

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 31st March, 1954 - - - - 78,633

Notes of the Quarter

THE first of the major flag days of the year, that in London, was held on the 16th of March. It was a spectacular success. In 1953 a peace-time record for London flag days was established when the practice of holding the flag day in May was given up and flag day was held on the 17th of March. The total then collected was £15,858 18s. 5d. It happened to be a beautiful spring day. Collectors suffered no hardship and the public could be expected to be in a beneficent mood. This year there was a bitter wind blowing and it was extremely cold. Yet the flag day produced the sum of £15,087 16s. 8d., substantially more than any figure for peace-time before 1953. Before the London flag day was changed to March the peace-time record had been £13,919 9s. 0d.

The Institution is deeply grateful to all those collectors who worked so splendidly in the conditions. One lady who had been collecting for hours on Victoria Station said she felt a little tired and wanted a rest. It was learned that she was 81 years old. She would not be persuaded to leave the field, and her rest was a very short one. Another lady who felt like succumbing to the cold heard someone say that it was colder in the sea and felt encouraged to continue.

The generosity of the public on this

occasion was a most welcome tribute to the work of the Service, yet collectors were still surprised at the lack of knowledge of the way in which the Service is run displayed by many who were willing to give to it. The belief that the State supports the Institution in some way still seems to be widespread, and one member of the public said he was under the impression that the Institution had been wound up. On learning with relief that this was not so, he contributed generously. Flag day collectors, in addition to the fine work they do, can help the Institution everywhere by telling the public the true facts about the Service.

SALVAGE AND THE LIFE-BOAT SERVICE

The records for January and February show that whereas life-boats were launched on service 80 times and rescued 87 lives, only one claim for property salvage was put forward. This may not surprise those who know the work of the Institution well, yet the harmful and false suggestion that life-boatmen are continually making salvage claims is still occasionally heard. The Institution exists, of course, solely for the purpose of saving life at sea. At the same time, if without interfering with its primary

object, it can also help to save property as well, that is clearly to the advantage of ship-owners. The Institution never makes salvage claims, but the crews themselves, acting on their own behalf, are naturally entitled to make claims as individuals. That is the law, and the law does not in this respect make any distinction between life-boatmen and other persons. The records for January and February show how relatively seldom life-boatmen do make salvage claims.

TO ENCOURAGE THE YOUNG

A COMPETITION for the best essays on the Life-boat Service has been held this year for secondary schoolboys and schoolgirls under the age of sixteen. This is a revival of an old and unusually popular competition. The competition was first held at the end of the 1914-18 war, when challenge shields were presented by the 7th Duke of Northumberland, President of the Institution. These challenge shields, of which there is one for each of nine districts, have been competed for again. There are also individual prizes of a book token to the value of two guineas for the writer of the best essay in the district, and a book token to the value of five guineas for the national prize winner. A copy of *Storm on the Waters*, by Charles Vince, is being presented to each of the 35 best essay writers in each district.

The competition has been held not only in Great Britain and Northern Ireland but also in Eire, the Channel Islands and the Isle of Man. Permission for schools to enter has had to be sought from the educational authorities, and the great majority of these authorities have given their sanction. Out of 687 authorities approached 654 have agreed that the competition

may be held within their areas. This generous co-operation is much appreciated by the Institution.

The results of the competition will be announced in a later number of the *Life-boat*.

A NEW PUBLICATION

A NEW type of annual publication on the Life-boat Service has recently appeared. It is replacing, as an experiment, the familiar *Story of the Life-boat*. The book contains accounts of some of the most dramatic rescues by life-boats in the past. These include two rescues carried out in 1868 by the Appledore and Penzance life-boats. The accounts are reproduced from the Journals of the time. One of the remarkable features of the Penzance rescue was that when the life-boat had to go out a second time it was thought advisable to form a fresh crew. This was done, the crew including the Chief Officer of Coastguard and the French Vice-Consul. The French Vice-Consul won the silver medal.

Rescues of more recent years, which are also reported in full, include the service to the *Hopelyn* by the Gorleston and Lowestoft life-boats in 1922; the rescue from the Daunt Rock lighthouse by the Ballycotton life-boat in 1936; the service by the Runswick life-boat in 1934, when Robert Patton gave his life to save a cripple; and two post-war services, by the St. Helier life-boat in 1949 and by the Walmer life-boat in 1952. There is too an account of the services by the Humber life-boat in the first months of the war.

The book is fully illustrated and contains a brief history of the Service. It is being sold at one shilling per copy. A Scottish edition of the book is also being sold at the same price.

Case of Rum Awarded to Holyhead Crew

THE Sugar Manufacturers' Association (of Jamaica) Limited awarded a case of rum to the life-boat crew who carried out the longest continuous service during the winter months of

1953-54. The award was given to the Holyhead crew for the service described on page 683. Mr. Cledwyn Hughes, Member of Parliament for Anglesey, made the presentation.

A Difficult Tow in a South-East Gale

ON the 20th of January, 1954, the fishing yawl *Poseidon*, of Rothesay, left North Shields to fish off Eyemouth. Early on the morning of the 22nd of January the crew of four found they could not start the engines. They were then off St. Abb's Head, and the vessel began to drift northward. She went on drifting all that day and the next.

Red distress rockets were fired, and on the evening of the 23rd they were seen by the S.S. *Tana*, of Leith.

The Usan coastguard learnt from the *Tana* of the distress rockets and rang up the Montrose life-boat station at 8.48. The coastguard gave the position of the *Poseidon* as nine miles south-east of Scurdyness.

Launched in a Gale

At 9.16 the Montrose life-boat *The Good Hope* was launched. The sea was moderate, but a gale was blowing from the south-east. The weather was very cold.

The life-boat reached the *Poseidon* at 10.30. The *Tana* made a lee and the life-boat took the *Poseidon* in tow. She began towing her towards Montrose, but the tow rope fouled the life-boat's propeller. The life-boat crew cleared the rope, but soon afterwards it parted. The gale increased, the sea became rougher, and the coxswain found steering extremely difficult. He wirelessed for a tug at 1.22 early on the morning of the 24th and stood by the *Poseidon*.

By daylight no tug had appeared, and the wind and flood tide had brought the life-boat and the *Poseidon* within a mile and a half of the lee shore. About eight o'clock the life-

boat resumed towing and began to make for Aberdeen. She sent a warning that she might need help at the entrance to Aberdeen harbour. At nine o'clock the tow rope parted and at 9.40 it parted once again. The coxswain then asked for the help of the Aberdeen life-boat. The gale had increased, and the sea was now very rough.

Tow-rope Parts Six Times

The Aberdeen No. 1 life-boat *Hilton Briggs* had been standing by since eight o'clock, and at 9.50 she made for the Montrose life-boat and the *Poseidon*. She reached them at 11.15 when they were off Findon, some six miles south of Aberdeen.

The Aberdeen life-boat passed a tow rope, but this also broke and was reconnected. Both boats continued towing, but when they were four miles south of Aberdeen the Montrose life-boat's rope parted for the sixth time.

The Aberdeen life-boat continued the tow and brought the *Poseidon* into Aberdeen harbour at 1.30 in the afternoon. Because of the state of the sea at Montrose the Montrose life-boat remained at Aberdeen until the 30th of January. The crew reached Montrose at 4.45 on the afternoon of the 24th.

The service was carried out with success in most difficult circumstances, and for this the thanks of the Institution inscribed on vellum were accorded to Coxswain James Paton, of Montrose. Extra monetary rewards were paid to Coxswain Paton, and Motor Mechanic C. Mowat, of Montrose. Total rewards amounted to: Montrose, £79 9s.; Aberdeen, £13 7s. 6d.

Awards for Bravest Deeds of 1953

THE Maud Smith award for the bravest act of life-saving in 1953 has been won by Coxswain Hugh Nelson, of Donaghadee, County Down. The award has been made for the service to the *Princess Victoria* on the 31st of January, 1953, when the Donaghadee life-boat rescued 31 survivors.

The award for the bravest deed by a

life-boatman in 1953, made in memory of the late Mrs. G. M. Porter, of Felixstowe, has been won by William McConnell, former coxswain of the Portpatrick, Wigtownshire, life-boat. This award has also been made for the service to the *Princess Victoria* when the Portpatrick life-boat rescued two survivors.

Life-boats at Sea for 66 Hours

At twenty-five minutes past midnight on the 26th January, 1954, a Washington aircraft of R.A.F. Bomber Command, bound for the Azores, wirelessed that she was in difficulties through icing and that her crew of seven were baling out. The position of the aircraft when this message was sent was about five miles south of Barrow.

The sea was rough; there was a fresh south-easterly breeze blowing; and there were squalls of snow. The search for the aircraft was carried out by six life-boats and continued in bitter weather until nine o'clock the next evening. It was unsuccessful and no trace of the aircraft was found, although later an airman's body was found by a trawler and wreckage was washed ashore.

The total number of hours spent at sea by life-boats was sixty-six, and

the following table gives an impression of the work they did and the rewards paid by the Institution:

	Hours at sea	Rewards paid by Institution £ s. d.		
Fleetwood	17	44	4	0
Port St. Mary	14	34	2	0
Barrow	14	29	10	0
Douglas	11	54	0	0
Lytham	3	11	15	0
Blackpool	7	19	17	0
Total	66	£193	8	0

The Commanding Officer of the R.A.F. station at Marham, Norfolk, to which the aircraft belonged, wrote to express "the heartfelt thanks of the relatives and the appreciation of the R.A.F. station."

Richard Dimbleby's Appeal

[On Sunday the 21st of February, 1954, the B.B.C. broadcast the following appeal by Mr. Richard Dimbleby, O.B.E., in the Home Service. It is reproduced by kind permission of the B.B.C.]

I THINK it may surprise many of you to hear that the Life-boat Services of Great Britain, which cover the whole of our coastline and the whole of the coastline of Ireland, South as well as North, are an entirely voluntary concern and not controlled or paid for by the Government.

I don't think that I need go into any great detail about the work of the Royal National Life-boat Institution. If you live anywhere near the coast, you'll know quite a lot about the life-boats, and if you live far inland, you have only to listen to the broadcast news, or read a newspaper when gales are blowing, to know how the little red and blue life-boats will battle their way out of their stations into the storm the moment that news is received that any ship is in distress on the high seas.

I am very glad to have among the five thousand volunteers in the Life-boat Service a number of friends: men like Fred Upton, coxswain of one of the

busiest life-boats of all, at Walmer—the life-boat that serves and guards the Goodwin Sands. I have been out over the Goodwin Sands with Fred Upton in the Walmer life-boat, and I've seen that pit of raging water where the seas seem to come rolling in from every direction at once, and meet in a confusion of foam and spray studded with the masts and the funnels of the ships that have been wrecked there. Fred knows every yard of that water, and he and his crew and their boat have stood out there for hours on end to save the crew of some sinking ship in a gale in the middle of a pitch black night. They have even put their life-boat deliberately across the deck of a wrecked vessel in order to pick up members of the crew as the waves flung them over. That sort of manœuvre—and it is not uncommon—takes something more than superb seamanship, it takes real bravery.

Now I know that there are many people who do not want to be

approached even for a cause like this on purely emotional grounds and would prefer to have some hard facts and figures. Since the Life-boat Institution was founded more than 78,500 men and women have been rescued, and in return for that wonderful figure more than 300 life-boatmen have been drowned.

