

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 December 31st, 1953 - - - 78,497

Notes of the Quarter

THE terrible disaster at Arbroath, following on the disaster of a similar nature earlier in the year at Fraserburgh, has made the record of the Life-boat Service in 1953 a tragic as well as a magnificent one. In all, 14 life-boatmen lost their lives in the service of their fellow-men. All 14 were members of Scottish life-boat crews.

Tragic though these disasters are, it should be remembered that what happened in 1953 was altogether exceptional. In the whole of 1952 only one life-boatman lost his life on service, and it is not since 1947, when the Mumbles life-boat capsized, with the loss of her crew of eight, that a disaster comparable to those of 1953 occurred.

In the last 25 years there have been altogether nine capsizes of life-boats, resulting in the loss of the lives of 36 life-boatmen. During these 25 years life-boats have been out to the rescue 13,000 times. That is to say there has been one capsize for approximately 1,450 times life-boats have gone to the rescue, and in capsizes 36 life-boatmen have been lost out of over 100,000 life-boatmen who were at sea in the course of those rescues.

THE YEAR'S RESULTS

Life-boats were launched on service in 1953 598 times. They rescued 351

lives. The figure of lives rescued is five more than the figure for 1952, although there were 59 fewer launches. A striking fact about the launches last year was that the three busiest months for life-boats were August, July and September. There were 81 launches in August, 70 in July and 62 in September, whereas in November, the least busy month in 1953, there were only 33 launches. These facts confirm the trend which has been apparent in the last quarter of a century; 25 years ago, for instance, there were only 92 launches in the whole of the six summer months from April to September inclusive.

Of the total number of launches 18.6 per cent were to yachts—a category which includes sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts; 19.5 per cent of the launches were to fishing boats of all types, and 23.6 per cent to steamers, barges and other motor vessels. The fourth in order of the nine categories into which the services of the life-boats are now divided was that of aircraft, 13.2 per cent of the launches being as a result of reports of crashed aircraft. Small boats, canoes and rubber dinghies provided the surprisingly high figure of 7 per cent.

Sixty-four of the launches were to foreign vessels, and from these 41 lives

were rescued. Vessels from 16 foreign nationalities in all were helped.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Institution will be held this year on Tuesday, the 23rd of March, at the Central Hall, Westminster. H.R.H. the Princess Royal has kindly consented to attend and will present the medals awarded for gallantry since the last meeting was held. Among those who will be receiving these awards will be Coxswain Thomas Richards, who won the silver medal, and Bow-

man William Thomas and Motor Mechanic William Rogers, who each won bronze medals. All three are members of the Tenby life-boat and won their awards when they helped to rescue seven men from the St. Gowan light-vessel on the 21st of September, 1953.

The principal speaker, who will move the resolution of gratitude to the life-boat crews and honorary workers, will be the Rt. Hon. Clement Davies, Q.C., M.P.

The resolution will be seconded by the Rt. Hon. Sir Norman Birkett, Q.C., J.P.

Disaster at Arbroath

On the night of the 26th of October, 1953, the Arbroath life-boat *Robert Lindsay* and the Anstruther life-boat *James and Ruby Jackson* were both launched in answer to distress rockets which had been seen three miles east of Fifeness.

There is now no doubt that the rockets were fired by the sand dredger *Islandmagee*, of Dundee, which was on passage from the Firth of Tay to the Firth of Forth. The *Islandmagee* sank with all hands.

The Anstruther life-boat was launched first. This was at 10.43 on the 26th. As it seemed likely that the prevailing weather conditions might drive the ship which was in distress northwards, it was later decided to launch the Arbroath life-boat to help in the search.

Two Life-boats Search

The Arbroath life-boat was launched at 12.50 early on the 27th. There was a full gale blowing from the south-south-east, a very rough sea and a heavy swell. Both life-boats carried out a thorough and extensive search of the whole area from which the distress rockets were believed to have come, maintaining contact with one another by radio telephony. The search was unsuccessful, and the Anstruther life-boat arrived back at 5.45 on the 27th.

At 4.20 the Arbroath life-boat sent a radio message suggesting that she should return to harbour. The honorary secretary at Arbroath, Mr. David

Chapel, answered by radio agreeing, but suggesting that the life-boat should make for Anstruther harbour.

The coxswain answered that he would wait for daylight and then see what the conditions at the bar of Arbroath harbour were. At five o'clock he sent a further message saying that the life-boat could expect to reach the harbour in twenty minutes and would try to enter.

Rocket Pistol Apparatus Ready

The Arbroath coastguard, acting on standing orders, immediately went to the east pier with three men and the rocket pistol apparatus.

The bar is a rock bar some 300 yards to the eastward of the harbour piers. The full on-shore gale blowing against the tide, which was then ebbing, and the backwash off the piers caused confused cross seas and cross tides near the bar. A number of people on the harbour pier watched the life-boat as she tried to enter the harbour.

Suddenly at 5.47 her lights disappeared. What had happened was that a huge and very steep cross sea from the southward had struck the boat abaft the beam on the port side, and it instantly capsized her.

Cries for help were heard and the coastguard fired rocket lines at random. By an extraordinary chance one of them fell across the second coxswain, Archibald Smith. He grabbed it and was hauled ashore.

Six Men Lost

The other six members of the crew all lost their lives. They were:

David Bruce—Coxswain

Harry Swankie—Mechanic

Thomas Adams—Bowman

William Swankie, Jnr.—Assistant Mechanic

Charles Cargill—Life-boatman

David Cargill—Life-boatman

Coxswain Bruce, who was aged 48, had been coxswain since 1952 and first joined the crew in 1922, having been appointed second coxswain in 1935. The oldest member of the crew was Harry Swankie, who had been mechanic since 1932 and was aged 63. William Swankie, who was aged 30, was his nephew and had been appointed assistant mechanic in 1953. Thomas Adams, who was appointed bowman also in 1953, was aged 33. Charles and David Cargill were brothers aged 28 and 29.

The news of the disaster reached the Chief Inspector of Life-boats, Commander T. G. Micheltore, at 6.20 on the morning of the 27th of October. The District Inspector (General), Commander E. W. Middleton, was sent from London to carry out an inquiry, and Mr. H. C. Marfleet of the Operations Department left at once with money to supply the immediate needs of the families. Mr. R. A. Oakley, Surveyor of Life-boats, happened to be in Aberdeen at the time, and he, the Northern District Inspector, Lieutenant E. D. Stogdon, and the District Engineer, Mr. S. A. Redrup, reached the scene within a few hours.

Pensions for Dependants

Pensions, which are irrespective of any State awards, were paid at once to the dependants on the scale adopted by the Royal Navy, and the Institution met all funeral expenses.

The funeral of the men who had lost their lives was held on the 31st of October in the old parish church at Arbroath. It was attended by the Deputy Chairman of the Institution, Lord Howe, by Lord Saltoun and Sir Archibald Cochrane, Chairman and Vice-Chairman of the Scottish Life-boat Council, by Colonel A. D. Burnett Brown, and by the officers of the Institution who were carrying out their duties on the spot. One minute's

silence was observed, and the hymns "O God our Help in Ages Past" and "Eternal Father Strong to Save" were sung. Shops throughout Arbroath closed that afternoon.

Provost J. R. Moir immediately opened a life-boat disaster fund. More than £35,000 has been given to the fund, including a contribution of £500 from the Institution.

President's Telegram

Many messages of sympathy and condolence were sent. H.R.H. the Duchess of Kent, President of the Institution, telegraphed:

"Have learnt with great distress of the terrible disaster that has occurred to the life-boat and crew at Arbroath. I ask you to convey to relatives of those who lost their lives my deepest sympathy."

Other messages of sympathy came from many parts of the world. The life-boat societies in Denmark, France, Germany, the Netherlands and Norway all sent messages of condolence.

In the House of Commons on the 28th of October Mr. Alan Lennox Boyd, Minister of Transport and Civil Aviation, stated:

"The House will, I know, wish me to express its deep sympathy with the families of the brave men who have lost their lives."

"No Blame or Default"

On the 8th of December, 1953, a public enquiry into the disaster was conducted by the Procurator Fiscal at Dundee. The jury returned a formal verdict of "accidental death by drowning with no blame or default attached to anyone."

The life-boat which capsized was a 35-feet 6-inches Liverpool type, with twin engines. She was completed in 1950 and is one of a class of 31 such boats built since the war. This is the first time since before the war that any Liverpool type of boat has capsized.

The *Robert Lindsay* has been replaced by the *Howard D.*, a life-boat from the reserve fleet. A new crew has been formed with Henry Smith as coxswain.

The only survivor of the disaster, Second Coxswain Archibald Smith, immediately after the disaster expressed his readiness to serve in the life-boat again.

A Tow Through A Gale to Aberdeen

At 4.16 on the afternoon of the 26th of October, 1953, the coastguard rang up the honorary secretary at Aberdeen. He passed on a message, which he had had from a hotel at Muchalls, that a fishing boat was burning flares off Muchalls some ten miles south of Aberdeen.

A gale was blowing from the south-south-east and the sea was very rough when the No. 1 life-boat *Hilton Briggs* put out at 4.34. The night was dark and visibility poor. The tide was ebbing strongly to the northward.

A Fishing Boat Found

The life-boat steamed at full speed to the southward, and at 5.4 the Stonehaven radio station wirelessly that the fishing boat was one and a half miles south-east of Muchalls. At 6.10 the coxswain estimated that he ought to be near the position and switched on his searchlight. This was seen by the coastguards at Muchalls, and by a radio-telephony link call they directed the coxswain to the fishing boat. The boat was the sixteen-ton fishing yawl *Trustful III*, of Stonehaven. She was at anchor a quarter of a mile off shore, with her propeller fouled by her nets.

The backwash from the high cliffs and rocky ledges made the already rough seas more confused. The coxswain brought the life-boat to windward and abeam of the fishing boat, but was hampered in manoeuvring

further ahead of her because of the cable running out on her port bow.

A rocket line was fired and missed astern. The coxswain then manoeuvred the life-boat around to the starboard or lee side of the fishing boat, and when he was about four yards from her a tow rope was passed across. The four men on board the fishing boat could do no more than crawl about the decks because of the high seas, but in the end the rope was made fast.

"For Bravery and Initiative"

The life-boat began to tow the fishing boat and headed to the south-east to clear the land. Course was then set for Aberdeen at slow speed, the coxswain aiming to keep one mile off shore.

At eight o'clock the tow parted, and by the time it was reconnected both boats had drifted until they were only some 200 yards from the shore.

The crew of the fishing boat had refused to come aboard the life-boat as they wanted to save their own boat. The life-boat finally reached Aberdeen with the fishing boat in tow at 9.14. The fishing boat's anchor cable was found to be nearly chafed through when it was recovered a day or two after the service.

For the bravery and initiative he showed in carrying out this operation in difficult conditions Coxswain George Allan Flett was accorded the thanks of the Institution inscribed on vellum.

A Rescue off the Minquiers Reef

At 3.10 early on the morning of the 15th of December, 1953, the harbour radio station reported that the motor vessel *Brockley Combe*, of Bristol, had wirelessly that she had struck the Minquiers Reef and needed help immediately. The *Brockley Combe*, a steamer of 662 tons, was on passage from St. Peter Port to St. Helier with a mixed cargo.

The night was dark, there being no moon, but visibility was good. There

was a ground swell, and a light south-easterly breeze was blowing.

At 3.30 the St. Helier life-boat *Elizabeth Rippon* put to sea. She established communication with the steamer by radio-telephony and asked her to fire rockets to mark her position. This the steamer did. The position was half a mile south-south-west of the Demie-de-Vasselin beacon. This was further to the eastward and deeper into the reef than had been expected.

The steamer's engine-room was flooded.

There were rocks on all sides of the steamer, but there was some clear water under her port side and little tide running. The coxswain took the life-boat at slow speed and with difficulty through a maze of rocks. He finally came alongside at 5.20.

The crew of ten were taken off, but the captain decided to stay on board until daylight. The swell increased, and on the rising tide the steamer began to pound heavily and started to break-up. Banks of fog came down.

In the end the captain decided to leave the ship, and at 10.50 the life-

boat began her return journey, towing two ships' boats. Visibility was now poor, and it was nearly as difficult to keep clear of the rocks on the way back as it had been to go in at night. The life-boat suffered no damage and reached St. Helier at 12.30.

For his excellent judgment in taking his boat into a most dangerous area Coxswain Edward Larbalestier was accorded the thanks of the Institution inscribed on vellum. Coxswain Larbalestier is also the holder of the silver medal, which he won in 1951 for a rescue from the yacht *Santa Maria*.

Rewards amounting to £20 16s. 6d. were paid.

The Margate Life-boat Saves a French Trawler

At 3.50 early on the morning of the 19th of December, 1953, the coast-guard rang up to say that the police had reported that the trawler *Notre Dame de la Mer*, of Boulogne, had run on to the rocks on Foreness Point about one and a half miles east of Margate. The sea was then calm and there was no wind. Because of fog visibility was only two hundred yards.

At low water the trawler was left high and dry and her crew of seven went ashore.

Crew Refuse to Leave

About 4.45, at the turn of the tide, the crew returned to their ship as they were determined to save her. By now the wind had begun to freshen and was blowing from the north-west. The coxswain of the Margate life-boat, Denis Price, went by car to a point near the stranded trawler. He came to the conclusion that as the weather was becoming worse the life-boat should try to tow the trawler off, since her crew refused to leave her again.

At 6.10 the Margate life-boat *North Foreland, Civil Service No. XI* was launched. By now the sea was becoming rough and the tide was flooding to the westward. The life-boat reached the scene at 6.35, but the water was not deep enough for her to get close to the trawler. She therefore laid off until eight o'clock.

By then the trawler's bow was seen to be lifting, but she was being driven inshore and was pounding heavily.

Award to Coxswain

The coxswain tried to take the life-boat alongside but failed. After touching on a rocky ledge he tried again. This time he approached from windward and let go his anchor to veer down on the trawler. The anchor dragged on the chalk bottom, and the life-boat ended up close to the trawler.

Using their line throwing pistol, the life-boatmen passed a tow rope across. Both vessels pounded the bottom, but the life-boat pulled the trawler clear, weighed her anchor, and towed the trawler to Ramsgate, which was reached at 10.30. The life-boat was undamaged, but because of the weather remained at Ramsgate until the next day, when she returned to her station.

For the determination, initiative and fine seamanship he showed in extricating the trawler from what seemed a hopeless position Coxswain Denis Price was accorded the thanks of the Institution inscribed on vellum. Rewards of £37 10s. were paid.

Coxswain Price won the silver medal for the rescue on the 7th of November, 1952, of the crew of the barge *Vera*, of London, in a whole gale.

The Life-boat Depot at Boreham Wood

THE Life-boat Institution's depot at Boreham Wood was completed in July, 1939. It replaced the old store-yard on the Thames at Poplar, which had served the Institution for more than fifty years.

The Poplar store-yard was established in 1882. Before then life-boats had been fitted out at the boat builders' yards, the ropes and gear for each boat being separately ordered from the manufacturers. By 1882, however, the life-boats in the fleet numbered as many as 272, and the Institution then decided to have its own store-yard.

For more than thirty years the store-yard at Poplar changed little, but with the development of motor life-boats a new shed and new equipment had to be provided. In time it became clear that larger and more modern workshops would be needed, and the Institution decided that it would be both more efficient and more economical to set up a new and different type of depot.

It was no longer necessary to have a store-yard near the Thames. The Institution was already sending damaged life-boats to shipbuilding yards on the coast instead of bringing them to Poplar for repair, and in place of the reserve fleet, formerly kept at Poplar, reserve boats were held in readiness at different parts of the coast.

The site at Boreham Wood was chosen largely because it offered such excellent facilities for road transport. The cost of building the depot was £60,000. The architect was Mr. Herbert Kenchington, and the builders Messrs. Moss and Sons. The depot was formally opened on the 14th of July by Mrs. Guy Fanshawe, wife of a member of the Committee of Management.

War Headquarters

Within a few weeks of its formal opening the depot became in effect the headquarters of the Institution, for it was at Boreham Wood that the headquarters staff operated throughout the war. During the war part of the premises at 42, Grosvenor Gardens were let, a few rooms being kept for committee meetings.

The depot today provides stores for all the life-boats in the British Isles. It also has a large publicity store to provide material needed by the financial branches.

There are in the depot many thousands of different items of equipment needed for the machinery and the hulls of life-boats, varying from the smallest screw to the largest parts of an engine. A few items needed by the life-boats, such as petrol and oilskins, are sent directly from the suppliers, but the provision of these too is controlled by the depot staff.

