.

The Valentia life-boat *A.E.D.* left her moorings at 4.30 and began to search. The search lasted for eight hours, and it was not until 12.30 that the *Liberator* was found some six miles west of the Blaskets and some twenty miles from Valentia. During the search the life-boat had been given four different positions of the casualty from the Blaskets, varying from three miles south to ten miles west-north-west. None of these was accurate.

The life-boat found the *Liberator* lying in the trough of a confused sea and rolling heavily. The night was dark, and the wind continued to blow strongly from the south-east. The trawler had no boat, and the coxswain decided that it was safer to try to take her in tow than to risk damaging the life-boat by going alongside and taking off the crew. He took the

life-boat close under the stern of the trawler, and after receiving a line, passed his manila cable to her and took her in tow.

The question of the best course to follow in towing the *Liberator* the twenty miles which separated her from Valentia was not easy to decide. The coxswain at one time seriously considered going north of the islands because of the strength of the flood tide. However, in the end he decided to steer to the south-eastward and then to pass south of the islands. The life-boat and the trawler finally reached Valentia at 8.5 on the morning of the 14th of May, having made a speed of some three knots during the tow. The life-boat was undamaged and returned to her moorings at 9.45.

For the sound reasoning and judgment which he exercised, and the determination and initiative he showed, the coxswain, JEREMIAH O'CONNELL, was awarded the thanks of the institution inscribed on vellum. The French Ambassador in Dublin expressed his thanks, stating that "the generous gesture made by the Valentia branch of the Royal National Life-boat Institution is greatly appreciated and worthy of its long-standing tradition and devotion." The owners made gifts both to the life-boatmen themselves and to the funds of the Institution.

Scale rewards totalling £35 3s. were paid.

Royal Humane Society Awards

MR. J. K. BENNETTS, the honorary secretary of the Sennen Cove life-boat station, and seven other men, have been awarded certificates of commendation of the Royal Humane Society. They helped to rescue five men of the crew of the Liberian ship *Liberty* which was wrecked on the Cornish coast on the 17th of January, 1953, in a very heavy gale. The five men

had got from the wreck on to the rocks, and the seven men, at great risk to themselves, hauled them ashore. The rest of the crew of thirty-eight of the *Liberty* were rescued by the coastguard life-saving apparatus. The Sennen Cove life-boat was called out, but it was not possible for her to get alongside the *Liberty* because of the rocks.

The Women Launchers of Dungeness

[This interview was broadcast in the B.B.C. programme Radio Newsreel on 19th of March, 1953, when Mr. Valentine Selsey of the B.B.C. spoke to Miss Madge Tart and Mrs. Ellen Tart, of Dungeness. It is reproduced by the courtesy of the B.B.C.]

NARRATOR: At many places round the coasts of these islands, it used to be a custom, when a call went up for the local life-boat to go out, for women to help to launch it. But the custom seems to have died out everywhere now—except at Dungeness. The local women there still turn out for the occasion whatever the weather. And in London tomorrow, two of them, who have been helping to launch the boat, and to keep a long tradition alive for more than fifty years, are to receive the gold badges of the Royal National Life-boat Institution from the Duchess of Kent. The two women are Miss Madge Tart and her sister-in-law, Mrs. Ellen Tart—members of a family whose menfolk have helped to man the Dungeness life-boat, and whose womenfolk have helped to launch it for more than a century. During a visit to Dungeness, Valentine Selsey recorded interviews with both of them.

SELSEY: Well, here at Dungeness, the life-boat is ready to be launched for a practice trip. She's the *Charles Cooper Henderson*, the latest of a long line of sixteen life-boats stationed at Dungeness. Today, Mrs. Ellen is at home with a touch of rheumatism, but Miss Madge is on the job. Now, Miss Madge, I believe you're sixty-six years old. How long have you been launching this life-boat?

MISS TART: Well, since I was about eleven. I came to help my father, when I was still at school. On a Saturday I remember very well, the *Glenard*, a sailing ship, was on the shore and we helped to launch that very day, and I was eleven then, and I've been helping ever since, and now I'm sixty-six.

SELSEY: And I suppose you turn out in all weathers, don't you?

MISS TART: Yes, in all weathers, yes, rain, blow, snow, whatever happens, we go. And we like the work

and we want to continue as long as we possibly can.

SELSEY: Now what was the worst storm you remember?

MISS TART: Well, I think about 1929, we had a terrific gale, and in that very year we had two barges: the *Ironsides* was one which was very, very bad indeed—very bad—we rescued two from that barge; and then the *Shamrock* followed on, and we had two men—three men and a cat from that. And I think these really were the worst times we've ever seen.

SELSEY: And now, everything is ready for the launching. The great doors of the life-boat shed are open, you can see her bows from where I'm standing here beside the slipway; some twelve women and twelve men are manning a long rope attached to the bows of a life-boat and they're pulling as hard as they possibly can.

Well, there she goes—she's moving slowly at first; and now she's going faster and faster.

And now she's reached the sea and the crew have taken over.

Well, I've now moved to Dungeness village and I'm sitting in Mrs. Ellen Tart's sitting-room; she's not too well at the moment and she is sitting comfortably in front of a coal fire. Now Mrs. Ellen, when did you start launching life-boats?

MRS. TART: When I was first married at sixteen—I married my husband at sixteen, and I started then as he was a life-boatman.

SELSEY: Of course you not only help to launch the life-boat, you also help to bring the life-boat in, don't you?

MRS. TART: Yes, we do, pull down the skids and help—and pull on the rope when they throw it over the side; help pull her ashore until she's made fast, and then we heave her up. But of course it's all very much better now than it was in the years gone by when

we used to have to stand round the old capstan in all sorts of weather. Many a time we've been wet through, we've tipped the water out of our shoes. And I remember well the time, 1928, when they launched the boat for the *Hanna* that went down; we had to walk all the way to Lade—had a message to say the boat was going ashore at Lade, it was too rough to come back to this capstan, and we had to walk to Lade, four miles on the shingle, and we hove her up, and in the meantime heaving her up they broke a capstan, the big capstan. My uncle was in charge of the capstan at Lade at the time—Mr. Tart—and after we got home we had a call back at five o'clock in the morning to go and launch the boat because the weather had moderated a bit and she'd

got to come home to her own station. And we had to walk all the way back there again.

SELSEY: I expect you're looking forward to going to London aren't you, to be given the award?

MRS. TART: Well, I hope to be well enough in time, to go and meet the Duchess of Kent. I should very much like it, and I think it's a great honour for the Institution to be presenting us with a badge like that. I'd very much like to go. I've never been to London before, it would be something very out of the ordinary, if I went to London, I'm sure. I don't know how I should get on, but I suppose I should enjoy it.

SELSEY: Well, I'm sure you will and you certainly greatly deserve the award.

MRS. TART: Yes.

The Sixth International Life-boat Conference

By Colonel A. D. Burnett Brown, O.B.E., M.C., T.D., M.A.

Secretary of the Institution

THE sixth international life-boat conference was held at Ostend from July 23rd to the 25th, 1951, on the invitation of the Belgian Administration of Marine. M. H. de Vos, the Director General of the Administration, presided. Fifteen other countries sent representatives: Denmark, Finland, France, Germany, Great Britain, Greece, Iceland, Italy, Japan, the Netherlands, Norway, Portugal, Spain, Sweden and the United States of America. The Institution was represented by its deputy-chairman, Commodore the Right Hon. Earl Howe, C.B.E., V.R.D., R.N.V.R., its secretary, Colonel A. D. Burnett Brown, O.B.E., M.C., T.D., M.A., its chief inspector, Commander T. G. Michelmores, R.D., R.N.R., and its consulting naval architect, Mr. W. Smart, M.I.N.A. The Ministry of Transport was represented by the chief inspector of H.M. Coastguard, Commander J. H. Lewty, R.N.

The Conference was opened by M. P. W. Segers, the Belgian Minister of Communications. Speaking of the special place which the life-boat services hold in the relations between

nation and nation, in our modern world of fierce competition and deep suspicions, he said:

"While in other spheres scientists and inventors work too often in secret so as to keep the profit of their science and inventions to themselves or to a very limited number of interested persons, you are acting exactly the opposite way because you are eager to communicate to each other, without any restrictions, the last progress which has been realized to your knowledge in the ways and means of saving lives and to give the benefit of your experience to everyone."

Some prominence in the discussions was given to the very difficult subject, which four years before had been discussed at Oslo, at the first international conference to be held after the war—the protection of life-boats in time of war. It was there agreed that the question should be brought to the notice of any future international conference dealing with the protection of hospital ships. This was done, two years later. At the second Geneva Convention of the 12th of August, 1949, provisions were made for the

protection both of life-boats at sea and their stations on shore.

The unification of signals, an improved system of wireless communications, increased co-operation between the life-boat services themselves and between rescue services on land, sea and air were discussed; and the technical questions before the conference included helicopters, radar, life-boats built of plastic, and the possibility of increasing the speed of life-boats. The Institution itself contributed one paper, "Some Notes on the Stability of R.N.L.I. Life-boats," by its consulting naval architect, Mr. Smart. Of these, and other papers, and of the discussions which followed, the Belgian Administration of Marine published a full report in English. It was proposed that the Institution should act as a distributing centre for information of interest to all life-boat services, and we gladly agreed to do it.

In addition to the conference itself, which held five sessions, M. Vos and his administration had arranged a full and very interesting programme, and very generous hospitality. On the evening of our arrival there was a

dinner of welcome; on the first day a luncheon in which the Belgian National Federation of Fishing and the Fishing Industry were joint hosts; a visit to the life-boat station at Nieupoort, and a dinner in which the Union of Belgian Fishing-boat Owners were joint hosts, the proceedings being enlivened by the use of our hotel as the principal objective for a realistic Commando landing exercise by Belgian troops; on the second day a luncheon and then a visit to Antwerp, where the Mayor held a reception of the delegates at the Town Hall, followed by a dinner; on the third day a visit to the new Dutch motor life-boat *Prins Hendrik*, an excursion and luncheon on board one of the mail boats of the Dover-Ostend line, and a farewell dinner.

We returned from Ostend very grateful to the Belgian Administration of Marine. We had met again old friends in other life-boat services, discussed both the problems of life-boat work special to the coasts and climate of each country and the problems common to us all, and felt once more our unity of spirit and aim.

A Hundred Years Ago

An extract from 'The Life-boat' or 'Journal of the National Shipwreck Institution' from the 1st May, 1853, to the 1st October, 1854

It was mentioned in last year's Report that four life-boats, on the most recent construction, were building, and were about to be stationed on the coast of Northumberland; these boats, by the courtesy of the Lords Commissioners of the Admiralty, were conveyed to their stations in H.M.S. *Lightning* in September last, and taken charge of by the respective Local Committees at Cullercoats, Newbiggin, Hauxley, and Boulmer. In the stormy weather, which occurred shortly after, an opportunity was afforded of trying them; which was taken advantage of by the Inspector of Life-boats, who fully tested their merits as sea-boats; they have since been out on several occasions, and have been instrumental in saving life and property. These four stations having been completed

with boats, boat-houses, carriages, life-belts, buoys, and every requisite fitting, the whole has been most liberally presented to the Shipwreck Institution by His Grace the Duke of Northumberland, our President, on the understanding that everything shall be maintained in efficient working order, and the crews be regularly trained and exercised. Acting in the name and on behalf of the subscribers to the Institution, the Committee have thankfully accepted this munificent gift, and they pledge themselves, in conjunction with the respective Local Committees, to fulfil to the utmost the conditions on which this charge has been intrusted to their care.

A life-boat similar to the above, designed by Mr. Peake, has been stationed at North Sunderland, at the

expense of the trustees of the late Lord Crewe; and a 31-foot boat at Appledore, Devon. The Worthing boat, mentioned last year, has been completed and placed on her station; a 27-foot boat for Budehaven is on her way to that port; similar boats are ready for Barmouth and Cemlyn, and are waiting for a conveyance to their destination. Boats also for Aldboro', Lyme Regis, Sennen, and Douglas, Isle of Man, are in a state of forwardness at Messrs. Forrestt's, at Limehouse, boat-builders to the Institution. The life-boats at Filey and Bridlington, in Yorkshire, have been put into thorough repair, and plans have been furnished to Hartlepool and the Tees Bay Society. An application from the Prussian Government has also recently been received for a life-boat on Mr. Peake's design, to be stationed at Swinemünde, in the Baltic.

The Committee consider it due to

the public spirit of the Messrs. Richardson, of Aber Hirnant, Bala, North Wales, to notice their iron tubular life-raft, on which they successfully accomplished a voyage from Liverpool round the Land's End to London. The experiment is a very interesting one, and should it be found that the iron, of which the tubes are formed, can be preserved from rapid decay, it seems probable that such a life-raft might prove useful, particularly on a very flat beach.

The sad accidents to the Lytham and Rhyl life-boats are too recent not to be well known to all who take an interest in these subjects; the Committee, therefore, only advert to them to assure the subscribers to the Institution and the public, that no similar fittings, nor the use of water ballast, will be permitted in any life-boat in connexion with this Institution, nor, except in special cases, will the use of sails be sanctioned.

Coxswain Albert Spurgeon of Lowestoft

COXSWAIN ALBERT SPURGEON, of Lowestoft, who died on the 5th of April, 1953, at the age of 73, had been one of the Institution's most distinguished coxswains. According to the local records he joined the life-boat crew in his teens, and served in it for 45 years. He was appointed coxswain in 1929, and retired in 1947. During nearly 24 years as coxswain he took part in the rescue of 159 lives.

In 1922 he won the bronze medal for gallantry, as a member of the crew, for the famous service to the steamer *Hopelyn*, wrecked on the North Scroby Sands, and in 1927, as coxswain, he won the silver medal for the rescue of the crew of three of the sailing smack *Lily of Devon*, a rescue carried out with great promptness and courage in face of the greatest danger.

Then, in the war of 1939 to 1945, he won a bar to his bronze medal for the rescue, by night, of the crew of ten of H.M. minesweeper *106*. This was in 1943, and it was a service which again showed the daring and courage of the man. As the life-boat moved out of

harbour lit by a searchlight, the light was switched off, and for the first moment of darkness Coxswain Spurgeon was blind. In that moment the life-boat struck the pier. She was undamaged, but he was flung against the binnacle and his jaw cut open. He would not leave the wheel, nor, until the life-boat was at sea, would he even stop to have his wound bound up. Then he searched for and found the minesweeper, knowing all the time that he was among the submerged iron piles of the coast defences, but not knowing their exact positions. Not until nine hours after he was injured was he able to go to hospital. There he had eight stitches put in his jaw. Even then he would not go off duty. He was at that time a man of sixty-three.

He lectured to the Little Ship Club in London on the Life-boat Service, and in 1927, a fortnight before the service to the *Lily of Devon*, he and his crew manned a life-boat in the Lord Mayor's Show in London. On his retirement he was awarded a certificate of service and an annuity.

The Editor Retires

FOR the first time in thirty-three years *The Life-boat* is appearing under a new editor. Mr. Charles Vince, the former editor, retired from the service of the Institution on the 1st of July, 1953. His appointment as editor of *The Life-boat* dates only from 1931, but since 1920, when he first joined the Institution, the Journal has, in fact, been in his care.

Mr. Charles Vince is a distinguished member of a distinguished family. His father, C. A. Vince, was a fellow of Christ's College, Cambridge, headmaster of Mill Hill, at one time secretary of the Liberal Unionist Association in Birmingham, and the author of a number of historical, political, and literary studies.

Mr. Charles Vince, who was born on the 9th of May, 1887, was educated at King Edward's School, Birmingham. After leaving school he went into journalism, beginning on the staff of the *Birmingham Gazette*, on which he was a political leader-writer. He was then assistant editor and leader-writer for the weekly review *The World*, and later on the "By the Way" column of *The Globe*. During the war of 1914-1918 he served with the Royal Sussex Regiment and when invalided was attached to the Intelligence Directorate at the War Office.

His official title when he joined the Institution in 1920 was that of Assistant Secretary (Publicity), then a new post. Though the title was changed to that of Publicity Secretary in 1931, the duties remained the same. In addition to editing all the Institution's publications, Mr. Vince published in 1946 *Storm on the Waters*, the story of the Life-boat Service in the war of 1939-1945. This was published by Messrs. Hodder and Stoughton.

Other books on the subject of life-boats which he published were *The Life-boat in Verse* (with Sir John Cumming) and *The Crew Were Saved* (for the British Council).

During his service with the Institution Mr. Vince continued his outside literary activities, and in addition to his books on life-boats he published *England in France*, *The Street of Faces*,

Wayfarers in Arcady and *Barrie Marvell*.

He has contributed to many of the leading periodicals in the country, and he has, for instance, been a regular reviewer for *The Times Literary Supplement* since 1919.

Mr. Vince's wife, Millicent Vince, who died in 1941, was a well known interior decorator and also published a number of books on this subject.

The bare facts of his career cannot describe to those who do not know him the true nature of this most lovable and big-hearted of men. From the moment he left its service the Institution has received a flood of letters from people, not only at home, but in other continents, expressing their regret at his departure. One correspondent, Mr. Frederick Clark, who wrote nearly 6,000 letters to Mr. Vince in all, declared: "Just to have known you has been a source of strength and encouragement to me over the years." The honorary secretary of the Tynemouth branch, Mr. E. Selby Davidson, wrote: "You lay down your armour with the personal satisfaction of great achievement." And at a farewell meeting, when a presentation was made to Mr. Vince, the general feeling amongst those who had worked with him was happily expressed by the Chief Inspector of Life-boats, Commander T. G. Michelmore, when he said: "I have never in my life known a more collectively popular man."

The new Publicity Secretary and editor of *The Life-boat* is Mr. Patrick Howarth. Mr. Howarth, who was born in 1916, was educated at Rugby and St. John's College, Oxford. Before the last war he edited a quarterly publication *Baltic and Scandinavian Countries* for the Baltic Institute in Gdynia. During the war he served in the Special Forces, mainly in Egypt and Italy. In 1945 he was released from the armed forces to take up an appointment as Press Attache in the British Embassy in Warsaw. After returning to England he became Press Officer in the Ministry of Housing and Local Government. He left this post

in February, 1953, to take up his appointment as Assistant Publicity Secretary of the Institution.