Last year our life-boats rescued 351 people from drowning. The cost in life, the lives of life-boatmen, was 14, for life-boats themselves are not immune to the dangers of weather. The cost in cash was three quarters of a million pounds. Of this total, less than 4 per cent is spent on administration. The rest goes on the maintenance of the Service day and night all round the coast, on the repair of life-boats and the costly construction of new and better boats, on rewards and fees and, sadly, annuities and other payments to the widows and the dependants of life-boatmen.

To this appeal for a really national cause I ask you all, wherever you live, to respond. The Life-boat Service is always on duty. To my knowledge, three boats have been out in the past twenty-four hours: from Kirkcudbright in Scotland to save two fishermen; from Teesmouth; and from Tyne-mouth, where the life-boat returned to its station only an hour and ten minutes ago. If you will help us, then the next time that a life-boat is launched on rescue—and it may be within a minute or two—you will be able to feel that you are with it in spirit. Will you please send to me whatever you can afford? The address is quite simple—Richard Dimbleby, Life-boat House, 42 Grosvenor Gardens, London, S.W.1.

The response to Mr. Dimbleby's broadcast appeal amounted to £3,302 7s. 5d. Contributions of all sizes came in from 3,943 people of all ages and in all circumstances. One came from a widow with a crippled son, who had only her old age pension to live on. One came from a bed-ridden invalid in her 94th year. Several others who sent contributions were over 80. One widow sent her pension for two weeks and another wrote: "As I am 82 years old I do not expect to hear many more appeals, so make an effort to help by this donation." One gift came from "two old African missionaries."

Some people sent contributions stating that they knew Walmer or Kirkcudbright, both of which stations were mentioned in the broadcast, and others in memory of happy holidays spent where there were life-boat stations. One contributor was a survivor of a life-boat disaster in the last century; another was the widow of a life-boat builder; and another was the sister of a well-known coxswain who recently died. One anonymous gift came with no address on the letter, which merely asked the Institution to "thank a sailor's wife through the *Bristol Evening Post*."

A large gift came from an infant school in Scotland; another came from children in Worcestershire in a class whose average age was seven; and among the many delightful letters received was the following:

"DEAR RICHARD DIMBLEBY,

"I am sorry I can not give much more than this, but I am only 13 years old and I don't get much for my pocket money a week.

"I hope you will take this kindly."

Plaque to Bridlington Bowman

A PLAQUE in memory of Robert Redhead, a former bowman of the Bridlington life-boat, has been placed in the boathouse. Robert Redhead lost his life when the Bridlington life-boat capsized off Flamborough on the 19th

of August, 1952. The life-boat had gone out in an attempt to rescue two girl bathers.

The plaque was unveiled by Lady Hotham, wife of the president of the Bridlington branch of the Institution.

The Life-boat Service in Ireland

By Lt.-Col. G. W. Ross, R.M.

Organising Secretary for Ireland

VERY few people who are not associated with the Life-boat Service seem to know that the life-boats on the coasts of Eire are controlled by the Royal National Life-boat Institution, and that as far as the Life-boat Service is concerned no real distinction is made between Northern Ireland and the Irish Republic.

There is a long established and splendid tradition of life-boat service throughout Ireland. A station was established at Poolbeg, Co. Dublin, as early as 1820, and by 1826 six other stations, those at Arklow, Courtmacsherry, Dun Laoghaire, Howth, Newcastle and Rossglass had been established. Today there are twenty-two stations in Ireland.

In former times, before the long-range motor life-boats came into service, there were many more stations, and twenty-eight, including those at Ardmore, Carrickfergus, Drogheda, Fethard, Greystones, Queenstown, Tramore and Westport have now been closed. The present twenty-two stations do, in fact, cover the coast line more fully than the larger number of stations did in the past.

The Fethard Disaster

There have been many famous services rendered by Irish life-boats. One of the best known of all took place on the Wexford coast in 1914, when the Fethard life-boat capsized when going to the help of the Norwegian schooner *Mexico*. There were fourteen men in the Fethard boat, and of them nine were washed away and drowned. The remaining five managed to scramble on to an island where they remained, together with some survivors from the *Mexico*, almost without food and water for nearly three days. One of the *Mexico*'s crew died from cold and exposure, but all the others who had reached the island were eventually rescued by the Dunmore East and Wexford life-boats. After

this disaster the Norwegian Parliament took the unprecedented step of voting ten thousand crowns towards the relief of dependants of those life-boatmen who lost their lives.

In more recent years three Irish coxswains have been awarded the gold medal. In 1936 Patrick Sliney, of Ballycotton, Co. Cork, won the medal for a service which lasted some sixty-three hours and culminated in the rescue of the crew of the Daunt Rock lightvessel which had broken from her moorings in a gale. In 1940 John Boyle of Arranmore, Co. Donegal, was awarded the gold medal for the rescue of eighteen men by breeches buoy from the wreck of the Dutch steamer *Stolwijk*.

Murphy's Gold Medal

In 1942 the gold medal was awarded to Patrick Murphy of Newcastle, Co. Down, who took his boat between rocks alongside the steamer *Browning* and realising that he could not repeat the manoeuvre, accepted the risks of a return passage in a gale with as many as thirty-nine survivors on board. Another fine service which is still fresh in the memory of most people was the rescue of thirty-one survivors from the *Princess Victoria* by the Donaghadee life-boat.

The tradition of the Life-boat Service is as strong today in Ireland as ever it was, and in 1953 for instance, Irish life-boats rescued fifty-eight lives. There has also been a gratifying increase in the last two years in the revenue from Ireland. For many years the total remained around £10,000, but in 1953 it reached £16,310. Yet this is still a little less than half the cost of maintaining the twenty-two Irish life-boats.

A Welcome Improvement

In the past the Irish revenue was derived mainly from quite a small number of long established branches.

In the unsettled atmosphere of the war and post-war years effort was concentrated more on consolidating the existing organisation than on expansion. The improvement in the past two years can probably be attributed in roughly equal shares to consolidation of established branches; to the opening of new branches and the holding of flag days where hitherto it had seemed that neither collectors nor contributors would be forthcoming;

and to the generous public response evoked by the disaster to the *Princess Victoria*.

There is still plenty of scope for expansion of voluntary work and for an increase in subscriptions from Irish sources. Again other districts, success will depend on the steady building up of such goodwill towards the Life-boat Service and understanding of its purpose as will win the support of all sections of the community.

Life-boat Call in the Pentland

By Commander Erroll Bruce

[In every number of The Life-boat there appears after an account of all the effective services in any month the statement: The following life-boats went out on service, but could find no ship in distress, were not needed or could do nothing. This account, written by a member of the crew of the Longhope, Orkneys, life-boat, gives an impression of what often takes place on these occasions when no effective service is rendered. It first appeared in the Orcadian and is reproduced by kind permission of the editor.]

"WE are in a bad way ashore near Dunnet Head," signalled the trawler *Koorah* to Wick radio, and a few minutes later the alarm reached the Longhope life-boat.

For me it was a 5 a.m. telephone call from Coxswain Fred Johnston, a quick heave into warm clothes and a full speed dash along seven miles of winding road to Brims. Dry salt on the windscreen made it hard at first, but spray swept over the car at Crockness and that washed the glass.

As I braked for the sharp turn at Ayre causeway, the first of two maroons exploded with a brilliant fireball that spread wide the news. The car headlights showed two hurrying figures in sea-boots, and most of the crew and launchers appeared almost together through the darkness. Quick work by all, as my speed had not dropped below fifty.

Oilskins on, life-belts strapped, engines started; it was all done in seconds. No bother, scarcely a word, everything done smoothly. "All hands forward," ordered Fred Johnston, still with no flurry. "All together, jump." There were eight of us jump-

ing; five were Johnstons, with Dan Kirkpatrick and Steve McFadyen; no mean weight, and the boat tipped nose down with a heavy jolt.

A Devil Black Darkness

Hand raised by the coxswain and down the slip she went. Hard over with the wheel, and steering by compass she plunged and soared out of Aith Hope. It was black, not just that velvety blackness that one feels is mere lack of light, this was a devil black darkness that struck the mind as violently as the strong south-easter bit into the cheeks. Not a sign of land, although cliffs were scarcely a hundred yards away; you could not see the waves, but you caught their drenching punch as they drove over the boat.

When Dunnet Light peeped clear of Brims Ness to starboard, the boat turned straight for it, with the ebb tide helping and the waves doing all they could to stop her. The Thurso boat was out too.

Breaking waves snarled and struck in their plenty, but not even a grey smear lightened the darkness; they

were black demons instead of white horses. Up forward, two lights, red and green, each side lit an iron stanchion with its life-line chains. Framed in the gap between was a pulsating column of spray, which rose vertically then turned abruptly and hurtled away green-tinted to starboard. An outline of heads sometimes showed above the fore shelter—Steve McFadyen and young Robbie Johnston.

Dim Shapes in the Life-boat

I ducked below the cockpit shelter for a heavy one; a dim light gleamed from each of four thigh-high sea-boots, firm footed as the water swirled around them; dimmer still were the shapes of Engineer Bob and Soldier Bob, both Johnstons, who sat rigid by their engine controls as though part of the hull itself. Soldier Bob had two sons aboard, Robbie up forward and Jimmie in the cockpit; Engineer Bob is brother to coxswain Fred.

Again the radio spoke. "*Our Lassie*

has taken off the crew," then soon after, "Longhope life-boat return to your station."

Slowly the boat turned to starboard until Cantick's light beam revolved ahead. The ebb was running even faster then.

Darkness no longer clamped down with sheer annihilation; first, breaking waves showed us dim smudges, then slowly the sky differed from the land as dark does from darker. Dawn was coming.

Too rough to go back to Aith Hope, we stood in for Cantick Sound. Past the lighthouse and in calm water sleet danced by from astern. So on to Longhope in the growing light with a green flare burning aloft to signal no casualties.

Cold? My hands were hard and numb. But it would warm the heart of an iceberg to spend a wild night in the Pentland with such men as these on life-boat service. Orkney has reason to be proud of all her life-boatmen.

The Foresters and the Life-boat Institution

THAT great friendly society, the Ancient Order of Foresters, has for a long time been one of the most generous supporters of the Institution.

Foresters' orders are of great antiquity and their origin cannot now be traced, but the Ancient Order of Foresters, as it is today constituted, was established in 1834, ten years after the founding of the Royal National Life-boat Institution. Its reconstitution took place after a meeting at Rochdale in August, 1934, and some forty years ago the membership of the Order had grown to more than 1,370,000.

In the past ninety years seven life-boats have been given by this friendly society to the Institution.

The first life-boat named *Forester* was stationed at New Quay, Cardigan-shire, in 1864. Eight years later the name of *Forester* was transferred to the Tynemouth life-boat. This life-boat remained in commission until

1900. The Tynemouth station was closed for a time in 1905 and a new life-boat which was sent to Flamborough was given the name *Forester*. This was one of the best known of the boats given by the Order. She was launched on service 78 times and rescued 71 lives before being replaced in 1934.

The second life-boat which was presented by the Order was named *Foresters' Pride*. She was on service at West Hartlepool from 1869 to 1887, when she was replaced by another boat of the same name. This boat was withdrawn in 1906. The third life-boat given by the Foresters was the Broughty Ferry life-boat *Samuel Shawcross*, which served from 1888 to 1910.