The depot's machine shop makes many machinery parts, and items returned from the coast are repaired, renovated and made suitable for re-issue wherever possible. Tractors too are brought to the depot from the coast and overhauled.

A sign-writer paints the lettering for all service boards as well as for notices, banners and other decorations used for publicity purposes. Carpenters and painters are employed in making and renovating items needed for the life-boats and for publicity stores.

Life-belts Made in Depot

In the rigging loft rigging, covers, sails, life-belts and life-buoys are made, and the riggers sometimes go to the coast to carry out splicing work.

The publicity staff at the depot disinfect, wash and renovate all collecting boxes. The stock of collecting boxes numbers about 40,000, and every box goes out from the depot, on an average, two and a half times a year. Fourteen million emblems are sent out each year, those which are returned being sorted and repacked. Flags, bunting, decorations, jerseys and caps sent out on loan are washed and pressed before re-issue. The distribution of stores by the depot's vans for the Greater London flag day alone lasts nearly a month.

The examination department inspects all stores, except rope, as soon as they arrive at the depot. The system of a percentage examination is never used, every item being examined individually. Rope is examined at the

makers, and a breaking test carried out. Life-belts and life-buoys undergo a severe twenty-four hour buoyancy test in water tanks.

Records of receipt and despatch of all items are kept on cards in the clerical department, and as stocks of items decrease requisitions for further supplies are sent to headquarters. Stores are requisitioned from the coast by telephone, telegram or demand note. The depot undertakes to send off all stores required urgently within one hour. These stores may be sent by road, rail or air.

Port and Starboard Watches

The depot is divided into eight departments: administration and clerical, examination, stores, machine shop, rigging loft, carpenters, sign-writer

and painters, and publicity. The staff numbers one hundred and is under the control of Commander J. M. Upton, the superintendent. Commander Upton, who was formerly Irish district inspector and then eastern district inspector, has been in charge of the depot since 1941.

Apart from the publicity staff, the whole staff at the depot is divided into port and starboard watches. The depot remains open for service throughout the twenty-four hours.

The administrative cost of the depot, including rates, insurance, equipment, repairs, salaries and pensions, is approximately £50,000 a year. In 1952 the cost of life-boat stores was a little over £38,000. At any one time there may be stores to the value of £100,000 in the depot.

A Trip in A Swedish Rescue-Cruiser

By David Wilson Reid

(Member of the crew of the Beaumaris life-boat)

It was seven o'clock in the morning and raining slightly as I walked through the deserted streets of Göteborg down to the docks where I was to board the Swedish rescue-cruiser *Wilh: R. Lundgren* of Rörö. The seagulls were screaming, and although the gale could not be felt in the city, the clouds were scurrying across the pink sky, signs which prophesied an uncomfortable trip once we had left the shelter of the harbour. But I was rather pleased that the weather was bad, as it would give me the opportunity of seeing how the vessels used by the Swedish Society for Rescuing the Shipwrecked (Svenska Sällskapet för Räddning af Skeppsbrutne) behaved under working conditions.

By the time that I had reached Stenpiren, where the rescue-cruiser was lying, the wind had freshened considerably and was driving the rain almost horizontally between the railway trucks which were lined up along the quay. I found her without much difficulty and went aboard in search of her skipper, Herr Westerström, who told me that he had received a message from Captain Hansson, the Director of S.S.R.S., who had very kindly arranged for me to accompany the *Wilh: R. Lundgren* to sea. This,

he said, was fortunate, as one of the crew of four had had to go to the hospital in Göteborg, and he would otherwise have been one man short.

Sweden's Voluntary Service

Few people in this country are familiar with the life-boats which are used abroad. Sweden has a very fine life-saving service supported by voluntary contributions, in addition to the one which is supported by the State. The S.S.R.S. not only provides life-boats, but also life-saving rocket apparatus, and has its own look-out and intelligence services. It has three main types of life-boat in use at present, the largest of these being rescue-cruisers which are 64 ft. 8 in. in length, with a beam of 19 ft. 6 in. and a draft of 7 ft. 8 in. This type is powered by a single diesel engine of 210 h.p., but they generally do most of their patrolling under sail, only using the engine when conditions require it. They are very comfortable boats in heavy weather, and they need to be, for they often have to remain at sea for several days.

The medium sized boats are 44 ft. 3 in. in length, having a beam of 11 ft. 8 in., a draft of 4 ft. 1 in. and are equipped with a diesel engine of

85 h.p. Like all other Swedish life-boats, they have a mast, which is also used as an exhaust-pipe, and a suit of sails. This type, together with the smaller 32-ft. boats, is used for emergency work, in just the same way as the R.N.L.I. uses its life-boats in this country. They are manned by a volunteer crew, which is large when compared with the full-time crew of four in the rescue-cruisers.

New Boats of Steel

The older life-boats and rescue-cruisers were built of oak, with bows which were specially strengthened so that they would not suffer damage from the ice which occurs around the Swedish coast in winter, but most of the newer vessels have been built of steel. All of them are equipped with radar, radio-telephony and radio-direction-finding apparatus, and in even the smallest there is a totally enclosed wheel-house and a cabin containing bunks and a cooking-stove. It was one of these older, oak-built boats that I found waiting at the quay.

We cast off from Stenpiren at nine o'clock and moved slowly down the river through sheets of driving rain. Soon we left the shelter of the land, and emerged from the river into the archipelago of small islands and clusters of bare rocks, which blocks the mouth of the river and protects the port from the westerly gales which sweep down the Skager-Rak into the Kattegat from the North Sea. By this time there was quite a swell, and the *Wilh: R. Lundgren* had begun to roll in a beam sea and to slide down the sides of the waves with a sickening sort of lurch. Capt. Westerström, completely unmoved by the frightful motion, remarked that he had seen many worse seas off the Isle of Man, that this particular sea could not possibly develop into anything worth worrying about, as we were in the lee of Denmark (about forty miles away), and that it was time for breakfast. He pointed to a lighthouse perched on a rock about half a mile away, and barely visible on account of the rain and spray, and told me to take the wheel and pass it to leeward. When it came abeam, he explained, I was to sound the fog-horn, step out of the wheel-house and wave to the lighthouse-keeper.

Gale in the Kattegat

The lighthouse-keeper waved back, and we altered course to south-west. We rolled and plunged our way down the Kattegat for some time, until, at about three o'clock in the afternoon, we again altered course, this time for Göteborg and home. By now the wind had freshened considerably, and the seas were increasing in size. At each plunge we sank our bows into the waves, the green water came pouring aft along past the wheel-house in torrents along the decks. It was blowing a good Force 7 gale, and the rain and spray which was beating on the wheel-house window made life rather uncomfortable. If we kept the window open so that we were able to see reasonably well, the water, which ran along the main-boom and spurted off the end of it, poured through on to the helmsman inside. On the other hand, if we shut the window to keep the water out, it also meant that we shut the view out as well and we then could see absolutely nothing whatever—a dangerous state of affairs in those rock-strewn waters.

Sunset over the Göta

About this time we had another meal, consisting of cold bacon and a wedge of cold tea-cake, which was very much of the same consistancy as an un-toasted muffin, washed down with some hot coffee.

We returned to Göteborg in the evening without having encountered any vessel needing our help. The rain had stopped by this time, and as we motored up the river Göta there was a very beautiful sunset. As we approached Stenpiren, we saw the deck-hand who had been to the hospital waiting for us to come alongside. We hung the fenders over the star-board side, and as Capt. Westerström brought the rescue-cruiser gently alongside the steps of the quay, the deck-hand jumped aboard and I jumped ashore. I climbed up the steps and walked to the end of the pier to wave farewell to the crew of the *Wilh: R. Lundgren*, who were already on their way back to their station at Rörö, in Apelvik, north of Göteborg. It was a most interesting experience and a very happy memory.

New Ways of Raising Money

A NEW type of collecting box has been designed by Group-Captain John Potter of Crowborough. It takes coins of all sizes, and every time a coin is dropped into the box a model life-boat is launched. A number of these boxes were displayed at the annual dance at the Savoy Hotel on the 16th of December, 1953, organised by the Central London Women's Committee, when H.R.H. the Duchess of Kent, the President of the Institution, put the first coin in the box. Production of these boxes in considerable numbers has now begun and it is hoped that they will be available shortly for special functions and for clubs, shops and bars throughout the country.

* * *

The Lago Community Council in Aruba, Netherlands West Indies, has sent a contribution of £79 12s. 7d. to the Institution. The money was subscribed by Lago Colony residents, who are mainly expatriate employees of the Lago Oil and Transport Co. Ltd., a subsidiary of the Standard Oil Company, New Jersey. The majority of them are United States citizens. Donations are made by the Council to certain specified charities.

* * *

The Institution recently received a cheque for £17 as a consequence of the survival of an old West Country custom. This was the holding of a harvest festival service in an inn. A

service of this kind was conducted last autumn in the Edgcumbe Hotel, Bere Alston, Devon, by the Rev. R. G. Crookshank.

* * *

Mr. O. H. Marriott, a watch-maker and jeweller in Ramsey, Huntingdonshire, has raised nearly £25 for the Institution by a collecting box on his counter. The money has been given by customers who have not been charged by Mr. Marriott for minor repairs to watches, clocks and jewellery.

* * *

By contributing threepence each at the end of every meal taken at home Mr. and Mrs. Alfred Rayner of Dudley, Worcestershire, have been raising money for various charities for some years. They recently sent a cheque to the Institution for a sum collected in this way.

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Six hundred copies of *Gales on the East Coast*, a booklet written by Mrs. C. C. Norman of Caister, Norfolk, have been sold for the benefit of the Institution. The booklet gives accounts of some of the famous rescues by Norfolk life-boats.

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Among successful raffles conducted by Irish branches was one at Coleraine, when a Vernon Ward print was raffled for £20.

The Prudential is Sold

THE famous Ramsgate life-boat *Prudential* left the service of the Institution in November when she was sold to Mr. F. H. W. Haywood, a London architect. The Institution's flag was struck for the last time aboard the *Prudential* at a ceremony on Saturday, the 21st of November. A B.B.C. reporter, Mr. Douglas Willis, recorded an interview with the coxswain, Arthur Verrion, and a member of the crew, and the ceremony was photographed by B.B.C. television cameramen.

After the ceremony the crew, officials and the press were invited by the Mayor of Ramsgate, Councillor E. G. Butcher, to the Mayor's Parlour.

The *Prudential* had a magnificent record between 1926, when she was first launched, and 1953. During those years she was launched on service 276 times and rescued 330 lives.

The *Prudential* was the first of the Institution's life-boats to set out for Dunkirk, under her coxswain Howard Primrose Knight, in May 1940 to help

in the evacuation. In all she helped to bring off some 2,800 men.

The last medal service of the *Prudential* was that of the rescue from the *Western Farmer*, of New York, on the 20th of August, 1952. The *Western Farmer* had broken in two, and Coxswain Douglas Kirkaldie brought the life-boat alongside the stern part,

although it was clear that it might turn over at any moment on top of the life-boat. For this service he won the bronze medal for gallantry.

The *Prudential* was one of four life-boats which took part in the Coronation Review of the Fleet by Her Majesty the Queen at Spithead on the 15th of June, 1953.

A Hundred Years Ago

An extract from The Life-boat, or Journal of the National Shipwreck Institution, 1853.

THE Committee regret to have to state that the frequency of shipwrecks on the coasts of the United Kingdom, during the past twelve months, has been unprecedentedly great. They had occasion to observe, in their last Report, that the year 1851 was considered to be the most disastrous, as respected shipwrecks, on record, the large number of 701 wrecks having been reported; but the past year has far exceeded it in amount and fatality—no less than 1,100 vessels appearing on the Admiralty Register of Wrecks, and the number of lives lost, as far as could be ascertained, being about 900. The greatest destruction occurred about the latter end of October and beginning of November, when, within the short space of thirty days, 300 vessels were lost or damaged, with the fearful loss of 217 lives. Again, a very severe gale occurred on the 26th of December, which strewed the coasts of our islands with wrecks, and left such deep impressions in its wake as will not easily be forgotten.

The Committee need not now dwell on the sad scenes of desolation, of bereaved women and children rendered widows and orphans by these calamitous visitations; but it may be permitted to them to express their opinion of the necessity of the utmost efforts being made to provide life-boats and every other assistance for the fishermen and residents on our coasts who are ever ready to rush to the aid of their fellow creatures in distress. Too ready, the Committee might almost say, for, without habits

of discipline and without proper boats, they are constantly venturing out, at the extreme hazard of their own lives, to the relief of the stranded crew. Of the casualties and loss of human life by wind and wave, which every winter brings with it, no inconsiderable number consists of those who, whilst endeavouring, with imperfect means at command, to rescue the lives of others, have lost their own—a fact to which striking and melancholy testimony is borne by the number of widows and orphans to be met with on our coasts, mourning for those who have thus unhappily perished. Surely, with these fearful effects of the storm before them, our wealthier and more favoured countrymen cannot but be roused to a sense of the deficiencies that exist, and impelled to lend a helping hand to an Institution which has for its object to lessen the sacrifice of life from such calamities.

Since shipwrecks have been unusually numerous during the past year, the efforts made to rescue their crews have been in proportion great and meritorious, and it is a source of satisfaction to know, that almost in every instance where the services of the life-boat have been called into requisition, during the late disastrous gales, they have been attended with success; and your Committee refer particularly to the life-boats stationed at Shields, which have, as usual, specially distinguished themselves; as well as to those at Yarmouth, Rye, Liverpool, Anglesea, and Wexford.

Services of the Life-boats in October, November and December, 1953

85 Lives Rescued

OCTOBER

DURING October life-boats were launched 42 times and rescued 16 lives.

DOCTOR TAKEN TO SHETLAND ISLAND

Aith, Shetlands.—At 2.35 on the afternoon of the 2nd of October, 1953, the doctor at Walls rang up to say there was a case of serious illness on the island of Papa Stour, and the weather was too bad for a shore-boat to take him to the island. At 3.45 the life-boat *The Rankin* put out in a very heavy sea, with a strong south-westerly breeze blowing. She brought the doctor to Papa Stour, and a small boat took him ashore. When he had treated the patient the life-boat took him back to Aith, arriving at 7.30.—Rewards, £10 19s.

NORWEGIAN STEAMER ESCORTED TO ORKNEYS

Stronsay, Orkneys.—At 10.40 on the morning of the 6th of October, 1953, the Kirkwall coastguard rang up to say that the S.S. *Polyana*, of Kristiansand, had wirelessed that she was making water and needed help. She was then between Westray and Rousay, and at 11.10 the life-boat *Edward Z. Dresden* was launched. The sea was smooth, with a moderate north-north-west breeze blowing. The life-boat found the steamer off Orkness, Shapinsay, escorted her to Kirkwall Bay, and then returned to her station, arriving at 4.45. The master expressed his thanks.—Rewards, £14 15s.

YACHT REFLOATED AT FOURTH ATTEMPT

Poole, Dorset.—At 8.20 on the evening of the 7th of October, 1953, the police reported that a yacht was on the rocks at the Training Bank and had burnt flares. At 8.25 the life-boat *Thomas Kirk Wright* was launched in a ground swell and with a moderate

east-north-east breeze blowing. She found the sailing yacht *Freda*, of Hamble, with a crew of four. The yacht was lying on her side, and at the fourth attempt the life-boat refloated her and towed her to Poole Harbour, reaching her station again at 9.20.—Rewards, £11 17s.

HELP TO R.A.F. RESCUE LAUNCH

Southend-on-Sea, Essex.—At 6.46 on the evening of the 8th of October, 1953, the coastguard telephoned that a boat had reported that she was on the Red Sands and needed help. At 6.55 the life-boat *Greater London, Civil Service No. 3* was launched in a calm sea with a light north-easterly breeze blowing. She found a R.A.F. Air Sea Rescue launch, with a crew of five, one and a half miles west of the Red Sands forts. The launch had refloated, but had damaged her propellers. The life-boat escorted her to Sheerness and reached her station again at 9.30.—Rewards, £11 15s.