Like Mr. Vince, Mr. Howarth is a regular contributor to a number of

periodicals. He has published two books, *The Year is 1851* in 1951, and *The Dying Ukrainian* in 1953. His third book, *A Matter of Minutes*, is due to appear later this year.

Lieutenant-Colonel C. R. Satterthwaite

LIEUTENANT-COLONEL CLEMENT RICHARD SATTERTHWAITE, O.B.E., late of the Royal Engineers, who was deputy secretary of the Institution from 1925 to 1931, and secretary from 1931 to 1946, died in his sleep on the 5th of May, 1953. He was in his seventieth year. The tribute which Colonel Burnett Brown, the secretary of the Institution, paid to his work and his character in *The Times* is the most fitting tribute which can be paid in *The Life-boat Journal*, for it expresses what his colleagues and friends at the Institution felt about him. Colonel Burnett Brown wrote:

"May I add to your admirable notice of Colonel Clement Richard Satterthwaite a more personal tribute? He will be remembered in the Life-boat Service for two things. He was in command of it during its six most difficult and arduous years, the years of the last war, when its work increased threefold, when most of his colleagues, in responsible positions, returned to the Navy and Army, when its resources were never more than barely sufficient to meet its greatly increased needs. Only those who have held command know what it is to be in command at such a time.

"The second thing was his great modesty. When all was going well he effaced himself. It was when there were difficulties to be met that he became at once the commander. Praise he would let go by. His care was to see that it went to others. But when there was responsibility to be taken he was there to take it. He was

a professional soldier. He gave over twenty years of his life to the Army. He won the sword of honour at Woolwich. He served with distinction. But I have never met a professional soldier whose sympathies, understanding and tastes were so wide as his. That was the secret of his success in the Life-boat Service."

At the funeral in London the Institution was represented by Sir John Cumming, K.C.I.E., C.S.I., one of its vice-presidents, and by five members of the staff who were old friends of Colonel Satterthwaite.

After his retirement Colonel Satterthwaite settled at Alton, in Hampshire. He took an active part in the life of the town, and among other things, was vice-chairman, joint honorary secretary and a trustee of the Jane Austen Society. In those few years he made for himself a secure place in the gratitude and affection of his new friends. At the memorial service at Holy Rood Church, Holybourne, the vicar said of him:

"Clement Richard Satterthwaite was pre-eminently a man who gladly, cheerfully and willingly bore the burden of work and organization in the community of which he was a member. He seemed utterly dedicated to service and although he had been here for what, in comparison with a life-time, is but a small space of time, he had made himself fully one with the community which he had adopted as his own."*

* An article by Colonel Burnett Brown on Colonel Satterthwaite's work for the Institution was published in *The Life-boat* for June, 1947.

Coronation Honours

IN the Coronation Honours Colonel A. D. Burnett Brown, M.C., T.D., M.A. secretary of the Institution, was made an Officer of the Order of the British

Empire, and Captain Q. Craufurd, R.N., honorary secretary of the Dungeness life-boat station, a Member of the Order.

Three Cromer Life-boatmen Drowned

THE three life-boatmen who lost their lives when the crab boat *Boy Jimmy* sank a hundred yards off shore near Cromer were all members of the Cromer No. 2 life-boat.

One was the coxswain, James William Davies, who was aged 43. Coxswain Davies began his service as a life-boatman at Cromer in 1926. He was assistant motor mechanic of the No. 1 life-boat from 1934 to 1947, when he was appointed coxswain of the No. 2 boat. Another of the men drowned was his brother, Frank Davies, the assistant motor mechanic, who was aged 34. Frank Davies joined the crew in 1936 and was appointed assistant motor mechanic in 1948. The third man, Edward Bussey, aged 21, had been a member of the crew for three years.

Coxswain Davies, who came from a family well known in Cromer and was himself a member of the Cromer Urban District Council, had had a most distinguished record as a life-

boatman. He won the bronze medal three times. His first medal was won for his gallant conduct and endurance when the No. 1 life-boat rescued fifteen of the crew of the Dutch steamer *Georgia* in an easterly gale and a very heavy sea on the 22nd of November, 1927. His rescue work on that occasion lasted more than 28 hours. He won his second medal when the No. 1 life-boat rescued the crew of 29 from the Greek steamer *Mount Ida*, which was wrecked on the Ower Bank in a gale on the 9th of October, 1939. His third medal was won during the war, when the No. 1 life-boat rescued 44 from the S.S. *English Trailer* on the 26th of October, 1941.

Among the many people who saw the *Boy Jimmy* sink was the famous ex-coxswain, Henry Blogg, who won the Institution's gold medal four times and its silver medal four times. He rushed to help launch a crab boat, but in doing so collapsed and had to be taken home.

A New Assistant Secretary

MR. R. C. BAVERSTOCK, the Assistant Secretary and Establishment Officer, has retired after forty-four years in the service of the Institution. He is succeeded by Mr. S. M. Whorlow.

Mr. Baverstock was appointed Assistant Secretary in 1948, having before then been Accountant to the Institution for sixteen years. Before the war of 1914-1918 he served in the 3rd County of London Yeomanry (Sharpshooters), and during that war he spent a period with the Army.

Mr. Whorlow joined the staff of the Institution in 1929. Before his new appointment he helped create the new Internal Audit Department. He too served in the 3rd County of London Yeomanry, taking part in the African, Sicilian and Italian campaigns of the Eighth Army during the last war.

About Mr. Baverstock and Mr. Vince, Colonel A. D. Burnett Brown, writes:

"On the 1st July of this year the Institution lost two of its most valued servants through retirement after many years of unstinting and distinguished service to our cause.

"The post of Assistant Secretary of the Institution is not one which attracts public attention. Yet on the holder of this post a very great deal of the efficiency of the whole organisation depends. In Mr. Baverstock we were extraordinarily lucky to have a man of such single-minded devotion, patience and tact. He was the Secretary's right-hand man in more than one major development of the organisation, and the results of his many years of work are to be seen in the smooth running of the most diverse parts of the machine and in the feeling, which I believe to be prevalent in the staff of the Institution, that everyone has a worth-while job to do and is glad to be doing it.

"Mr. Vince's job did bring him more into the public eye. His chief memorials are, I think, the tremendous popularity he enjoyed among all those who knew him and the happy relations which have so long existed between the Institution and the Press and publicity agencies generally.

"They will both be greatly missed."

Services of the Life-boats in March, April, May and June, 1953

64 Lives Rescued

MARCH

DURING March life-boats were launched 40 times and rescued 18 lives.

SICK MAN TAKEN OFF LIGHTSHIP

Humber, Yorkshire.—At 10.8 on the morning of the 1st of March, 1953, the Spurn coastguard telephoned that the master of the Humber lightship had requested the help of the life-boat to land a sick man. The life-boat *City of Bradford II* was launched at 10.30 in a slight sea with a south-easterly breeze blowing, and went to the lightship. After the sick man had been taken aboard, the life-boat made for Grimsby, where an ambulance was waiting. The life-boat reached her station again at 3.15 in the afternoon. The expenses were refunded to the Institution by Trinity House.—Permanent Paid Crew.

NORWEGIAN SHIP HITS TOWER FORTS

Southend-on-Sea, Essex.—At 4.43 on the afternoon of the 1st of March, 1953, the coastguard reported that the motor vessel *Baalbek*, of Oslo, had hit the Great Nore Tower Forts. One of the towers had collapsed, and a number of men from the forts were missing. The life-boat *Greater London, Civil Service No. 3* was launched at 5.10 in a choppy sea with an east-north-easterly breeze blowing and fog. She found the *Baalbek* wedged in the forts. One fort was on her foredeck, and she had a list to starboard. A ship's boat was lying alongside, and four men jumped from her to the life-boat and were transferred to a R.A.S.C. launch. The life-boat then stood by. Three tugs arrived, and the life-boat got a rope aboard the *Baalbek* from one of them, and when all had got their ropes fixed, the *Baalbek* was pulled clear. As she moved away, the fort on her foredeck crashed into the sea. A wireless message from the *Baalbek* then stated she was going to anchor,

and as the services of the life-boat were no longer needed, she made for her station, which she reached at 10.20. Four men on the forts lost their lives in the accident.—Rewards, £20.

SHOUTS HEARD THROUGH FOG

Arklow, Co. Wicklow.—About three o'clock on the afternoon of the 1st of March, 1953, four boys walking on the beach near Arklow Rock heard shouts through dense fog from a vessel ashore. The vessel was asking for a life-boat, and the boys reported to the life-boat station. At 3.40 the life-boat *Inbhear Mor* was launched in a calm sea with a light north-easterly wind, and found the lightship tender *Roaming*, of Arklow, one mile south of Arklow Harbour. Three passengers were aboard the tender; and after laying out an anchor from her, the life-boat returned to harbour with them. The life-boat went back to the *Roaming* at five o'clock and got a tow rope aboard. At 6.10 the *Roaming* refloated on the rising tide and made harbour under her own power. As her services were no longer needed, the life-boat returned to her station, arriving at 6.30. The owner made a donation to the funds of the Institution.—Rewards, £11 16s.

LIFE-BOAT CREW REPAIR DAMAGE TO SHIP

Southend-on-Sea, Essex.—At 5.3 on the afternoon of the 4th of March, 1953, the coastguard reported that two vessels had been in collision near Lower Hope Buoy and that one was beginning to sink. The life-boat *Greater London, Civil Service No. 3* was launched at 5.25 in a calm sea with a light north-westerly wind blowing, and fog. She found that the motor vessel *Northumbrian Coast*, of Middlesbrough, had been in collision with the *Egyptian Prince*, and that the *Sylvian Coast* had been standing by. In the meantime the *Northumbrian Coast* had been beached at Mucking Flats, but she was badly holed. Her engine-room was

flooded, and it was thought that her crew would have to be taken off by the life-boat as the tide rose. However, the life-boat crew got materials from the ship and succeeded in filling the hole. These repairs lasted until a tug arrived with pumps, and later it was possible to tow the vessel to higher ground. The captain thanked the life-boatmen for their help in saving the ship, and the life-boat arrived at Southend again at 4.30 in the morning.—Property Salvage Case.

DREDGER TOWED OFF SANDBANK

Southend-on-Sea, Essex.—At 2.45 early on the morning of the 7th of March, 1953, the Southend piermaster reported that the Southend Corporation's dredger *Prittlewell* was stranded on a sandbank at Crowstone, Westcliff, with a crew of seven. At three o'clock the life-boat *Greater London, Civil Service No. 3* was launched in a calm sea with a west-north-west breeze blowing, and put a rope aboard the dredger. She towed her clear and slipped the rope, and the *Prittlewell* then made for her berth under her own power. The life-boat returned to her station, arriving at 4.10. The Corporation made a donation to the funds of the Institution.—Rewards, £7 15s.

ANGLER UNABLE TO ROW ASHORE

Hastings, Sussex.—At 2.8 on the afternoon of the 11th of March, 1953, the Fairlight coastguard reported that an angler appeared to be in difficulties in a rowing-boat, about two miles south of Hastings pier, and was waving a flag. At 2.16 the life-boat *M.T.C.* was launched in a slight sea, with a light north-easterly breeze blowing. The man was found to be suffering from a bad knee and had been unable to row ashore. The life-boat rescued him, towed the boat to the shore, and reached her station again at 3.5.—Rewards, £24 1s. 6d.

BODY OF PILOT PICKED UP

Buckie, Banffshire.—At 11.33 on the morning of the 12th of March, 1953, the coastguard passed on a message from the Buckie police that an aircraft was down in the sea off Buckpool harbour, about one and a half miles

west of Buckie. The life-boat *Glencoe, Glasgow* was launched at 11.42 in a calm sea with a light south-westerly wind blowing, and went to the given position. There she found a parachute with the dead body of a pilot. She took the body on board, and made for Buckie, arriving at 1.15. The body was handed over to the police.—Rewards, £8 19s.

30-HOUR SEARCH FOR FISHING BOAT

Stornoway, Outer Hebrides.—At eight o'clock on the morning of the 15th of March, 1953, the coastguard rang up to say that the local motor fishing boat *Venture* had left the island of Bernera, Lewis, for Stornoway on the 12th with a crew of three, but that she had not been heard of since. At one in the afternoon the life-boat *William and Harriot* left her moorings and made for the Sound of Harris in a rough sea with a moderate south-westerly breeze blowing. Meanwhile an American aircraft searched as far as Loch Hamnaway. The life-boat passed through the Sound, anchored for the night, and the next morning searched towards Loch Hamnaway. She found the *Venture*, which had been sheltering in Loch Hamnaway with engine trouble, in the Sound of Scarp, escorted her to Leverburgh, Harris, and then returned to Stornoway, arriving back at her station at 7.15 on the 16th. The life-boat had been at sea for over thirty hours.—Rewards £64 5s.

TWO MEN SAVED FROM BREAK-WATER

Teesmouth, Yorkshire.—During the afternoon of the 15th of March, 1953, the motor fishing boat *Vigilant*, which had been blown ashore from her moorings in a gale, was refloated and towed into the River Tees by two men in a small dinghy fitted with an outboard motor. The men were making for Seaton Snook, but the tide turned when they were only half-way there, and they drifted to the mouth of the river. There the wind caught them and blew them into North Gare. They anchored, but the anchor did not hold and they were in danger of being smashed on the breakwater. The life-boat honorary secretary saw their

danger and at once called out the life-boat *John and Lucy Cordingley*. She was launched at 5.5 in a slight sea with a light south-easterly breeze blowing. She rescued the men, towed the *Vigilant* to safety, and reached her station again at 6.15.—Rewards, £10 18s.

DOCTOR TAKEN TO LIGHTSHIP

Great Yarmouth and Gorleston, Norfolk.—At 9.38 on the night of the 16th of March, 1953, the Gorleston coastguard passed on a report from the Trinity House Superintendent that a member of the crew of the Newarp lightvessel had been injured and needed immediate attention. He asked if the life-boat would take a doctor to him, and, as no other boat was available, the life-boat *Louise Stephens* embarked a doctor and was launched in a calm sea with a light east-south-east breeze blowing, at 10.26. She put the doctor aboard the vessel. He tended the injured man, who was then taken into the life-boat and landed in the harbour at 4.30 on the morning of the 17th—Rewards, £23 14s. 6d. Refunded to the Institution by Trinity House.

FINNISH SHIP IN COLLISION

Great Yarmouth and Gorleston, Norfolk.—At 2.8 early on the morning of the 20th of March, 1953, the Gorleston coastguard rang up to say that the S.S. *Briardene*, of Sunderland, had collided with the S.S. *Roine*, of Helsinki, near the Newarp lightvessel. At 2.25 the life-boat *Louise Stephens* was launched. There was a light easterly breeze with a slight sea, and it was foggy. The *Roine* had sunk with the loss of one man, and the *Briardene* had taken off the remaining sixteen of her crew. The life-boat took thirteen of the survivors on board and three members of the *Briardene's* crew, and then accompanied the *Briardene* to harbour, reaching her station again at one o'clock in the afternoon. The masters of both ships expressed their thanks.—Rewards, £30 12s. 6d.

WRONG POSITION FROM SHIP AGROUND

Holyhead, Anglesey.—At 4.45 on the morning of the 20th of March, 1953, the coastguard rang up to say that a

wireless distress message had been intercepted from the motor vessel *Milborne*, of Poole, stating that she had gone ashore eight miles west of South Stack. The position was later amended to eight miles south of South Stack, and at 5.3 the life-boat *St. Cybi*, Civil Service No. 9 was launched. There was a light breeze and a calm sea, and it was foggy. The life-boat found the *Milborne*, which was laden with carbide, under Rhoscolyn Head. She was pounding, and the crew of eight abandoned her and were taken into the life-boat. The life-boat laid off Rhoscolyn until low water and then put the master on board his ship again. He found that she was leaking. A life-boatman went aboard, and eventually the *Milborne* refloated and was taken in tow by another motor vessel. This vessel, accompanied by the life-boat, took her to Holyhead. The life-boat reached her station again at nine o'clock that night.—Property Salvage Case.

SHIPS COLLIDE IN FOG NEAR DOVER

Dover, and Walmer, Kent.—At 10.48 on the night of the 20th of March, 1953, the Sandgate coastguard rang up the Dover life-boat station to say that the motor vessel *Spaarnestroom*, of Amsterdam, which had been in collision with the S.S. *Waldemar Sieg*, of Flensburg, was sinking four miles south-south-east of Dover. At 10.55 the life-boat *Southern Africa* left her moorings in a moderate sea, with a moderate north-easterly breeze blowing and dense fog. A tug also put out. At 12.11 on the 21st the Deal coastguard informed the Walmer life-boat station, and at 12.30 the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. Both life-boats searched for the vessel, and at 5.10 the *Southern Africa* received a wireless message that the *Waldemar Sieg*, which was six and a half miles south-south-west of Dover, had on board fifteen of the *Spaarnestroom's* crew of sixteen. The Dover life-boat was asked to land them, and she made for the steamer and took the men on board. She then returned to her station, arriving at 9.45, and stood by until it was learnt that the remaining member of the *Spaarnes-*

troom's crew was still on board her, and that she had been taken in tow by another steamer. The Walmer life-boat was not needed, and she reached her station again at 6.30. The Dungeness life-boat crew assembled, but were not needed. The owners made a donation to the funds of the Institution.—Rewards: Dover, £21 5s.; Walmer, £28 15s.

AWARDS TO TWO SCOTTISH COXSWAINS

On the 22nd of March, 1953, the Stromness and Thurso life-boats both went to the help of the trawler *Leicester City*, of Grimsby, when she went aground three and a half miles south-west of Stromness. Fourteen men were picked up alive, but three of them died later. The search was carried out in treacherous tidal water and, for most of the time, in dense fog. The thanks of the Institution inscribed on vellum were awarded to Coxswains William Sinclair, of Stromness, and Angus S. Macintosh, D.S.M., of Thurso. For a full account of these services, see page 536.