Two other life-boats which were gifts of the Order are still in service today. One is the Sheringham life-boat, *Foresters' Centenary*, which was given to commemorate the centenary of the Order in 1934. She was sent to

her station in 1936 and has already been out on service 101 times and has rescued 52 lives. The other is the Flamborough life-boat, *Friendly Forester*, which went to her station last year. Up to now she has been launched on service four times and has rescued three lives.

Although only five different names have been given to the boats presented by the Order, the actual number of the boats, including two replacements, but omitting the transference of the name *Forester*, has been seven. Through their services 180 lives have been saved.

Obituary

THE DUKE OF MONTROSE

THE DUKE OF MONTROSE, who had been associated with the Life-boat Service for nearly fifty years and had been Treasurer of the Institution and Chairman of the Scottish Life-boat Council, died on the 20th of January, 1954.

He was first elected to the Committee of Management as Marquess of Graham, but resigned in 1910 after three years of service. In 1924 he was appointed a vice-president of the Institution and once again became a member of the Committee of Management. In 1927 he became the first Chairman of the Scottish Life-boat Council, and for the rest of his life took an extremely active part in the Council's work. In 1946 he broadcast an appeal on behalf of the Institution and the next year he became the Institution's Treasurer, in which post he continued until he had to resign owing to ill health in 1952.

In a personal tribute to the late Duke of Montrose, Lord Saltoun, who succeeded him as Chairman of the Scottish Life-boat Council, writes:

During the whole of my life it has seemed to me that there was always some one Scotsman who from his wide and varied acquaintance, as well as by character and experience, fairly represented the spirit of the country as a whole. During the last twenty years or so I imagine that the late Duke of Montrose would have been put forward as the man to fill this position by more Scotsmen and from more varied walks of life than any other individual.

Of his many different activities which brought him into sympathy

with us all, his work for the Life-boat Institution was in some ways the most significant, because not only did it give him contact with people of every position in every corner of the country, but the contact was renewed again and again, so that a real mutual understanding and sympathy resulted.

I recall, for instance, one occasion when he attended a life-boat ball and delighted everyone by his wholehearted enjoyment of the entertainment, and by the lateness of the hour at which he retired. He insisted on returning the next year, and I remember receiving from him an account of things and people as accurate as if he had spent his whole life in the place. This was simply one incident, and one place, but when we realise that, like his ancestor, he engaged the hearts of people all over Scotland, the claim made above will not seem extravagant.

His service to the Institution and to Scotland in the formation of the Scottish Life-boat Council in 1927 has often been stated, but it ought to be realised that it was his own constant presence and guidance which made the innovation a success and raised Scotland to the position of highest contributor per head of the population and kept her there.

His sympathy with those with whom he disagreed on matters of principle and his understanding of them did not impair his tenacity of purpose, and often led to his gaining his point more easily than seemed probable. He was not readily swayed by facile logic, which, after all, is only as strong as its premises; and his saying "It is not always a good thing to be too clever" reminds us of the first Duke of

Wellington's remark about education: "Education—give them education but remember; if you give education without religion you only make so many clever devils."

All over Scotland, in castle and cottage, he will long be mourned by men and women who know that their affection for him was returned and that they have lost a gentle friend.

For us in the Life-boat Service we may take a lesson from his tenacity and his ingenuity in overcoming the handicap of his deafness. His life may teach us to do without the leader we have lost. Each of us must do something to supply a little of his place so that the Service may suffer no detriment.

COXSWAIN RICHARDS OF LYNMOUTH

COXSWAIN GEORGE STANLEY RICHARDS, who died on the 10th of January, 1954, at the age of 91, was a well-known personality in Lynmouth, and had been coxswain of the Lynmouth life-boat from 1926 to 1931. For forty years before that he had been second coxswain, and on the 12th of January, 1899, he took part in an extraordinary operation whereby the Lynmouth life-boat *Louisa* was

taken on her carriage to Porlock. It had been impossible to launch the life-boat at Lynmouth owing to the heavy seas and a west-north-west gale, and the life-boat was therefore carried over two of the steepest hills in England, the road rising 1,500 feet in two miles. Along part of the road the life-boat was moved on skids, the carriage being taken through fields, and gates and posts being pulled down where the road would otherwise have been too narrow for the wheels to pass. Twenty-eight helpers as well as horses took part in this operation, which lasted ten and a half hours. The life-boat crew went for twenty-four hours without food.

COXSWAIN RAWCLIFFE OF FLEETWOOD

COXSWAIN HERBERT RAWCLIFFE, who was appointed coxswain of the Fleetwood life-boat on the 1st of January, 1954, lost his life in February in an accident at sea in the course of his duties as a Trinity House pilot.

He had served as second coxswain from the end of 1947 to the end of 1953, and before then for seven years as bowman. One of the last services on which he went out was that described on page 672.

New Ways of Raising Money

A VARIATION of the old game of musical chairs was played at the eleventh birthday party of the Hornchurch Sea Cadets early this year. A pot was passed round a circle of people. The pot had to be kept moving but when the music stopped the holder had to put in a coin. The game was organised by Lieutenant B. W. Durrant, R.N.R. (Retd.), and it produced one guinea for the Institution.

* * *

Mr. E. Stacey Marks, a picture and fine art dealer in Eastbourne, Sussex, has printed a catalogue for his clients, and instead of charging for it has invited them to put some money in his life-boat collecting box. In this way he has raised more than £27 in a year.

Mr. Alexander Gauld, a chemist of Buckie, Banffshire, is giving the money put in the weighing machine in his shop to the Institution.

* * *

A master at a famous public school sent £1, which had been collected from various members of the school who suffered from "temporary amnesia." The defaulters had agreed in advance to this system of penalties and had chosen the Institution as the beneficiary.

* * *

The Swinton and Pendlebury branch organized a lecture on beauty hints and gave the proceeds from the 2s. 6d. admission fee to the Institution.

Two children in Halifax, Jill and Judy Denham, aged nine and seven, have been making toffee and selling it to their friends at 1s. a quarter, giving the money to the Institution.

Their mother, who is the honorary secretary of the ball committee of the Halifax Ladies' Life-boat Guild, also has to pay her 1s. Already more than £1 has been raised in this way.

A Hundred Years Ago

Extract from The Life-boat Journal for April, 1854

IN the statement of the income and expenditure of the Institution for the year ending 31st March, 1854, it will be seen that £1,831 has been expended on life-boats, and on objects immediately connected with them; and £182 on medals and rewards for saving life. The total amount expended has been £2,482; while the income from all sources was £1,885. Thus, notwithstanding that the Committee have to thank the contributors to the Institution for the large amount of support received in the course of the past year, it is yet seen that their expenditure during the same period has considerably exceeded their income, and that they have been compelled again to trench on the funded capital of the Society. This necessity cannot but be regretted, inasmuch as it is evident that the permanent prosperity of the Shipwreck Institution can only be secured by the possession of a funded capital, to which recourse may be had in seasons of extreme severity. But extraordinary exertions have been, and will still, for a time, be necessary,

to completely furnish the most dangerous parts of the coasts of the United Kingdom with life-boats, etc.

The Committee have the gratification to announce that the past year has been distinguished by a donation of £100 from Her Majesty the Queen, who, a few months after Her Majesty's accession to the throne, was graciously pleased to honour the Institution with the same patronage that had been extended to it by Her Majesty's illustrious predecessors. The Committee have also to report the munificent contribution of £210 from the City of London.

Liberal, however, as has been the assistance which the Institution has received during the past year, the Committee desire once again to point out that its annual expenditure has, during the last three years, of necessity much exceeded its income; they therefore, to enable them to continue their hitherto successful exertions in the cause of humanity with unabated energy, confidently appeal for a yet greater amount of public support.

New Members of the Committee of Management

Brigadier J. W. G. Gow, O.B.E., D.L.; Commander the Hon. Greville Howard, M.P.; Air Chief Marshal Sir Arthur Murray Longmore, G.C.B. and Commander, F. R. H. Swann, R.N.V.R. (Retd.) have accepted co-option to the Committee of Management of the Royal National Life-boat Institution.

Brigadier Gow was honorary secretary of the Glasgow branch of the Institution from 1929 to 1936. Since 1937 he has been chairman of the branch. His father, Dr. Leonard Gow, was also chairman of the Glasgow branch and a vice-president of the Institution.

Commander Howard, a former Mayor of Westminster, has been M.P. for St. Ives, Cornwall, since 1950.

Sir Arthur Longmore was formerly Inspector-General of the Royal Air Force; A.O.C.-in-C., R.A.F. Middle East, from 1940 to 1941; and before that A.O.C.-in-C., Training Command. He lives in Wentworth, Surrey.

Commander Swann, who lives in Kensington, is a member of the Committee of the Royal Cruising Club and of the Council of the Cruising Association. During the last war he commanded an aircraft carrier.

Penlee Anniversary

THE 150th anniversary of the founding of the Penzance and Penlee station was celebrated by a dinner held at the Queen's Hotel, Penzance on the 12th of March, 1954. The vellum commemorating the 150 years service of the station was presented by Lady Tedder to Coxswain Edward Madron.

Speakers at the dinner were Marshal of the Royal Air Force Lord Tedder, G.C.B., Commander Greville Howard, M.P., a member of the Committee of Management, Mr. A. R. Dickinson, Organising Secretary for the South-West District of England, Mr. A. O. Kernick, honorary treasurer of the Penzance and Penlee branch, Mrs. George Carter, Chairman of the Pen-

zance and Penlee Ladies' Guild, and Mr. John Bazeley. The chairman of the branch, Mr. Barrie Bennetts, M.B.E., took the chair.

The life-boat was launched with Lord and Lady Tedder and Mrs. Howard on board during the afternoon. The B.B.C. broadcast a description of the launch on the 19th of March, together with extracts from the speech made by Coxswain Madron when he received the vellum. Coxswain Madron also took part in a television programme later.

The station was established in Penzance in 1803. Since then life-boats from the station have been launched on service 198 times and have rescued 396 lives.

Pwllheli Naming Ceremony

THE new Pwllheli life-boat was named *Katherine and Virgoe Buckland* at Pwllheli on the 20th of August. Captain R. E. Thomas, chairman of the Pwllheli branch, was in the chair. Commander L. F. L. Hill, R.N.R., district inspector, described the boat. Mrs. N. Keeping, of Milford-on-Sea, sister of the late Commander Virgoe Buckland, presented the boat to the Institution. Captain Guy D. Fanshawe, a vice-president and a member of the Committee of Management, received her and handed her over to the branch, on whose behalf she was accepted by the Mayor of Pwllheli,

Councillor Richard Williams. The Venerable Henry Williams, Archdeacon of Merioneth and vicar of Arthog, dedicated the boat. Mrs. R. E. Thomas then named her.

A colourful part of the ceremony was the singing of Madam Hughes Jones's Parti-Heli Choir, who were dressed in traditional Welsh costume.

The new life-boat, which is a 35-foot 6-inches Liverpool type boat, has been built out of legacies from the late Commander Virgoe Buckland, of Hove, and Mr. H. Woodhead, of Manchester, and out of a gift from the British Services Charities.