FRENCH TRAWLERS ESCORTED TO WICKLOW

Arklow, and Wicklow, Co. Wicklow.—At 6.15 on the morning of the 10th of October, 1953, the Valentia Radio Station told the Arklow life-boat station that the French trawlers *Petite Micheline* and *Vers le Destin* had wirelessed that they had gone aground between the South Arklow and Codling Bank lightvessels. At 6.45 the life-boat *Inbhear Mor* was launched. The sea was rough, with a fresh south-westerly breeze blowing. At 6.30 the radio station also informed the Wicklow life-boat station of the trawler's position, and at 6.55 the life-boat *Lady Kylsant* was launched. The *Inbhear Mor* found the trawlers nine miles east-south-east of Arklow and saw that they had refloated. The *Vers le Destin* was leaking, and the *Petite Micheline* took her in tow. At the request of the skipper two life-boatmen boarded the *Petite Micheline*

to act as pilots, and the life-boat escorted the trawlers to Arklow, arriving at one o'clock in the afternoon. The Wicklow life-boat was not needed and returned to her station, arriving at 10.25.—Rewards, Arklow £19 8s. 6d.; Wicklow £12 14s.

WORKMAN FALLS FROM HUMBER FORT

Humber, Yorkshire.—At 10.42 on the morning of the 10th of October, 1953, a message was received from Bull Fort in the River Humber that a workman had fallen and broken his ribs. No other boat was available to take him ashore, and at 10.55 the life-boat *City of Bradford II* was launched. There was a choppy sea and a light south-westerly breeze. The life-boatmen rendered first aid to the man, and the life-boat took him to Grimsby, where an ambulance was waiting. The life-boat then returned to her station, arriving at three o'clock.—Paid Permanent Crew.

FISHING BOAT OVERDUE AND FOUND

Dunbar, East Lothian.—At 3.20 early on the morning of the 11th of October, 1953, the police reported that the local motor fishing vessel *Welfare*, with a crew of two, had left Newhaven and ought to have reached Dunbar about six o'clock the evening before. At 3.55 the life-boat *George and Sarah Strachan* was launched. The sea was rough with a moderate west-south-west breeze blowing. The life-boat found the *Welfare* three miles west of Fidra Island. Her engine had broken down, and her crew were cold and wet. The life-boat rescued them, put two men aboard, and towed the *Welfare* to Dunbar, arriving at nine o'clock.—Rewards, £14 5s.

SICK MAN TAKEN FROM HEBRIDES ISLAND

Barra Island, Outer Hebrides.—At six o'clock on the evening of the 11th of October, 1953, a doctor asked if the life-boat would take a sick man from Barra to South Uist, as the air ambulance could not land because of tidal conditions. At seven o'clock the life-boat *Lloyd's* put out in a rough sea and southerly breeze. She took the

patient to South Uist and arrived back at her station at 2.30 early on the morning of the 12th.—Rewards, £19 2s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

FISHING BOAT TOWED TO PORTMAGEE

Valentia, Co. Kerry.—At 12.40 on the afternoon of the 12th of October, 1953, the Civic Guard at Portmagee reported that the fishing boat *Ros Corr*, of Dublin, with a crew of six, needed help seven miles north of Bray Head. At one o'clock the life-boat *A.E.D.* put to sea in a heavy swell and fresh north-easterly breeze. She found the fishing boat nine miles west-north-west of Bray Head and learnt that she had fouled her propeller with her fishing gear. Another trawler was standing by her, but had been unable to get a line on board. The life-boat towed the *Ros Corr* to Portmagee, reaching her station again at seven o'clock.—Rewards, £14 15s.

TWO MEN ADRIFT IN MOTOR BOAT

Salcombe, Devon.—At 6.14 on the evening of the 13th of October, 1953, the Hope Cove coastguard rang up to say that a small boat was burning flares half a mile west of Prawle. At 6.25 the life-boat *Samuel and Marie Parkhouse* was launched. The sea was smooth, with a moderate north-easterly breeze blowing. The life-boat found two men in a small motor boat. She was drifting, and the life-boat towed her to Salcombe, arriving at 8.15.—Rewards, £7 16s.

BOAT OVERDUE WITH FIVE-YEAR-OLD BOY

Torbay, Devon.—At 9.22 on the night of the 17th of October, 1953, the Brixham coastguard rang up to say that two men and a five-year-old boy had left Paignton for a fishing trip at 4.30 in the motor launch *Dixie*, but had not returned. As no news had been received of them by 8.50 the life-boat *George Shee* put to sea. The sea was calm, with a light northerly breeze blowing. The life-boat found the *Dixie* at anchor off Fishcombe Point. Her engine had broken down. The life-boat towed the *Dixie* to

Paignton and reached her station again at 9.45. The men expressed their thanks.—Rewards, £6 15s.

DUTCH SHIP REFLOATED IN MERSEY

New Brighton, Cheshire.—At 1.55 early on the morning of the 18th of October, 1953, the Formby coastguard reported that the motor vessel *Vitesse*, of Delfzijl, Netherlands, had gone aground on the revetment near C.25 Black Buoy in the River Mersey. At 2.13 the life-boat *Norman B. Corlett* put out in a calm sea and light east-south-east breeze. She found the *Vitesse* hard and fast and listing. The life-boat stood by her until she refloated at 4.15 on the flood tide, escorted her up the river, and then returned to her station, arriving at 4.45.—Rewards, £9 4s.

COBLE TOWED TO HARTLEPOOL

Hartlepool, Durham.—At 5.35 on the evening of the 18th of October, 1953, the coastguard rang up to say that a fishing coble had burnt flares two miles north of Heugh lighthouse. At 5.55 the life-boat *The Princess Royal, Civil Service No. 7* was launched. There was a slight sea with a light south-easterly breeze blowing. The life-boat found the local fishing boat *Maggie Deas*, with a crew of four. She had broken down, and the life-boat towed her to Hartlepool, reaching her station again at 7.15.—Rewards, £8 4s.

DINGHY CARRIED AWAY BY TIDE

Humber, Yorkshire.—At 9.31 on the morning of the 21st of October, 1953, the Spurn Point coastguard telephoned that the S.S. *Nestos*, of Piraeus, which was anchored in the River Humber, had wirelessed that three of her crew were adrift in a dinghy which was being carried by the tide to the mouth of the river. At 9.48 the life-boat *City of Bradford II* was launched. There was a slight sea and a light southerly breeze, and it was foggy. The life-boat found both the dinghy and another boat, with a crew of nine, which had put off from the *Nestos* to search, secured to the Middle Light float. Neither boat could make any headway against the tide, so the life-boat towed them back to their ship

and reached her station again at 1.15.—Paid Permanent Crew.

MAN FROM ARAN ISLAND TAKEN FOR OPERATION

Galway Bay.—At 9.45 on the morning of the 23rd of October, 1953, the local doctor asked if the life-boat would take a seventy-four-year-old man, who was seriously ill, to the mainland, as no other boat was available. At noon the life-boat *Mabel Marion Thompson* put out in a choppy sea and a moderate north-westerly breeze, with the patient on board. She took him to the mainland and arrived back at her station at four o'clock. The man was operated on that evening, and his life was saved.—Rewards, £14 15s. Refunded to the Institution by the Galway County Council.

FISHING BOAT NEARLY ASHORE IN GALE

Aith, Shetlands. — At 11.25 on the night of the 24th of October, 1953, a crofter telephoned the coxswain that a fishing boat was making distress signals at The Rona, off Aith Voe. Five minutes after midnight the life-boat *The Rankin* put to sea. The sea was very rough, with a full southerly gale blowing. The life-boat found the fishing boat *Royal Exchange*, of Lerwick, with a crew of three. Her engines had broken down. The fishing boat was only fifty yards from the shore and was in danger of being driven on to it. The life-boatmen passed a rope to her, and the life-boat towed her to a safe anchorage, reaching her station again at 1.40.—Rewards, £8 3s.

DOCTOR BROUGHT TO LONDON TANKER

The Mumbles, Glamorganshire.—At 2.54 on the afternoon of the 25th of October, 1953, the coastguard telephoned that the tanker *Alva Bay*, of London, which was one mile south-east of Mumbles Head, had reported that she had a very sick man on board. No other boat was available, so at 3.17 the life-boat *William Gammon—Manchester and District XXX* was launched in a swell and with a moderate north-westerly breeze blowing. She took a doctor to the vessel, but the man was

too ill to be taken ashore. The doctor stayed with him for half an hour, then re-embarked in the life-boat, which arrived back at her station at 4.51.—Rewards, £10 8s.

RESCUE FROM ROWING BOAT NEAR BRIGHTON PIER

Shoreham Harbour, Sussex.—At 3.20 on the afternoon of the 26th of October, 1953, the coastguard rang up to say that the Brighton police had reported that a rowing boat, with two men on board, had anchored about one hundred and fifty yards east of Palace Pier, Brighton. As the men might have had great difficulty in landing in the bad weather, the life-boat *Rosa Woodd and Phyllis Lunn* was launched at 3.40. The sea was rough, with a strong southerly breeze blowing. The life-boat rescued the men and reached her station again at 5.45.—Rewards, £9 3s.

AWARD FOR ABERDEEN COXSWAIN

On the afternoon of the 26th of October, 1953, the Aberdeen No. 1 life-boat *Hilton Briggs* went to the help of the local fishing boat, *Trustful III*. In rough and confused seas a tow rope was made fast to the fishing boat, and the life-boat towed her to harbour. The thanks of the Institution inscribed on vellum were accorded to Coxswain George Flett. For a full account of this service see page 632.

MOTOR BARGE BROKEN DOWN NEAR SKEGNESS

Skegness, Lincolnshire.—At 5.51 on the morning of the 27th of October, 1953, the coastguard telephoned that a Trinity House vessel had reported that she had seen red flares south-west of North Race Buoy. At 6.13 he reported another flare south-west of North-East Docking Buoy. Seventeen minutes later he gave the position as east-by-south of Skegness pier, and at 7.10 the life-boat *Anne Allen* was launched. There was a rough sea and a strong south-easterly wind. At nine o'clock the S.S. *Arthur Wright* wirelessed that she had found the motor barge *Will Everard*, of London, at anchor at the north end of Burnham Flats. Her steering gear had broken down, and the steamer took her in

tow. The life-boat stood by for over an hour, but the *Arthur Wright* towed the barge to Great Yarmouth, and the life-boat returned to her station, arriving at two o'clock.—Rewards, £21 15s.

DOCTOR TAKEN TO LIGHTHOUSE

Barra Island, Outer Hebrides.—At noon on the 29th of October, 1953, the Northern Lighthouse Board reported that a man in the Barrahead lighthouse was ill and needed immediate medical attention. The weather was too bad for the board's boat to put out, and at 12.55 the life-boat *Lloyd's* put to sea with a doctor and, in a rough sea and southerly gale, made for Barrahead. She took the sick man on board and landed him at Castlebay, reaching her station again at 6.30.—Rewards, £12 19s.

YACHT TOWED TO FOLKESTONE

Dungeness, Kent. — At 9.30 on the morning of the 31st of October, 1953, the life-boat signalman reported that a fishing boat had taken in tow a dismasted yacht, the *Grania*, of Portsmouth, and needed the help of the life-boat. The weather was deteriorating, so at 9.45 the life-boat *Charles Cooper Henderson* was launched in a rough sea with a fresh breeze blowing. She came up with the fishing boat one mile south-west of the life-boat station, took over the yacht and towed her to Folkestone, reaching her station again at 4.15.—Rewards, £41.

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

New Brighton, Cheshire. — October 1st.—Rewards, £12 8s.

Blackpool, Lancashire.—October 2nd.—Rewards, £10 16s.

Hastings, Sussex.—October 3rd.—Rewards, £45 6s. 6d.

Broughty Ferry, Angus. — October 5th.—Rewards, £6 15s.

Clacton-on-Sea, Essex.—October 5th.—Rewards, £11 8s. 6d.

Tenby, Pembrokeshire. — October 14th.—Rewards, £21 17s.

The Mumbles, Glamorganshire. — October 14th.—Rewards, £20 10s.

Cromer, Norfolk.—October 14th.—
Rewards, £33 6s.

Shoreham Harbour, Sussex.—October
18th.—Rewards, £9 3s.

Ramsgate, Kent.—October 19th.—
Rewards, £17 0s. 6d.

Margate, Kent. — October 19th.—
Rewards, £27 2s. 0d.

Walmer, Kent. — October 19th. —
Rewards, £29 14s.

Selsey, Sussex. — October 20th. —
Rewards, £10 7s.

Holyhead, Anglesey.—October 24th.
—Rewards, £19 2s.

Broughty Ferry, Angus. — October
26th.—Rewards, £12 12s. 6d.

Anstruther, Fifeshire.—October 26th.
—Rewards, £24 10s.

Arbroath, Angus.—October 26th.—
Rewards, £32.

Workington, Cumberland.—October
28th.—Rewards, £12 19s.

Wick, Caithness-shire. — October
30th.—Rewards, £17 6s.

NOVEMBER

DURING November life-boats were
launched 33 times and rescued 20
lives.

FISHING BOAT ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire. — On the
afternoon of the 1st of November, 1953,
the weather deteriorated and condi-
tions at the harbour entrance became
dangerous. The local fishing boat
Premier was at sea with a crew of
three, and at 2.30 the life-boat
E.C.J.R. was launched. There was a
heavy sea, with a south-south-east
gale blowing. The life-boat came up
with the *Premier* off Burniston,
escorted her to Scarborough harbour,
and reached her station again at 5.30.
—Rewards, £17 10s. 6d.

FOUR RESCUED FROM THREE BOATS

The Mumbles, Glamorganshire.—At
3.50 on the 1st of November, 1953, the
coxswain reported that two rowing
boats with one person in each were in
difficulties in Swansea Bay, and that
two men who had put off to help them
in another boat had also got into
difficulties. At 4.4 the life-boat
*William Gammon—Manchester and
District XXX* was launched in a rough

sea with a south-westerly breeze blow-
ing. She found the three boats one
mile south of Middle Swansea Bay.
She rescued the four people and towed
the boats to The Mumbles, reaching
her station again at 5.34.—Rewards,
£11 8s.

RESCUE FROM DRIFTING FISHING BOAT

Workington, Cumberland.—At 4.35 on
the afternoon of the 1st of November,
1953, the coastguard rang up to say
that the dock police had reported that
four youths had put off in the fishing
boat *Minnie*, of Maryport, but that
she was now out of sight. The sea
was rough and a strong south-south-
east wind was blowing, and at 4.50 the
life-boat *Manchester and Salford XXIX*
put to sea. She found the *Minnie*
drifting four miles north of Workin-
gton, rescued the youths and towed the
boat to harbour, reaching her station
again at 6.45.—Rewards, £7 11s.

LIFE-BOAT STANDS BY TILL TUG ARRIVES

Fowey, Cornwall.—At 5.35 on the
evening of the 3rd of November, 1953, a
shipping company at Par reported
that they had received a message that
the motor ship *Summity*, of London,
had asked for help as she had broken
down half a mile south of Dodman
Head. At 6.3 the life-boat *C.D.E.C.*
put out in a calm sea and fresh
westerly breeze. She remained with
the *Summity* until a tug arrived to
take her in tow, and then returned to
her station, arriving at 10.45.—Re-
wards, £12 5s.

STEAMER AGROUND ON GUNFLEET SANDS

Walton and Frinton, Essex.—At 11.33
on the morning of the 4th of November,
1953, the Walton-on-the-Naze coast-
guard rang up to say that the S.S.
Parkwood, of Middlesbrough, with a
crew of fifteen, had run ashore on the
Gunfleet Sands about half a mile west
of the Mid Gunfleet Buoy. The
coastguard kept watch on her and at
1.55 reported that she was listing to
port. As the tide ebbed it was seen
that her stern was well above the
water, and it was feared that she had
struck old wreckage. At four o'clock

the life-boat *Edian Courtauld* put out in a slight sea and light west-north-west breeze. She found a tug with the steamer. The life-boat took the tug-master to the steamer and later helped the tug to tow her clear. The *Parkwood* then went on her way to Harwich under her own power, and the life-boat returned to her station, arriving at 11.30 on the morning of the 5th.—Property Salvage Case.

SIX BOYS RESCUED IN HEAVY SWELL

Peterhead, Aberdeenshire.—At 3.15 on the afternoon of the 4th of November, 1953, the coastguard telephoned that six boys in a rowing boat off the North Head had only two oars between them and were in difficulties in the tide and heavy swell. At 3.45 the life-boat *Julia Park Barry, of Glasgow* was launched in a heavy ground swell with a moderate south-south-east breeze blowing. She found the rowing boat *Defiant*, rescued the boys and put a life-boatman aboard the *Defiant*. She then towed the boat to Peterhead, arriving at 4.25.—Rewards, £10 2s. 6d.