FRENCH SHIP HITS ROCKS IN FOG

Douglas, Isle of Man.—At 10.42 on the night of the 24th of March, 1953, the Ramsey coastguard rang up to say that a vessel south of Douglas Head was blowing short blasts on its siren, and at eleven o'clock the Douglas Head Lighthouse keeper also telephoned. It was thought that the vessel had hit rocks in the dense fog, and at 11.25 the life-boat *Millie Walton* was launched. There was no wind, and the sea was smooth. The life-boat found the trawler *St. Pierre Eglise*, of Boulogne, at anchor four hundred yards south-west-by-south of Douglas Head, and the coxswain boarded her. She had a crew of eighteen. The skipper said they had been in collision that day, and that he wanted to bring his ship to Douglas for inspection. The second coxswain then went aboard and helped to take the trawler to Douglas, but early on the 25th she ran on the rocks at Port Skillion, just outside the entrance to Douglas harbour. The life-boat tried to tow her clear, without success, and then took the eighteen people on board and laid off. The

trawler began to regain an even keel as the tide rose, and the life-boat put her crew aboard again. She was not making water and, at four o'clock in the morning, when the tide had risen sufficiently, the life-boat pulled her clear and took her to the harbour, arriving at 4.45.—Rewards, £18.

NINE MEN TAKEN OFF TRAWLER

Lerwick, Shetlands.—At 8.3 on the evening of the 27th of March, 1953, the coastguard rang up to say that the steam trawler *River Lossie*, of Aberdeen, with a crew of nine, had run on a submerged rock on Robbie Ramsay's Baa outside the northern entrance to Lerwick harbour. The life-boat *Lady Jane and Martha Ryland* left her moorings at 8.17 in a rough sea and rising tide, with a strong south-westerly wind blowing. She tried to tow the trawler clear, without success. The skipper asked the life-boat to stand by his ship when the tide ebbed, and the life-boat returned to her station at 11.26. At 12.30 on the 28th she put out again and stood by the trawler all night. At 8.50 a salvage vessel arrived, and the life-boat helped her in another attempt to pull the trawler clear, but the *River Lossie* was making water quickly and remained fast. The life-boat then took on board seven of her crew, brought them ashore, and returned to the trawler. Later the two remaining men abandoned the trawler and were also taken ashore by the life-boat, which reached her station again at 12.48 that afternoon.—Rewards, £36 10s.

DUTCH SAILORS LOST IN FOG

Courtmacsherry Harbour, Co. Cork.—At 4.30 on the afternoon of the 28th of March, 1953, a woman rang up from Harbour View to say that a rowing boat with a crew of three was on the rocks near Harbour View to the east side of Courtmacsherry Harbour. At 4.40 the life-boat *Sarah Ward and William David Crossweller* was launched, taking her boarding boat with her. There was a moderate north-westerly breeze, a moderate sea and a thick fog. The life-boat found that the men in the rowing boat were three sailors from the motor vessel *Deni*, of Rotterdam, who had lost themselves while

rowing. The life-boat towed them back to their ship, and then returned to her station, arriving at 5.50.—Rewards, £6 16s.

PULLING LIFE-BOAT ESCORTS COBLE

Whitby, Yorkshire.—About 9.30 on the morning of the 31st of March, 1953, the local fishing coble *Little Lady*, with a crew of three, could be seen heading for the harbour bar in bad weather. A moderate west-north-west gale was blowing, with a heavy swell, and conditions at the bar were dangerous. At 9.40 the No. 2 harbour pulling life-boat *Robert and Ellen Robson* was launched, escorted in the *Little Lady*, and arrived back at her station at 10.15.—Rewards, £13 7s. 6d.

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

Dungeness, Kent.—March 1st.—Rewards, £24 12s.

Dover, Kent.—March 1st.—Rewards, £9.

Walton and Frinton, Essex.—March 4th.—Rewards, £17 17s.

Sheringham, Norfolk.—March 6th.—Rewards, £30 12s.

Flamborough, Yorkshire.—March 10th.—Rewards, £19 5s. 6d.

Minehead, Somerset.—March 12th.—Rewards, £19.

Weston-super-Mare, Somerset.—March 12th.—Rewards, £16 16s.

Arranmore, Co. Donegal.—March 12th.—Rewards, £11 10s.

Penlee, Cornwall.—March 12th.—Rewards, £36 11s.

The Lizard, Cornwall.—March 12th.—Rewards, £40 9s.

St. Helier, Jersey.—March 13th.—Rewards, £7 8s.

Whitby, Yorkshire.—March 18th.—Rewards, £18 15s.

Padstow, Cornwall.—March 19th.—Rewards, £8 16s.

Walton and Frinton, Essex.—March 19th.—Rewards, £15 8s.

Dover, Kent.—March 20th.—Rewards, £10 15s.

Skegness, Lincolnshire.—March 24th.—Rewards, £26 5s.

Penlee, Cornwall.—March 25th.—Rewards, £10 7s. 6d.

Poole, Dorset.—March 26th.—Rewards, £7 2s. 6d.

Hartlepool, Durham.—March 28th.—Rewards, £10 14s.

Clacton-on-Sea, Essex.—March 31st.—Rewards, £20 16s. 3d.

APRIL

DURING April life-boats were launched 38 times and rescued 5 lives.

CABIN CRUISER MADE FAST TO LIGHTSHIP

Clacton-on-Sea, Essex.—At 1.35 on the afternoon of the 1st of April, 1953, the coastguard rang up to say that the Barrow Deep lightvessel had reported that a man in a cabin cruiser which had broken down, had made fast to the lightvessel. The man asked for the life-boat, and at 1.50 the life-boat *Sir Godfrey Baring* was launched in a heavy swell, with a moderate south-westerly breeze blowing. She found the 61-foot cabin cruiser *Francis M. Dee* tied up astern of the lightvessel and towed her to Brightlingsea, arriving at eight in the evening. The life-boat stayed there for the night and arrived back at her station at nine o'clock the next morning.—Property Salvage Case.

YACHT NEAR PORTLAND RACE

Weymouth, Dorset.—At 9.41 on the 4th of April, 1953, the Wyke Regis coastguard rang up to say that a small yacht was in distress one and a half miles south-east of Portland Bill and was burning flares. At 9.55 the life-boat *Milburn*, on temporary duty at the station, left her moorings in a moderate sea, with a moderate south-westerly breeze blowing. She found the cutter-rigged yacht *Lalla Rookh*, with five persons on board, two miles south-east of Portland Bill. The yacht had shipped a lot of water and had been near the dangerous Portland Race, but had drifted clear. The life-boat escorted her to Weymouth harbour and reached her station again at 11.30.—Rewards, £5 5s.

LIBERTYMEN UNABLE TO REACH SHIP

St. Helier, Jersey.—On the afternoon of the 4th of April, 1953, the destroyer

H.M.S. *Trafalgar* arrived off St. Helier, anchored one mile south-south-west of Elizabeth Castle and landed one hundred and fifty libertymen. The weather was fine then, but by eight o'clock in the evening the wind and sea had increased and the men could not get back to their ship. They were stranded ashore all day on the 5th. The Commanding Officer then radioed that he must have certain men on board to move his ship to more sheltered waters, and at ten o'clock on the morning of the 6th he asked if the life-boat would take them out. At 10.30 the life-boat *Elizabeth Rippon* left her moorings in a rough sea with a strong south-westerly wind blowing. She put thirty engine-room ratings on board and then, when the destroyer had moved to St. Aubin Bay, put aboard the remaining men. She reached her station again at 3.45. The Commanding Officer expressed his thanks.—Rewards, £9 18s. 6d.

SCHOONER'S CREW TAKEN OFF ROCK

Rosslare Harbour, Co. Wexford.—At 2.10 on the afternoon of the 6th of April, 1953, the radio operator of the Tuskar Rock lighthouse on shore received a wireless message from the lighthouse that a ship's boat had been seen near the rock. At 2.40 the life-boat *Douglas Hyde* left her moorings in a choppy sea with a moderate north-westerly breeze blowing, but the ship's boat reached the rock. It contained four men, the crew of the auxiliary schooner *Susan Vittery*, of Cork, which had sprung a leak and sunk early that morning two miles west-north-west of the rock, and a dog. The life-boat learnt from the lighthouse that the men were on the rock, and she took them and the dog on board and towed their boat to Rosslare harbour, arriving at five o'clock.—Rewards, £5.

SICK MAN TAKEN OFF LINER

Dunmore East, Co. Waterford.—At 10.45 on the night of the 7th of April, 1953, a wireless message was received stating that a passenger in the S.S. *Corrientes*, of Glasgow, was seriously ill with a perforated stomach ulcer and

asking if the life-boat would land him. The steamer was twenty miles to the southward and was making for Waterford harbour. At 11.10 the life-boat *Annie Blanche Smith* was launched with the honorary secretary, Mr. A. Westcott Pitt, on board. She made for the steamer in a moderate south-westerly breeze and came up with her between seven and eight miles from her station. She took on board the sick man and his wife and landed them at her station at 1.10 early on the 8th. An ambulance was waiting to take the man to hospital. The owners made a donation to the funds of the Institution.—Rewards, £3 15s.

TRAWLER TOWED TO CAHIRCIVEEN

Valentia, Co. Kerry.—At four o'clock on the afternoon of the 8th of April, 1953, the Valentia radio station reported that the trawler *Ros Ruadh*, of Dublin, had broken down four miles north-west of Bray Head, and at 4.15 the life-boat *A.E.D.* was launched. A fresh north-easterly breeze was blowing, with a moderate sea. The life-boat found the trawler eight miles north-west of Bray Head, with a crew of four, in need of fuel. She recovered the trawler's fishing gear and towed her first to Valentia, and then, at the skipper's request, to Cahirciveen. The life-boat reached her station again at 12.35 early on the 9th.—Property Salvage Case.

ESCORT FOR COBLES IN NORTH SEA

Newbiggin, Northumberland.—On the morning of the 14th of April, 1953, the life-boat bowman returned from fishing and reported that sea conditions to the northward were becoming bad. Five fishing cobles were still at sea, and at 9.30 the life-boat *Richard Ashley* was launched, with an ex-coxswain in command. There was a strong north-north-west wind blowing, with a very rough sea. The life-boat made for a position to the north-east, escorted two of the cobles to the harbour, and then found two of the others six miles north-east of Newbiggin. She escorted them in as well, but the fifth reached Newbiggin alone. The life-boat returned to her station, arriving at 1.10.—Rewards, £19 1s.

FISHING BOAT ESCORTED THROUGH GALE

Whitby, Yorkshire.—At 2.30 on the afternoon of the 14th of April, 1953, word was received by the coxswain that conditions at the harbour bar were dangerous. The local fishing boat *Lead Us* was still at sea, and at 2.40 the No. 1 life-boat *Mary Ann Hepworth* was launched in a moderate north-north-west gale with a heavy swell. She met the *Lead Us* at the harbour entrance, escorted her in, and arrived back at her station at 3.20.—Rewards, £7 2s. 6d.

TWO LIFE-BOATS SEARCH FOR HOPPER

Barrow, Lancashire; and Workington, Cumberland.—At three o'clock on the afternoon of the 18th of April, 1953, the Walney Island coastguard rang up the Barrow life-boat station to say that the steam hopper *Moss Bay*, of Workington, bound from Glasson Dock for Workington, with a crew of six, was overdue, but had been seen off the Wyre Light at 5.30 on the afternoon of the previous day. Anxiety for her safety had been felt at Workington, and it was decided that both the Barrow and Workington life-boats should search for her. At 4.15 the Workington life-boat *Manchester and Salford XXIX* left her moorings. The Barrow life-boat *Herbert Leigh* was launched at 4.25. There was a light north-easterly breeze with a smooth sea. After both life-boats had searched for some time the master of a fishing boat, which had returned to Whitehaven, reported that he had seen the *Moss Bay* about thirteen miles south of St. Bees Head. This information was passed to the Workington life-boat. She found the *Moss Bay* five miles north of Selker Buoy and put food on board. The *Moss Bay* had engine trouble and needed a tug, and the Workington life-boat returned to her station to arrange for one. She arrived there at 10.20. The Barrow life-boat was not needed and reached her station at 9.40.—Rewards: Barrow, £13 2s.; Workington, £11 16s. 6d.

YACHT TOWED TO NEWLYN

Sennen Cove, Cornwall.—At 5.15 on the afternoon of the 18th of April, 1953,

the Pendeen lighthouse-keeper rang up the life-boat coxswain to say that he had seen a yacht in distress off the Three Stone Oars Rocks, and at 5.30 the life-boat *Susan Ashley* was launched. There was a light north-easterly breeze with a choppy sea. The life-boat found the ten-ton Bermuda-rig yacht *Larry*, with a crew of three, two miles west of the lighthouse. The skipper said that his mainsail had carried away and his auxiliary engine had broken down while bound for Highbridge. The life-boat towed the *Larry* to Newlyn and reached her station again at 11.35.—Property Salvage Case.

STEAMER AGROUND ON SHAKE- SPEARE BEACH

Dover, Kent.—At 8.47 on the evening of the 24th of April, 1953, the Sandgate coastguard rang up to say that a message had been received from the North Foreland radio station through the Dungeness pilot cutter that the S.S. *Markab N.*, of Rotterdam, had been in collision with a Norwegian tanker one mile south of Folkestone. At 9.5 the life-boat *Southern Africa* left her moorings in a moderate sea, with a light southerly breeze blowing and a fog. Fifteen minutes later the *Markab N.* wirelessly for a doctor to attend the master who had injured his face badly. The life-boat returned to Dover, took a doctor on board and then made for the steamer which, by this time, had wirelessly that she needed immediate help two miles west of Dover. The life-boat found her heading towards Shakespeare Beach with a heavy list to starboard. The doctor and a life-boatman went on board, and the *Markab N.* ran on to the beach. The life-boat helped to refloat her, and a tug was then able to take her in tow. The life-boat remained with the steamer until the tug beached her again in Dover harbour. She then landed the master and doctor and arrived back at her station at 1.45 early on the morning of the 25th.—Property Salvage Case.

COBLES AT SEA IN BAD WEATHER

Scarborough, Yorkshire.—On the morning of the 27th of April, 1953, the fishing cobles *Betty*, *Rosemary*, and

Rachel, of Scarborough, were at sea in bad weather, and the weather was becoming worse. About 7.35 one of them was seen approaching the harbour, and at 7.40 the life-boat *E.C.J.R.* was launched. She escorted the first coble to the harbour in a rough sea with a strong easterly breeze, and then put out again and escorted in the other two, reaching the harbour herself at nine o'clock. She remained in the harbour in case she might be needed for three other fishing boats which were still at sea, but these boats all reached harbour by themselves. The life-boat then returned to her station, arriving at 2.45.—Rewards, £16.

FISHING BOAT HITS WRECK

Walmer, Kent.—At 5.28 on the afternoon of the 27th of April, 1953, the Deal coastguard rang up to say that the fishing boat *Siroco*, of Boulogne, had hit a wreck in the Downs and appeared to have stuck, and at 5.35 the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. There was a slight sea, with a moderate south-south-west breeze blowing and mist, and the life-boat found the *Siroco*, with a crew of ten, fast on the wreck. The life-boat put a rope on board, towed her clear, and then returned to her station, arriving at 6.40. The *Siroco* was undamaged and went on her way.

FISHING BOAT BROKEN DOWN IN ROUGH SEA

St. Helier, Jersey.—At six o'clock on the evening of the 28th of April, 1953, the harbourmaster rang up to say that the owner of the local fishing boat *Fiona* had reported that the boat was overdue with a crew of two, and that he felt anxious for their safety. Later a telephone call from Portelet brought the news that a fishing boat had anchored near the rocks near Portelet Bay and was asking for help. At 7.30 the life-boat *Elizabeth Rippon* left her moorings in a rough sea with a fresh west-north-west breeze blowing. She found the *Fiona* anchored to her fishing pots. The *Fiona* had broken down and had lost her anchor and cable, and the life-boat rescued the men, one of whom was exhausted, and

towed the boat to St. Helier, arriving back at her station at nine o'clock.—Rewards, £7 1s. 6d.

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

Howth, Co. Dublin.—April 2nd.—Rewards, £14 9s.

Dun Laoghaire, Co. Dublin.—April 2nd.—Rewards, £9 12s.

Wicklow. — April 2nd. — Rewards, £18 2s.

Arklow, Co. Wicklow.—April 2nd.—Rewards, £16 13s.

Clogher Head, Co. Louth.—April 2nd.—Rewards, £19 17s. 6d.

Arranmore, Co. Donegal.—April 2nd.—Rewards, £24 15s.

Humber, Yorkshire.—April 2nd.—Paid Permanent Crew.

Ramsgate, Kent.—April 6th.—Rewards, £4 8s.

Clacton-on-Sea, Essex.—April 8th.—Rewards, £10 7s. 3d.

Mallaig, Inverness-shire.—April 10th.—Rewards, £5 14s.

Eastbourne, Sussex.—April 11th.—Rewards, £13 10s.

Torbay, Devon.—April 14th.—Rewards, £7 1s. 6d.

Llandudno, Caernarvonshire.—April 16th.—Rewards, £25 9s.

Amble, Northumberland.—April 17th.—Rewards, £9 9s.

Newbiggin, Northumberland.—April 17th.—Rewards, £16 16s.

Boulmer, Northumberland. — April 17th.—Rewards, £14 10s.

North Sunderland, Northumberland.—April 17th.—Rewards, £32 13s.

Clovelly, Devon. — April 20th. — Rewards, £46 7s. 6d.

Appledore, Devon. — April 20th. — Rewards, £36 3s.

Ilfracombe, Devon. — April 21st. — Rewards, £18. 11s. 6d.

Minehead, Somerset.—April 21st.—Rewards, £15 0s. 6d.

Weston-super-Mare, Somerset.—April 23rd.—Rewards, £12 15s.

Selsey, Sussex. — April 26th. — Rewards, £16 9s. 6d.

MAY

DURING May life-boats were launched 44 times and rescued 30 lives.

MAN INJURED IN GALLEY

Walmer, Kent.—At 10.35 on the morning of the 3rd of May, 1953, shipping agents in Dover asked if the life-boat would take a doctor to the motor vessel *Aridity*, of London, anchored off Deal, as a man in her had been flung across her galley and injured. At 10.45 the life-boat *Charles Dibdin Civil Service No 2* was launched with a doctor on board, and made for the vessel in a moderate sea with a light northerly breeze blowing. She put the doctor on board and then landed the injured man, reaching her station again at 11.30.—Rewards £16 14s.