New Year Honours

Two knighthoods conferred on members of the Committee of Management were among the honours bestowed in the New Year Honours list.

The list of honours bestowed on those associated with the Life-boat Service was:

K.C.V.O.

Captain Gerald Curteis, M.V.O., R.N., Deputy Master of Trinity House and a member of the Committee of Management.

K.B.E.

Vice-Admiral Archibald Day, C.B., C.B.E., D.S.O., Hydrographer of the Navy and a member of the Committee of Management.

M.B.E.

Mr. R. C. Baverstock, formerly Assistant Secretary and Establishment Officer of the Institution.

Mr. W. B. S. Valentine, Honorary Secretary, Girvan, Ayrshire, since December, 1927.

Centenary of Sennen Cove Life-boat Station

THE centenary of the life-boat station at Sennen Cove, which was established in 1853, was celebrated by a dinner held at the Land's End Hotel on the 21st of April 1953. A certificate inscribed on vellum was presented by Earl Howe, Deputy Chairman of the Institution, to Coxswain John Roberts.

Telegrams were received on this occasion from both Her Majesty the Queen and from H.R.H. the Duchess of Kent, President of the Institution. The Duchess of Kent sent her "warmest good wishes on this happy occasion."

Cap'tain D. M. Stuart, late Commodore of the P. & O. Steam Navigation Co. Ltd. proposed the health of the Institution, and Earl Howe, in reply, told of the work of the Life-boat Service.

Sir Alan Herbert spoke in reply to the toast of the guests. The next

Sunday the *Sunday Graphic* published the following verses by Sir Alan Herbert commemorating the occasion:

*Sound off, the ships, and all saluting,
stand,
Who sail in safety past the End of
Land—
Land's End, where Sea begins to do its
worst—
Last Land for us, for foreigners the first,
Here the brave sons of Sennen, volun-
teers,
Have succoured seamen for a hundred
years!*

There have been six life-boats in all at Sennen Cove. They have been launched on service 153 times and have rescued 188 lives. Five silver and fifteen bronze medals have been awarded to Sennen Cove life-boatmen for gallantry.

Royal Humane Society's Award to Scottish Coxswain

THE testimonial on parchment of the Royal Humane Society has been awarded to Robert George Brunton, second coxswain of the Dunbar life-boat.

On the 9th of August, 1953, Mr. Brunton climbed down a cliff at

Dunbar and jumped into the sea, fully clothed, to rescue a schoolboy who had fallen over the cliffs. He held up the boy, who was unconscious, until they were both rescued by a small boat which had put out from the harbour.

Stores Supplied Free of Charge

THE Institution wishes to express its thanks to the following firms who, in the past year, have supplied certain stores for life-boats without charge:

Biscuit manufacturers:

Huntley and Palmers, Ltd., Reading.

W. and R. Jacobs & Co., Dublin.
McVitie and Price, Ltd., Harlesden.
Peak Frean & Co., Ltd., Bermondsey.

Chocolate manufacturers:

Cadbury Bros., Ltd., Birmingham.

J. S. Fry & Sons, Ltd., Bristol.
Fry-Cadbury Ltd., Dublin.
Rowntree & Co., York.

Packing firm:

Packers Supply Co., Ltd., New Malden.

Oil firm:

Irish Oil and Cake Mills, Ltd., Drogheda.

Steel firm:

W. T. Flather, Ltd., Sheffield.

Services of the Life-boats in January, February and March, 1954

120 Lives Rescued

JANUARY

DURING January life-boats were launched 48 times and rescued 71 lives.

ESCORT FOR FLAMBOROUGH BOAT

Flamborough, Yorkshire.—During the afternoon of the 6th of January, 1954, a fishing coble was still at sea in worsening weather, and at two o'clock the life-boat *Friendly Forester* was launched in a rough sea, with a strong northerly gale blowing. She came up with the *Provider*, which had a crew of four, two miles north-east of the life-boat station. The life-boat escorted her to the shore and then, because of the bad weather, made for Bridlington, arriving at four o'clock. The life-boat remained there and was taken back to her station on the 8th.—Rewards, £27 4s.

TWO SCARBOROUGH BOATS ESCORTED

Scarborough, Yorkshire.—During the afternoon of the 6th of January, 1954, two local fishing boats were still at sea in worsening weather, and at four o'clock the life-boat *E.C.J.R.* was launched. There was a heavy sea, with a strong wind blowing from the north-west. The life-boat came up with the *Betty* two miles east of Scarborough. She escorted her to the harbour then put to sea again and found the *Shirley Williamson* three miles out to sea. She escorted her in as well, and reached her station again at 5.45.—Rewards, £11 4s.

PILOT PUT ON BOARD TUG

Yarmouth, Isle of Wight.—At 1.40 on the afternoon of the 7th of January, 1954, the Needles coastguard telephoned that the motor vessel *Berend N.*, of Delfzijl, had sent a distress message five miles south-east of the Needles. At 1.54 the life-boat *S.G.E.* put to sea. The sea was choppy, with a strong north-easterly breeze blowing. The life-boat found the vessel with a

heavy list and her starboard side awash. A frigate was standing by her. The life-boat wirelessly for a tug and pumping gear, and then stood by the *Berend N.*, which was still making way. The *Berend N.* beached a quarter of a mile east of Hurst Castle, and a tug arrived. The tug could not come close enough and the life-boat transferred a pilot from the *Berend N.* to her for a conference with the tug skipper. She then took the pilot back to the vessel and returned to her station, arriving at 5.50. The managers of the *Berend N.* made a donation to the funds of the Institution.—Rewards, £10 10s.

COBLE DRIFTING IN NORTHERLY GALE

Flamborough, Yorkshire. — About 12.30 on the afternoon of the 13th of January, 1954, the coxswain felt anxious for the safety of three men in the local fishing coble *Silver Line*, who were fishing east-north-east of Flamborough Head in bad weather. At 12.35 the life-boat *Friendly Forester* was launched in a very rough sea, a northerly gale and heavy rain squalls, and searched for the coble in bad visibility. The coble burnt red flares, and the life-boat found her four miles east-north-east of the Head, drifting out to sea. Her engine had been swamped. The life-boat towed her to the shore and reached her station again at 2.35.—Rewards, £15.

SICK MAN LANDED FROM STEAMER

Great Yarmouth and Gorleston, Norfolk.—At 2.50 early on the morning of the 15th of January, 1954, the coastguard telephoned that the *S.S. Slaney*, of Hull, was making for Yarmouth Roads with a man suffering from appendicitis. No other boat was available to land him, and at 4.35 the life-boat *Louise Stephens* was launched, with a doctor on board, in a rough sea, with a fresh south-south-west wind blowing. She took the

patient on board and landed him at 5.15.—Rewards, £10.

THREE FISHING BOATS ESCORTED TO ST. ABBS

St. Abbs, Berwickshire.—During the morning of the 15th of January, 1954, fishing boats were at sea in rough weather, and one of them returned to the harbour and reported that conditions at sea were very bad. At 9.50 the life-boat *W. Ross Macarthur of Glasgow* was launched in a rough sea, with a strong westerly gale blowing. She came up with two fishing boats three miles to the south-east, escorted them in, and then put to sea in a north-easterly direction. She found some Eyemouth fishing boats, but as they were making their way safely to Eyemouth, she returned to St. Abbs. She then put out again, escorted in another boat, and arrived back at her station at 11.15.—Rewards, £7 15s.

FISHING BOAT FOUND IN GALE

North Sunderland, Northumberland.—During the morning of the 15th of January, 1954, the weather worsened while the local fishing boats were at sea, and at ten o'clock the life-boat *W.R.A.* was launched. The sea was rough, with a whole gale blowing from the west. The life-boat escorted some of the boats to the harbour, but the fishing boat *Kindly Light* was still out, and the life-boat put off again. She was guided to the *Kindly Light* by the life-boat's second coxswain, who was at sea in his own boat, escorted her in, and reached her station again at 11.45.—Rewards, £20 7s.

ESCORT TO SEVEN COBLES

Filey, Yorkshire.—During the morning of the 15th of January, 1954, seven local fishing cobles were at sea in very bad weather, and at 10.35 the life-boat *The Isa & Penryn Milsted* was launched to escort them in. The sea was rough, with a south-westerly gale blowing. Making several trips, the life-boat escorted all the cobles to the shore and reached her station again at 2.10.—Rewards, £16 14s.

HELP TO WHITBY FISHING BOATS

Whitby, Yorkshire.—At 11.16 on the morning of the 15th of January, 1954,

the coastguard telephoned that a fishing boat appeared to be in difficulties one mile north-west of the harbour. At 11.25 the No. 1 life-boat *Mary Ann Hepworth* was launched, with an ex-coxswain in charge. The sea was rough, with a strong west-south-west breeze blowing. The life-boat came up with the *Whitby Lass* two miles to the north-west, escorted her to the harbour, and then stood by until other boats had entered harbour. She then put to sea again, escorted in the *Foxglove*, and reached her station again at 1.45. The fishing boat first reported in difficulty reached the shore without help.—Rewards, £8 15s. 6d.

CREW RESCUED AS BOAT SINKS

Scarborough, Yorkshire.—At 11.55 on the morning of the 15th of January, 1954, the coastguard telephoned that a message had been received from Flamborough that the fishing boat *May Lily*, of Scarborough, with a crew of four, was in distress five miles off Scarborough Castle. At 12.10 the life-boat *E.C.J.R.* was launched in a rough sea, with a strong westerly gale blowing. She found the *May Lily* five miles east-south-east of Castle Hill. The fishing boat was sinking, but the life-boat rescued the crew and returned to her station, arriving at two o'clock.—Rewards, £13 3s.

TWENTY-THREE HOURS' SERVICE BY HOLYHEAD

Holyhead, Anglesey.—At 12.36 on the afternoon of the 15th of January, 1954, the coastguard reported that a wireless message had been intercepted from a ship, stating that she was drifting on to rocks between South Stack and Skerries. At 1.2 the life-boat *St. Cybi, Civil Service No. 9* was launched in a very rough sea, with a strong westerly gale blowing. A tug also put to sea. The coastguard wirelessed that the position was now given as six miles west of South Stack, but the life-boat found nothing there. The tug then reported that the ship, which was the motor vessel *Michel Swenden*, of Rotterdam, was six miles south-west-by-south of South Stack, and that an aircraft was circling her. The life-boat made for the position.

At 3.45 the coastguard wirelessed

that a coaster was in difficulties three miles north-west of South Stack light-house. The life-boat left the tug to find the *Michel Swenden*, and searched for the coaster. However, the coaster cancelled her distress call, so the life-boat again made for the *Michel Swenden*, which was now reported to be three miles south of South Stack. She eventually found her at 7.30 about ten miles south of South Stack between one and two miles off shore. The tug was then standing by.

The tug had tried to take the *Michel Swenden* in tow, but the ropes had parted. When the life-boat arrived, the tug returned to Holyhead. The life-boat stood by the vessel all night while she got clear of her dangerous position, and at 5.56 on the morning of the 16th of January the vessel wirelessly that she was clear. The life-boat escorted her seawards until 7.30 and then returned to her station, arriving at 12 noon. She had been at sea for twenty-three hours. The skipper expressed his thanks and made a donation to the funds of the Institution.—Rewards, £52 12s.