LIFE-BOATMAN PILOTS TRAWLER TO STORNOWAY

Stornoway, Outer Hebrides.—At 12.58 early on the morning of the 8th of November, 1953, the coastguard rang up to say that the trawler *Sea Hunter*, which had a crew of twelve, had wirelessed that she was leaking off the Shiant Islands, and that her pumps could not keep pace with the water. At 1.30 the life-boat *William and Harriot* put out in a rough sea with a strong westerly gale blowing. She found the trawler in North Minch, eight miles from Stornoway, making for harbour. A life-boatman boarded her and piloted her to Stornoway, escorted by the life-boat, which reached her station again at 3.15.—Rewards, £7.

SERVICE BY RESERVE LIFE-BOAT DURING MACHINERY TRIALS

Reserve life-boat.—At 9.30 on the 10th of November, 1953, the reserve life-boat *Thomas Markby* put out from a shipbuilders' yard at Littlehampton in a swell and light south-south-east breeze. She was to undergo machin-

ery trials following a survey. The life-boat district engineer, a motor mechanic and two employees of the shipbuilders formed her crew. When they were two miles south-south-east of Littlehampton Pier they saw a twenty-six feet sailing cutter drifting. Three boys who were absent from an approved school were found on board. They were cold and hungry. One of the crew of the life-boat went on board, and the life-boat towed the cutter to Littlehampton, arriving at 10.30. The boys were handed over to the police, who met the life-boat.—Rewards, £2.

SICK MAN TAKEN OFF IRISH LIGHTHOUSE

Valentia, Co. Kerry.—At 7.45 on the evening of the 14th of November, 1953, a message was received from the Skelligs Rock lighthouse asking if the life-boat would land a sick keeper. The tender of the Commissioners of Irish Lights could not leave Castletown because of the bad weather. At 10.15 on the morning of the 15th the life-boat *A.E.D.* put to sea with a relief keeper on board, taking her boarding boat with her. The sea was very rough with a fresh south-westerly gale blowing. The life-boat landed the relief keeper on the rock. After several attempts the sick man was taken into the boarding boat and transferred to the life-boat, which reached Valentia again at three in the afternoon.—Rewards, £14 14s. Refunded to the Institution by the Commissioners of Irish Lights.

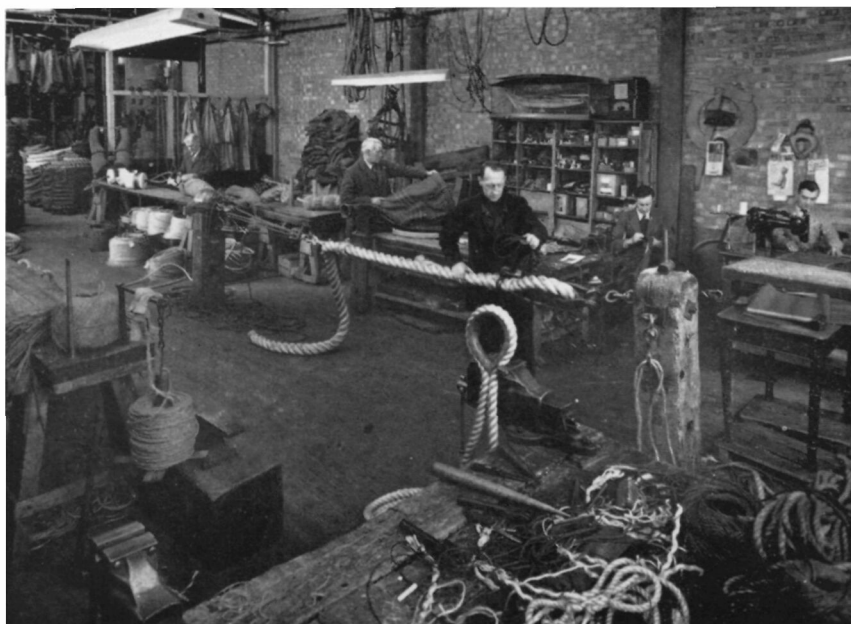
THREE LIFE-BOATS SEARCH FOR SURVIVORS

Dungeness, and Dover, Kent; and Hastings, Sussex.—At four o'clock on the morning of the 16th of November, 1953, the Lade coastguard telephoned the Dungeness life-boat station that the S.S. *Perou*, of Havre, had reported that she had been in collision with the S.S. *Vittoria Claudia*, of Genoa, which had a crew of twenty-five, two miles south of Dungeness. The coastguard later stated that a pilot boat which had been at the position had stated that there was no sign of any vessel in need of help. Nevertheless, at 4.53 the life-boat *Charles Cooper Henderson* was launched in a slight sea with a



STORES IN THE DEPOT AT BOREHAM WOOD

(see page 634)



THE DEPOT RIGGING LOFT



By courtesy of]

[Hull Daily Mail

NAMING THE "FRIENDLY FORESTER"

(see page 660)



By courtesy of]

[The Bulletin

NAMING CEREMONY AT CAMPBELTOWN

(see page 659)



By courtesy of]

[Western Morning News

THE NEW ILFRACOMBE LIFE-BOAT

(see page 660)



LAUNCHING THE NEW PEEL LIFE-BOAT

(see page 660)

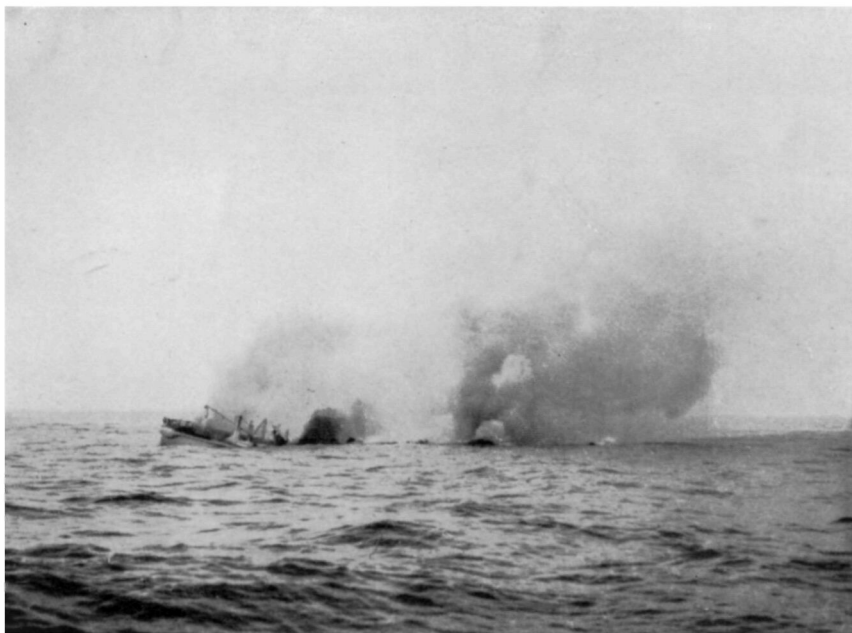


By courtesy of]

[Courier and Advertiser, Dundee

AFTER THE DISASTER

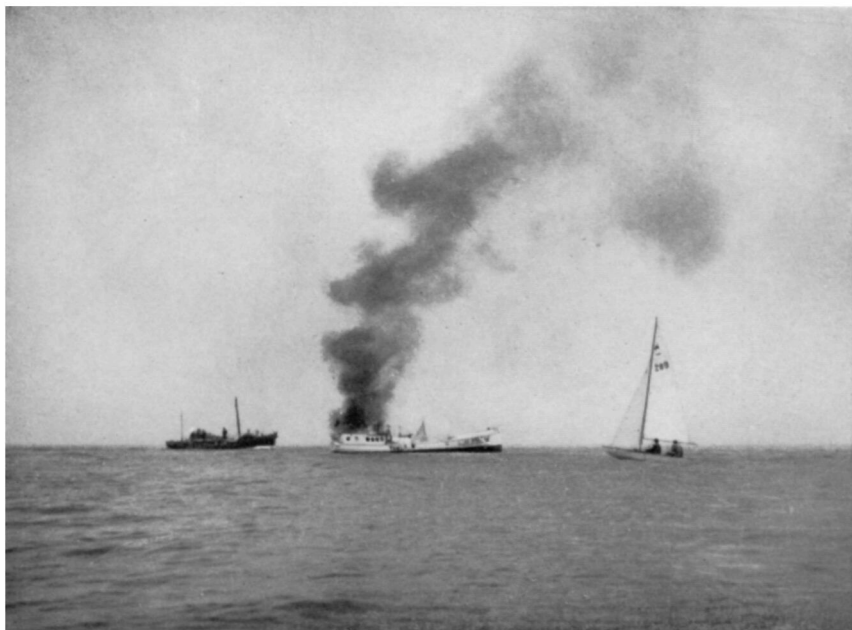
The Arbroath life-boat *Robert Lindsay* is towed away



By courtesy of]

[P. A.—Reuter

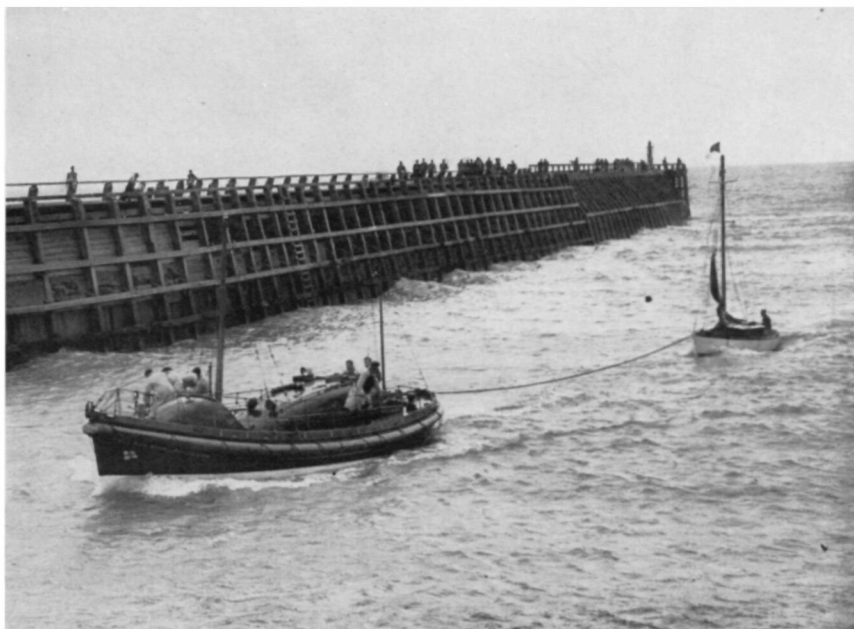
THE SHOREHAM LIFE-BOAT TO THE HELP—



By courtesy of]

[P. A.—Reuter

—OF THE MOTOR YACHT “ERICHT”



By courtesy of]

[Daily Herald

ANOTHER SHOREHAM SERVICE



By courtesy of]

[R. H. Lawrence, Jersey

THE JERSEY LIFE-BOAT BRINGS ELEVEN SURVIVORS

from the S.S. *Brockley Combe*

(see page 632)



By courtesy of]

[Guernsey Press

GUERNSEY'S 150th ANNIVERSARY

Colonel A. D. Burnett Brown presents the vellum to Sir Thomas Elmhirst

(see page 658)



1,000 GUINEAS CHEQUE FROM BRADFORD LIONS CLUB

Mr. Clifford Kershaw presents a cheque to Alderman Horace Hird, Chairman of the Bradford Branch



By courtesy of]

[Swedish Society for Rescuing the Shipwrecked

SWEDISH LIFE-BOAT UNDERGOING TRIALS



A DUTCH LIFE-BOAT

light south-westerly breeze blowing. She found wreckage of the *Vittoria Claudia*, which had sunk, two miles south-east of the life-boat station. She began at once to search for survivors. At 5.13 the Fairlight coastguard informed the Hastings life-boat station, and at 5.32 the life-boat *M.T.C.* was launched. At 5.17 the Sandgate coastguard informed the Dover life-boat station, and the life-boat *Southern Africa* put to sea at 5.45. The life-boats searched widely. The Dungeness life-boat found two bodies, and the Hastings life-boat one. The *M.T.C.* transferred the body she had found to the *Charles Cooper Henderson*, and both life-boats returned to their stations, Dungeness arriving at 10.45 and Hastings at 3.50. The Dover life-boat found only a ship's boat, which she towed to Dover. She reached her station at 4.30. At 2.53 the Lade coastguard again telephoned the Dungeness life-boat station to say that an open boat had been seen three miles north-west of the Varne light-vessel. The *Charles Cooper Henderson* was launched a second time at 3.40. She searched widely, but found nothing, and reached her station again at 8.30. Twenty members of the Italian steamer's crew lost their lives, but the pilot boat rescued the five survivors.—Rewards: Dungeness, 1st service, £37, 2nd service, £35 3s.; Dover, £11 15s.; Hastings, £44 16s. 6d.

STEAMER AGROUND OFF REDCAR

Teesmouth, Yorkshire.—At 2.15 early on the morning of the 20th of November, 1953, the South Gare coastguard rang up to say that the S.S. *Albano*, of Hull, had wirelessed that she had gone aground in Tees Bay and had asked for tugs and a pilot. She was in a dangerous position on the Saltscar rocks off Redcar, and at 3.15 the life-boat *John and Lucy Cordingley* was launched. The sea was calm with a light south-westerly breeze blowing. The life-boat found the *Albano* stranded, with old wrecks on each side of her. The life-boat stood by her until the *Albano* refloated and was taken in tow by a tug. She then returned to her station, arriving at 3.25.—Rewards, £34 18s.

DRIFTING MOTOR BOAT TOWED TO HARBOUR

Lowestoft, Suffolk.—At 12.29 on the afternoon of the 22nd of November, 1953, the coastguard rang up to say that the local motor boat *Belle* had broken down, and that her crew of three were waving for help. At 12.40 the life-boat *Michael Stephens* put out in a calm sea and light westerly breeze. She found the *Belle* two miles from the harbour drifting northwards. She towed her to Lowestoft, arriving at 1.45. The owner thanked the life-boatmen.—Rewards, £9 16s.

ARBROATH LIFE-BOAT STANDS BY AT HARBOUR BAR

Arbroath, Angus.—On the morning of the 23rd of November, 1953, local fishing boats put to sea, but at 11.30 the coastguard reported that conditions at the harbour bar were dangerous. At 11.45 the life-boat *Howard D.*, on temporary duty at the station, was launched to stand by when the fishing boats returned. There was a heavy swell, with a strong south-south-east breeze blowing. The life-boat stood by the bar until all the fishing boats had crossed it safely, and then returned to her station, arriving at 3.30.—Rewards, £12 12s.

FISHING BOAT TOWED TO ARKLOW

Arklow, Co. Wicklow.—At 6.5 on the evening of the 24th of November, 1953, fishermen reported that a boat had burnt flares north of Arklow harbour. At 6.30 the life-boat *Inbhear Mor* was launched. The sea was rough, with a moderate southerly wind blowing. The life-boat found the local fishing boat *St. Michael*, with a crew of four, four and a half miles north-north-east of the pier. Her nets had fouled her propeller, and she had anchored in a dangerous position, a quarter of a mile from the shore. A tow rope was made fast, and the life-boat towed the fishing boat to Arklow, reaching her station again at 8.55.—Rewards, £9 11s.

LONDON STEAMER SINKS AFTER COLLISION

Great Yarmouth and Gorleston, Norfolk.—At 12.27 early on the morning of the 26th of November, 1953, the

Gorleston coastguard rang up to say that the S.S. *Marsworth*, of London, had wirelessly that she was sinking. She had been in collision with a French steamer about eight miles from Winterton and was making for the beach. At 12.50 the life-boat *Louise Stephens* was launched in a slight swell with a light south-south-west breeze blowing and fog, but before she could reach her the *Marsworth* sank. The S.S. *Jellicoe Rose* took on board three of the *Marsworth's* crew of ten, and the remainder were taken aboard another ship. The *Jellicoe Rose* broadcast this news and the life-boat, finding her two miles north of North Cackle Buoy, took on board the three members of the *Marsworth's* crew who had been rescued. She landed them in the harbour at 7.18.—Rewards, £33.

FISHING BOATS ESCORTED IN GALE

Bridlington, Yorkshire.—At 12.15 on the afternoon of the 27th of November, 1953, during bad weather, the coastguard assembled the coastguard shore life-saving team to man the piers in case any fishing boat entering the harbour needed help. At 12.50 the life-boatmen also assembled, and at 1.10, as the weather was deteriorating, they launched the life-boat *Tillie Morrison, Sheffield II*, with the second coxswain in charge. There was a heavy swell with a south-south-west gale blowing. The life-boat escorted in a number of local fishing boats and reached her station again at 3.10.—Rewards, £10 7s.