BRITISH RAILWAYS STEAMER IN COLLISION

Walton and Frinton, Essex.—Early on the morning of the 6th of May, 1953, the United States steamer *Haiti Victory* collided with the British Railways passenger steamer *Duke of York* two miles east-south-east of the Galloper lightvessel. The bows of the *Duke of York* were torn right off. At 4.33 the *Haiti Victory* sent a wireless message, and at 4.46 the Walton-on-the-Naze coastguard rang up the life-boat station. The 509 passengers and crew of the *Duke of York* began to abandon ship, and at 5.2 the coastguard reported that she needed help. At 5.30 the life-boat *E.M.E.D.* left her moorings in a light north-north-west breeze with a swell and mist, and on reaching the wreck immediately helped to free trapped passengers from the wreckage. She took a woman and child on board and transferred them to a naval vessel. The life-boat then returned to the *Duke of York* and continued to clear away wreckage until the master asked her to go to the *Haiti Victory* and fetch two doctors and oxygen. The life-boat did this, put the doctors aboard the *Duke of York*, and then took more doctors, orderlies and medical stores to her from a R.A.F. launch. The life-boat then fetched acetylene-burning gear from another steamer and helped in various ways until tugs took the steamer in tow at 12.50. The life-boat stood by during towing operations, making further trips for medical stores and relaying orders from the

steamer to the tugs. She remained with the *Haiti Victory* until the steamer reached Harwich harbour and then returned to her station, arriving at 1.30 early on the 7th. The Railway Executive, Eastern Region, expressed its thanks and made a donation to the funds of the Institution. Eight persons are reported to have lost their lives. The survivors were picked up by the *Haiti Victory* and other vessels.—Rewards, £48 4s.

TWO MEN RESCUED FROM DINGHY

Plymouth, Devon.—At 6.46 on the evening of the 10th of May, 1953, the Yealm coastguard rang up to say that the owner of the fifteen-feet sailing dinghy *Zephyr* had reported that two men who had hired the dinghy that afternoon had last been seen off the Mewstone. They were already overdue and it was thought that with the strong ebb tide they might be unable to come ashore. At 7.2 the life-boat *Thomas Forehead and Mary Rowse* was launched and began to search. There was a fresh north-easterly breeze blowing. A naval helicopter and other boats also took part in the search, and about 8.50 the life-boat found the *Zephyr* between Wembury Point and Mewstone. The men, who were wet and cold, were making little progress against the wind and tide, and the life-boat rescued them. The life-boatmen gave them hot drinks, towed the dinghy to Yealm, and landed the men there, arriving back at their station at 10.25.—Rewards, £6 18s.

THANKS ON VELLUM TO KERRY COXSWAIN

On the 13th of May, 1953, the Valentia life-boat found the French trawler *Liberator*, of Camaret, south of the Blasket Islands after an eight-hour search in a very rough sea. The coxswain took the life-boat close to the stern of the trawler in darkness, passed a rope on board, and took her in tow. For the determination and initiative he showed Coxswain Jeremiah O'Connell was awarded the thanks of the Institution inscribed on vellum. A full account of this service will be found on page 538.

YACHT SEEN DRIFTING ACROSS HARBOUR

Dun Laoghaire, Co. Dublin.—At eight o'clock on the evening of the 14th of May, 1953, the life-boat honorary secretary saw the local yacht *Rainbow* with a crew of four, drifting across the north of the harbour. She had been dismasted and was in danger of being driven ashore at Blackrock. At 8.11 the life-boat *Dunleary II* was launched in a rough sea with a strong south-easterly breeze. She came up with the yacht a mile north of the West Pier and towed her to the harbour, reaching her station again at 8.40. The owner made a gift to the coxswain.—Rewards £6 10s.

INDIAN SEAMAN LANDED AT HARTLEPOOL

Hartlepool, Durham.—At 1.20 early on the morning of the 16th of May, 1953, the Teesmouth life-boat station telephoned to say that the S.S. *Indian Exporter*, of Calcutta, had asked for a boat to land a sick seaman. The Teesmouth life-boat was off service for machinery overhaul, and at 1.50 the life-boat *The Princess Royal, Civil Service No. 7* was launched, with the second coxswain in charge, in a slight sea with a light southerly breeze blowing. She came up with the steamer in Tees Bay, took on board the sick man, wirelessed for an ambulance to meet her at Hartlepool, and landed the man there at 2.55.—Rewards, £6 9s.

YACHT'S CREW BROUGHT TO FLEETWOOD

Fleetwood, Lancashire.—At 11.30 on the morning of the 17th of May, 1953, a report came by telephone of a yacht flying a distress signal a quarter of a mile east-by-north of the Wyre Light. At 11.50 the life-boat *Ann Letitia Russell* was launched. There was a fresh south-westerly breeze with a moderate sea. The life-boat found the auxiliary yacht *Speedy*, of Deganwy, with a crew of five. Her engine had broken down, and she was bumping the bottom and making water. The life-boat towed her to Fleetwood, berthed her in the harbour, and

reached her station again at 12.35.—Rewards, £9 5s.

YUGOSLAV STEAMER AGROUND IN FOG

Runswick, Yorkshire.—At 1.55 on the afternoon of the 19th of May, 1953, the Staithes coastguard rang up to say that a vessel had gone aground on Kettleness Point in thick fog, and at 2.15 the life-boat *Robert Patton—The Always Ready* was launched with the second coxswain in charge. She found the S.S. *Sabac*, of Rijeka, Yugoslavia, and stood by her in a slight sea, with a light easterly breeze blowing. About 6.30 the steamer refloated under her own power, and as she was undamaged and did not need the life-boat any longer, the life-boat returned to her station, arriving at 7.30.—Rewards, £20 3s.

IRISH PLANE CRASHES INTO SEA

Clogher Head, Co. Louth; and Howth, Co. Dublin.—At 3.40 on the afternoon of the 22nd of May, 1953, the Air Control Officer, Irish Air Corps, at Baldonnell rang up the Clogher Head life-boat station to say that a Seafire aircraft of the Irish Air Corps had crashed into the sea between Gormans-town and Balbriggan. The life-boat *George and Caroline Ermen* was launched at four o'clock in a moderate swell with a south-easterly breeze blowing, and searched in company with a motor boat and another aircraft. They found the Seafire in twelve feet of water four hundred yards from the shore. The life-boat then noticed that the motor boat, which had a crew of three, had run short of petrol and was drifting towards the rocky shore. She towed her to Balbriggan and then returned to the Seafire. The Howth life-boat *R.P.L.*, which was launched at 3.45, had also arrived on the scene, and both life-boats remained until two other boats had marked the position. The life-boats then returned to their station, the Clogher Head life-boat arriving at 9.25 and the Howth boat at 10.45. The pilot of the Seafire lost his life. The skipper of the motor boat and an officer of the Irish Air Corps expressed their thanks.—Rewards: Clogher, £15 10s.; Howth, £9 16s.

SERVICE ON ORKNEYS FLAG DAY

Stromsay and Stromness, Orkneys.—

At 8.36 on the evening of the 22nd of May, 1953, the Kirkwall coastguard rang up the Stromsay life-boat station to say that three men who had left Walls, Shetland, for Kirkwall in the thirty-feet motor boat *Vaila* the previous evening, had not arrived. The *Vaila* had last been seen east of Fair Isle at three o'clock that morning. The life-boat *Edward Z. Dresden* was due to go to Sanday on the 23rd on a trip for the island's life-boat flag day, and the coastguard said he would keep in touch with her in case she might be needed. At 11.15 she left for Sanday with the honorary secretary, Captain E. H. Clements, D.S.C., on board. Aircraft carried out a search for the *Vaila*, and about one o'clock in the afternoon reported that unidentified wreckage could be seen 41 miles east-by-south of Tresness Sanday. The coastguard rang Captain Clements at Sanday, and at 2.30 the Stromsay life-boat put to sea, with the honorary secretary on board, in a slight sea with a moderate south-easterly breeze blowing. She searched widely, but found nothing and returned to Stromsay for fuel, arriving at 2.30 early on the 24th. A Danish motor vessel found the *Vaila* fifteen miles east-by-south of Aukerry. The fishing boat had engine trouble, and the motor vessel towed her to the entrance to Stromsay harbour, arriving at 4.10. The life-boat then put out again, towed the *Vaila* in, and secured her at Stromsay pier, reaching her station at five o'clock. The Stromness life-boat *J.J.K.S.W.* was also launched at 3.20 on the afternoon of the 23rd of May, but she found nothing and reached her station again at 8.45.—Rewards Stromsay, £18 7s.; Stromness, £30 10s.

CHIEF OFFICER LANDED IN PAIN

Aldeburgh, Suffolk.—At 7.45 on the morning of the 23rd of May, 1953, the Aldeburgh coastguard rang up to say that the S.S. *Richmond Queen*, of London, had a sick man on board and needed a doctor. She was making for Aldeburgh and was due at nine o'clock. At 8.50 the No. 1 life-boat *Abdy Beauclerk* was launched, with a doctor on board, in a slight swell with a light

south-easterly breeze blowing. She came up with the steamer two miles to the east of Aldeburgh, and landed the chief officer, who had severe pains, at 9.30.—Rewards, £32 3s. 6d.

CREW OF THIRTY-EIGHT LANDED

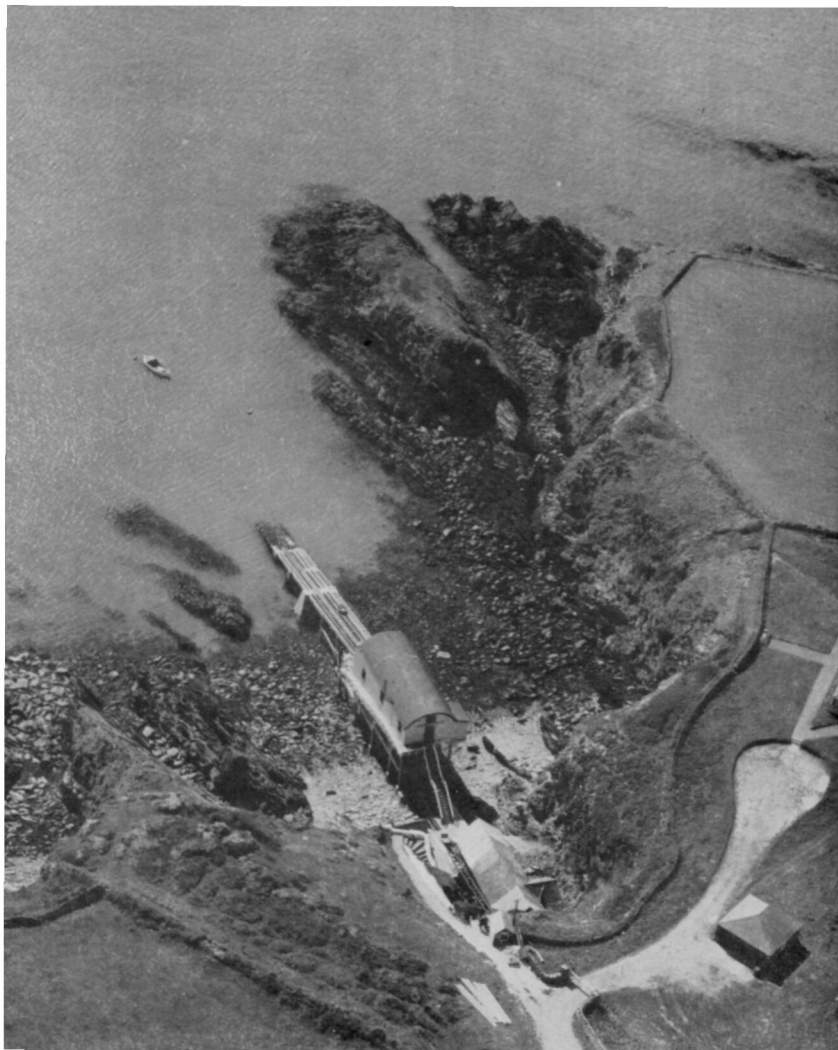
Dover, and Walmer, Kent.—At 2.55 early on the morning of the 24th of May, 1953, the Sandgate coastguard rang up to say that the motor vessel *Andaman*, of Gothenburg, had collided with the Panamanian steamer *Fortune* three miles south of the South Goodwin lightvessel. At 3.15 the life-boat *Southern Africa* left her moorings in a smooth sea with a light south-easterly breeze and dense fog. The *Fortune* anchored near the South Goodwin Buoy, but the *Andaman* was sinking and she wirelessed that her crew of thirty-eight were taking to her boats. The life-boat searched for her, but a later message stated that the S.S. *Arthur Wright* had picked up two boats and the thirty-eight men. At five o'clock the life-boat found the *Arthur Wright* three miles east-south-east of the lightvessel, took the *Andaman's* crew on board, and towed the boats to Dover, arriving at 8.45. The Walmer life-boat *Charles Dibdin, Civil Service No. 2* was launched at 2.40 and also searched, but her services were not needed. She returned to her station at 9.20.—Rewards: Dover, £11 2s.; Walmer, £29 7s. 6d.

FIVE CHILDREN RESCUED

Moelfre, Anglesey.—About eleven o'clock on the morning of the 25th of May, 1953, a message was received from Benllech that a local rowing boat with a man and five children on board was in difficulties off Red Wharf Bay and was being driven towards Puffin Island. At 11.15 the life-boat *G.W.* was launched in a rough sea with a fresh south-westerly breeze blowing. She towed the boat, which was the *Edna*, to Benllech. Later she escorted a fishing boat with a sailing dinghy in tow to Traen Bychan, and reached her station again at 12.50.—Rewards, £5 19s.

FISHING BOAT FOUND ON REEF

Barra Island, Outer Hebrides.—At 10.30 on the night of the 26th of May,



By courtesy of]

[Photoflight Ltd.

THE LIFE-BOAT STATION AT ST. DAVID'S, PEMBROKESHIRE



By courtesy of

[Central Press Photos

TWO BRONZE MEDALLISTS

Coxswain Denis Price, of Margate, and Mr. Tony Metcalfe

(See page 575)



By courtesy of]

[Sport and General

**H.R.H. THE DUCHESS OF KENT PRESENTS THE BRONZE MEDAL
FOR GALLANTRY TO COXSWAIN DOUGLAS KIRKALDIE, OF RAMSGATE**



By courtesy of]

[P. A.-Reuter and Photopress

RESCUE FROM SHIP CUT IN TWO

A deckhand from the Grimsby trawler *Riviere* being brought ashore from the Flamborough life-boat
(See page 567)



By courtesy of]

[J. Wood

WINNERS OF THE GOLD BADGE

Mrs. Ellen Tart and Miss Madge Tart, of Dungeness

(See page 539)



By courtesy of]

[Buller's Photo News Service

THE WOMEN LAUNCHERS OF DUNGENESS
(See page 539)



By courtesy of]

[Fox Photos

**H.R.H. THE DUCHESS OF KENT PRESENTS THE GOLD BADGE
TO MISS MADGE TART**
(See page 576)



By courtesy of:

NORWEGIAN SHIP HITS SEA FORT

[Associated Press]

The Norwegian ship *Baalbek* crashed into the Great Nore Fort in a fog
(See page 576)



A SERVICE BY THE MARGATE LIFE-BOAT TO THE GERMAN CADET TRAINING SHIP *PAMIR*

(See the *Life-boat*, vol. XXXIII, page 334.)



THE CREW OF THE DONAGHADEE LIFE-BOAT

Coxswain Hugh Nelson (centre) was awarded the bronze medal for gallantry in rescuing survivors from the *Princess Victoria*
(See page 533)



By courtesy of]

[Planet News

THE COXSAINS WHO RESCUED 33 FROM THE PRINCESS VICTORIA

Coxswain Hugh Nelson, of Donaghadee, and Coxswain William McConnell, of Portpatrick
(See page 533)



LT.-COL. C. R. SATTERTHWAITE, O.B.E.

(See page 544)

1953, a man rang up to say that the motor fishing boat *Brenjean*, of Yarmouth, had gone aground on the south side of the entrance to Castlebay harbour. At 10.55 the life-boat *Manchester and Salford*, on temporary duty at the station, put out in a calm sea with a light north-westerly breeze blowing. She found the *Brenjean*, with a crew of ten, on a reef, and stood by her until she refloated at four o'clock on the morning of the 27th. She then returned to her station, arriving at 4.30.—Rewards, £11 12s.

FISHERMAN PICKS UP WIRELESS MESSAGE

Flamborough, Yorkshire.—At 8.50 on the morning of the 28th of May, 1953, a retired fisherman told the life-boat coxswain that he had heard on his wireless set a message from the fishing boat *May Lily*, of Bridlington, which had broken down under Speeton cliffs and needed immediate help. At 9.10 the life-boat *Howard D.* was launched. There was a strong northerly wind with a rough sea. The life-boat found the *May Lily*, with a crew of four, in danger of drifting ashore on the rocks. She went alongside, took a rope from the boat and towed her to Bridlington, arriving about 12.30. The life-boat then returned to her station, which she reached again at 2.15.—Rewards, £28 3s. 6d.

GUESTS TAKEN OFF H.M.S. 'CHEERFUL'

Cromer, Norfolk.—On the 30th of May, 1953, H.M.S. *Cheerful*, which was paying an official visit to Cromer, had several guests on board, including the Chairman of the Cromer Urban District Council and the life-boat honorary secretary. The weather deteriorated during the evening, and the *Cheerful* was unable to land the guests. The weather was still bad the next day. The guests still could not go ashore, and two ladies were feeling seasick. The honorary secretary therefore asked for the No. 2 life-boat. At 11.30 on the 31st the life-boat *Harriot Dixon* was launched in a rough sea with a strong northerly wind blowing, and went alongside the *Cheerful*. The coxswain gave each of the guests a life-belt, and the life-boatmen helped

them all into the life-boat, which then took them ashore. The life-boat reached her station again at 12.10.—Rewards, £11 9s.

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

Valentia, Co. Kerry.—May 6th.—Rewards, £14 10s. 6d.

Clovelly, Devon.—May 7th.—Rewards, £39 6s.

Appledore, Devon.—May 7th.—Rewards, £30 18s.

Stromness, Orkneys.—May 8th.—Rewards, £13 4s.

Swanage, Dorset.—May 8th.—Rewards, £8 7s.

Redcar, Yorkshire.—May 10th.—Rewards, £9 7s.

Bembridge, Isle of Wight.—May 10th.—Rewards, £22 19s.

The Lizard, Cornwall.—May 13th.—Rewards, £18 5s.

Lytham-St. Annes, Lancashire.—May 14th.—Rewards, £9 12s.

Clacton-on-Sea, Essex.—May 16th.—Rewards, £8 15s.