The Institution sent a letter of appreciation to the coxswain and crew.

MAN RESCUED FROM BARGE'S RIGGING

Lytham St. Annes, Lancashire.—At 10.25 on the night of the 15th of January, 1954, the Formby coast-guard telephoned that the man in the Ribble navigation barge *Musgrave*, moored three quarters of a mile west of Lytham pier, had reported that the barge was sinking. At 10.50 the life-boat *Sarah Townsend Porritt* put to sea, taking her boarding boat with her. The sea was rough, with a strong gale blowing from west-by-north. The life-boat found that the barge had sunk and that the man was clinging to her rigging. The life-boat rescued him, and the boarding boat took him ashore, where an ambulance was waiting. The life-boat arrived back at her station at 12.15.—Rewards £9 15s.

LONG NIGHT SEARCH FOR TRAWLER

Angle, Pembrokeshire.—At 11.48 on the night of the 15th of January, 1954,

the St. Govan's Head coastguard rang up to say that the steam trawler *Lynandi*, of Milford Haven, with a crew of twelve, had broken adrift from a tow by another trawler about seventeen and three quarter miles south-west of St. Anns Head. At 12.45 the life-boat *Elisabeth Elson* was launched. She searched widely in a very rough sea, with a westerly gale blowing, but found nothing and reached her station at eight o'clock. She refuelled, and the coastguard reported that the trawler could now be seen six miles west of the St. Gowan lightvessel. The life-boat put to sea again, but found that a tug had taken the trawler in tow. The life-boat escorted both vessels to Milford Haven and reached her station again at five in the afternoon.—Rewards, £57.

HELP TO LEAKING STEAMER

Whitby, Yorkshire.—At 7.58 on the morning of the 17th of January, 1954, the coastguard reported that the S.S. *Durward*, of Grangemouth, which had a crew of eleven, was leaking and had a list on the south side of Robin Hood's Bay. At 8.2 the No. 1 life-boat *Mary Ann Hepworth* was launched in a calm sea, with a moderate west-south-west breeze blowing. She found the steamer at anchor, and the master asked the life-boat crew to go alongside and help spread a tarpaulin over a split plate. The coxswain then advised him to make for Scarborough, and the life-boat escorted her to that harbour, reaching her station again at 5.15.—Rewards, £25 2s.

THIRTY-FOUR RESCUED FROM TANKER ON FIRE

Ilfracombe, and Appledore, Devon; and Minehead, Somerset.—At 5.24 on the afternoon of the 17th of January, 1954, the Admiralty tanker *Wave Victor*, which had fifty-five people on board, wirelessly that fire had broken out in her engine-room fuel unit and asked for help. She gave her position as nine miles north of Bull Point. Five minutes later she reported that her crew were abandoning her. The sea was choppy and a fresh breeze was blowing from the north-west.

At 5.53 the Ilfracombe coastguard rang up the Ilfracombe life-boat station, and at 6.17 the life-boat

Robert and Phemia Brown was launched. The Westward Ho! coast-guard informed the Appledore life-boat station at 6.10, and at 6.25 the life-boat *Violet Armstrong* was launched. At 6.10 the Ilfracombe coastguard also telephoned the Minehead life-boat station, and the life-boat *B.H.M.H.* was launched at 6.35. The Ilfracombe life-boat reached the tanker first, at 7.15, and found that boats from ships near by were rescuing her crew. The life-boat went alongside and rescued ten, and then laid off while the captain decided if the tanker should be completely abandoned. At 8.30 the Appledore life-boat reached the scene, and the Ilfracombe life-boat landed the men rescued, one of whom had been injured, and reached her station again at ten o'clock.

In the meantime the Appledore life-boat had rescued the remaining twenty-four men, including the captain, and at his request stood by the vessel until fire-fighting tugs arrived. The life-boat wirelessly this news to the Ilfracombe life-boat, which remained in readiness ashore. Tugs had the blaze under control by 3.30 early on the 18th, and the Appledore life-boat put the twenty-four men aboard their ship again. A tug towed her to Swansea and the life-boat returned to her station, arriving at 4.30. The Minehead life-boat was not needed and arrived back at her station at 2.45.—Rewards: Ilfracombe, £27 8s. 6d.; Appledore, £23 17s.; Minehead, £23 17s. The Lords Commissioners of the Admiralty expressed their thanks.

TWENTY-FIVE TAKEN OFF SWEDISH STEAMER

Stornoway, Outer Hebrides.—At four o'clock on the morning of the 19th of January, 1954, the coastguard rang up to say that the S.S. *Etna*, of Stockholm, had wirelessly that she had gone aground on the Skerrinoe Rocks off the east coast of Scalpay, and that she needed help. At 4.30 the life-boat *William and Harriot* put out in a rough sea, with a moderate south-south-west gale blowing. She found the *Etna* anchored, with her well-decks awash. She was down by the bow and was listing. The life-boat went alongside

and secured to her, and the *Etna's* crew of twenty-five, including two women, were taken on board. The life-boat then cast off and made for her station, arriving at 12.15. The steamer sank.—Rewards, £15 15s.

DOCTOR BROUGHT TO RHUM IN GALE

Mallaig, Inverness-shire.—On the 19th of January, 1954, a motor-vessel passed a message to the life-boat station through Portpatrick airport, asking that a doctor be sent to the island of Rhum. The bad weather had put the normal means of communication out of action, and, as no other boat was available, the life-boat *Sir Arthur Rose* put to sea at 5.30 in the evening with a doctor. She took him to Rhum in a heavy sea and south-westerly gale, and arrived back at her station at 11.15.—Rewards, £14 5s.

INJURED SEAMAN LANDED AT CAMPBELTOWN

Campbeltown, Argyllshire.—At 6.50 on the evening of the 19th of January, 1954, the Portpatrick radio station telephoned a local doctor that the motor vessel *Laidaure*, of Stockholm, a vessel of 6,000 tons, was making for Campbeltown with an injured man on board, and had wirelessly for a doctor to attend to him. It was realised in Campbeltown that the ship was probably too large to enter the loch, so at 8.30 the life-boat *City of Glasgow II* put to sea, with the doctor on board. The sea was choppy, and a fresh breeze was blowing from the west-north-west. The doctor boarded the *Laidaure* and treated the man for loss of blood. The injured man was then transferred to the life-boat, which landed him at Campbeltown at two o'clock.—Rewards, £5.

FISHING BOATS ESCORTED TO HOLY ISLAND

Holy Island, Northumberland.—About eight o'clock on the morning of the 21st of January, 1954, the life-boat coxswain reported that there was a heavy swell on the harbour bar, and that he felt anxious for the safety of two fishing boats. He kept watch, and at 10.7 the life-boat *Gertrude* was launched in a moderate sea, with a

light southerly breeze blowing. She escorted in the fishing boats *Victory* and *Sarah Ann* and reached her station again at 11.35.—Rewards, £9.

TWO LIFE-BOATS SEARCH FOR AIRMAN

Margate, Kent, and Southend-on-Sea, Essex.—At 1.30 on the afternoon of the 21st of January, 1954, the Margate coastguard told the Margate life-boat station that No. 19 Group R.A.F. at Plymouth had reported that a Meteor aircraft had crashed off the Isle of Sheppey, and that her crew of two had baled out. The life-boat *North Foreland, Civil Service No. XI* was launched at 1.40. The Southend-on-Sea coastguard also informed the Southend-on-Sea life-boat station, and at 1.45 the life-boat *Greater London, Civil Service No. 3* was also launched. The sea was moderate, and a fresh breeze was blowing from the east. A helicopter took part in the search, saw a parachute in the sea one and a half miles north of Whitstable, and told the Margate life-boat by radio telephone. The life-boat made for the position, but a fast launch from Sheerness, which had also joined the search, rescued a badly injured man. The life-boat picked up the parachute and searched for the other survivor. She picked up some wreckage and continued the search in company with the Southend-on-Sea life-boat, but they found nothing more. The Margate life-boat reached her station again at 9.22 and the Southend-on-Sea life-boat at eight o'clock.—Rewards: Margate £36 7s. 6d.; Southend-on-Sea, £13 10s.

AWARD FOR MONTROSE COXSWAIN

On the night of the 23rd of January, 1954, the Montrose, Angus, and the Aberdeen life-boats both went to the help of the fishing boat *Poseidon*, of Rothesay, whose engines had broken down. A south-easterly gale was blowing, and there was a heavy sea. After a tow-rope had parted several times, the *Poseidon* was eventually brought into Aberdeen harbour.

The thanks of the Institution inscribed on vellum were accorded to Coxswain James Paton, of Montrose.

For a full account of this service see page 671.

BELGIAN STEAMER HELPED OFF NORTH FORELAND

Ramsgate, Kent.—At 7.47 on the evening of the 31st of January, 1954, the coastguard reported that a message had been received by the North Foreland radio station that the S.S. *Antigone*, of Antwerp, needed help ten miles east-by-south of North Foreland. At 8.13 the life-boat *Michael and Lily Davis* put to sea. The sea was very rough, with a strong breeze blowing from the east-north-east. The life-boat stood by the vessel until the tug *Rumania* arrived to take her in tow. The life-boat then returned to her station, arriving at 12.55.—Rewards, £17 0s. 6d.

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.—January 3rd.—Rewards, £12 8s.

Falmouth, Cornwall.—January 5th.—Rewards, £16 15s. 6d.

Teessmouth, Yorkshire.—January 6th.—Rewards, £23 18s.

New Brighton, Cheshire.—January 6th.—Rewards, £12 18s. 6d.

Hoylake, Cheshire.—January 6th.—Rewards, £18 4s.

Pwllheli, Caernarvonshire.—January 7th.—Rewards, £15 4s.

Walton and Frinton, Essex.—January 13th.—Rewards, £26.

Arranmore, Co. Donegal.—January 15th.—Rewards, £30 5s.

Douglas, Isle of Man.—January 15th.—Rewards, £18 14s. 6d.

Dover, Kent.—January 18th.—Rewards, £8 5s.

Fleetwood, Lancashire.—January 19th.—Rewards, £19 9s.

Lowestoft, Suffolk.—January 19th.—Rewards, £10 17s.

Portrush, Co. Antrim.—January 22nd.—Rewards, £21 19s. 6d.

Peterhead, Aberdeenshire.—January 24th.—Rewards, £24 16s.

Porthdinllaen, Caernarvonshire.—January 24th.—Rewards, £14 14s.

Fraserburgh, Aberdeenshire.—January 24th.—Rewards, £10 0s. 6d.

SIX LIFE-BOATS SEARCH FOR AIRCRAFT

On the 26th of January, 1954, six

life-boats, those from Barrow, Fleetwood, Blackpool and Lytham-St. Annes, Lancashire, and Douglas and Port St. Mary, Isle of Man, searched unsuccessfully for the crew of a Washington aircraft which had crashed into the sea.

For further details of this search see page 672.

FEBRUARY

DURING February life-boats were launched 32 times and rescued 16 lives.