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

Dungeness, Kent.—November 7th.—Rewards, £31 6s.

Shoreham Harbour, Sussex.—November 7th.—Rewards, £9.

Humber, Yorkshire.—November 7th.—Paid Permanent Crew.

Great Yarmouth and Gorleston, Norfolk.—November 8th.—Rewards, £13 4s.

Plymouth, Devon.—November 12th.—Rewards, £16 5s.

Caister, Norfolk.—November 18th.—Rewards, £17 4s.

Berwick-on-Tweed, Northumberland.—November 21st.—Rewards, £9 4s.

Caister, Norfolk.—November 25th.—Rewards, £12 13s.

Swanage, Dorset.—November 25th.—Rewards, £14 3s.

Weymouth, Dorset.—November 25th.—Rewards, £10 10s.

Salcombe, Devon.—November 25th.—Rewards, £9 12s.

Swanage, Dorset.—November 27th.—Rewards, £8 12s.

Weymouth, Dorset.—November 27th.—Rewards, £7.

Stromness, Orkneys.—November 28th.—Rewards, £8 4s.

DECEMBER

DURING December life-boats were launched 42 times and rescued 49 lives.

LIFE-BOATMAN PILOTS DUTCH SHIP

Weymouth, Dorset.—At 10.27 on the morning of the 3rd of December, 1953, the Wyke Regis coastguard rang up to say that the Shambles light-vessel had reported that a vessel passing her was flying a distress signal. At 10.40 the life-boat *William and Clara Ryland* put to sea. The sea was rough with a strong south-south-east breeze blowing. The life-boat found the motor vessel *Heemskerk*, of Rotterdam, with a crew of eight, three miles south-south-east of Portland. She was leaking badly, and her stern was nearly awash. A life-boatman boarded her to pilot her, and the life-boat escorted her to Weymouth harbour, reaching her station again at 12.10.—Rewards, £7.

SICK MAN OFF VENEZUELAN DESTROYER

Barrow, Lancashire.—At 12.40 on the afternoon of the 4th of December, 1953, the life-boat coxswain received a link telephone call from the Venezuelan destroyer *Nueva Esparta*, which was undergoing gunnery trials in the Irish Sea, that a workman on board was bleeding internally and that she wished to land him. No other boat was available, and at 12.50 the life-boat *Herbert Leigh* was launched in a slight sea with a light northerly breeze blowing. She came up with the destroyer off Lightning Knoll Buoy and took

the man ashore, reaching her station again at 2.50.—Rewards, £5 12s. 6d.

SCHOONER'S CREW JUMP INTO LIFE-BOAT

Arklow, Co. Wicklow.—At 8.52 on the evening of the 4th of December, 1953, the life-boat motor mechanic reported that flares had been seen north of Arklow harbour. At 9.9 the life-boat *Inbhear Mor* was launched. The sea was choppy, with a moderate north-easterly breeze blowing. The life-boat found the fishing boat *Pride of Leinster*, with a crew of five, broken down and at anchor about two miles north-north-east of the pier. She was in danger of being driven ashore, so at the request of the skipper the life-boat towed her to Arklow Dock, arriving at 9.55. While the life-boat was towing the *Pride of Leinster*, she noticed that the schooner *M. E. Johnson*, which was making for the harbour, appeared to go aground off South Pier in a rough and confused sea. The life-boat berthed the fishing boat, and at 8.5 she put to sea again. She anchored a hundred yards to seaward of the schooner and veered down to her through the breaking sea. With difficulty, at the second attempt, she got alongside her, and the schooner's crew of four jumped into the life-boat. The life-boat reached her station again at 10.45.—Rewards, £10 10s.

TWO MEN OVERBOARD FROM YACHT

Torbay, Devon.—At 2.42 early on the morning of the 6th of December, 1953, the Brixham coastguard rang up to say that shouts for help had been heard off Freshwater Quarry. At 3.10 the life-boat *George Shee* put to sea. There was a slight swell with a moderate easterly breeze blowing. A flashing light and shouting guided the life-boat to the yacht *Rosemary V* moored off Brixham Harbour. The owner was the only person on board, and he had shouted for help because his two colleagues had been thrown into the sea when the dinghy, in which they had been about to put off from the yacht, had capsized. He had got hold of both of them, and police had put out in a dinghy and helped him get them aboard. The police revived one

of the men, and the life-boat returned ashore for a doctor and put him and ambulance men aboard the yacht. Two life-boatmen helped with artificial respiration, but the second man died. The life-boat reached her station again at 5.15.—Rewards, £9 12s.

CALL FOR LIFE-BOAT WHILE ON EXERCISE

Tynemouth, Northumberland. — At 2.25 on the afternoon of the 6th of December, 1953, the life-boat *Tynesider* was launched for a routine exercise. On completing the exercise she made for her station again, but when she was nearing Tyne North Pier she saw the motor fishing boat *Edward*, of Newcastle-on-Tyne, stopped, half a mile north of the pier. One of her crew was waving, so the *Tynesider* immediately went to her help. The sea was rough with a moderate south-easterly breeze blowing. The life-boat found that the fishing boat had broken down with five men on board. She was drifting towards rocks, so the life-boat towed her to North Shields and reached her station again at 4.30.—Rewards, £12 7s.

LIFE-BOAT STANDS BY SWEDISH STEAMER

Runswick, Yorkshire.—At 7.55 on the morning of the 8th of December, 1953, a telephone message was received at the life-boat station stating that a ship had gone aground half a mile south of Staithes. At 8.30 the life-boat *Robert Patton*—*The Always Ready* was launched in a moderate sea with an easterly wind blowing. She found the S.S. *Grano*, of Stockholm, with a crew of twenty-six. Two tugs also found her, and the life-boat stood by all day and passed ropes from the steamer to them. The tugs refloated the *Grano*, and the life-boat returned to her station, arriving at 7.15 in the evening.—Property Salvage Case.

LIFE-BOAT AND TUG HELP TRAWLER

Anstruther, Fifeshire.—At 5.52 on the evening of the 8th of December, 1953, the coastguard rang up to say that the steam trawler *Thomas L. Devlin*, of Granton, had gone ashore at North Carr. At 6.10 the life-boat *James and*

Ruby Jackson was launched, with the bowman in charge. There was a swell and fog. The life-boat found the trawler nearly high and dry two miles east-by-north of the North Carr lightvessel. She stood by her until a tug arrived, and then passed a rope from the tug to the trawler. The life-boat remained until the tug pulled the trawler clear, and then returned to her station, arriving at 3.30 early on the 9th.—Rewards, £25 9s.

PILOT BROUGHT TO ITALIAN SHIP

Portrush, Co. Antrim.—At 10.35 on the night of the 11th of December, 1953, the coastguard rang up to say that a vessel had gone aground at Calloway Rock, near Greencastle. At 10.48 the life-boat *Lady Scott, Civil Service No. 4*, was launched. The sea was rough with a strong south-south-east breeze blowing. The life-boat found the motor vessel *Meligunis*, of Italy. Her master said that she was not damaged or in difficulties, but asked if the life-boat would fetch a pilot. The life-boat took a pilot on board at Moville and put him aboard the *Meligunis*, which, by now, had refloated and anchored off Moville. The life-boat, being no longer needed, returned to her station, arriving at 4.32 early on the 12th.—Rewards, £15 15s.

ESCORT FOR FISHING BOAT IN TOW

Blyth, Northumberland.—At 2.35 on the afternoon of the 13th of December, 1953, the coastguard rang up to say that the fishing coble *Mavis*, with a crew of two, was overdue, and at three o'clock the life-boat *Winston Churchill, Civil Service No. 8*, was launched. The sea was rough, with a fresh south-south-east breeze blowing. The life-boat found the *Mavis* three miles south-east of the pier. Her engine had broken down, and the fishing boat *Sceptre*, which had reached her at the same time as the life-boat, took her in tow. The life-boat escorted both the boats to Blyth, reaching her station again at 4.15.—Rewards, £8 12s.

CALL FOR LIFE-BOAT AFTER A FISHING COMPETITION

Llandudno, Caernarvonshire.—During the afternoon of the 13th of December, 1953, a fishing competition was held in

Llandudno Bay, but the weather deteriorated and all but two of the small boats returned to the shore. About 3.30 the two boats signalled for help three quarters of a mile north of the pier, and the life-boat *Tillie Morrison, Sheffield*, was launched. The sea was choppy with a fresh south-south-east wind blowing. A rowing boat fitted with an outboard motor also made for the position and the life-boat stood by. The life-boat then escorted all three boats to the shore. She reached her station again at 5.5.—Rewards, £12 12s.

TWENTY-TWO RESCUED FROM GREEK STEAMER

Redcar, Yorkshire.—At 9.47 on the night of the 14th of December, 1953, the coastguard rang up to say that a steamer had gone aground on East Sear rocks. At 10.10 the life-boat *City of Leeds* was launched. There was a heavy swell, with a light southerly breeze blowing. The life-boat found the S.S. *Dimitris*, of Andros, Greece, bound for the Tees laden with iron ore, badly holed. She rescued twenty-two of the steamer's crew of thirty-six and reached her station again at 9.45. She had intended putting off again to take ashore the others, but two fishing boats had, in the meantime, rescued them.—Rewards, £12 4s.

ELEVEN RESCUED OFF MINQUIERS REEF

Early on the morning of the 15th of December, 1953, the St. Helier, Jersey, life-boat *Elizabeth Rippon* took off eleven of the crew of the motor vessel *Brockley Combe*, of Bristol, which had struck the Minquiers Reef. For this service, a full account of which is given on page 632, Coxswain Edward LARBALSTIER was accorded the thanks of the Institution inscribed on vellum.

THANKS OF INSTITUTION FOR MARGATE COXSWAIN

On the morning of the 19th of December, 1953, the Margate life-boat *North Foreland, Civil Service No. XI* was launched in a rough sea to go to the help of the French trawler *Notre Dame de la Mer*, off Boulogne, which was being driven inshore and was

pounding heavily. The life-boat succeeded in towing the trawler clear. For this service, a full account of which is given on page 633, Coxswain Denis Price was accorded the thanks of the Institution inscribed on vellum.

CREW OF SUNK VESSEL LANDED ON CHRISTMAS EVE

Southend-on-Sea, Essex.—At 6.39 on the evening of the 24th of December, 1953, the coastguard rang up to say that a steamer had wirelessed that another steamer had collided with the motor vessel *Alf Everard*, of London, off Sea Reach. At 6.55 the life-boat *Greater London, Civil Service No. 3*, was launched. There was a slight sea with a light south-westerly breeze blowing. Using her searchlight, the life-boat found the S.S. *Sir Alexander Kennedy* half a mile east of No. 1 Sea Reach Buoy. The steamer had taken on board the crew of seven of the *Alf Everard* after the vessel had sunk. The men were transferred to the life-boat, which landed them at Southend pier at 8.30.—Rewards, £9 15s.

HELP TO GUERNSEY FISHING BOAT

St. Peter Port, Guernsey.—At 6.35 on the evening of the 26th of December, 1953, a man at Jethou reported that the local fishing boat *Belarita*, which had engine trouble, had left for St. Sampson's in tow of the motor boat *Mionne* at six o'clock but that the tow rope had parted off Creux Rocks. The boats had been lost to sight in the bad visibility, so at 7.48 the life-boat *Queen Victoria* put to sea with the second coxswain in charge. There was a moderate sea, and a fresh wind was blowing from the west. The life-boat found the *Mionne* off Jethou, took the owner aboard, anchored the boat off Herm Harbour, and landed the owner and his party of two. She then searched for the *Belarita*, but in the meantime the coxswain had put off with two other men in a shore-boat. The shore-boat contacted the life-boat, and the coxswain boarded her and took command. The shore-boat then made for St. Peter Port, but she came up with the *Belarita* south-west of Jethou and towed her in. The life-boat was recalled to her station, which she reached at 10.35.—Rewards, £10 12s.

STEAMER ON ROCKS AT MEW ISLAND

Donaghadee, Co. Down.—At 11.44 on the morning of the 29th of December, 1953, the Bangor coastguard telephoned that a vessel had run on the rocks at Mew Island. At 11.55 the life-boat *Sir Samuel Kelly* put to sea. There was a ground swell with a light westerly breeze blowing. The life-boat found the 450-ton S.S. *Grace Hill*, of Belfast, with a crew of nine. At the request of the skipper the life-boat stood by until the steamer refloated on the rising tide. The *Grace Hill* was not damaged and made for Larne. The life-boat returned to her station, arriving at 2.25.—Rewards, £8 2s.

DOCTOR TAKEN TO INISHERE ISLAND

Galway Bay.—At one o'clock on the afternoon of the 29th of December, 1953, the local doctor asked if the life-boat would take him to Inishere Island, to attend a very sick man, who might have to be moved to the mainland. As no other boat was available, the life-boat *Mabel Marion Thompson* put to sea at 1.20 with the doctor on board. The sea was calm, and there was a light westerly breeze and fog. The life-boat took the doctor to Inishere, but the patient was too weak to be moved. The doctor treated him and re-embarked in the life-boat, which reached her station again at five o'clock.—Rewards, £10 19s.

SICK WOMAN TAKEN OFF BARDSEY

Porthdinllaen, Caernarvonshire.—At 10.25 on the night of the 31st of December, 1953, the coastguard rang up to say that a doctor had reported that a woman on Bardsey Island was seriously ill. The doctor asked if the life-boat would take him to the island. At 11.47 the life-boat *Charles Henry Ashley* was launched in a choppy sea with a light northerly breeze blowing. She took the doctor to Bardsey, where he decided that the woman should be admitted to hospital. The life-boat took her and the doctor to Porthdinllaen, where an ambulance was waiting, arriving at seven o'clock on the 1st January. The woman died the next day.—Rewards, £21 11s.

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

Mallaig, Inverness-shire.—December 1st.—Rewards, £14 5s.

Aldeburgh, Suffolk.—December 2nd.—Rewards, £62 7s. 6d.

Buckie, Banffshire.—December 3rd.—Rewards, £9 6s. 6d.

Yarmouth, Isle of Wight.—December 5th.—Rewards, £7 7s. 6d.

Penlee, Cornwall.—December 5th.—Rewards, £26 14s. 6d.

Mallaig, Inverness-shire.—December 6th.—Rewards, £15 15s.

Tenby, Pembrokeshire.—December 7th.—Rewards, £20 18s.

Weymouth, Dorset.—December 8th.—Rewards, £10 10s.

Falmouth, Cornwall.—December 9th.—Rewards, £10 5s.

Coverack, Cornwall.—December 9th.—Rewards, £12 19s.

Fowey, Cornwall.—December 9th.—Rewards, £8 15s.

Selsey, Sussex.—December 9th.—Rewards, £29 12s. 6d.

Appledore, Devon.—December 11th.—Rewards, £6 17s.

Mallaig, Inverness-shire.—December 11th.—Rewards, £46 5s.

Barry Dock, Glamorganshire.—December 12th.—Rewards, £10 11s.

Filey, Yorkshire.—December 14th.—Rewards, £12 18s.

Margate, Kent.—December 15th.—Rewards, £14 16s.

Eastbourne, Sussex.—December 20th.—Rewards, £31.

Clacton-on-Sea, Essex.—December 22nd.—Rewards, £14 8s. 6d.

Newhaven, Sussex.—December 23rd.—Rewards, £14 18s.

Criccieth, Caernarvonshire.—December 24th.—Rewards, £17 17s.

Southend-on-Sea, Essex.—December 29th.—Rewards, £10 8s.

Mallaig, Inverness-shire.—December 29th.—Rewards, £7.

150th Anniversaries of Life-boat Stations

GUERNSEY

Colonel A. D. Burnett Brown, Secretary of the Institution, presented a certificate inscribed on vellum to mark the 150th anniversary of the founding of a life-boat station at Guernsey, to Sir Thomas Elmhirst, Lieutenant-Governor and president of the Guernsey branch. The ceremony took place on the 24th of November, 1953, at the Royal Hotel. Mr. H. E. Marquand, chairman of the branch, was in the chair.

After describing the work of the Institution, Colonel Burnett Brown suggested that one aspect of our lives which might astonish historians two thousand years hence was the growth of voluntary institutions in Britain. The Life-boat Institution might, he declared be considered the most remarkable of all independent national services.