Clacton-on-Sea, Essex.—May 16th.—Rewards, £15 4s.

Dover, Kent.—May 17th.—Rewards, £5 8s.

Ilfracombe, Devon.—May 18th.—Rewards, £20 6s. 6d.

Bembridge, Isle of Wight.—May 18th.—Rewards, £8 1s. 6d.

Hastings, Sussex.—May 19th.—Rewards, £32 18s. 6d.

St. Peter Port, Guernsey.—May 20th.—Rewards, £5 16s.

Porthdinllaen, Caernarvonshire.—May 21st.—Rewards, £9 11s.

Margate, Kent.—May 21st.—Rewards, £7.

Padstow, Cornwall.—May 24th.—Rewards, £3 15s.

Lytham-St. Annes, Lancashire.—May 26th.—Rewards, £7 16s.

Newhaven, Sussex.—May 26th.—Rewards, £10 19s.

Southend-on-Sea, Essex.—May 28th.—Rewards, £10 16s.

Cullercoats, Northumberland.—May 29th.—Rewards, £12 12s.

Newhaven, Sussex.—May 31st.—Rewards, £7 9s. 6d.

New Brighton, Cheshire.—May 31st.—Rewards, £12 12s.

JUNE

DURING June life-boats were launched 39 times and rescued 11 lives.

WARSHIP'S PINNACE TOWED TO MOORINGS

Llandudno, Caernarvonshire. — At twelve minutes past midnight on the 1st of June, 1953, the pier nightwatchman told the life-boat motor mechanic that the pinnace from H.M.S. *Verulam*, which was anchored in Llandudno Bay, had sent an S O S message, as she herself had anchored with a broken rudder. The life-boat *Tillie Morrison, Sheffield*, was launched in a rough sea with a strong north-north-west breeze blowing, and found the pinnace in the bay with a crew of five. She had been bound for the shore with seven passengers. The life-boat towed the pinnace to the lee of Great Orme's Head. From there the passengers were landed by rowing boat, and an anchor and rope were put on board the life-boat. The life-boat then towed the pinnace to safe moorings, took off her crew, and landed them with the help of the rowing boat. She reached her station again at 4.15.—Rewards, £19 13s.

LIGHTVESSEL'S TENDER ESCORTED

Arklow, Co. Wicklow.—At 12.43 on the afternoon of the 1st of June, 1953, the Arklow lightvessel wirelessed that her tender *Willie Wag*, of Arklow, with a crew of four, had broken down after leaving the lightvessel. This message was heard on a private wireless set and was passed to the life-boat station. At 1.2 the life-boat *Inbhear Mor* was launched in a rough sea and a moderate north-westerly gale. She found the *Willie Wag* four miles north-north-west of the lightvessel under sail. The tender's crew made temporary repairs to her engine, and she went to Arklow harbour escorted by the life-boat, which reached her station again at 4.15.—Rewards, £10 14s.

FISHING BOATS ESCORTED TO AMBLE

Amble, Northumberland.—At 1.32 on the afternoon of the 1st of June, 1953, the coastguard rang up to say that the

fishing boat *Glad Tidings* had left Druridge Bay for Amble, but that conditions on the Amble harbour bar were dangerous. At 2.17 the coastguard reported that the *Glad Tidings* was unable to enter the harbour, and that the fishing boat *Radiant Morn* was now with her. At 3.5 the life-boat *J. W. Archer* was launched in a rough sea with a fresh north-north-west breeze blowing. She escorted the boats in and reached her station again at 4.35.—Rewards, £5 5s.

ABANDONED YACHT TOWED TO DOUGLAS

Douglas, Isle of Man.—About two o'clock on the afternoon of the 1st of June, 1953, the harbour master received a message from the S.S. *Snaefell*, of Douglas, that she was standing by the Bermuda sloop-rigged yacht *Astral*, of Abersoch, about eight and a half miles south-east of Douglas Head. At 2.20 the life-boat *Millie Walton* was launched in a very rough sea with a moderate northerly gale blowing. She found that the *Astral* had been dismasted, and that the *Snaefell* had taken off her crew of three. The yacht had been abandoned by the *Snaefell*, but the life-boat towed her to Douglas. The life-boat reached her station again at 6.20.—Property Salvage Case.

LIFE-BOATMEN BOARD FISHING BOAT

Lowestoft, Suffolk.—At 12.19 on the afternoon of the 2nd of June, 1953, the coastguard told the life-boat coxswain that a motor boat appeared to be in distress three quarters of a mile off Pakefield and was flying distress signals. At 12.25 the life-boat *Michael Stephens* put to sea and made for the position in a moderate sea, with a fresh north-north-west breeze blowing. She found the fishing boat *Marion*, of Lowestoft, with a crew of three, three miles south-south-west of Lowestoft. The *Marion's* trawl had fouled her propeller, but she had anchored. Two life-boatmen boarded her and helped the crew to weigh their anchor. The life-boat then towed the *Marion* to Lowestoft, reaching her station again at 2.40. The owner made a gift to the life-boatmen.—Rewards, £8 19s. 6d.

FIVE BOATS ESCORTED TO WHITBY

Whitby, Yorkshire.—On the morning of the 5th of June, 1953, it was noticed that conditions on the harbour bar were dangerous. Local fishing boats were at sea, and at nine o'clock the No. 2 harbour pulling life-boat *Robert and Ellen Robson* put to sea to stand by them as they entered the harbour. A moderate northerly gale was causing a heavy sea. The life-boat escorted in the *Venus*, *Galilee*, *Pilot Me*, *Progress* and *Lead Us*, reaching her station again at 1.30—Rewards, £19 0s. 6d.

THREE LIFE-BOATMEN LOSE THEIR LIVES

Cromer, Norfolk.—About nine o'clock on the morning of the 5th of June, 1953, the coxswain of the No. 1 life-boat was returning to Cromer in his fishing boat, when another fishing boat, the *White Rose*, which had just put to sea, hailed him with the news that the fishing boat *Boy Jimmy* had foundered in a swell a hundred yards from the shore. The coxswain, assistant motor mechanic and a life-boatman of the No. 2 life-boat had all been aboard the *Boy Jimmy*. Both boats at once searched for the men, but found nothing and went ashore at 9.45. At 9.55 the coastguard rang up the life-boat station, and as two other fishing boats, *The Miss Cromer* and *Why Worry*, were still at sea, the No. 1 coxswain decided to call out the No. 2 life-boat *Harriot Dixon*. He took charge of her, and she was launched at 11.15 with a light north-north-west breeze blowing. She escorted the two fishing boats to the shore and arrived back at her station at noon. The three men in the *Boy Jimmy* lost their lives. The Institution made a contribution to a local fund raised for the dependants. An account of the careers of the three life-boatmen who lost their lives is given on page 545.—Rewards, £10 15s. were paid, but the crew and helpers gave this sum and the rewards paid for the service on the 30th of May (see page 565) to the fund raised for the dependants of those who lost their lives.

GIRL FALLS OVER CLIFF

Howth, Co. Dublin.—At 2.45 on the afternoon of the 6th of June, 1953, a local boatman reported that a girl had fallen over a cliff into the sea at the Nose of Howth, half a mile from the harbour. At 2.55 the life-boat *R.P.L.* put to sea. There was a calm sea with a light east-south-east breeze. The life-boat found that the girl, who had been badly injured, had hauled herself on to a rock. The life-boat rescued her and landed her at 3.30 at Howth, where an ambulance was waiting to take her to hospital.—Rewards, £4 10s.

TEN TRAWLERMEN LOST

Flamborough, Yorkshire.—At 6.5 on the morning of the 10th of June, 1953, the coxswain heard a message on his wireless set from Cullercoats radio station that the S.S. *Firelight* had collided with the trawler *Riviere*, of Grimsby, about five miles off Flamborough Head. The life-boatmen assembled, and shortly afterwards the coxswain heard on his wireless that the steamer had picked up three trawlermen, but that ten were missing. At 6.45 the life-boat *Howard D.* was launched in a moderate sea, northerly breeze and dense fog. She steered a course north-east-by-east and wirelessed the *Firelight* to sound her siren as a guide. The life-boat came up with the *Firelight* about six miles north-east of Flamborough Head, and learnt from the master that the *Riviere* was a quarter of a mile to the southward. The life-boat searched for the missing men, but found none of them and returned to the steamer. She took on board the three survivors, so that the *Firelight* could go on her way, and then resumed the search. She found only wreckage and a body, and at 4.30 she reached her station, where she landed the three men and the body. The trawler sank with the loss of ten lives.—Rewards, £32 7s. 6d.

HELP TO SEA CADETS

Cromer, Norfolk.—About six o'clock on the evening of the 11th of June, 1953, the coastguard passed on to the coxswain of the No. 1 life-boat *Henry Blogg* a message he had received from Sheringham that a small motor vessel

close to the shore was flying a signal and travelling south quickly. At 6.30 the coxswain saw the vessel approaching from the north-west and thought she was in a dangerous position. The coastguard then told him that she had nearly capsized east of Cromer pier and had asked for help, and at 6.50 the life-boat was launched. There was a rough sea with a fresh north-north-west breeze. The life-boat found the motor vessel *Norok*, with the Commanding Officer of a Sea Cadet Unit and nine cadets on board. The *Norok* had lost her small boat and had engine trouble. The life-boat began to escort her to Great Yarmouth, but off Caister the *Norok's* engines failed. The life-boat then towed her to Great Yarmouth, which she reached at 10.15. As the weather would not allow the life-boat to be rehoused at Cromer, she remained at Great Yarmouth for the night and returned to her station on the 12th, arriving at six in the evening. The Commanding Officer expressed his thanks.—Rewards, £21 18s.

MOTOR COASTER REFLOATED

Whitby, Yorkshire.—At 1.5 early on the morning of the 15th of June, 1953, during fog, the coastguard rang up to say that a vessel had gone ashore off North Cheek, Robin Hood's Bay. The No. 1 life-boat *Mary Ann Hepworth* was launched at two o'clock. There was now a light east-south-east breeze, and the sea was smooth. The life-boat found the motor coaster *C.648*, of London, with a crew of nine. Fishing boats also put out, and they refloated the coaster while the life-boat stood by. The fishing boats then towed the *C.648* to Whitby. The life-boat remained with her until she was safely berthed and then returned to her station, arriving at six o'clock.—Rewards, £9 8s.

INJURED MATE LANDED

Whitby, Yorkshire.—At 12.5 on the afternoon of the 15th of June, 1953, during thick fog, the coastguard rang up to say that a vessel had run ashore two hundred yards south of North Cheek in Robin Hood's Bay. At 12.20 the No. 1 life-boat *Mary Ann Hepworth* was launched for the second

time that day. She made for the position in a smooth sea with a light north-westerly breeze, and found the *S.S. Libra*, of Panama. The master asked the life-boat to stand by his ship. Several fishing boats arrived and laid out anchors for her, and then, at the request of the master, the life-boat landed his mate, who had been injured. When she had done so she returned to the vessel and remained with her until the *Libra* refloated on the tide and made for Hartlepool. The life-boat reached her station again at 6.5.—Rewards, £12 7s.

DUTCH SHIP REFLOATED

Runswick, Yorkshire.—At 1.40 on the afternoon of the 15th of June, 1953, during dense fog, it was learnt at the life-boat station that a vessel had gone aground half a mile south of Staithes. At 2.10 the life-boat *Robert Patton—The Always Ready* was launched. There was a light north-westerly breeze with a smooth sea. The life-boat found the motor vessel *Maraat V*, of Rotterdam, with a crew of five, one mile south of Staithes. She stood by until the *Maraat V* refloated on the rising tide. The *Maraat V* was undamaged and went on her way to Middlesbrough. The life-boat returned to her station, arriving at 4.30.—Rewards, £14 11s. 6d.

CAPSIZED DINGHY TOWED TO HARBOUR

Yarmouth, Isle of Wight.—At 4.25 on the afternoon of the 16th of June, 1953, the Needles coastguard rang up to say the Royal Lymington yacht club had reported that a fourteen-foot dinghy had capsized off Hurst Point; that another fourteen-feet dinghy was in difficulties; and that a motor boat which had put out to help had broken down. At 4.35 the life-boat *S.G.E.* put to sea and made a search in a choppy sea with a fresh south-westerly breeze. She found the capsized dinghy but saw nothing of the other dinghy and motor boat. She towed the capsized dinghy to harbour, arriving at 6.10. Donations were made to the funds of the Institution by those who had chartered the yacht and by the committee and members of the yacht club.—Rewards, £5 13s.

HELP TO AMERICAN STEAMER IN FOG

Longhope, Orkneys.—At 4.4 on the afternoon of the 17th of June, 1953, the Kirkwall coastguard rang up to say that a vessel had run ashore on the west end of the Pentland Skerries. At 4.30 the life-boat *Thomas McCunn* was launched. There was a moderate swell with a light south-easterly breeze and dense fog. The life-boat found the S.S. *Rutgers Victory*, of Los Angeles, with a crew of forty-five, bound for Stavanger, on the west side of Muckle Skerry. A life-boatman boarded her, and the life-boat stood by. About two o'clock early on the morning of the 18th the steamer refloated, and when the fog had cleared slightly the life-boatman piloted her to Longhope Bay. The life-boat escorted her and reached her station again at nine o'clock.—Rewards, £31 13s. 6d.

THREE-HOUR SEARCH FOR VESSEL

Walton and Frinton, Essex.—At 11.27 on the morning of the 18th of June, 1953, the Walton-on-the-Naze coastguard rang up to say that the North Foreland radio station had passed on a message from the motor vessel *Bonnie Lass*, of Shoreham. The *Bonnie Lass*, a converted fishing boat with a crew of four, had wirelessly that she had broken down and needed a tow five miles east of the Sunk light-vessel. The new Flamborough life-boat, on passage to her station, was at South Knock and heard the message on her radio telephone. She made for the position, and at 11.40 the Walton and Frinton life-boat *E.M.E.D.* put to sea in a slight swell with a moderate south-south-west breeze. She searched for nearly three hours, found the *Bonnie Lass* eight miles east of the light-vessel, and towed her to Harwich, arriving at 6.15. She then returned to her station, which she reached again at 9.30. The life-boat bound for Flamborough was not needed and went on her way.—Property Salvage Case.

LIFE-BOAT TAKES OVER TOW

Yarmouth, Isle of Wight.—At 7.15 on the morning of the 19th of June, 1953, the Needles coastguard rang up to say that the motor vessel *Austerly* had

wirelessly that she had the ten-ton sloop yacht *Symphony II*, with a crew of six, in tow about eight miles south of the Needles. She had asked if the life-boat would take over the tow. At 7.45 the life-boat *S.G.E.* put out in a choppy sea with a fresh south-south-west breeze blowing. She came up with the vessel three and a half miles south of Freshwater Bay. The *Symphony II* had lost her bowsprit and her foresail had carried away. The life-boat towed her to Yarmouth, arriving at 10.45.—Property Salvage Case.

TOW FOR CAPSIZED YACHT

Clacton-on-Sea, Essex.—At 3.37 on the afternoon of the 21st of June, 1953, the coastguard rang up to say that a yacht had capsized and that a man was in the sea off Holland Haven. At 3.45 the life-boat *Sir Godfrey Baring* was launched in a slight swell with a light south-south-west breeze blowing, but another yacht picked up the man. The life-boat towed in the capsized yacht and reached her station again at 4.50.—Rewards, £8.

SWEDISH OFFICERS' WIVES LANDED

Newbiggin, Northumberland.—At 2.55 on the afternoon of the 26th of June, 1953, the coastguard rang up to say that a vessel had stranded about two hundred yards north of Church Point. At 3.9 the life-boat *Richard Ashley* was launched in a smooth sea, with a light north-easterly breeze and fog. She found the S.S. *Nedjan*, of Simrishamn, Sweden, with fifteen persons on board. The life-boat took off an injured seaman and the wives of the master and chief officer, and brought them near the shore. A small boat then landed them. The life-boat returned to the steamer and stood by her until the next morning, when an attempt by tugs to tow her clear was unsuccessful. The tugs remained with the steamer and the life-boat was no longer needed. She returned to the station, arriving at eight o'clock on the morning of the 27th. The *Nedjan* was later refloated and towed to Blyth.—Rewards, £35 2s.

FISHING BOATS ESCORTED IN ROUGH SEA

Sheringham, Norfolk.—About six o'clock on the morning of the 29th of June, 1953, six local fishing boats put to sea in fair weather, but a swell developed and it became misty. At ten o'clock a man told the life-boat honorary secretary that the sea had become rough for the boats, and another boat, manned by the life-boat motor mechanic, came ashore. The mechanic said that the weather off-shore was becoming worse, and at 10.44 the life-boat *Foresters Centenary* was launched. The sea was rough with an east-north-east wind. Three of the boats reached the shore on their own, but the life-boat escorted in the others and arrived back at her station at 11.30.—Rewards, £22 2s. 6d.

GERMAN STEAMER TOWS YACHT

Walton and Frinton, Essex.—At 5.50 on the 29th of June, 1953, the Walton-on-the-Naze coastguard rang up to say that the German steamer *Dorte*, of Stade, had taken in tow a yacht which had been in difficulties on the North East Gunfleet Sands. The yachtsmen asked for the life-boat, and at 6.5 the life-boat *Thomas Markby*, on temporary duty at the station, put to sea. The sea was moderate, with a north-easterly breeze blowing. The life-boat found the yacht *Alanna*, of London, with a crew of three. They had set out for a cruise on the Dutch canals, but had been overtaken by bad weather, and had lost their fore-stay and bowsprit. The life-boat towed the yacht to Harwich and then returned to her station, arriving at 12.30 early on the 30th. The skipper

expressed his appreciation and made a gift to the life-boatmen.—Rewards, £19.

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

Exmouth, Devon.—June 1st.—Rewards, £16 10s. 6d.

Salcombe, Devon.—June 1st.—Rewards, £7 10s.

Ballycotton, Co. Cork.—June 2nd.—Rewards, £7 5s.

Dover, Kent.—June 4th.—Rewards, £7 10s. 6d.

Howth, Co. Dublin.—June 9th.—Rewards, £8 19s.

Ramsgate, Kent.—June 9th.—Rewards, £6 10s. 6d.

Clacton-on-Sea, Essex.—June 13th.—Rewards, £8 15s.

Bembridge, Isle of Wight.—June 14th.—Rewards, £6.