FINNISH SHIP AGROUND

Walton and Frinton, Essex.—At 5.33 on the morning of the 3rd of February, 1954, the Walton-on-the-Naze coastguard telephoned that a vessel had stopped south-south-east of the coastguard station and was showing the "Not under command" signal. Watch was kept on her, and at daybreak a steamship was seen to be aground on the Gunfleet sands about five and a half miles south-south-east of the coastguard station. At 8.30 the life-boat *Edian Courtauld* put out in a very rough sea and fresh north-easterly gale. She found the S.S. *Hera*, of Mariehamn, Finland, at ten o'clock. She stood by her, but half an hour later the *Hera* drove three-quarters of a mile over the sands, cleared them and reached deep water. The life-boat was no longer needed and returned to her station, arriving at 1.45.—Rewards £21.

STANDING BY ALL NIGHT IN BITTER WEATHER

Aldeburgh Suffolk.—At 8.20 on the evening of the 4th of February, 1954, the coastguard telephoned that a vessel had gone ashore two miles north of Orfordness. At 8.40 the No. 1 life-boat *Abdy Beauclerk* was launched. There was a heavy sea, with a strong north-easterly breeze blowing. The life-boat found the S.S. *Kentbrook*, of London, with a crew of fourteen, lying in breakers a hundred yards off shore and bumping heavily. The life-boat and another vessel stood by in bitterly cold weather, but the life-boat could not close the steamer because of shallow water. The coastguard took off one man by

rocket life-saving apparatus, and later ten men walked ashore. At daybreak on the 5th the steamer was seen to be high and dry, and, as the skipper stated that no attempt would be made to refloat her, the life-boat returned to her station, arriving at 8.45.—Rewards, £68 9s. 6d.

STEAMERS COLLIDE IN FOG

Weston-super-Mare, Somerset.—At 12.45 on the morning of the 9th of February, 1954, the Nell's Point coastguard reported that the S.S. *Ivor Isobel*, of London, and the S.S. *Aase Maersk*, of Nyborg, Denmark, had been in collision between Flat Holm and the Weston Buoy, and that the *Ivor Isobel* had asked for a tug. At 2.20 the life-boat *Fift and Charles* was launched in a calm sea. There was a moderate south-easterly breeze blowing and dense fog. The life-boat found the steamers between one and a half and two miles south-east of Flat Holm. The *Ivor Isobel* had been holed below the water-line and had anchored. The life-boat stood by both ships for about five hours until the master of the *Ivor Isobel* said she was needed no longer. She then returned to her station, arriving at nine o'clock.—Rewards, £20 13s.

TWO FISHERMEN TAKEN OFF REEF

Islay, Inner Hebrides.—At 3.15 on the afternoon of the 12th of February, 1954, the Kilchoman coastguard reported that the fishing boat *Callum Cille*, of Oban, which had a crew of three, had run on a reef off the north shore of Loch Tarbert, Jura, on the 9th of February. The owner had swum ashore and gone to Oban for help. He had left the two other men on board, but the weather had deteriorated and it was thought they might be in danger. At 3.40 the life-boat *Charlotte Elizabeth* put out in a rough sea, with a strong south-south-east breeze blowing. She went as close to the fishing boat as she could. The life-boatmen passed a line across, hauled the fishermen through the sea into the life-boat, and gave them rum. The life-boat then took them to Port Askaig, reaching her station again at 7.35.—Rewards, £9 18s.

TWO LIFE-BOATS TO HELP OF LISTING STEAMER

Yarmouth, and Bembridge, Isle of Wight.—At 7.1 on the morning of the 13th of February, 1954, the S.S. *Ardgantock*, of Greenock, wirelessly that she was listing badly and was in danger of foundering twelve miles west-by-south of St. Catherine's Point. At 7.20 the Needles coastguard telephoned the Yarmouth life-boat station, and at 7.40 the life-boat *S.G.E.* put to sea in a heavy swell, with a fresh south-westerly breeze blowing. She came up with the steamer at 10.10 and found that she had a crew of thirteen and was bound for Poole with a cargo of coal. A tanker was towing her eastwards, and the life-boat stood by until 11.50. The weather had then moderated, and the life-boat returned to her station, arriving at two o'clock. The Foreland coastguard had kept the Bembridge life-boat station informed, and at 2.1 telephoned to say the *Ardgantock* and the tanker were now three miles south-west of St. Catherine's Point and to ask if the Bembridge life-boat would escort them round Nab Tower to Cowes. At 2.8 the life-boat *Jesse Lumb* was launched in a moderate sea, with a moderate southerly breeze blowing. She escorted the steamer to Cowes Roads and arrived back at her station at 5.30. The master, officers and crew of the *Ardgantock* expressed their thanks.—Rewards: Yarmouth, £16 15s. 6d.; Bembridge, £14 10s.

STEAM TRAWLER ESCORTED IN GALE

Stromness, Orkneys.—At 2.10 on the afternoon of the 13th of February, 1954, the Kirkwall coastguard rang up to say that the steam trawler *Bempton*, of Aberdeen, had run ashore between Wason's Buoy and Scapa, and at 2.27 the life-boat *J.J.K.S.W.* was launched. There was a moderate sea, with a gale blowing from the south-east. The life-boat found the trawler in tow of a tug. The tug had refloated the trawler, and the life-boat escorted them to Scapa and reached her station again at 7.45.—Rewards, £20 5s.

FISHING BOATS ESCORTED TO EYEMOUTH

Eyemouth, Berwickshire.—At one o'clock on the afternoon of the 19th of February, 1954, fishermen at Burnmouth reported that the motor fishing boats *Braw Lads* and *Misty Isle* were making for Burnmouth in bad weather. At 1.12 the life-boat *Clara and Emily Barwell* was launched. She escorted the boats to harbour in a very rough sea, with a strong south-easterly breeze blowing, and reached her station again at 2.10.—Rewards, £9 10s.

ESCORT FOR BOAT FROM HARBOUR BAR

Amble, Northumberland.—At 1.55 on the afternoon of the 19th of February, 1954, the coastguard rang up to say that the local fishing boat *Margaret Anna* was still at sea in bad weather. At 3.15 the life-boat *J. W. Archer* was launched in a very rough sea, with a fresh easterly breeze blowing. She waited for the *Margaret Anna* at the harbour bar and escorted her into the harbour, reaching her station again at 5.45.—Rewards, £8 15s.

SICK MAN LANDED FROM STEAMER

Whitby, Yorkshire.—At 7.5 on the evening of the 19th of February, 1954, the coastguard rang up to say that the S.S. *City of York* had reported that she wished to land a sick man at Whitby and had stated that she would be off the harbour at eight o'clock. There was a moderate swell, a light southerly breeze and thick fog. At 7.42 the No. 1 life-boat *Mary Ann Hepworth* was launched, with a doctor on board. She came up with the steamer half a mile north-west of Whitby Rock Buoy, took the sick man on board and landed him in the harbour, reaching her station again at 9.5.—Rewards, £9 4s.

FISHING BOAT TOWED TO KIRKCUDBRIGHT

Kirkcudbright.—At 5.30 on the evening of the 20th of February, 1954, the Ross Island lighthouse keeper reported that a motor boat was drifting on the ebb tide. The coxswain had also seen her, and at 6.15 the life-boat *J. B. Couper of Glasgow* was launched in a slight sea, with a light south-by-east

breeze blowing. She found that the motor boat had broken down off the harbour bar, and that her crew of two were burning flares. They had been lobster fishing. The life-boat rescued them and towed their boat to the harbour, reaching her station again at eleven o'clock.—Rewards, £15 13s.

BODY FOUND NEAR ROCKS

Tynemouth, Northumberland.—At 3.5 on the afternoon of the 21st of February, 1954, the coastguard reported that a man was in the sea in Frenchman Bay, about one and three-quarter miles south of the Tyne. At 4.14 the life-boat *Tynesider* was launched in a heavy ground swell, with a fresh south-easterly breeze blowing. She found the man twenty yards from the rocks. The life-boatmen hauled him on board with difficulty and applied artificial respiration. He did not recover. The life-boat took his body to South Shields and reached her station again at 6.45.—Rewards, £12 7s.

FRENCH AND NORWEGIAN SHIPS COLLIDE IN FOG

Dover, and Dungeness, Kent.—At 10.58 on the morning of the 22nd of February, 1954, the S. ndgate coastguard rang up the Dover life-boat station to say the motor vessel *Margrethe Bakke*, of Haugesund, Norway, had collided with a French ship five and a half miles south of Folkestone. She was trying to beach herself. At 11.20 the life-boat *Southern Africa* put out in a calm sea. There was a light south-westerly breeze and thick fog. The life-boat found the *Margrethe Bakke* four miles south of Dover towing two of her boats, which had on board thirty-one passengers and crew. At 10.54 the Lade coastguard had informed the Dungeness life-boat station, and at 11.25 the life-boat *Charles Cooper Henderson* was launched. The Dover life-boat's second coxswain and bowman boarded the *Margrethe Bakke* to give her master advice, and at his request the life-boat wirelessly for a pilot. The second coxswain meanwhile piloted her to a safe anchorage half a mile east of the eastern harbour arm at Dover. A tug arrived, and the life-boat took two men from her to

the *Margrethe Bakke* and then put the thirty-one people aboard their ship again. A pilot was sent out from Dover in a motor boat, and he berthed the vessel alongside the eastern arm. The life-boat stood by during this operation and arrived back at her station at 9.50 that night. The Dungeness life-boat was not needed, and she was recalled to Dungeness, arriving at 2.20 in the afternoon.—Rewards: Dungeness, £27 14s.; Dover, Property Salvage Case.

TRAWLER'S CREW RESCUED OFF KERRY

Valentia, Co. Kerry.—At 6.10 on the morning of the 28th of February, 1954, the Valentia radio station reported that the trawler *River Spey*, of Milford Haven, which had a crew of twelve, was leaking badly and needed help fifteen miles south-west of Tearaght Light. At 6.40 the life-boat *A.E.D.* put out in a rough sea and in a fresh north-easterly gale. She found the trawler at 8.45 and escorted her to the harbour. The coxswain then boarded her to pilot her to the beach. The life-boat helped to beach her, rescued her crew, and returned to her station, arriving at 2.30. The skipper expressed his thanks.—Rewards, £16 12s.

SICK MAN LANDED FROM IRISH LIGHTVESSEL

Rosslare Harbour, Co. Wexford.—On the 28th of February, 1954, the Commissioners of Irish Lights asked if the life-boat would land a sick man from the Blackwater lightvessel. The Commissioners had no boat available, and at 4.15 in the afternoon the life-boat *Douglas Hyde* put to sea. The sea was rough with a fresh breeze blowing from the north-north-west. The life-boat took the man ashore and reached her station again at 8.25.—Rewards, £12 8s. Refunded to the Institution by the Commissioners of Irish Lights.

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

Filey, Yorkshire.—February 1st.—Rewards, £18 12s.

Flamborough, Yorkshire.—February 1st.—Rewards, £24 10s.

Donaghadee, Co. Down.—February 3rd.—Rewards, £6.

Fleetwood, Lancashire.—About 11.30 on the night of the 5th of February, 1954, the Formby coastguard rang up to say that a woman at Knott End had reported that she had seen red flares between Fleetwood and Barrow. At 1.15 on the 6th the life-boat *Ann Letitia Russell* was launched. She searched in a smooth sea, with a moderate easterly breeze blowing, but found nothing. There was little doubt that what had seemed to be burning of flares was in fact the glow from an ironworks, and the life-boat was recalled to her station, arriving at seven o'clock.—Rewards, £17 5s.