The first life-boat station in Guernsey was established at St. Sampson's in 1803. This was taken over by the Institution in 1861. In 1881 the St. Sampson's station was closed and the present station at St. Peter Port

established. There have been six life-boats in Guernsey, the first being built by Henry Greathead, the builder of the *Original*. These life-boats have been launched on service 100 times and have rescued 76 lives. Six silver medals have been awarded to Guernsey life-boatmen.

HOYLAKE

A CERTIFICATE inscribed on vellum commemorating the one hundred and fiftieth anniversary of the founding of the Hoylake station was presented on Tuesday, the 15th of December, 1953. The ceremony took place in the Council Chamber of the Hoylake Urban District Council. The certificate was presented by Mr. Patrick Howarth, Publicity Secretary, to Mr. M. Arnet Robinson, chairman of the Hoylake branch and a member of the Committee of Management. Mr. Arnet Robinson handed it to Councillor F. H. Smith, chairman of the Hoylake Urban District Council, for safe keeping.

Captain H. H. Davies, honorary secretary of the Hoylake station, reviewed the station's past history. The station was established in 1803 by

the Mersey Docks and Harbour Board and was taken over by the Institution in 1894. Since 1894 up to the time of the ceremony Hoylake life-boats had been launched on service 142 times and had rescued 68 lives. Before 1894 the Institution has no record of the work of the station, but according to a list supplied by the Mersey Docks and Harbour Board life-boats from Hilbre Island and Hoylake rescued 459 lives between 1840 and 1894. There is no record of rescues before 1840.

Councillor Smith described some of the services of the Hoylake life-boats in the past. He also recalled an occasion when one of the horses, which used to haul the life-boat down to the water, heard the maroon when it was working in the fields. It immediately answered the call and dashed down to the shore, but in its excitement it fell down dead.

PLYMOUTH

A CERTIFICATE inscribed on vellum to mark the 150th anniversary of the founding of the Plymouth life-boat station was presented on the 15th of

December, 1953. The ceremony took place at the Baptist Church Hall, Mutley Plain. Owing to the absence of the president of the branch, the Earl of Mount Edgcumbe, Commander R. T. Gardiner, Queen's Harbour Master, took the chair and outlined the history of the station. Mr. A. S. Hicks, honorary secretary of the Plymouth branch, spoke of its more recent activities, his talk being illustrated by colour slides. Captain Guy D. Fanshawe, R.N., a vice-president and member of the Committee of Management, spoke of the work of the Institution in general and then handed the vellum to the Lord Mayor of Plymouth, Alderman Sir Clifford Tozer. The ceremony was attended by some 300 people.

There have been ten life-boats at Plymouth in all, the first being one of the boats built by Henry Greathead. Since 1803 Plymouth life-boats have been launched on service 134 times and have rescued 213 lives. Thirteen silver medals and one bronze medal have been won by Plymouth life-boatmen, the last award being the bronze medal to the present coxswain, W. D. Crowther.

Naming Ceremonies

SEVEN new life-boats were named during 1953. Four of these boats are stationed on the English coast, at Bridlington, Ilfracombe, Flamborough and Peel; two are in Scotland, at Campbeltown and St. Abbs; and one is in Wales, at Pwllheli. An account of the naming ceremony at Pwllheli will appear in the next number of *The Life-boat*.

BRIDLINGTON

The naming of the new Bridlington life-boat *Tillie Morrison, Sheffield II* took place at Cowes on the 12th of May. Sir Godfrey Baring, Chairman of the Committee of Management, was in the chair. Commander E. W. Middleton, district inspector, described the life-boat. The Rev. C. E. Paterson, vicar of Holy Trinity Church, Cowes, dedicated the boat, which was then named by Mrs. W. D. Gale, honorary secretary of the Cowes Ladies' Life-boat Guild. The chairman and honor-

ary secretary of the Bridlington branch, Mr. J. M. Deheer, Mrs. Deheer and members of the Bridlington Ladies' Life-boat Guild were present.

The new life-boat is a 35-feet 6-inches Liverpool type boat.

CAMPBELTOWN

The new Campbeltown life-boat *City of Glasgow II* was named at Campbeltown on the 26th of August. Major George M. Duncan, president of the Campbeltown branch, was in the chair. The Rt. Hon. Thomas A. Kerr, the Lord Provost of Glasgow, presented the life-boat to the Institution. Commodore the Earl Howe, deputy chairman of the Institution, handed the life-boat over to the branch, Major Duncan accepting her on the branch's behalf. Lieut.-Commander W. L. G. Dutton, R.N.R., district inspector, described the boat. The Rev. B. B. Blackwood, Lochend U.F. Church of Scotland, read the lesson,

and the Rev. J. R. H. Cormack, Lowland Church of Scotland, Campbelltown, dedicated the life-boat. Mrs. Thomas Kerr then named her.

The new life-boat, which is a 52-feet Barnett type boat, is a gift from the City of Glasgow Life-boat Fund.

FLAMBOROUGH

The new Flamborough life-boat *Friendly Forester* was named at Flamborough on the 8th of September. County Councillor A. R. Burton, chairman of the Flamborough branch, was in the chair. Commander H. L. Wheeler, district inspector, described the boat. Mr. W. N. J. Huggins, High Chief Ranger, presented the boat to the Institution on behalf of the Ancient Order of Foresters Friendly Society. Captain Guy D. Fanshawe, R.N., a vice-president of the Institution and a member of the Committee of Management, accepted the boat and handed her over to the branch, on whose behalf she was received by Mr. J. W. Bayes, honorary secretary of the branch. The Rev. G. Coates, the vicar of Flamborough, dedicated the life-boat, and the Countess of Halifax named her.

The new life-boat, which is a 35-feet 6-inches Liverpool type boat, is a gift of the Ancient Order of Foresters Friendly Society.

PEEL

The new Peel life-boat was named *Helena Harris—Manchester and District XXXI* at Peel on the 2nd of July. Mr. Frank Lightowler, chairman of the Peel branch, was in the chair. Commander L. F. L. Hill, R.N.R., district inspector, described the boat. Lieut.-Commander W. E. Mercer, R.N.V.R., chairman of the Manchester and District branch, presented the life-boat to the Institution. Mr. M. Arnet Robinson, a member of the Committee of Management, received her and handed her over to the branch, on whose behalf she was accepted by the Lieutenant-Governor, Sir Ambrose Flux Dundas. The Bishop of Sodor and Man, the Right Rev. J. R. Strickland Taylor, dedicated the boat and Mrs. Cubbin, a prominent supporter of the Institution in the Isle of Man, named her.

The new life-boat, which is a 35-feet

6-inches Liverpool type boat, has been built out of a legacy from the late Miss Helena Harris, of Manchester.

ILFRACOMBE

The new Ilfracombe life-boat, *Robert and Phemia Brown*, was named at Ilfracombe on the 20th of August. Mr. C. E. Hutchings, chairman of the Ilfracombe branch, was in the chair. Captain G. R. Cousins, district inspector, described the life-boat. In the absence, owing to illness, of Mr. Arthur Capewell, a member of the Committee of Management, Mr. A. R. Dickinson, District Organising Secretary for the south-west of England, presented the life-boat to the branch, on whose behalf she was accepted by Mr. F. G. Reed, honorary secretary of the branch. The Right Rev. the Bishop of Crediton dedicated the life-boat, and Mrs. B. W. Brown, representing the donor, named her. A vote of thanks was proposed by Mr. H. P. Smith, chairman of the Ilfracombe Urban District Council, and seconded by the Rev. R. P. Johnston, Chaplain of the Seaman's Institute.

The new life-boat, which is 35-feet 6-inches Liverpool type boat, has been built out of a legacy from the late Captain Robert Brown, of Anstruther.

ST. ABBS

The new St. Abbs life-boat was named *W. Ross Macarthur of Glasgow* at St. Abbs on the 21st of July. Mr. R. B. Bell, chairman of the St. Abbs branch, was in the chair. Mr. A. Sommerville, of Glasgow, presented the life-boat to the Institution on behalf of the trustees of the late donor. Captain the Hon. Sir Archibald Cochrane, R.N., a member of the Committee of Management and a vice-president of the Scottish Life-boat Council, received the boat and handed her over to the branch, on whose behalf she was accepted by Mr. Bell. Lieutenant E. D. Stogdon, district inspector, described the boat. The Rev. R. D. Burnett, Minister of St. Abbs Parish Church, dedicated the life-boat, and Mrs. Sommerville then named her.

The new life-boat, which is a 35-feet 6-inches Liverpool type boat, has been built out of a legacy from the late Mr. William Ross Macarthur, of Glasgow.

Obituary

COXSWAIN WICKHAM OF ROSSLARE HARBOUR

JAMES WICKHAM, a former Rosslare Harbour coxswain, died on the 6th of December, 1953, at the age of 78. Coxswain Wickham was a son of the late Coxswain Thomas Wickham of the Wexford life-boat. He himself succeeded his brother, Edward, as coxswain in 1925. When the Wexford station was closed in 1928 he continued as coxswain of the Rosslare Harbour life-boat until he retired in 1941.

Coxswain Wickham twice won the silver medal for bravery, the first time in 1914 for the rescue from the schooner *Mexico*. On that occasion he and another life-boatman, William Duggan, volunteered to man a dinghy to rescue some Norwegian sailors who had been clinging to the Keeragh rocks for two days. The dinghy was pierced by a rock on the journey out, but Wickham stuffed the hole with a loaf of bread wrapped in an oilskin.

His second service clasp was for the rescue of five men from the schooner *Mountbleary*, of Plymouth, on the 20th of October, 1929, in a gale. This was only one of seven services carried out by the Rosslare Harbour life-boat in one month, during which 29 lives were rescued.

For his work of rescuing life at sea he was decorated by five countries: Great Britain, Eire, Denmark, the Netherlands and Norway. His Irish award was the gold medal of the Gaelic Athletic Association. He and Duggan were the only two men to win this award outside the field of sport.

His son, J. T. Wickham, is at present a motor mechanic of the Rosslare Harbour life-boat.

COXSWAIN LAKER OF SHOREHAM

COXSWAIN FREDERICK LAKER of Shoreham died on the 6th of November, 1953, at the age of 73. He was appointed coxswain of the Shoreham Harbour life-boat when the station was re-opened in 1929. He remained coxswain until he retired in 1940.

During that time the life-boat rescued 48 lives.

COLONEL J. BENSKIN

COLONEL JOSEPH BENSKIN, D.S.O., O.B.E., died on the 14th of July, 1953. He had been a member of the Committee of Management since 1929 and a Vice-President since 1948. He was appointed a member of the Finance Committee in 1931, and later served on a number of sub-committees.

Colonel Benskin served in the Royal Engineers in the 1914-18 war, winning the D.S.O. and O.B.E. and being mentioned in despatches. From 1928 to 1934 he was a member of the London County Council, and from 1934 to 1946 a member of the East Sussex County Council. He was also Deputy-Lieutenant of the County of Sussex. From 1940 to 1942 he was Military Member of the Board of N.A.A.F.I.

JAMES NAPIER

MR. JAMES NAPIER, a member of the Committee of Management since 1934, died on the 13th of November, 1953. From 1934 to 1939 he was a member of the Boat Committee. A ship-builder by profession, he was chairman of the Steel Company of Scotland. He was also a keen yachtsman, Commodore of the Royal Northern Yacht Club, and a member of the Royal Yacht Squadron.

CHARLES E. FIELDING

MR. CHARLES E. FIELDING, deputy chairman of the Manchester and District branch, who had been an honorary worker for the Life-boat Service for 55 years and an honorary life governor of the Institution, died in the Isle of Man in October 1953. The funeral service was held at Manchester Crematorium on the 24th of October. Mr. Fielding left a request that there should be no flowers, but that donations should be sent to the Institution.

Services of the Life-boats of the Institution during 1953

		Time of Launching		Persons rescued from shipwreck	
1953					
Jan.	3.	9.30 a.m.	Six fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.		
"	6.	12.40 p.m.	Six fishing cobs, of Filey. Filey life-boat escorted cobs.		
"	8.	9.25 a.m.	Motor vessel <i>Braywick</i> , of London. St. Peter Port life-boat gave help.		
"	8.	5.10 p.m.	Motor vessel <i>Maraat V</i> , of Rotterdam. Caister life-boat gave help.		
"	9.	11.0 a.m.	Motor vessel <i>Maraat V</i> , of Rotterdam. Great Yarmouth and Gorleston life-boat gave help.		
"	10.	5.15 p.m.	S.S. <i>Fauzon</i> , of France. Walmer life-boat gave help.		
"	11.	9.40 p.m.	S.S. <i>Campo Grande</i> , of Cadiz. Walton and Frinton life-boat gave help.		
"	15.	5.50 a.m.	Steam trawler <i>Sunlight</i> , of Aberdeen. Thurso life-boat - - -	15	
"	15.	6.40 p.m.	Fishing boat <i>Pansy</i> , of Wick. Wick life-boat gave help.		
"	23.	1.55 p.m.	Rosslare Harbour life-boat landed a man from the Blackwater lightvessel.		
"	24.	8.15 p.m.	Rosslare Harbour life-boat landed a man from the Blackwater lightvessel.		
"	27.	7.47 p.m.	Fishing boat <i>Sparkling Wave</i> , of Arklow. Arklow life-boat saved boat and rescued - - - - -	6	
"	31.	10.15 a.m.	Motor fishing boat <i>John West</i> . Lerwick life-boat escorted boat.		
"	31.	10.50 a.m.	Rowing boat, of Lytham St. Annes. Lytham St. Annes life-boat saved boat and rescued. - - - - -	2	
"	31.	11.0 a.m.	Motor vessel <i>Princess Victoria</i> , of Stranraer. Portpatrick life-boat	2	
"	31.	11.25 a.m.	Fishing boats <i>Success II</i> , <i>Faith Star</i> , <i>Pilot Me</i> and <i>Provider A</i> , of Whitby. Whitby No. 1 life-boat escorted boats.		
"	31.	1.40 p.m.	Motor vessel <i>Princess Victoria</i> , of Stranraer. Donaghadee life-boat - - - - -	31	
"	31.	2.29 p.m.	Fishing ketch <i>Wanderlust</i> . Southend-on-Sea life-boat saved boat and rescued - - - - -	1	
"	31.	3.10 p.m.	Fishing boat <i>Patience</i> , of London. Southend-on-Sea saved boat.		
"	31.	9.45 p.m.	Motor vessel <i>Princess Victoria</i> , of Stranraer. Donaghadee life-boat landed 1 and 6 bodies.		
"	31.	10.45 p.m.	Tanker <i>Kosmos V</i> , of Sandefjord. Southend-on-Sea life-boat stood by vessel.		
Feb.	1.	4.45 a.m.	S.S. <i>Castillo Tordesillas</i> , of Madrid. Dover life-boat gave help.		
"	1.	7.0 a.m.	Motor vessel <i>Princess Victoria</i> , of Stranraer. Donaghadee life-boat landed 12 bodies.		
"	1.	1.45 p.m.	Clacton-on-Sea life-boat rescued eight persons marooned by floods at Jaywick. - - - - -	8	
"	1.	9.3 p.m.	Southend-on-Sea life-boat gave help and landed 25 persons marooned by floods at Foulness.		
"	3.	4.0 p.m.	Valentia life-boat took out a relief to the Skelligs Rocks light-house.		
"	4.	11.55 a.m.	Fishing boat <i>Guiding Star</i> , of Lerwick. Lerwick life-boat escorted boat.		
"	4.	1.20 p.m.	Fishing boats <i>Provider A</i> , <i>Pilot Me II</i> , <i>Venus</i> , <i>Lead Us</i> and <i>Progress</i> , of Whitby. Whitby No. 1 life-boat escorted boats.		
"	9.	3.15 a.m.	Motor fishing boat <i>Jean Horsley</i> , of Hartlepool. Hartlepool life-boat gave help.		
"	9.	12.48 p.m.	Two fishing boats. Fraserburgh life-boat escorted boats.		
"	9.	3.30 p.m.	Motor fishing boats <i>Mizpah</i> and <i>Angus Rose</i> , of Montrose. Montrose life-boat saved boats and rescued - - - - -	5	
"	9.	5.5 p.m.	Fishing boats <i>Mary Gowans</i> and <i>Trustful III</i> , of Aberdeen. Aberdeen No. 1 life-boat escorted boats.		
"	9.	5.25 p.m.	Fishing boat, of Arbroath. Broughty Ferry life-boat escorted boat.		
"	9.	8.30 p.m.	Motor drifter <i>Florence</i> , of Glandore. Ballycotton life-boat escorted vessel.		
"	9.	10.35 p.m.	Motor fishing boats <i>Mizpah</i> and <i>Angus Rose</i> , of Montrose. Anstruther life-boat gave help.		
"	10.	8.25 a.m.	Motor vessel <i>Alice</i> , of Bremen. Moelfre life-boat stood by vessel.		
"	10.	8.40 a.m.	Fishing boat <i>Good Fellowship</i> , of North Sunderland. North Sunderland life-boat escorted boat.		
"	10.	10.50 a.m.	Fishing boat <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boat.		
"	10.	12.38 p.m.	Fishing boats <i>Galilee</i> , <i>Provider A</i> , <i>Success</i> and <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted boats.		
"	10.	9.25 p.m.	S.S. <i>Henriette Schulte</i> , of Emden. Torbay life-boat took out a doctor.		