Yarmouth, Isle of Wight.—June 15th.—Rewards, £3 15s.

Yarmouth, Isle of Wight.—June 15th.—Rewards, £4 10s.

Newhaven, Sussex.—June 15th.—Rewards, £9 7s. 6d.

Dunmore East, Co. Waterford.—June 17th.—Rewards, £4 10s.

Plymouth, Devon.—June 20th.—Rewards, £6.

Whitby, Yorkshire.—June 23rd.—Rewards, £6 7s. 6d.

New Brighton, Cheshire.—June 25th.—Rewards, £10.

Walton and Frinton, Essex.—June 25th.—Rewards, £9 10s.

Shoreham Harbour, Sussex.—June 28th.—Rewards, £12 1s.

Donaghadee, Co. Down.—June 30th.—Rewards, £7 11s.

Portrait on the Cover

THE portrait on the cover is of Captain William Watts-Williams, the coxswain of the St. David's life-boat. Captain Watts-Williams first went to sea at the age of thirteen, forty-nine years ago, and after a long and varied career, including two voyages round the world in sail, he became coxswain at St.

David's in 1936. In 1943 he won the Institution's bronze medal for gallantry when the life-boat rescued a survivor from two landing craft which had sunk with the loss of 72 men.

The photograph is by Dr. F. G. D. Kerr, of Newport, by whose kind permission it is reproduced.

Foreign Life-boat Societies

DURING 1952 foreign life-boats went out to the help of 12 British vessels and rescued over 40 lives from them.

Belgium

Belgian life-boats went to the help of two British yachts, one of which was towed into harbour and the other escorted into harbour.

The Belgian Administration of Marine has 3 life-boat stations.

Denmark

A Danish life-boat rescued four of the crew of the Grimsby trawler *Forward*, which had stranded near Esbjerg on the 5th of March, and another vessel rescued a fifth man.

The Danish Life-boat Society has 58 life-boat stations with a fleet of 23 motor life-boats and 19 pulling and sailing boats; 30 of the stations have rocket apparatus, and there are 16 stations with this apparatus only.

Finland

There were no services to British vessels.

The Life-saving Society of Finland has 25 stations, with 14 motor life-boats.

France

Life-boats from Gravelines, Calais, Boulogne and Dieppe went to the help of four British yachts and a small cargo boat.

The French Central Society for the Rescue of the Shipwrecked has a fleet of 41 motor life-boats and 10 sailing life-boats.

Germany

There were no services to British vessels.

The German Society for Saving the Shipwrecked has a fleet of 32 motor-life-boats, including the first of a new type of cruising life-boat, with a ramp at the stern down which a small boat can be launched.

Holland

The Royal North and South Holland Life-saving Society went to the help of two British ships. It rescued one

man from one of them, a naval motor launch which had exploded after being struck by a jet aircraft during combined manoeuvres.

The Society has 25 motor life-boats.

The Royal South Holland Society for Saving the Shipwrecked went to the help of the British steamer *Radmar*, which had gone aground off the Hook of Holland and took off the crew of about thirty-five. It also towed a British yacht into harbour.

The Society has 8 motor life-boats.

Iceland

A Scottish fishing vessel, which had lost her rudder, was towed into harbour.

The National Life-saving Association of Iceland has 2 100-ton cruising life-boat cutters, 2 motor life-boats and 9 pulling life-boats which work from the shore, 66 stations with rocket apparatus, 4 radio direction-finding stations and 26 shelters for shipwrecked seamen.

Norway

There were no services to British vessels.

The Norwegian Society for Saving the Shipwrecked has a fleet of 27 cruising ketches.

Portugal

There were no services to British vessels.

The Portuguese Institution for Saving the Shipwrecked has a fleet of 12 motor life-boats, 4 pulling boats with auxiliary engines, 18 pulling and sailing boats and 6 pulling boats.

Spain

There were no services to British vessels.

The Spanish Society for Saving the Shipwrecked has a fleet of 20 life-boats, some with motors and some with oars.

Sweden

There were no services to British ships.

The Swedish Society for Saving Life from Shipwreck has 6 cruising motor

life-boats, 16 working from stations on shore and 7 stations with rocket apparatus.

The United States of America

The United States Coastguard has a fleet of 687 life-boats. 646 of these are motor boats of various types, and 41 are pulling surf-boats.

British Services to Foreign Vessels

British life-boats went to the help of 61 ships and 6 aircraft belonging to 18 different foreign countries, and

rescued from them 106 lives—15 of the ships were from the Netherlands; 6 from France; 6 from Norway; 6 from Sweden; 5 from Germany; 4 from Denmark; 3 from Greece; 3 from Panama; 3 from the United States; 2 from Finland; 1 each from the Argentine, Belgium, Estonia, Iceland, Liberia, Spain and Turkey, and one was Swiss. The six aircraft belonged to the United States Air Force with headquarters in Great Britain. Besides the lives rescued, life-boats saved three of the ships.

Centenaries of Life-Boat Stations

Two stations celebrated their centenaries in 1951: Lytham and Newbiggin; and three in 1952: Cullercoats, Rhyl and Tenby.

A vellum was presented to each station by the Institution, signed by the Duchess of Kent as its president, expressing the Institution's appreciation of the voluntary work of the officers and committee of the station and the devotion and courage of the life-boat crews.

It was in 1928 that the Committee of Management of the Institution resolved that life-boat stations be presented with a vellum on completing one hundred years, this vellum to be hung in the Town Hall or other public building, and that a ceremony of presentation be arranged in each case. So far 72 centenary vellums have been awarded.

NEWBIGGIN, NORTHUMBERLAND

The Newbiggin station was established in 1851 and has had eight life-boats in all. These boats have been launched on service 245 times and have rescued 395 lives. Eight silver medals and one bronze medal have been awarded to Newbiggin men for gallantry. The women of Newbiggin have also played a big part in the work of the station, and in 1927, and again in 1940, the women launchers were awarded the thanks of the Institution inscribed on vellum for carrying out launches in exceptionally difficult conditions.

The centenary vellum was presented by Helen, Duchess of Northumberland, to Mr. Sidney Brown, chairman of the branch, on the 30th of June, 1951. The occasion was the naming ceremony of the new Newbiggin life-boat *Richard Ashley*.

LYTHAM, LANCASHIRE

A life-boat station was established at Lytham in 1851, and at St. Anne's in 1881. From 1888 to 1910 there were two life-boats at St. Anne's, but in 1925 the station was closed. In 1931 the St. Anne's branch of the Institution was amalgamated with the Lytham branch.

Lytham has had eight life-boats. They have been launched on service 166 times and have rescued 229 lives. There were five life-boats at different times at St. Anne's. They were launched on service 29 times and rescued 40 lives. Three silver medals and one bronze medal have been awarded for gallantry to Lytham and St. Anne's men.

A St. Anne's life-boat was involved in one of the greatest disasters in the history of the Institution. This occurred in 1886, when the St. Anne's, Southport and Lytham life-boats all went to the help of the barque *Mexico*, of Hamburg. The whole of the crew of thirteen of the St. Anne's boat were drowned, and thirteen of the crew of fifteen of the Southport life-boat also lost their lives.

The disaster to the St. Anne's life-boat led directly to the re-examination

by the Institution of the whole question of self-righting life-boats and to the decision, which was then taken, to build more and more life-boats of the non-self-righting type. Another consequence of the disaster was the founding by Sir Charles Macara of the *Life-boat Saturday Fund*. The organization of the fund was taken over by the Institution in 1910.

The vellum was presented at the annual meeting of the branch on the 27th of March, 1952, by Commander P. Bartlett, O.B.E., R.N. (retd.), and was received by the Mayor of Lytham St. Anne's, Councillor Ernest Hoyle, J.P., the president of the branch.

CULLERCOATS, NORTHUMBERLAND

The Cullercoats station, which was established in 1852, has had eight life-boats in all. They have been launched on service 146 times and have rescued 309 lives.

The vellum was presented on 4th August, 1952, by Colonel A. D. Burnett Brown, M.C., T.D., secretary of the Institution, to the honorary secretary of the Cullercoats branch, Mr. C. S. Spittle. The ceremony took place at the boathouse, and the life-boat was launched to mark the occasion. The seventy-three-year-old Cullercoats fishwife, Mrs. Bella Mattison, who has already collected more than £3,000 for the Institution, appeared dressed in the traditional Cullercoats shawl. Cullercoats fishwives have been famous for many years as collectors for the Institution, and three of them, including Mrs. Mattison, have been awarded its gold badge for distinguished honorary service.

RHYL

It is known that early in the nineteenth century the Shipwrecked

Mariners and Fishermens' Society had a rescue boat stationed at Rhyl, and in 1852 an unnamed boat of the society was transferred to the institution. There were at one time two stations at Rhyl, the second station being opened in 1878 and closed in 1899. Excluding temporary boats, there have been eight life-boats stationed at Rhyl, and they have rescued 64 lives.

The vellum was presented on the 29th of July, 1952, by Major C. Stewart Watson, R.M., Deputy Secretary of the Institution, and was received by Mr. Fred P. Henson, president of the Rhyl and district branch. Mr. Henson handed it over to Mr. Norman Jones, Chairman of the Rhyl Urban District Council, who accepted it for safe keeping. The ceremony took place at the life-boathouse. Commander Hugh Heaton, R.N., D.L., deputising for the Lord Lieutenant, presided, and the *Anthony Robert Marshall* was launched for the occasion.

TENBY

The Tenby station was established in 1852 by the Shipwrecked Mariners and Fishermen's Society and two years later was handed over by the Society to the Institution. Excluding temporary boats, there have been six life-boats at the station and they have rescued 237 lives. Seven silver medals and one bronze medal have been awarded to Tenby men for gallantry.

The vellum was presented on 26th November, 1952, by Commodore the Earl Howe, P.C., C.B.E., V.R.D., R.N.V.R., deputy chairman of the Institution, to the Mayor of Tenby, Councillor D. Tudor Hughes, who accepted it on behalf of Tenby and District and handed it over to Mr. H. E. Wright, president of the Tenby branch. The ceremony took place at a commemoration dinner.

Gifts from a Collector of Flags

A COLLECTOR of flags in Dorset has sent the Institution five gifts, in the course of seven weeks, amounting to £12 14s. He had asked five shipping

companies for their house-flags and suggested that, instead of paying them, he should send the money to the Life-boat Service. They kindly agreed.

Histories of Six Life-boat Stations

Rhyl, The Lizard, Tynemouth, Sennen Cove, Bembridge and Yarmouth, Isle of Wight.

DURING the past three years excellent histories have been written, and published locally, of six life-boat stations.

Rhyl celebrated its centenary in 1952, and *The Story of Rhyl's Life-boats, 1852 to 1952* was compiled by Mr. W. Brookes Parry, the honorary secretary of the branch, published by the committee of the branch and printed by The Charter Press, of Rhuddlan.

The Lizard Life-boats, 1859 to 1952, was written by Mr. F. G. Chapman, the honorary secretary of the branch, with a foreword by its president, Mr. J. C. Trewin, the dramatic critic and editor of *The West Country Magazine*, and printed by *The Falmouth Packet*.

The Tynemouth station celebrated its 90th birthday in 1952, and *Tynemouth Life-boat, 90th Anniversary, 1862-1952* was compiled by Mr. E. Selby Davidson, the honorary secretary, and other members of the branch, and the Duke of Northumberland, its president and now the treasurer of the Institution, wrote an introduction to it. It was printed by Cail and Sons of Newcastle-upon-Tyne.

The Sennen Cove station, of which Mr. J. K. Bennetts is honorary secretary, celebrated its centenary in 1953, and *The Sennen Cove Branch of the R.N.L.I., 1853-1953, a Brief History of the Most Westerly Life-boat Station in Great Britain* was written by Mr. John Corin and printed by Darke-Johnson of Penzance. It was on the table, with the menu bound into it, at the centenary dinner on the 21st of April.

All four histories were fully illus-

trated and the large number of advertisements in the histories of Rhyl and Tynemouth showed the local interest and pride in the stations.

The Bembridge station was established in 1867, and *Annals of Bembridge Life-boats and Life-boatmen* was written in 1952 by Captain R. C. Watson, R.N.R. Captain Watson's family has been associated with the Bembridge station since it was established, and he himself for nearly thirty years. From 1942 to 1951 he was its honorary secretary, and when he retired he was awarded the Institution's thanks on vellum. His annals of the station were published by the *Isle of Wight County Press*.

Captain A. G. Cole, M.B.E., R.N.R., of Yarmouth, Isle of Wight, wrote a history of the town, called *Yarmouth, Isle of Wight. Some Records of an Ancient Town*, which was first published in 1946 by the Isle of Wight County Press. It was so successful that a second, revised, edition was published in 1948 and a third, enlarged, edition in 1951. Captain Cole was for nineteen years the honorary secretary of the Yarmouth life-boat station, and retired in 1952. He was awarded the Institution's inscribed binoculars in 1948 and on his retirement was appointed an honorary life governor of the Institution, the highest honour which the Institution can give to an honorary worker, and made an M.B.E., for his life-boat services. His history of Yarmouth has a very interesting chapter on the life-boat station, which was established in 1924.

"The Spirit of Adventure"

ONE of the principal speakers at the dinner of the Outward Bound Trust held at the Savoy Hotel, London, on the 28th of April was Coxswain Sidney Page, of Southend. The speakers were introduced by Mr. Wynford Vaughan Thomas, who paid "a tribute to the spirit of adventure." Other guests

who spoke were Miss Nina Epton, Lieutenant-Colonel Peter Fleming, Mr. Eric Shipton and Captain Robert Ryder, V.C., M.P.

Marshal of the Royal Air Force Lord Tedder also spoke at the dinner and proposed the toast of "Adventure and Service."

The Annual Meeting

THE annual meeting was held at the Central Hall, Westminster, on the 20th of March, 1953, with Sir Godfrey Baring, Bt., K.B.E., chairman of the Committee of Management, in the chair.

H.R.H. the Duchess of Kent, President of the Institution, presented the medals for gallantry, and other awards, and gave her presidential address.

The Right Hon. J. P. L. Thomas, M.P., First Lord of the Admiralty, proposed, and Lord Latham seconded, the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committee of the stations, and the honorary officers and members of the financial branches and Ladies' Life-boat Guild. Captain Lord Teynham, D.S.O., D.S.C., R.N., and Mr. Hugh Astor, members of the Committee of Management, proposed and seconded the vote of thanks to the Duchess of Kent.

Supporting the Duchess of Kent on the platform were the Mayor and Mayoress of Westminster, the Vice-chairman of the London County Council, the Mayors and Mayoresses of over forty branches, representatives of the Ministry of Transport, the Coastguard, the Civil Service Life-boat Fund, the Shipwrecked Mariners Society, King George's Fund for Sailors, vice-presidents and honorary life-governors of the Institution, donors of life-boats or their representatives, members of the Committee of Management of the Institution and the chairman and deputy-chairmen of the Central London Women's Committee.

The Chairman's Address

We meet today to receive the report, and present the medals for gallantry, of the busiest year which the Life-boat Service has ever had in time of peace. We meet under the shadow of heavy loss. Last year one life-boatman lost his life, out of over 5,000 who went to sea. This year we have already lost eight of our men, all Scotsmen. Two were from our crew at Islay. Six were men of Fraserburgh where the life-boat capsized, as she was entering harbour in a heavy sea, with the loss of all but one of her crew. The dangers are always there. The risks are willingly taken. But we must keep them in proper perspective. During the past twenty-five years there has been one capsize for every 2,000 times that life-boats have gone to the rescue.

We welcome today two speakers whom we are very glad to have with us. The first is Mr. Thomas, the First Lord of the Admiralty, who, though he is still young, as we reckon the age of politicians, has behind him twenty years of membership in the House of Commons, and has held many offices of great distinction. We are very grateful to him for sparing some time to speak at this meeting on the work of what the Navy has called its 'sister service'.

Our second speaker is Lord Latham. It is very good of him to celebrate his freedom from his onerous work as Chairman of the London Transport Executive, by coming to our meeting. The Life-boat Service cannot claim to carry so many people as London Transport—although our boats carry a great many—but it has one great advantage. It is under no necessity to charge even the moderate fares of London Transport.

Lastly, I should like on behalf of us all to give a specially warm welcome to our President, so recently returned from the important national service which she carried out with such conspicuous success in Malaya. (*Applause.*) It was an arduous and dangerous service and we are very glad to see Her Royal Highness safely home again.

In this Coronation Year we feel more than ever grateful for all that the Royal Family has done for the Life-boat Service during the 129 years that the Institution has been in existence.

The report and accounts for 1952 are before you. You will, I hope, have read them with interest and approval. I now formally move their adoption.

The Report, Accounts and Elections

The report and accounts for 1952 were adopted, and the President, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

Presentation of Medals and Badges

The Secretary read accounts of services by the life-boats at Margate, Kent; Ramsgate, Kent; Stornoway, Outer Hebrides; Donaghadee, County Down; and Portpatrick, Wigtownshire; of a shore-boat service at Shellness, Isle of Sheppey; and of the work of two of the women launchers at Dungeness. The Duchess then presented the medals to the men and gold badges to the two women.

To COXSWAIN DENIS RICHARD PRICE, OF MARGATE, KENT, the silver medal for the rescue in a whole gale on the morning of the 7th of November, 1952, of the crew of two of the barge *Vera*, of London.

To COXSWAIN DOUGLAS KIRKALDIE, OF RAMSGATE, KENT, the bronze medal for the rescue on the afternoon of the 20th of August, 1952, of the crew of the United States steamer *Western Farmer*, of New York, which had broken in two after a collision with the Norwegian tanker *Bjorgholm*.

To COXSWAIN MALCOLM MACDONALD, OF STORNOWAY, OUTER HEBRIDES, the bronze

medal for a service lasting more than twenty-one hours on the 18th and 19th of September, 1952, in which four men marooned on rocks were rescued.

To COXSWAIN HUGH NELSON, OF DONAGHDEE, CO. DOWN, the bronze medal for the rescue on the 31st of January, 1953, in heavy seas and a full gale increasing to hurricane force, of thirty-one survivors from the motor ferry *Princess Victoria*, of Stranraer.

To COXSWAIN WILLIAM MCCONNELL, OF PORTPATRICK, WIGTOWNSHIRE, the bronze medal for the rescue of two survivors from the *Princess Victoria* on the same occasion.