Portrush, Co. Antrim.—February 8th.—Rewards, £8 4s.

Thurso, Caithness-shire.—February 11th.—Rewards, £12 1s. 6d.

Longhope, Orkneys.—February 11th.—Rewards, £13 4s. 6d.

Salcombe, Devon.—February 13th.—Rewards, £10 17s.

Newhaven, Sussex.—February 13th.—Rewards, £9 11s.

Valentia, Co. Kerry.—February 18th.—Rewards, £17 1s.

Newcastle, Co. Down.—February 19th.—Rewards, £16.

Walmer, Kent.—February 19th.—Rewards, £15 5s.

Teesmouth, Yorkshire.—February 21st.—Rewards, £10 7s.

Port St. Mary, Isle of Man.—February 22nd.—Rewards, £29 2s. 6d.

Douglas, Isle of Man.—February 22nd.—Rewards, £29 4s.

Ramsey, Isle of Man.—February 22nd.—Rewards, £37 12s. 6d.

MARCH

DURING March life-boats were launched 47 times and rescued 33 lives.

CREW TAKEN OFF LEAKING TANKER

Plymouth, Devon.—At 9.52 on the night of the 2nd of March, 1954, the Rame Head coastguard rang up to say that the Fowey life-boat motor mechanic had intercepted a wireless message from the tanker *Atonality*, of London. This stated that the *Atonality* was anchored in Plymouth Sound,

but was dragging ashore and needed help. At 10.7 the life-boat *Thomas Forehead and Mary Rowse* put out in a rough sea, with a moderate south-westerly gale blowing. She found the tanker aground in Jennycliffe Bay. Her tanks were leaking and she was surrounded by petrol, but the life-boat went alongside her and took off eleven members of her crew. The master and chief engineer decided to remain on board, and the life-boat landed the others. She later took out two of them and put them aboard their ship again. The weather moderated, and about midnight a tug refloated the tanker and anchored her. The life-boat put aboard the remainder of her crew and reached her station again at 1.40 early on the morning of the 3rd.—Rewards, £13 10s.

WRECKED DINGHY FOUND NEAR CLIFF

Falmouth, Cornwall.—At 2.30 early on the morning of the 3rd of March, 1954, the Fire Brigade reported that firemen at Rosemullion Head were hauling two men up a cliff. The men had been in a fourteen-feet dinghy with another man, but the dinghy had been wrecked. The third man had been injured and had been left in the dinghy and the firemen asked for the life-boat. At three o'clock the life-boat *Crawford and Constance Conybeare* put out in a rough sea with a fresh west-north-west breeze blowing. By the help of her searchlight the injured man was found dead. The life-boat's services were then no longer needed, and she returned to her station, arriving at 5.30.—Rewards, £8 15s.

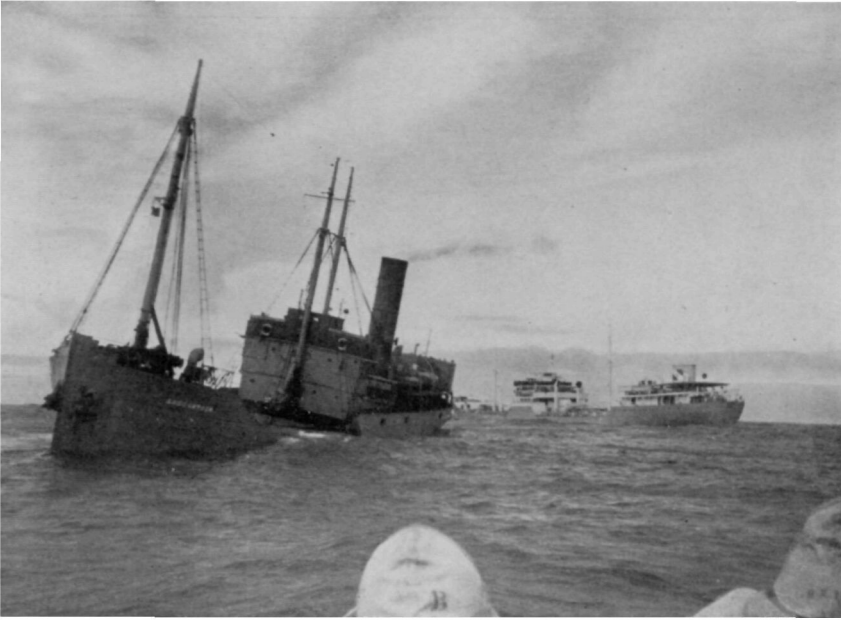
ESCORT FOR BOAT WITH NETS FOULED

Dunbar, East Lothian.—At 1.10 on the afternoon of the 3rd of March, 1954, the coastguard telephoned that the fishing boat *Primrose*, which had a crew of four, was two hours overdue. At 1.20 the life-boat *George and Sarah Strachan* was launched in a rough sea, with a strong south-easterly wind blowing. She found the *Primrose* two miles to the south-east. Her nets had been fouled, and the life-boat escorted her to harbour, arriving at 2.10.—Rewards, £7.



**THE LATE DUKE OF MONTROSE,
K.T., C.B., C.V.O., V.R.D., R.N.V.R.**

Treasurer of the Institution, 1947-1952, Chairman of the Scottish Life-boat Council from its foundation in 1927 until 1953, and the Council's Honorary President until his death in January 1954



By courtesy of]

[Sunday Pictorial

THE GREENOCK STEAMER *ARDGANTOCK*, LISTING BADLY

(see page 688)



THE YARMOUTH LIFE-BOAT STANDS BY THE *ARDGANTOCK* AT NIGHT

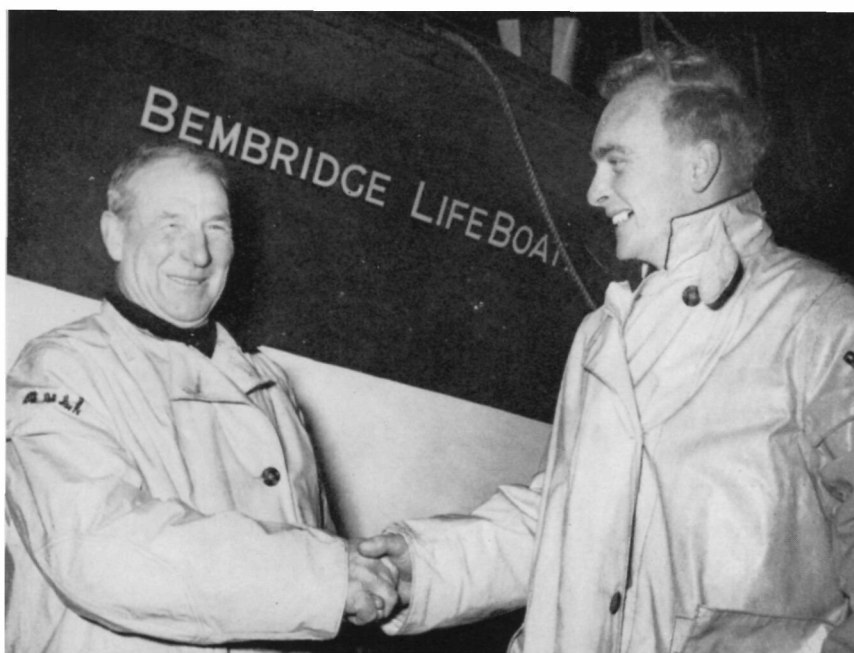


By courtesy of]

[Sunday Pictorial

ISLE OF WIGHT LIFE-BOATMEN WHO HELPED THE *ARDGANTOCK*

(see page 688)



By courtesy of]

[I. W. County Press

THE YOUNGEST LIFE-BOAT COXSWAIN

Coxswain Bert Baker, of Bembridge, hands over to his successor, Geoffrey Wade, the youngest coxswain in the Service



By courtesy of]

[Fox Photos

THREE MEDALLISTS FROM TENBY

The coxswain, motor mechanic and bowman visit London to receive medals
(see page 705)



By courtesy of]

[Sport and General

SILVER MEDALLIST

H.R.H. the Princess Royal presents the silver medal for gallantry to Coxswain Thomas Richards,
of Tenby
(see page 705)

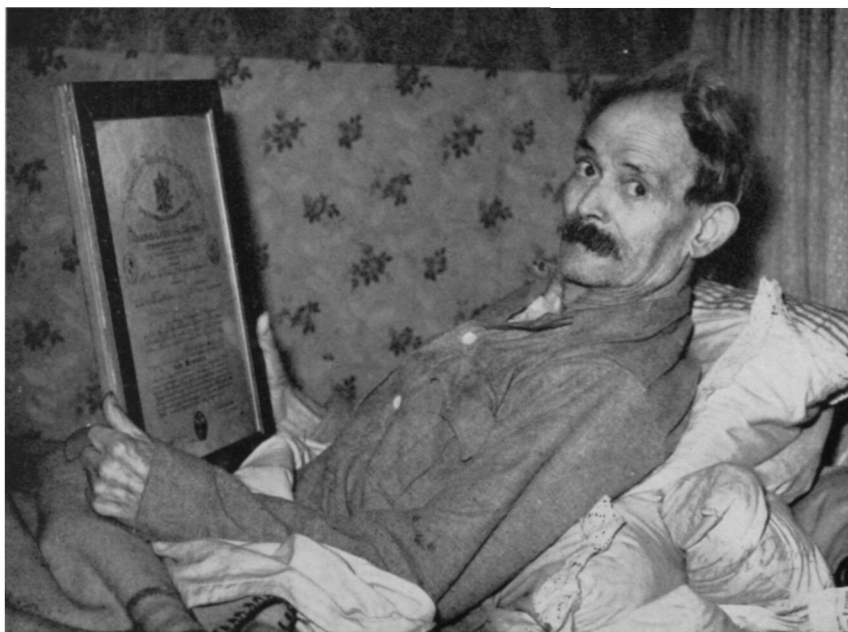


By courtesy of

[F. A. Maitland

A NORTHERN IRISH LIFE-BOAT

The *William and Laura*, of Newcastle, Co. Down
(see page 674)



By courtesy of]

[Irish Times, Ltd.

SURVIVOR OF THE FETHARD DISASTER

John McNamara, who spent three days without food while stranded on a rock in February, 1914
(see page 674)



By courtesy of]

[Aberdeen Journals

THE LONGHOPE, ORKNEYS, LIFE-BOAT ON SERVICE

(see page 675)



DUTCH MOTOR VESSEL *BEREND N.* AGROUND

see page 682)



By courtesy of

HENRY GREATHEAD'S ORIGINAL

[Negus, Ltd.]