Persons
rescued from
shipwreck

1953		Time of Launching			
Feb.	11.	9.35 a.m.	Tenby life-boat took a mechanic to the Helwick lightvessel.		
"	12.	9.30 a.m.	Helwick lightvessel. Tenby life-boat gave help.		
"	12.	12.55 p.m.	Steam trawler <i>General Botha</i> , of Aberdeen. Aberdeen No. 1 life-boat gave help.		
"	13.	10.40 a.m.	S.S. <i>Monkton Combe</i> , of Bristol. Humber life-boat landed an injured man and gave help.		
"	13.	10.30 p.m.	S.S. <i>Sirius</i> , of Stockholm. Humber life-boat took out a doctor.		
"	18.	8.0 a.m.	Motor boat. Walton and Frinton life-boat saved boat and rescued - - - - -		2
"	20.	7.45 a.m.	Trawler <i>Richard Crofts</i> , of Milford Haven. Barra Island life-boat landed 6 bodies.		
"	24.	2.25 a.m.	S.S. <i>Larchfield</i> , of Liverpool. Holyhead life-boat gave help.		
Mar.	1.	10.30 a.m.	Humber lightvessel. Humber life-boat landed a sick man.		
"	1.	3.40 p.m.	Lightvessel tender <i>Roaming</i> , of Arklow. Arklow life-boat landed 4 and gave help.		
"	1.	5.10 p.m.	Motor vessel <i>Baalbek</i> , of Oslo, and Great Nore Forts. Southend-on-Sea life-boat gave help.		
"	4.	5.25 p.m.	Motor vessel <i>Northumbrian Coast</i> , of Middlesbrough. Southend-on-Sea life-boat gave help.		
"	7.	3.0 a.m.	Dredger <i>Prittlewell</i> , of London. Southend-on-Sea life-boat gave help.		
"	11.	2.16 p.m.	Rowing boat, of Hastings. Hastings life-boat saved boat and rescued - - - - -		1
"	12.	11.42 a.m.	A Seafire aeroplane. Buckie life-boat landed a body.		
"	15.	1.0 p.m.	Fishing boat <i>Venture</i> , of Stornoway. Stornoway life-boat escorted boat.		
"	15.	5.5 p.m.	Motor fishing boat <i>Vigilant</i> . Teesmouth life-boat saved boat and rescued - - - - -		2
"	16.	10.26 p.m.	The Newarp lightvessel. Great Yarmouth and Gorleston life-boat landed an injured man.		
"	20.	2.25 a.m.	S.S. <i>Briardene</i> , of Sunderland, and S.S. <i>Roine</i> , of Helsinki. Great Yarmouth and Gorleston life-boat gave help and landed 13.		
"	20.	5.3 a.m.	Motor vessel <i>Milborne</i> , of Poole. Holyhead life-boat gave help.		
"	20.	10.55 p.m.	Motor vessel <i>Spaarnestroom</i> , of Amsterdam, and S.S. <i>Waldemar Sieg</i> , of Flensburg. Dover life-boat landed 15.		
"	22.	2.10 a.m.	Steam trawler <i>Leicester City</i> , of Grimsby. Thurso life-boat landed 3 bodies.		
"	22.	2.35 a.m.	Steam trawler <i>Leicester City</i> , of Grimsby. Stromness life-boat landed 2 bodies and rescued - - - - -		3
"	24.	11.25 p.m.	Trawler <i>St. Pierre Eglise</i> , of Boulogne. Douglas life-boat gave help.		
"	27.	8.17 p.m.	Steam trawler <i>River Lossie</i> , of Aberdeen. Lerwick life-boat - -		9
"	28.	4.40 p.m.	Rowing boat from motor vessel <i>Deni</i> , of Rotterdam. Court-macherry life-boat saved boat and rescued - - - - -		3
"	31.	9.40 a.m.	Fishing coble <i>Little Lady</i> , of Whitby. Whitby No. 2 life-boat escorted coble.		
April	1.	1.50 p.m.	Cabin cruiser <i>Francis M. Dee</i> . Clacton-on-Sea life-boat gave help.		
"	4.	9.55 a.m.	Yacht <i>Lalla Rookh</i> . Weymouth life-boat escorted yacht.		
"	6.	10.30 a.m.	H.M.S. <i>Trafalgar</i> . St. Helier life-boat gave help.		
"	6.	2.40 p.m.	Schooner <i>Susan Vittery</i> , of Cork. Rosslare Harbour life-boat landed 4.		
"	7.	11.10 p.m.	S.S. <i>Corrientes</i> , of Glasgow. Dunmore East life-boat landed a sick man.		
"	8.	4.15 p.m.	Trawler <i>Ros Ruadh</i> , of Dublin. Valentia life-boat gave help.		
"	14.	9.30 a.m.	Five fishing cobs. Newbiggin life-boat escorted cobs.		
"	14.	2.40 p.m.	Fishing boat <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted boat.		
"	18.	4.15 p.m.	Steam hopper <i>Moss Bay</i> , of Workington. Workington life-boat gave help.		
"	18.	5.30 p.m.	Yacht <i>Larry</i> . Sennen Cove life-boat saved yacht and rescued -		3
"	24.	9.5 p.m.	S.S. <i>Markub N</i> , of Rotterdam. Dover life-boat gave help.		
"	27.	7.40 a.m.	Fishing cobs <i>Betty</i> , <i>Rosemary</i> , and <i>Rachel</i> , of Scarborough. Scarborough life-boat escorted boats.		
"	27.	5.35 p.m.	Fishing boat <i>Siroco</i> , of Boulogne. Walmer life-boat gave help.		
"	28.	7.30 p.m.	Fishing boat <i>Fiona</i> , of St. Helier. St. Helier life-boat saved boat and rescued - - - - -		2
May	3.	10.45 a.m.	Motor vessel <i>Aridity</i> , of London. Walmer life-boat landed an injured man.		
"	6.	5.30 a.m.	S.S. <i>Duke of York</i> , of Harwich. Walton and Frinton life-boat gave help.		

		Time of Launching		Persons rescued from shipwreck
1953				
May	10.	7.2 p.m.	Sailing dinghy <i>Zephyr</i> . Plymouth life-boat saved boat and rescued	2
	13.	4.30 p.m.	Trawler <i>Liberator</i> , of Camaret. Valentia life-boat saved vessel and rescued	9
	14.	8.11 p.m.	Yacht <i>Rainbow</i> , of Dun Laoghaire. Dun Laoghaire life-boat saved yacht and rescued	4
	16.	1.50 a.m.	S.S. <i>Indian Exporter</i> , of Calcutta. Hartlepool life-boat landed a sick man.	
	17.	11.50 a.m.	Yacht <i>Speedy</i> , of Deganwy. Fleetwood life-boat saved yacht and rescued	5
	19.	2.15 p.m.	S.S. <i>Sabac</i> , of Rijeka, Yugoslavia. Runswick life-boat stood by vessel.	
	22.	4.0 p.m.	A motor boat. Clogher Head life-boat gave help.	
	23.	8.50 a.m.	S.S. <i>Richmond Queen</i> , of London. Aldeburgh No. 1 life-boat landed a sick man.	
	23.	2.30 p.m.	Fishing boat <i>Vaila</i> , of Kirkwall. Stronsay life-boat gave help.	
	24.	3.15 a.m.	Motor vessel <i>Andaman</i> , of Gothenburg. Dover life-boat landed 38.	
	25.	11.15 a.m.	Rowing boat <i>Edna</i> , of Benllech. Moelfre life-boat saved boat and	6
	26.	10.55 p.m.	Motor fishing boat <i>Brenjean</i> , of Yarmouth. Barra Island life-boat stood by boat.	
	28.	9.10 a.m.	Fishing boat <i>May Lily</i> , of Bridlington. Flamborough life-boat saved boat and rescued	4
	31.	11.30 a.m.	H.M.S. <i>Cheerful</i> . Cromer No. 2 life-boat landed passengers.	
June	1.	12.40 a.m.	Motor boat from H.M.S. <i>Verulam</i> . Llandudno life-boat gave help and landed 12.	
	1.	1.2 p.m.	Lightship tender <i>Willie Wag</i> , of Arklow. Arklow life-boat escorted vessel.	
	1.	2.20 p.m.	Yacht <i>Astral</i> , of Abersoch. Douglas life-boat saved yacht.	
	1.	3.5 p.m.	Fishing boats <i>Glad Tidings</i> and <i>Radiant Morn</i> . Amble life-boat escorted boats.	
	2.	12.25 p.m.	Motor fishing boat, of Lowestoft. Lowestoft life-boat gave help.	
	5.	9.0 a.m.	Five fishing boats, of Whitby. Whitby No. 2 life-boat escorted boats.	
	5.	11.15 a.m.	Crab boats <i>The Miss Cromer</i> , and <i>Why Worry</i> . Cromer No. 2 life-boat escorted boats.	
	6.	2.55 p.m.	Girl fell over a cliff. Howth life-boat landed the girl thereby saving her life	1
	10.	6.45 a.m.	Trawler <i>Riviere</i> , of Grimsby. Flamborough life-boat landed 3 and a body.	
	11.	6.50 p.m.	Motor vessel <i>Norok</i> . Cromer No. 1 life-boat saved vessel and	10
	15.	2.0 a.m.	Motor coaster <i>C.648</i> , of London. Whitby No. 1. life-boat stood by vessel.	
	15.	12.20 p.m.	S.S. <i>Libra</i> , of Panama. Whitby No. 1 life-boat stood by vessel and landed an injured man.	
	15.	2.10 p.m.	Motor vessel <i>Maraat V</i> , of Rotterdam. Runswick life-boat stood by vessel.	
	16.	4.35 p.m.	Two sailing dinghies. Yarmouth, Isle of Wight, life-boat saved a dinghy.	
	17.	4.30 p.m.	S.S. <i>Rutgers Victory</i> , of Los Angeles. Longhope life-boat gave help.	
	18.	11.40 a.m.	Motor vessel <i>Bonnie Lass</i> , of Shoreham. Walton and Frinton life-boat gave help.	
	19.	7.45 a.m.	Yacht <i>Symphony II</i> . Yarmouth, Isle of Wight, life-boat gave help.	
	21.	3.45 p.m.	Yacht <i>Dottie</i> , of Holland-on-Sea. Clacton-on-Sea life-boat saved yacht.	
	26.	3.9 p.m.	S.S. <i>Nedjan</i> , of Sweden. Newbiggin life-boat landed 2 and an injured man and gave help.	
	29.	6.5 p.m.	Yacht <i>Alanna</i> , of London. Walton and Frinton life-boat gave help.	
	29.	10.44 a.m.	Six fishing boats. Sheringham life-boat escorted three boats.	
July	1.	1.45 p.m.	Injured boy. Torbay life-boat landed injured boy.	
	4.	9.10 p.m.	Fishing boat <i>Gypsy</i> , of South Shields. Tynemouth life-boat saved boat and rescued	8
	5.	2.42 p.m.	Rubber dinghy. Rhyl life-boat saved dinghy.	
	7.	2.5 p.m.	Yacht <i>Daddy</i> . Clacton-on-Sea life-boat saved yacht and rescued	2
	8.	11.15 p.m.	S.S. <i>Libra</i> , of Stockholm. Great Yarmouth and Gorleston life-boat landed a sick man.	
	9.	6.0 p.m.	Yacht <i>Morning Breeze</i> , of Emsworth. Selsey life-boat saved yacht and rescued	3
	9.	10.45 p.m.	Fishing boat <i>Irish Leader</i> , of Dublin. Ballycotton life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1953				
July	10.	2.39 p.m.	Amphibian D.U.K.W. Tenby life-boat saved D.U.K.W. and rescued — — — — —	6
"	11.	1.15 p.m.	Yachts <i>Maid Margaret</i> and <i>Maid Mary</i> . Port St. Mary life-boat gave help.	
"	11.	2.25 p.m.	Two sailing dinghies. Aberystwyth life-boat saved boats and rescued — — — — —	4
"	11.	4.23 p.m.	Yacht <i>Mont Joie II</i> , of Brest. Coverack life-boat escorted vessel.	
"	11.	8.40 p.m.	Yacht <i>Susan Ann</i> , of Fremington. Appledore life-boat gave help.	
"	12.	9.20 a.m.	Motor cruiser <i>Firefly</i> , of Bridlington. Bridlington life-boat saved boat and rescued — — — — —	4
"	13.	11.25 a.m.	Sick person. Barra Island life-boat took a sick person to Lochboisdale.	
"	15.	9.0 p.m.	Fishing coble <i>Margaret and James</i> , of Scarborough. Filey life-boat gave help.	
"	18.	9.0 a.m.	Racing dinghy <i>Wildcat</i> . Exmouth life-boat saved boat and rescued — — — — —	2
"	18.	12.30 p.m.	Yachts <i>Pandora</i> and <i>Sanderling</i> . Wicklow life-boat saved yachts and rescued — — — — —	7
"	18.	3.40 p.m.	Sailing dinghy, of Bembridge. Bembridge life-boat saved boat.	
"	18.	8.15 p.m.	Persons marooned on rocks. Dunbar life-boat landed 3 and a dog.	
"	19.	4.15 p.m.	Sailing yacht. Dover life-boat saved yacht and rescued — — —	2
"	19.	9.36 p.m.	Converted ship's boat <i>Thelma</i> , of Fishguard. Fishguard life-boat saved boat and rescued — — — — —	6
"	20.	8.45 p.m.	Yacht <i>Rongorge</i> , of Mersey. Beaumaris life-boat gave help.	
"	22.	8.20 p.m.	Cabin cruiser <i>Davaar</i> , of Anstruther. Anstruther life-boat rescued	2
"	23.	9.40 p.m.	Two persons marooned on a sandbank. Walton and Frinton life-boat rescued — — — — —	2
"	24.	8.55 p.m.	Two persons marooned on Puffin Island. Beaumaris life-boat rescued — — — — —	2
"	26.	5.50 p.m.	Motor cruiser <i>Hareth</i> . Dover life-boat saved yacht and rescued —	7
"	27.	2.25 p.m.	Rowing boat. Swanage life-boat saved boat and rescued — — —	2
"	27.	7.45 p.m.	S.S. <i>Ardetta</i> , of Liverpool. Newhaven life-boat landed an injured man.	
"	29.	1.30 p.m.	"Pedalo" pleasure float. Ramsgate life-boat saved float and rescued — — — — —	3
"	29.	4.20 p.m.	S.S. <i>Nordeflinge</i> , of Grangemouth. Workington life-boat transferred provisions.	
"	29.	8.45 p.m.	S.S. <i>San Cirilo</i> , of London. Southend-on-Sea life-boat put a doctor on board.	
"	29.	8.55 p.m.	Motor boat <i>Monty</i> , of Tenby. Tenby life-boat gave help.	
"	29.	11.0 p.m.	S.S. <i>Nordeflinge</i> , of Grangemouth. Workington life-boat transferred stores.	
"	29.	11.10 p.m.	Sailing yacht <i>Sutta</i> . Southend-on-Sea life-boat stood by yacht.	
Aug.	1.	2.31 p.m.	Codling Bank lightvessel. Wicklow life-boat landed a sick man.	
"	1.	6.44 p.m.	Motor cruiser <i>Matelot</i> . Dover life-boat gave help.	
"	1.	11.50 p.m.	Tug <i>Armina</i> , of Colchester, and a rowing boat. Lowestoft life-boat gave help to the rowing boat.	
"	2.	8.30 p.m.	S.S. <i>Beaconsfield</i> , of London. Southend-on-Sea life-boat put a doctor on board.	
"	3.	2.10 p.m.	S.S. <i>Beaconsfield</i> , of London. Southend-on-Sea life-boat landed a sick man.	
"	4.	2.16 p.m.	Yacht <i>Edwellis</i> . Hastings life-boat saved yacht and rescued — —	2
"	4.	6.7 p.m.	Raft. Arklow life-boat rescued — — — — —	3
"	4.	6.30 p.m.	Motor launch <i>Alvena</i> . Rhyl life-boat saved boat and rescued — —	2
"	6.	6.3 p.m.	Two bathers. Portrush life-boat landed a body.	
"	7.	9.45 p.m.	Outboard motor boat. Moelfre life-boat saved boat and rescued	3
"	8.	12.30 p.m.	Motor boat. Donaghadee life-boat landed 7 persons from the Copeland Islands.	
"	9.	5.35 p.m.	Ketch <i>Tolland</i> . St. Ives life-boat gave help.	
"	9.	6.35 p.m.	Sailing dinghy. Newhaven life-boat saved dinghy.	
"	9.	8.35 p.m.	Fishing boat <i>Aureola</i> , of Buckie. Peterhead life-boat stood by boat.	
"	13.	12.29 p.m.	S.S. <i>Regency Belle</i> , of Guernsey. Whitby No. 1 life-boat put a pilot on board.	
"	15.	12.45 a.m.	Yacht <i>Lesley</i> . New Brighton life-boat saved yacht and rescued —	4
"	16.	6.0 p.m.	Humber lightvessel. Humber life-boat landed an injured man.	
"	17.	10.39 p.m.	S.S. <i>Tricape</i> , of London. Ramsgate life-boat stood by vessel.	
"	20.	2.50 a.m.	Fishing boat <i>Maud</i> , of Jersey. St. Peter Port life-boat gave help.	
"	21.	6.30 p.m.	Auxiliary ketch <i>Moya</i> . Dungeness life-boat rescued — — — —	8
"	22.	10.40 a.m.	Motor fishing boat <i>Achieve</i> , of Dunbar. Dunbar life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1953				
Aug.	23.	3.38 p.m.	Barge yacht <i>Dobber</i> , of Bradwell. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	5
"	23.	4.35 p.m.	Converted ship's boat <i>Merlyn</i> , of Tynemouth. Boulmer life-boat gave help.	
"	23.	7.0 p.m.	Fishing boat <i>Ocean Viking</i> and a barge. Dungeness life-boat gave help.	
"	24.	1.53 p.m.	Yacht <i>Coima</i> , of Bosham. Bembridge life-boat saved yacht and rescued - - - - -	2
"	24.	8.45 p.m.	English and Welsh Grounds lightvessel. Barry Dock life-boat stood by vessel.	
"	25.	8.30 p.m.	Fishing boat <i>Family's Pride</i> , of Arbroath. Montrose life-boat gave help.	
"	26.	12 midnight	Sailing boat, of Dungarvan. Helvick Head life-boat saved boat and rescued - - - - -	3
"	29.	7.30 p.m.	Motor boat <i>Atta Boy</i> , of Margate. Margate life-boat saved boat and rescued - - - - -	3
"	29.	9.30 p.m.	Yacht <i>Escape</i> , of Upnor. Southend-on-Sea life-boat stood by yacht.	
"	30.	1.20 a.m.	Yacht <i>Marylda</i> . Bembridge life-boat gave help.	
"	30.	3.45 a.m.	Yacht <i>Ciris</i> , of Colchester. Bembridge life-boat gave help.	
"	30.	4.15 p.m.	Sailing boat and Irish naval gig. Howth life-boat saved boats and rescued - - - - -	8
"	30.	4.55 a.m.	Yacht <i>Chinta</i> . Bembridge life-boat gave help.	
"	30.	6.15 p.m.	Yacht <i>Colette</i> , of Howth. Howth life-boat gave help.	
Sept.	2.	12.45 a.m.	Motor yacht <i>Martinique</i> . Torbay life-boat gave help.	
"	2.	9.45 p.m.	Ketch <i>Totland</i> . Walton and Frinton life-boat saved yacht and rescued - - - - -	6
"	3.	3.19 p.m.	Yacht <i>Cloetta</i> , of Burnham. Clacton-on-Sea life-boat gave help.	
"	4.	6.5 a.m.	Dinghy. Margate life-boat saved boat.	
"	4.	9.0 p.m.	Motor yacht <i>Lady Gay</i> . Falmouth life-boat saved boat.	
"	8.	11.5 p.m.	14-ft. sailing dinghy. St. Mary's life-boat saved boat and rescued	2
"	9.	9.25 a.m.	Fishing boat <i>Florence Baxter</i> , of Fleetwood. Fleetwood life-boat gave help.	
"	9.	7.30 p.m.	Steam trawler <i>Fairway</i> , of Hull. Fleetwood life-boat landed an injured man.	
"	10.	8.30 a.m.	Five fishing cobs. Newbiggin life-boat escorted cobs.	
"	10.	11.10 p.m.	S.S. <i>Wandle</i> , of London. Southend-on-Sea life-boat put a doctor on board.	
"	11.	10.45 a.m.	Mallaig life-boat took a doctor to Rhum.	
"	14.	1.30 a.m.	Motor yacht <i>Emmiman</i> , of Leith. Anstruther life-boat gave help.	
"	15.	10.0 a.m.	Motor cruiser <i>Winifred Rose</i> , of South Shields. Great Yarmouth and Gorleston life-boat gave help.	
"	15.	11.0 a.m.	Fishing boat <i>Isabella</i> , of Filey. Filey life-boat escorted boat.	
"	15.	12.25 p.m.	Fishing boat <i>Why Worry</i> , of Cromer. Cromer No. 2 life-boat escorted boat.	
"	16.	1.40 p.m.	Punt. Valentia life-boat saved boat and rescued - - - - -	2
"	18.	1.25 a.m.	Trawler <i>Hassett</i> , of Grimsby. Wick life-boat stood by vessel and landed a body.	
"	18.	12.37 p.m.	Canoe. Shoreham Harbour life-boat rescued - - - - -	1
"	20.	4.9 p.m.	Sailing boat <i>Joan</i> , of Arklow. Arklow life-boat saved boat and rescued - - - - -	3
"	21.	7.30 a.m.	Yacht <i>Tinker</i> , of Upnor. Southend-on-Sea life-boat saved yacht and rescued - - - - -	3
"	21.	11.30 a.m.	Yacht <i>Glance</i> . Baltimore life-boat gave help.	
"	21.	1.35 p.m.	Motor yacht <i>Bryter</i> , of Benfleet. Southend-on-Sea life-boat escorted yacht.	
"	21.	2.30 p.m.	S.S. <i>Guildford</i> , of London. Great Yarmouth and Gorleston life-boat took out a doctor.	
"	21.	8.51 p.m.	Dinghy and a salvage lighter. Bembridge life-boat rescued from the lighter - - - - -	2
"	21.	9.42 p.m.	St. Gowan lightvessel. Tenby life-boat rescued - - - - -	7
"	21.	10.45 p.m.	M.V. <i>Wolfsburg</i> , of Hamburg. Torbay life-boat landed an injured man.	
"	22.	10.28 p.m.	Trawler <i>Patriot</i> , of Rostock. Whitby No. 1 life-boat landed a sick man.	
"	25.	9.15 p.m.	Yacht <i>Minx</i> . New Brighton life-boat gave help.	
"	26.	6.5 a.m.	Yacht <i>Cerise</i> , of Southampton. Salcombe life-boat gave help.	
"	27.	1.55 p.m.	Fishing coble <i>Helena</i> . Runswick life-boat saved boat and rescued	3
Oct.	2.	3.45 p.m.	Sick man on Papa Stour. Aith life-boat took a doctor to Papa Stour.	
"	6.	11.10 a.m.	S.S. <i>Polyana</i> , of Kristiansand. Stronsay life-boat escorted vessel.	