To MR. TONY METCALFE, OF SIDCUP, KENT, the bronze medal for putting out single-handed in a choppy sea in his 10-foot motor dinghy to rescue a man and a boy from a sailing boat which had capsized off the Isle of Sheppey.

To MISS MADGE TART, LAUNCHER OF DUNGENESS, KENT, the gold badge for service of some fifty years as a launcher of the Dungeness life-boat.

To MRS. ELLEN TART, LAUNCHER OF DUNGENESS, KENT, the gold badge for service of some fifty years as a launcher of the Dungeness life-boat.

The Duchess of Kent

Our meeting here today is overshadowed by the tragic disaster which only a few weeks ago befell the Fraserburgh life-boat, when six out of the seven members of its crew were lost when escorting fishing boats back to harbour. Tragedies of such a grave character within the Service are fortunately rare, but when they occur they remind us of the great and terrible dangers which the men of the life-boat crews throughout the country must encounter in the normal course of their duties; and I would not wish to let this opportunity pass without extending my very deep sympathy, and that of everyone at this meeting, to the families and friends of these gallant men.

Founded 129 years ago, the Life-boat Institution was from that moment fortunate in receiving the patronage of the Sovereign, for in the year of its foundation King George IV became its first patron. This connection of the Sovereign with the Service has continued unbroken ever since, and we are proud that our present Queen is the eighth Sovereign to be the Institution's Patron.

Queen Victoria was Patron throughout the 63 years of her reign, and there is still today a life-boat on the coast bearing her name, as I trust there always will be. The Queen Victoria life-boats have rescued over 220 lives.

As Prince of Wales, King Edward VII took a close and personal interest in the Service, and was the first member of the Royal Family to speak at its annual meeting. It was he who said what I think all of us have felt: "This is one of the noblest and finest services to which a human being can belong."

King George V was not only President of the Institution, and then its Patron, but before that, as a Captain in the Royal Navy, he had served as a member of the Committee of Management. Today, Queen Mary, as

one of our Patrons, has been associated with the Service for 57 years—only six years less than Queen Victoria.

When Sir William Hillary founded the Life-boat Service he used the memorable words: "It is a cause which extends from the Palace to the cottage." I am very proud of my connexion with the Service as its President, and, as in former years, I would remind you of the immense debt owed by all of us to the crews of the life-boats, and to those who, through their voluntary work, help to maintain the Service as the finest of its kind in the world. (*Applause.*)

Mr. J. P. L. Thomas, M.P.

I beg to move 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."

As Sir Godfrey Baring told you, I have been in the House of Commons for 20 years. He is one year out. It is now, I am afraid, 21 years, so I have the latch key of parliamentary life. As Lord Latham, who was once a colleague of mine in the House of Commons, knows, latch keys of parliamentary life are not, I am afraid, recognized by the Government or Opposition Whips so far as attendance is concerned. So, I am delighted to be able to come to this afternoon's meeting and to say to you that during these 21 years inside Parliament and outside Parliament, I have had to move a good many resolutions of appreciation and of votes of thanks. I wish I could honestly say that they had all been honestly made with never a tongue in my cheek, but you know quite well, as so many of you have done the same thing, there does come a time when, to put it politely, an overstatement on the virtues of the people whom you are thanking is sometimes forced upon you. But today there can be no overstatement because I know that the Royal National Life-boat Institution, its boats, its coxswains and its crews, are second to none where our admiration and our gratitude are concerned. My only fear in moving a resolution like this is that one does not do justice to it.

Everybody expects danger in war. I cannot say we like it, but we try and take it philosophically, but certainly, to put it mildly, it is rather a bore when you have to meet it in peace. In the work of the Life-boat Service, as so many of you here today know better than I do myself, there is always that danger; there is always that need for courage, whether it is in times of war or times of peace. The danger may come at any time. I have been studying your record, Your Royal Highness, and the life-boats went out to the rescue 657 times, nearly

twice as many times as they went out 20 years ago. You may put it down to the weather, and the weather certainly has been a bit changeable, as you and I know, during the past year, but I am afraid I have also found that a very large number of calls, and more than ever before, have been sent out for the services of life-boats on summer holidays, from holidaymakers and from small craft in difficulties. There has also been an increasing number of calls from aeroplanes.

I think I should say a word in passing about the accidents amongst holidaymakers in those summer months. Some, I know, are inevitable, but many of these accidents are due to carelessness, and I think we should do all we can to drum into the minds of those holidaymakers that in risking their own lives they are inevitably risking the lives of others who have to attempt to, or succeed in, rescuing them. So, it is no excuse for people to say that during the rescue of 346 lives last year the life of only one life-boatman was involved. That is merely a tribute to the skill of the life-boatmen themselves, but this year, Your Royal Highness, we have had to face worse weather than usual. We have grumbled about the fog on our way home at night. We have grumbled about the frost and snow which has kept us from our amusements, we have railed against the wind that has brought down our shrubs and brought down our trees, but after all, how very little in all those difficulties and discomforts we have to endure compared with the men about whom I am speaking today!

I have been given the figures for the last 25 years of life-boat rescues. They tell not only a very moving tale of the calibre and skill of the men, but they also tell you about the seaworthiness of the life-boats themselves, and that is a tremendous tribute to those who built them. During these 25 years life-boats have been out to the rescue 12,500 times, yet they have averaged only one capsizing in every 2,000 times that those boats have gone out. What a record that is, and what a tribute to the builders of the boats and to the skill of the men who man them! One hundred thousand men have done this work, and tragic though the loss of 44 lives must always be, it is a remarkably small figure when you think of all the men involved. What abundant proof of the quality both of the men and of the boats!

I suppose we are inclined to look upon our life-boats as a national service. But there is something much wider than that. They serve ships equally courageously, equally whole-heartedly, whatever the nation may be to which those ships belong, irrespective of creed, irrespective of colour. There are 18 different foreign nations in this last year alone who have reason to be grateful to our life-boats for the 61 foreign ships that they have helped.

There are also the many people, some of them mentioned this afternoon, who helped to launch the boats and again helped them on their return. It is seldom that these helpers hit the headlines, but their work is of the very greatest importance and without their aid there would be occasions when the life-boats could not put to sea or could not

return in safety. The second half of this resolution deals with the people behind the Life-boat Institution. Where should we all be without them? Where, indeed, Your Royal Highness, should we be without you yourself, because you are the inspiration of this Institution. (*Applause.*) Coming from the Admiralty, I have proofs of the inspiration which you give to other sections of the Royal Naval Service. We are conscious of the flag sellers—at least, I hope we are—risking pneumonia at the usual British street corners, but think of the thousands of thousands of people behind even them, behind the scenes, who give up their free time—and there is less free time than ever today, I say bitterly as a bachelor, in the domestic world—to keep this organization running on smooth lines and to raise the money.

Then, there is the task of raising money in times like these. Money is a good deal shorter in these postwar years amongst many people who used to contribute very generously—because they had the means to do so, quite apart from their generosity of heart—towards the funds of this Institution. Then, look at the very short way money goes today with the present prices of materials. Twenty years ago the largest life-boat in the fleet cost £9,000. Today it costs £31,000. The total cost of the Life-boat Service was a quarter of a million pounds 20 years ago; last year it was three quarters of a million.

I do not want to end this speech, coming as I do from the Admiralty, without mentioning the link between the Royal Navy and the Life-boat Service in war and in peace. I am glad to see that in the different messages of congratulations and thanks which I have read from the Lords Commissioners of the Admiralty to the Life-boat Institution, the life-boatmen are always referred to as brother sailors. There can be no greater tribute, I assure you, to those life-boatmen than that. In peace-time I have picked out two memories of the help that these seamen of yours give to the other seamen. The first was when the life-boats went out to that gallant old lady, *Warspite*, who was so determined not to reach the knacker's yard that she put herself on the rocks at St. Michael's Mount; the second the appalling tragedy of the submarine *Truculent* when she sank in the Thames in 1950.

Through the long period of 129 years this Institution has watched the life-boat change from a rowing boat made buoyant with cork, emptied of water with baling tins, to the modern type driven by 60 horse-power diesel engines. What a difference there is! But, throughout the years one thing has remained the same. The Service has depended through those years on voluntary crews, and those voluntary crews have depended upon voluntary subscriptions. So, today, I move this resolution of deep gratitude to one of our greatest national services not supported by the State, but approved whole-heartedly by all political parties, a voluntary society directly supported by the public itself. The best reward that we can give to these brave people and to the band of those devoted workers behind them, is to see that in these voluntary subscriptions, at least, we do not

let them down. Your Royal Highness, I beg to move. (*Applause.*)

Lord Latham

I think perhaps in the interests of my own personal safety I should say at the outset that although I am still chairman of the London Transport, I am not here in that capacity this afternoon and all questions about the modest fares of London Transport are out of order.

I feel greatly privileged, Your Royal Highness, to have been asked to second this resolution of gratitude to the coxswains and crews and to the numerous men and women of goodwill who give honorary service in raising funds to maintain our fine life-boat service and in many other ways to promote and to sustain its work. The First Lord of the Admiralty has submitted this resolution so felicitously and so comprehensively that there is no need for me to make a long speech which, perhaps, in these days of hurry and press is not a disadvantage, but I am sure that you will all feel with me that seldom can there be an occasion when our gratitude is more well merited.

The life-boat crews stationed around our shores are, and always have been, a gallant company of brave men who risk their lives and at times give their lives, as witness the tragedy at Fraserburgh and the loss of eight lives this year in the service of their fellow men when in danger from the cruel and relentless sea. The brief accounts—indeed one might well say, epics—to which we have listened this afternoon of the services of those who have earned the medals graciously presented by Her Royal Highness have moved us to great pride and deep humility. We have all been greatly impressed by the bravery and skill of Tony Metcalfe, who is a splendid example of the quality of our youth and, indeed, is an inspiration to adults. (*Applause.*) So is the devotion of Miss Tart and Mrs. Tart to arduous and hazardous duty at Dungeness over well nigh half a century. (*Applause.*) We all salute and pay respectful homage to them all.

I am sure that those who have received the medals would wish to include all those hundreds of other crews who no less have done their duty and are honoured and remembered by those they have succoured and brought to safety. The quality of devotion of life-boat crews is all the higher when we remember that they are all volunteers, many of them fishermen. (*Applause.*) They are men who, going about their daily tasks, may at any time, and more often than not in heavy seas and at great danger, be called away at a moment's notice to rescue seamen and nowadays airmen and others in distress. The fine principle of voluntary service extends throughout the National Life-boat Institution. It embraces thousands of workers up and down the country working through a thousand financial branches which in 1952 brought in no less than £100,000, £5,000 more than in 1951. (*Applause.*) That is surely a great achievement in these days of almost universal personal financial stringency.

Here we have in happy and successful co-

operation two groups of workers, both voluntary, the one the workers, helping to gather in money from year to year to maintain and expand the Life-boat Service, and the other the coxswains and crews, who man the boats. That this should be so is a worthy testimony to the fine spirit of voluntary service which is traditional with us in this country and which, notwithstanding the progressive extension of services provided by the State, still flourishes and still brings in a magnitude of ways to our collective life so much that is kindly and so much that is expressive of personal goodwill to one another. I am sure that we all say, long may this spirit of personal service flourish among us, for without it life and its graces would, indeed, be much poorer. (*Applause.*)

For 129 years the Royal National Life-boat Institution has remained efficient and financially sound without Government support or subsidy of any kind, a really great achievement. (*Applause.*) Indeed, the quality of the organization and its services rests essentially on its voluntary character, and no one would seriously suggest in the presence of its fine work and achievement that this should be changed to become part of a State Department or other central organization. Maintained by voluntary contributions and people's voluntary work, the Institution has carried on developing, modernizing and improving its great humane and varied services which over the years have saved countless lives. Our life-boat services are a great pride to us and they are known and esteemed wherever men go down to the sea in ships.

In wishing the Institution and all associated with it continued and abundant success, I beg leave, Your Royal Highness, with every sincerity, to second the motion. (*Applause.*)

Presentation to Honorary Workers

The Secretary of the Institution said:

Since the last annual meeting three honorary workers have been appointed honorary life governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by the President of the Institution.

Two of the three are here this afternoon:

MR. P. M. OLIVER, OF MANCHESTER.

MISS F. M. POLE, OF NEATH.

The gold badge, which is given only for distinguished service, has been awarded to the following honorary workers:

MISS A. H. DOLMAN, OF ABERTILLERY.

MISS A. WATERS, OF ABERTILLERY.

LADY ROWALLAN, OF KILMARNOCK.

MRS. A. HORROCKS, OF LEIGH.

MISS A. E. BOWLER, OF LIVERPOOL.

MRS. R. PUGH, OF RHYL.

MRS. W. M. AINSWORTH, OF TOTTINGTON.

MRS. G. M. SMETHURST, OF TOTTINGTON.

MR. J. S. DUNCAN, OF WICK.

MRS. M. SUTTON, OF WRAGBY.

The Duchess of Kent presented the vellums and badges.

Captain Lord Teynham, R.N.

I beg to move the following resolution:
"That the hearty thanks of this meeting be

given to H.R.H. The Duchess of Kent for graciously presenting the awards at this the hundred and twenty-ninth Annual General Meeting of the Royal National Life-boat Institution." (*Applause.*)

I cannot imagine a more honourable and welcome duty than to be called upon to propose a vote of thanks to Her Royal Highness who, together with her late husband, Prince George, Duke of Kent, has done so much for this great Institution. Her Royal Highness has told us how many years the Royal Family have been associated with the Institution, and I would like to remind you particularly that the Duke of Kent became President in the year 1937, and that he had previously taken a very active part in its work for no less than nine years and had attended and addressed a number of our annual meetings. On these occasions he met and talked with men from the life-boat crews and presented them with the medals awarded for gallantry.

In addition to all this work, and the many other calls upon his time, he managed to get about the country and name life-boats at no less than ten stations, as far apart as Weston-super-Mare in Somerset and Stromness and Longhope in the Orkneys. In the year before the war he had to say good-bye to the Institution as its President because he had to become the Governor of Australia, but all, of course, was changed by the war and he had to take up other duties. In July, 1942, he presented at Plymouth the bronze medal won by the coxswain of the Plymouth life-boat for the rescue of the crew of an Australian aircraft, and this was the last public act that he was able to carry out for the Institution.

In the same year Her Royal Highness, the Duchess of Kent, accepted the invitation of the Institution to become its President and to carry on the great work of her husband. In so doing she became the first woman President, and the sixth Royal President of the Institution. (*Applause.*)

I need hardly remind you that Her Royal Highness has been present at nearly all our annual meetings and presented the medals awarded for gallantry. She was only absent on one occasion, owing to illness. In 1945, some of you may remember, she attended the first full meeting that had been held since 1939, and at that memorable meeting presented the eight gold medals which had been won for conspicuous gallantry during the war. In spite of all Her Royal Highness's many other activities, she has been able to find time to visit many life-boat stations. She has named six life-boats. On that lamentable occasion when the Mumbles boat capsized in 1947 she visited the widows of the men who had lost their lives.

Her Royal Highness has found time to take an interest in many of our practical affairs and has visited the Institution's depot at Boreham Wood, where she inspected the whole outfit and saw the work in every department. I think it is very likely that Her Royal Highness knows as much as, if not more, than many of us on this platform today about the work of the Institution, and

I am sure you will all join with me in thanking her for coming here again today and gracing us with her presence and for the excellent and moving address which she has given us. I beg to move. (*Applause.*)

Mr. Hugh Astor

It is a great honour and privilege for me to be able to second the vote of thanks to our President, which has just been proposed by Lord Teynham, and which we all so warmly endorse. We have been reminded by Lord Teynham of the active and vital interest with which our President fulfils her office, and I am sure that many of us in this hall who are associated in one way or another with the work of the Institution can add many other examples of that interest from our own personal experiences.

When Her Royal Highness accepted the office of President in 1942, she expressed the desire to meet as soon as possible after the war members of the crews from many different parts of the country, to thank them for their gallant services in those critical years of the war. We all know how enthusiastically and energetically she has set about achieving that wish. In addition to visiting many stations on different parts of the coast and attending many naming and launching ceremonies, she has attended nearly all the annual meetings, and in the course of those meetings she has met crews from 27 different stations from all parts of the British Isles. At one of those meetings Her Royal Highness expressed her pride at being associated with a Service which was so rightly famed throughout the world, and on another occasion she referred to the almost inexhaustible bravery of the service.

May I, in reply, say how proud we are to have her as our President and how grateful we are for her great and continuing interest in our work?

Nearly 130 years ago our founder, Sir William Hillary, expressed the belief that this was a cause which would appeal to palace and cottage. How right he has been proved! From the time of its foundation, and throughout its history, the Institution has been assisted and encouraged by the ample support and patronage of many members of the Royal Family, and we are indeed very grateful to Her Royal Highness for carrying on this fine tradition.

It is my privilege to second the vote of thanks and to thank Her Royal Highness for her continued interest in our work and for her gracious presence at this our one hundred and twenty-ninth Annual General Meeting. (*Applause.*)

The resolution was carried with acclamation, and three cheers were given for the Duchess.

After the Meeting

In the evening the medallists and their families saw the variety performance at the Palladium. In the interval the men were asked to stand and were applauded by the audience.

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1952.

1951		EXPENDITURE			
£	s. d.		£	s. d.	£
		LIFE-BOATS:—			
		New Life-boats for the following Stations: On account—			
		Aberdeen, Aberystwyth, Barrow, Campbeltown,			
		Clacton, Clogher Head, Cloughy, Donaghadee,			
		Exmouth, Eyemouth, Flamborough, Gourdon,			
		Holyhead, Hoylake, Humber, Ilfracombe, Margate,			
		Minehead, New Brighton, Padstow, Peel, Plymouth,			
		Pwllheli, Ramsgate, Rosslare Harbour, St. Abbs,			
		Walton, Whitehills; materials for future building			
		and improvements and alterations to existing fleet ..	226,765	8 4	
185,434	4 6	Upkeep of Cowes Office and Store	229	10 2	
399	7 10	Upkeep of and Repairs to Life-boats	29,963	7 7	
39,600	9 11	Rentals and Maintenance of Radio Equipment and			
		Loud Hailers, and Radio Licences	10,020	— —	
9,599	10 7	Consulting Naval Architect	126	18 9	
97	9 4	Salaries of Superintendent Engineer, Surveyor of			
		Life-boats, Inspectors of Machinery, Assistant			
		Surveyors of Life-boats and Machinery, Draughts-			
		men, and Clerical Staff	36,986	4 6	
36,205	8 3	Travelling Expenses	12,043	— 11	
13,142	13 —	Gratuity and Pensions under the Pension Scheme ..	1,638	— —	
1,686	1 7	Contributions to 1938 Pension Scheme	2,836	16 1	
2,682	19 5				
288,848	4 5				320,609
		LIFE-BOAT CARRIAGES AND TRACTORS:—			
		Alterations and Repairs to Life-boat Carriages ..	603	10 3	
616	18 6	Repairs to Tractors	280	9 9	
610	11 11	Salaries of Assistant Surveyor of Carriages, and			
		Tractor Engineers	1,867	4 —	
2,024	7 6	Travelling Expenses	911	7 7	
1,321	17 3	Contributions to 1938 Pension Scheme	150	18 9	
92	17 2				3,813 10
4,666	12 4				
		LIFE-BOAT HOUSES AND SLIPWAYS:—			
		New Construction and Adaptation	11,978	10 11	
18,129	1 9	Repairs and Maintenance	24,357	14 6	
19,983	13 9	Pension under the Pension Scheme	39	— —	
57	1 9				36,375 5
38,169	17 3				38,105 19
46,662	6 11				
		LIFE-BOAT STORES			
		LIFE-BOAT DEPOT including Rates, Insurance,			
		Equipment and Repairs	7,130	— 9	
9,425	1 8	Salaries of Superintendent of Depot, Assistant, and			
		Clerical Staff and Wages of Manual Workers ..	41,665	12 8	
41,187	2 5	Gratuities and Pensions under the Pension Schemes ..	987	14 —	
643	18 2	Contributions to 1938 Pension Scheme	759	16 8	
761	7 7				50,543 4
52,017	9 10				
		PAYMENTS IN CONNEXION WITH LIFE-BOAT			
		STATIONS, such as Conveyance of Life-boats,			
		Carriages, Tractors, and Stores; Work to Moorings;			
		Small Repairs and Purchases made locally; Tele-			
		phones; Postages, etc.	20,211	18 2	
20,716	15 5	Insurance under National Insurance Acts and against			
		claims at Common Law	3,503	— 7	
3,219	10 11	Salaries of Assistant Secretaries, etc., of Stations ..	414	— 6	
541	9 10				24,128 19
24,477	16 2				
		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	11,795	14 9	
9,594	8 7	Grants to men injured in the Life-boat service ..	1,585	11 —	
839	8 6	Fees of Coxswains, Bowmen and Signalmen, Wages			
		of Motor Mechanics, etc.	82,148	7 9	
83,596	4 6	Payments to Life-boat Crews and Launchers for			
		exercises	7,169	19 10	
8,258	16 10	Annuities and Gratuities under the Regulations to			
		Coxswains, Bowmen, Signalmen, Part Time and			
		Assistant Motor Mechanics	5,319	6 9	
5,569	15 4	Pensions and Grants to Relatives of deceased Life-			
		boatmen and others	4,973	7 4	
4,519	1 4	Pensions and Gratuities under the Pension Scheme to			
		Ex-permanent Crews of Life-boats	1,714	8 2	
2,068	3 3				114,706 15
114,445	18 4				
569,288	5 3	Carried forward			£588,283 —

Accounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec. 1952.

1951			INCOME								
£	s.	d.				£	s.	d.	£	s.	d.
			SUBSCRIPTIONS, DONATIONS, ETC.:—								
7,761	13	2	General Subscriptions to Headquarters	..	..	7,368	14	1			
6,935	6	9	" " through Station Branches	..	..	6,184	14	6			
19,024	1	4	" " through Financial Branches	..	..	20,774	17	1			
15,310	4	2	" Donations to Headquarters	..	..	14,339	3	1			
11,413	17	8	" " through Station Branches	..	..	45,670	11	—			
24,196	15	11	" " through Financial Branches	..	..	151,191	6	—			
1,550	—	—	Contributions from Harbour Authorities towards up-keep of Life-boat Stations	..	..	2,175	—	—			
264	13	5	Contribution Boxes to Headquarters	..	..	375	18	—			
12,618	13	9	" " through Station Branches	..	..	12,960	10	6			
3,191	2	6	" " through Financial Branches	..	..	3,722	8	10			
32,266	8	8							264,763	3	1
			LIFE-BOAT FUNDS:—								
			Civil Service Life-boat Fund (per C. H. Barrett, Esq.) in respect of the following Life-boat Establishments:								
			Blyth, Hartlepool, Holyhead, Margate, Portrush, Port St. Mary, St. David's, Southend-on-Sea and Walmer								
5,921	16	6	Bevan Reward Fund (per the Charity Commissioners)			5,747	11	3			
208	5	—				208	5	—			
6,130	1	6							5,955	16	3
			INCOME FROM INVESTMENTS:—								
			Dividends and Interest on Investments (less £5,595 4s. 7d. tax)								
53,164	16	3				52,647	14	3			
			<i>Less—</i>								
			Interest on certain Trust Funds transferred to Special Purposes Fund								
1,254	—	—				1,235	10	10			
			Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)								
624	15	8				627	9	10			
1,878	15	8							1,863	—	8
51,286	—	7				50,784	13	7			
5,760	—	—	Income Tax recovered on Dividends	..	..	5,460	14	5			
57,046	—	7							56,245	8	—
295,422	10	9	Carried forward	..	..				326,964	7	4

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1952—continued.

1951	£	s.	d.	EXPENDITURE	£	s.	d.	£	s.	d.
569,288	5	3		Brought forward				588,283	-	5
				LIFE-BOAT INSPECTORS:—						
				Salaries of Chief Inspector, Deputy Chief Inspector,						
14,116	9	1		Inspectors of Life-boats and Clerical Staff	14,318	7	3			
4,166	11	7		Travelling Expenses	4,551	14	3			
2,267	15	8		Pensions under the Pension Scheme	1,930	17	1			
895	3	8		Contributions to 1938 Pension Scheme	1,371	10	7			
21,446	-	-						22,172	9	2
3,104	16	8		RATES AND REPAIRS OF MECHANICS'				2,608	15	4
				COTTAGES, ETC.:						
				ADMINISTRATION:—	£	s.	d.			
				Salaries of Secretary, Deputy Secretary,						
				Assistant Secretary, Accountant and						
21,526	18	6		Clerical Staff	24,168	3	3			
				Rent, Depreciation, Rates, Lighting,						
3,068	8	7		Heating Insurance, etc., of the House	2,937	18	2			
				of the Institution						
2,907	12	2		Insurance under National Insurance Acts	2,960	14	4			
				and against claims at Common Law ..						
1,430	15	4		Telephone Operator, Commissionaires						
1,843	4	3		and Nightwatchman	1,589	6	6			
				Telephones, Postages and Parcels ..	2,161	15	9			
1,663	13	-		Gratuity and Pensions under the Pension						
				Scheme	3,518	19	8			
957	9	3		Travelling and other Expenses of Chair-						
1,732	18	9		man and Committee of Management	1,142	4	2			
				Contributions to 1938 Pension Scheme	1,729	14	5			
35,130	19	10			40,208	16	3			
17,565	9	11		Less estimated amount chargeable to						
17,565	9	11		raising of funds and publicity ..	20,104	8	1	20,104	8	2
6,556	17	5		Stationery, Office Expenses, Printing and Books ..	5,910	13	11			
393	15	-		Auditors' Fee	393	15	-			
933	5	6		Law Expenses	1,101	5	-			
647	17	5		Repairs and Improvements to the House of the Institution	216	6	5			
								27,726	8	6
26,097	5	3		GRANTS IN CONNEXION WITH CERTAIN						
1,075	-	7		GENERAL LEGACIES				559	19	5
				EXPENSES OF CONFERENCE OF LIFE-BOAT						
102	-	8		SOCIETIES				3	14	-
				FESTIVAL OF BRITAIN:—						
2,609	19	4		Exhibits at South Bank and on S.S. <i>Campania</i> ..				593	3	-
				EXPENSES CONNECTED WITH RAISING OF						
				FUNDS AND PUBLICITY:						
2,937	13	1		Salaries of Publicity Secretary and Clerical Staff ..	2,327	12	4			
18,284	6	6		Salaries of District Organizing Secretaries and Clerical Staff	18,243	1	-			
3,073	1	8		Travelling expenses of District Organizing Secretaries	6,180	8	2			
192	13	9		Annual General Meeting	196	3	2			
10,151	4	4		Advertising and Appeals	12,917	16	-			
				Stationery, Printing, Books, Films, Badges, Collecting						
29,836	6	1		Boxes, Postages	29,292	17	4			
				Printing and Binding the Annual Report and Life-boat						
3,738	9	4		Journal	3,957	8	8			
				Salaries and Commissions of Assistant Secretaries,						
6,542	5	2		etc., of Branches	6,005	14	4			
60	18	-		Gratuity and Pensions under the Pension Scheme ..	1,313	10	11			
1,401	18	4		Contributions to 1938 Pension Scheme	1,740	8	1			
17,565	9	11		Estimated proportion of Administration Expenses as above	20,104	8	1			
93,784	6	2						102,279	8	1
717,507	13	11		Total Expenditure				744,226	17	11
				Deduct:—						
				Expenditure on new Life-boats included in this						
				account borne by:—						
45,681	16	-		Gifts and Legacies for special purposes	94,405	19	1			
139,752	8	6		Reserve for Replacement of Life-boats	132,359	9	3			
185,434	4	6			226,765	8	4			
22,494	5	7		Other expenditure included in this account borne						
				by Special Gifts and Legacies	22,177	17	3			
207,928	10	1						248,943	5	7
				Transfer to General Purposes Fund being excess of				495,283	12	4
				income for general purposes over expenditure, not						
				borne by special funds				16,963	5	3
£509,579	3	10						£512,246	17	7

ounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1952—continued.

1951			INCOME					
£	s.	d.				£	s.	d.
95,442	10	9	Brought forward			326,964	7	4
			SUNDRY RECEIPTS:—					
7,633	6	5	Sale of old Stores			10,895	4	1
881	8	8	Rentals of Freehold and Leasehold Premises			817	15	11
8,514	15	1						
						11,713	-	-
93,957	5	10	Total Ordinary Income			338,677	7	4
81,774	18	7	LEGACIES FOR GENERAL PURPOSES			273,569	10	3
85,732	4	5	TOTAL INCOME FOR GENERAL PURPOSES 612,246 17 7			612,246	17	7
			Gifts and Legacies for Special purposes transferred to Funds:—					
			General Endowment:—					
5,263	18	5	Legacy			6	11	3
			Special Purposes and Maintenance:— £ s. d.					
28,438	17	4	Legacies	59,490	5	10		
36,425	16	-	Special Gifts	67,964	9	2		
64,864	13	4				127,454	15	-
55,860	16	2	Total Income			739,708	3	10
85,732	4	5	Deduct:—					
00,000	-	-	Amount transferred to Reserve for Replacement of Life-boats			100,000	-	-
85,732	4	5				512,246	17	7
23,846	19	5	<i>Transfer from General Purposes Fund to cover excess of expenditure, not borne by special funds, over income for general purposes</i>			-	-	-

NOTE.—This account includes the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1952, and of the Branches for the year to 30th September, 1952.

509,579 3 10

£512,246 17 7

<i>Dr.</i>		GENERAL ENDOWMENT FUND,	
		The Income to be applied for the purposes of the Institution	
		£	s. d.
TO TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST		857	2 10
„ BALANCE AT 31ST DECEMBER, 1952	.. .. .	240,331	3 5
		<hr/>	
		£241,188 6 3	
		<hr/>	

<i>Dr.</i>		SPECIAL PURPOSES AND MAINTENANCE FUND,	
		The Capital to be applied for the purposes of the Institution	
		£	s. d.
TO DEFRAY EXPENDITURE AS SHEWN IN			
„ INCOME AND EXPENDITURE ACCOUNT:—			
ON NEW LIFE-BOATS	.. .. .	94,405	19 1
ON OTHER PURPOSES	.. .. .	22,177	17 3
„ TRANSFERS FOR EXPENDITURE PREVIOUSLY CHARGED AGAINST			
OTHER FUNDS:—			
GENERAL PURPOSES FUND	.. .. .	278	16 —
RESERVE FOR REPLACEMENT OF LIFE-BOATS	.. .. .	125,052	3 2
„ TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST		148	15 8
„ GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES	.. .. .	930	18 2
„ BALANCE AT 31ST DECEMBER, 1952	.. .. .	217,842	15 6
		<hr/>	
		£460,837 4 10	
		<hr/>	

<i>Dr.</i>		GENERAL PURPOSES FUND,	
		£	s. d.
TO PROVISION FOR ADDITIONAL LIABILITY, 1909 PENSION SCHEME	.. .. .	4,846	19 3
„ LOSS ON SALE OF INVESTMENTS	.. .. .	609	17 —
„ DISCHARGE OF HARBOUR COMMISSIONERS BOND	.. .. .	2,694	— —
„ BALANCE AT 31ST DECEMBER, 1952	.. .. .	441,401	11 8
		<hr/>	
		£449,552 7 11	
		<hr/>	

<i>Dr.</i>		RESERVE FOR REPLACEMENT OF	
		£	s. d.
TO EXPENDITURE ON NEW LIFE-BOATS	.. .. .	226,765	8 4
Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND	.. .. .	94,405	19 1
		<hr/>	
		132,359 9 3	
BALANCE AT 31ST DECEMBER, 1952	.. .. .	982,441	16 5
		<hr/>	
		£1,114,801 5 8	
		<hr/>	

Accounts

31st December, 1952.

Cr.

in accordance with the directions of the respective Donors.

	£	s.	d.
By BALANCE AT 31ST DECEMBER, 1951	241,181	15	-
„ LEGACY (INCOME ONLY AVAILABLE) RECEIVED IN THE YEAR ..	6	11	3

£241,188 6 3

31st December, 1952.

Cr.

in accordance with the directions of the respective Donors.

	£	s.	d.
By BALANCE AT 31ST DECEMBER, 1951	332,146	19	-
„ LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)			
RECEIVED IN THE YEAR:—	£	s.	d.
Legacies	59,490	5	10
Special Gifts	67,964	9	2
	127,454	15	-
„ INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST FUNDS	1,235	10	10

£460,837 4 10

31st December, 1952.

Cr.

	£	s.	d.
By BALANCE AT 31ST DECEMBER, 1951	431,304	8	2
„ TRANSFER FROM GENERAL ENDOWMENT FUND AS ABOVE	857	2	10
„ TRANSFERS FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS ABOVE	427	11	8
„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT	16,963	5	3

£449,552 7 11

LIFE-BOATS, 31st December, 1952.

Cr.

	£	s.	d.
By BALANCE AT 31ST DECEMBER, 1951	889,749	2	6
„ TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS ABOVE	125,052	3	2
„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT	100,000	-	-

£1,114,801 5 8

1951 £ s. d.		£
241,181 15 -	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective Donors)	240,331
332,146 19 -	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective Donors)	217,842 1
889,749 2 6	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire Fleet exceeds £3,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by Special Gifts and Legacies.	982,441 1
431,304 8 2	GENERAL PURPOSES FUND Of this Fund £121,725 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £319,676 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 £200,000 and provision of new Tractors £30,000.	441,401 1
<u>£1,894,382 4 8</u>		<u>£1,882,017 7</u>

(Signed) GODFREY BARING
Chairman.

(Signed) A. D. BURNETT BROWN
Secretary.

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

3 Frederick's Place,
Old Jewry, London, E.C.2.
20th February, 1953.

ints

, 31st December, 1952

1951						
£	s.	d.				
			INVESTMENTS at Valuation on 31st Dec., 1951, or cost if acquired since.			
			GENERAL ENDOWMENT FUND—Income only available:			
3,112	19	1	British Government Securities	234,736	17	2
3,068	15	11	British Corporation Stocks	5,594	6	8
1,181	15	-			240,331	3 5
			(Market value at 31st Dec., 1952, £236,710 5 5).			
			OTHER FUNDS:—			
6,852	19	10	British Government Securities	1,205,898	15	3
6,512	13	8	Colonial Government Securities	36,512	13	8
0,384	19	-	British Corporation and Public Boards Stocks ..	157,859	8	8
4,959	1	6	Sundry Small Investments	22,870	8	10
8,709	14	-	(Market value at 31st Dec., 1952, £1,415,563 8 2)		1,423,141	6 5
19,891	9	-	Total Investments (Market value at 31st Dec., 1952, £1,652,273 13 7)		1,663,472	9 10
35,256	7	2	FREEHOLD PREMISES (At cost):—			
			Including Life-boat Depot at Boreham Wood ..		85,256	7 2
			LEASEHOLD PREMISES—(At cost less amounts written off):—			
36,807	12	3	Including 42/44 Grosvenor Gardens		36,469	9 1
			BRANCH ACCOUNTS:—			
52,172	17	11	Balances in hands of Branches, 30th Sept., 1952 ..	77,753	6	8
			Less Balance of Remittances between Headquarters and Branches, October to December, 1952			
32,798	4	2		47,900	16	8
19,374	13	9			29,852	10 -
53,052	2	6	CASH AT BANKERS		66,966	10 11
94,382	4	8			£1,882,017	7 -

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

THE LIFE-BOAT SERVICE

Its Expenditure at a Glance

How each £100 of the Institution's Expenditure was paid out in 1952

£	s.	d.		
32	1	7	_____	New Construction.
34	17	8	_____	Maintenance of Life-boats and Stations (including Depot).
15	8	3	_____	Payments to Life-boat Crews.
3	16	0	_____	Administration.
13	16	6	_____	Propaganda and Publicity at Headquarters and 1,037 Branches.
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£100	0	0	_____	

Its Income at a Glance

How each £100 of the Institution's Income was obtained in 1952

£	s.	d.		
15	16	9	_____	Subscriptions, Donations, Collecting Boxes.
13	15	0	_____	Life-boat Days and House-to-House Collections.
5	12	5	_____	Other Special Efforts.
1	7	9	_____	Boat-house Collections.
7	12	1	_____	Income from Investments.
45	0	7	_____	Legacies.
9	3	9	_____	Special Gifts.
1	11	8	_____	Other Sources.
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£100	0	0	_____	

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 December, 1953.