		Time of Launching		Persons rescued from shipwreck
1953				
Oct.	7.	8.25 p.m.	Yacht <i>Freda</i> , of Hamble. Poole life-boat saved yacht and rescued	4
"	8.	6.55 p.m.	R.A.F. launch. Southend-on-Sea life-boat escorted vessel.	
"	10.	6.45 a.m.	Trawlers <i>Petite Micheline</i> and <i>Vers le Distin</i> , of France. Arklow life-boat gave help.	
"	10.	10.55 a.m.	Bull Fort. Humber life-boat landed an injured man.	
"	11.	3.55 a.m.	Motor fishing boat <i>Welfare</i> , of Dunbar. Dunbar life-boat saved boat and rescued - - - - -	2
"	11.	7.0 p.m.	Sick man on Barra Island. Barra Island life-boat took sick man to South Uist.	
"	12.	1.0 p.m.	Fishing boat <i>Ros Corr</i> , of Dublin. Valentia life-boat gave help.	
"	13.	6.25 p.m.	16-ft. motor boat. Salcombe life-boat gave help.	
"	17.	10.50 p.m.	Motor launch <i>Dixie</i> , of Paignton. Torbay life-boat gave help.	
"	18.	2.13 a.m.	Motor vessel <i>Vitesse</i> , of Delfzijl. New Brighton life-boat stood by vessel.	
"	18.	5.55 p.m.	Fishing boat <i>Maggie Deas</i> , of Hartlepool. Hartlepool life-boat gave help.	
"	21.	9.45 a.m.	S.S. <i>Nestos</i> , of Piraeus. Humber life-boat gave help.	
"	23.	12 noon	Sick man. Galway Bay life-boat took a sick man to the mainland and saved - - - - -	1
"	25.	12.5 a.m.	Fishing boat <i>Royal Exchange</i> , of Lerwick. Aith life-boat saved boat and rescued - - - - -	3
"	25.	3.17 p.m.	Tanker <i>Alva Bay</i> , of London. Mumbles life-boat took out a doctor.	
"	26.	3.40 p.m.	Rowing boat, of Brighton. Shoreham Harbour life-boat rescued -	2
"	26.	4.50 p.m.	Fishing boat <i>Trustful III</i> , of Aberdeen. Aberdeen No. 1 life-boat saved boat and rescued - - - - -	4
"	27.	7.10 a.m.	Motor barge <i>Will Everard</i> , of London. Skegness life-boat stood by vessel.	
"	29.	12.55 p.m.	Barra Island life-boat landed a sick man from Barrahead lighthouse.	
"	31.	9.45 a.m.	Yacht <i>Grania</i> , of Portsmouth. Dungeness life-boat gave help.	
Nov.	1.	2.30 p.m.	Fishing boat <i>Premier</i> , of Scarborough. Scarborough life-boat escorted boat.	
"	1.	4.4 p.m.	Three rowing boats. Mumbles life-boat saved boats and rescued	4
"	1.	4.50 p.m.	Fishing vessel <i>Minnie</i> , of Maryport. Workington life-boat saved boat and rescued - - - - -	4
"	3.	6.3 p.m.	Motor vessel <i>Summity</i> , of London. Fowey life-boat gave help.	
"	4.	3.45 p.m.	Open boat <i>Defiant</i> , of Peterhead. Peterhead life-boat saved boat and rescued - - - - -	5
"	4.	4.0 p.m.	S.S. <i>Parkwood</i> , of Middlesbrough. Walton and Frinton life-boat gave help.	
"	8.	1.30 a.m.	Steam trawler <i>Sea Hunter</i> , of Milford. Stornoway life-boat gave help.	
"	10.	9.55 a.m.	26-ft. sailing cutter, of Littlehampton. Reserve life-boat <i>Thomas Markby</i> undergoing survey at Littlehampton saved yacht and rescued - - - - -	3
"	15.	10.15 a.m.	Skelligs Rocks lighthouse. Valentia life-boat landed a sick man.	
"	16.	4.53 a.m.	S.S. <i>Vittoria Claudia</i> , of Genoa, and S.S. <i>Perou</i> , of Havre. Dungeness life-boat landed 3 bodies.	
"	16.	5.32 a.m.	S.S. <i>Vittoria Claudia</i> , of Genoa, and S.S. <i>Perou</i> , of Havre. Hastings life-boat picked up 1 body.	
"	16.	5.45 a.m.	S.S. <i>Vittoria Claudia</i> , of Genoa, and S.S. <i>Perou</i> , of Havre. Dover life-boat saved a boat.	
"	20.	3.15 a.m.	S.S. <i>Albano</i> , of Hull. Teesmouth life-boat stood by vessel.	
"	22.	12.40 p.m.	Motor boat <i>Bella</i> , of Lowestoft. Lowestoft life-boat gave help.	
"	23.	11.45 a.m.	Fishing boats, of Arbroath. Arbroath life-boat stood by vessels.	
"	24.	6.30 p.m.	Fishing boat <i>St. Michael</i> , of Arklow. Arklow life-boat saved boat and rescued - - - - -	4
"	26.	12.50 a.m.	S.S. <i>Marsworth</i> , of London. Great Yarmouth and Gorleston life-boat landed 3.	
"	27.	1.10 p.m.	Fishing boats, of Bridlington. Bridlington life-boat escorted vessels.	
Dec.	3.	10.40 a.m.	Motor vessel <i>Heemskerk</i> , of Rotterdam. Weymouth life-boat gave help.	
"	4.	9.9 p.m.	Fishing boat <i>Pride of Leinster</i> . Arklow life-boat gave help.	
"	4.	10.5 p.m.	Auxiliary schooner <i>M. E. Johnson</i> . Arklow life-boat rescued - -	4
"	4.	12.50 p.m.	Venezuelan destroyer <i>Nueva Esparta</i> . Barrow life-boat landed a sick man.	
"	6.	3.10 a.m.	Dinghy from yacht <i>Rosemary V.</i> Torbay life-boat gave help.	
"	6.	2.25 p.m.	Fishing boat <i>Edward</i> , of Newcastle-on-Tyne. Tynemouth life-boat saved boat and rescued - - - - -	5
"	8.	8.30 a.m.	S.S. <i>Grano</i> , of Stockholm. Runswick life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1953				
Dec.	8.	6.10 p.m.	Trawler <i>Thomas L. Deolin</i> , of Granton. Anstruther life-boat gave help.	
„	11.	10.48 p.m.	Motor vessel <i>Meligunis</i> , of Italy. Portrush life-boat gave help.	
„	13.	3.0 p.m.	Fishing boat <i>Mavis</i> , of Blyth. Blyth life-boat escorted vessel.	
„	13.	3.40 p.m.	Three rowing boats. Llandudno life-boats escorted boats.	
„	14.	10.10 p.m.	S.S. <i>Dimitris</i> , of Andros, Greece. Redcar life-boat rescued — — —	22
„	15.	3.30 a.m.	Motor vessel <i>Brockley Combe</i> , of Bristol. St. Helier life-boat rescued — — —	11
„	19.	6.10 a.m.	Trawler <i>Notre Dame de la Mer</i> , of Boulogne. Margate life-boat saved vessel and rescued — — —	7
„	24.	6.55 p.m.	Motor vessel <i>Alf Everard</i> , of London. Southend-on-Sea life-boat landed 7.	
„	26.	7.48 p.m.	Motor boat <i>Mionne</i> . St. Peter Port life-boat gave help and landed 3.	
„	29.	11.55 a.m.	S.S. <i>Grace Hill</i> , of Belfast. Donaghadee life-boat gave help.	
„	29.	1.20 p.m.	Sick man on Inishere. Galway Bay life-boat took a doctor to Inishere.	
„	31.	11.47 a.m.	Sick woman on Bardsey Island. Porthdinllaen life-boat brought a sick woman from Bardsey.	

SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats — — — — —	351
Lives rescued in other ways for whose rescue the Institution gave rewards — — — — —	95
Total of lives rescued — — — —	446
Persons landed from vessels on which they might have been in danger — — — — —	163
Boats and vessels which life-boats saved — — — — —	72
Boats and vessels which life-boats stood by, escorted to safety, or helped — — — — —	204
Total number of launches, including those in which for various reasons no services were rendered — — —	598

Portrait on the Cover

THE portrait on the cover is of Richard Walsh, the coxswain of the Rosslare Harbour life-boat. Richard Walsh has been coxswain since December 1946. From August 1941 to December 1946

he was second coxswain, and before that, bowman.

The photograph is by the *Sunday Press* (Dublin) by whose kind permission it is reproduced.

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. Letters intended for publication should be addressed to the Editor of THE LIFE-BOAT.

The next number of THE LIFE-BOAT will be published in JUNE, 1954.