This model was displayed at the ceremony marking Penlee's 150th anniversary
(see page 680)

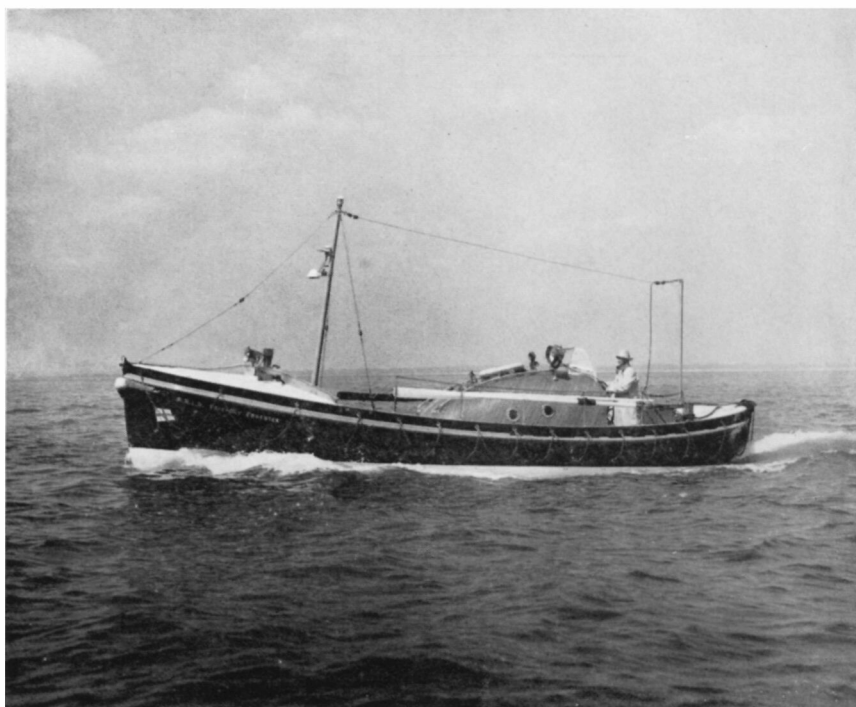


By courtesy of]

LAUNCHING THE PENLEE LIFE-BOAT

[Negus, Ltd.]

(see page 680)



THE FRIENDLY FORESTER

A gift to the Institution from the Ancient Order of Foresters
(see page 676)



By courtesy of]

THE SENNEN COVE LIFE-BOAT IS LAUNCHED

(see page 681)

[Clifford C. Ashton

TWO WHITBY FISHING BOATS ESCORTED

Whitby, Yorkshire.—During the morning of the 4th of March, 1954, the weather worsened while the local fishing fleet was at sea. All the boats returned to the harbour before the harbour bar became dangerous, except the *Lead Us* and *Faith Star*. At 1.46 in the afternoon the No. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea, with a strong north-north-west breeze blowing. She escorted in the two boats and arrived back at her station at 2.40.—Rewards, £9 2s. 6d.

LIFE-BOAT STANDS BY NORWEGIAN STEAMER

Sunderland, Durham.—About two o'clock early on the morning of the 5th of March, 1954, the coastguard telephoned that the S.S. *Bruse*, of Oslo, had broken down at the entrance to the harbour and was drifting dangerously near the South Pier and the White Shell Rocks. At 2.30 the life-boat *Edward and Isabella Irwin* was launched in a rough sea with a strong north-north-west breeze blowing. She stood by until the steamer had repaired her engines and entered harbour. The life-boat then returned to her station, arriving at 5.20.—Rewards, £11 0s. 6d.

STEAMER ASHORE ON SHOEBOURNE SANDS

Southend-on-Sea, Essex.—At 6.26 on the morning of the 7th of March, 1954, the coastguard reported a vessel ashore on the Middle Shoebury Sands, but there were no distress signals. The weather deteriorated during the morning, and at 10.12 the owners of a tug which had put out asked if the life-boat would help, as the tug could not come close to the vessel. At 10.58 the life-boat *Greater London, Civil Service No. 3* was launched in a very choppy sea, with a fresh south-westerly breeze blowing. She found the S.S. *Cape Clear*, of Glasgow, with a crew of twenty-three, one mile north-east of Middle Shoebury Buoy. The life-boat passed a rope to her from the tug, stood by until she refloated at high water, and then returned to her station, arriving at 2.26.—Property Salvage Case.

SOUTHEND LIFE-BOAT TAKES OUT A DOCTOR

Southend-on-Sea, Essex.—At 8.6 on the evening of the 9th of March, 1954, the coastguard reported that the motor vessel *Kenrix*, of Hull, had wirelessed that she had a sick man on board and needed a doctor. At 8.40 the life-boat *Greater London, Civil Service No. 3* was launched, with a doctor on board, in a calm sea, with a light easterly breeze blowing. She came up with the *Kenrix* a mile east of Chapman Head. She put the doctor on board, waited while he treated the man, and then took him back to Southend, arriving at 9.53.—Rewards, £9 15s.

WOMAN AND HER DOG RESCUED BY DINGHY

Dover, Kent.—At 11.48 on the night of the 9th of March, 1954, the Sandgate coastguard telephoned that a woman had scrambled down a cliff near St. Margaret's Bay. She had gone down to comfort her dog, which had fallen over, and was cut off by the tide. At 12.6 on the 10th the life-boat *Southern Africa* put to sea, taking a dinghy with her. The sea was calm, and there was a light south-easterly breeze. The life-boat found the woman and her dog at the Bigfall, west of St. Margaret's Bay. The coastguards at the cliff top lit a flare to show the position. The life-boat motor mechanic and another life-boatman landed, using the dinghy. They carried the injured dog and helped the woman to the dinghy, which transferred them to the life-boat. A wireless message was sent for a vet, who was waiting at Dover when the life-boat arrived at 3.10. The dog died. The woman became a subscriber to the funds of the Institution and made gifts to the motor mechanic and life-boatman.—Rewards £13 15s.

CREW OF EIGHTEEN RESCUED IN FOG

Whitby, Yorkshire.—At 12.44 early on the morning of the 10th of March, 1954, the coastguard telephoned that the S.S. *Guildford*, of London, had been in collision three miles north of Whitby. He later gave the position as three miles east of Whitby. At 1.18 the

No. 1 life-boat *Mary Ann Hepworth* was launched in a calm sea. There was a light south-easterly breeze and dense fog. The life-boat found that the steamer was a vessel of 1,871 tons, laden with coal and carrying a crew of eighteen. Her engine-room was leaking, and she wirelessed for a tug. The life-boat stood by her and, at the request of the master, made fast alongside her. She later took her mate on board and laid off the vessel so that the mate could inspect the damage done to his ship. She put him on board again and remained with the *Guildford* until about one o'clock in the afternoon. The eighteen men then abandoned her, and the life-boat rescued them. She then attempted to beach the *Guildford*, but without success. The *Guildford* sank one mile south-east of South Gare light, and the life-boat took the crew to Middlesbrough, reaching her station again at 8.45. Rewards, £48 4s.

FISHING BOAT TOWED TO WYRE LIGHT

Barrow, Lancashire.—At 6.5 on the evening of the 11th of March, 1954, the Fleetwood life-boat coxswain rang up to say that the fishing boat *Zuava*, of Fleetwood, had broken down two miles north-north-west of Lightning Knoll Buoy. At 6.35 the life-boat *Herbert Leigh* was launched in a choppy sea, with a light east-south-east breeze blowing. She found the *Zuava*, which had a crew of two, four miles north-north-west of Lightning Knoll. The *Zuava* had lost her propeller, and the life-boat towed her as far as the Wyre Light. Here another fishing vessel took over the tow and made for Fleetwood. The life-boat returned to her station, arriving at 11.3.—Rewards, £16 2s. 6d.

TRAWLER TOWED TO VALENTIA

Valentia, Co. Kerry.—At 4.40 on the afternoon of the 12th of March, 1954, the Valentia radio station reported that the motor trawler *Ross Corr*, of Dublin, which had a crew of five, had broken down four miles south-east of Blasket Island. At five o'clock the life-boat *A.E.D.* put out. The sea was moderate with a fresh south-easterly breeze blowing. The life-

boat towed the *Ross Corr* to Valentia harbour and reached her station again at 7.15.—Rewards, £9 7s.

LIFE-BOAT PUTS OUT TWICE TO TANKER

Lowestoft, Suffolk.—At 6.29 on the evening of the 12th of March, 1954, the coastguard rang up to say that the tanker *Adroitly*, of London, had run on the sands about two miles south-east-by-east of the coastguard station. At 7.20 the life-boat *Michael Stephens* put out. The sea was calm, with a north-easterly breeze blowing. The life-boat remained with the tanker for half an hour. The captain then said that he would not need help unless the weather became worse, and the life-boat returned to her station, arriving at 8.55. The wind blew strongly, causing a rough sea, and the captain wirelessed a distress call about 12.50 early on the 13th. He reported his ship was bumping badly. The coastguard asked for the life-boat, and she was launched again at 1.10. The *Adroitly* cleared the sands, and the life-boat stood by her until she reached deep water. Another vessel escorted her on her way, and the life-boat returned to her station, arriving at 2.30.—Rewards, 1st service, £8 16s.; 2nd service, £9 13s.

SALVAGE VESSEL TOWED TO SHEERNESS

Southend-on-Sea, Essex.—At 7.5 on the evening of the 13th of March, 1954, the Sheerness police reported that the salvage vessel *Juniper*, of London, was driving towards the cliffs at Minster, Isle of Sheppey. At 7.30 the life-boat *Greater London, Civil Service No. 3* was launched. The sea was very rough, and a strong wind was blowing from the north-east. The life-boat found that the *Juniper* had run ashore and was being pounded by the sea, but as the master said that he and his crew of three did not need help, the life-boat returned to her station, arriving at 10.5. At 6.58 on the evening of the 14th the owner of the vessel reported that she was still ashore, with her engine room flooded and her rudder out of action. Tugs could not come near her. The men were still on board, and the sea was

still rough and the wind strong. The life-boat was launched again at 7.30. She found the *Juniper* broadside to the cliff and in a dangerous position, passed a line to her, and towed her to Sheerness, reaching her station again at 11.15.—Rewards: 1st service, £11 15s.; 2nd service, Property Salvage Case.

FISHING BOAT TOWED TO DOVER

Dover, Kent.—At 10.45 on the night of the 18th of March, 1954, Lloyds signal station on the eastern harbour arm reported that a boat had flashed S O S three times. At 10.50 the life-boat *Southern Africa* put out. The sea was calm, with a light south-westerly breeze blowing. The life-boat found the fishing boat *Goodheart*, of Folkestone, with a crew of three, a mile south of the eastern harbour entrance. Her engines had broken down. The life-boat towed her in and reached her station again at 12.30 early on the 19th.—Rewards, £8 5s.

SICK MAN TAKEN FROM BARRA ISLAND

Barra Island, Outer Hebrides.—At 9.30 on the morning of the 20th of March, 1954, a local doctor asked if the life-boat would take a very sick man to Lochboisdale, where arrangements had been made to fly him to Glasgow. At 10.51 the life-boat *Lloyds* put out, with the patient on board, in a rough sea, with a north-easterly breeze blowing. She landed him at Lochboisdale and reached her station again at five o'clock.—Rewards, £20 14s. 11d.

FISHING BOAT TOWED AFTER CALL TO PUNT

Sunderland, Durham.—At 2.10 on the afternoon of the 21st of March, 1954, the Whitburn police told the coast-guard that three boys were adrift in a punt a mile east of Souter lighthouse. The coastguard telephoned the life-boat station two minutes later. At 2.42 the life-boat *Edward and Isabella Irwin* was launched. There was a slight sea and a strong west-south-west breeze. A drifter picked up the boys, and the life-boat made for her station again. At the harbour she found the fishing boat *Mohawk* was

having difficulty in entering. She towed her in and reached her station again at 4.45.—Rewards, £6 5s. 6d.

FISHING BOAT TOWED OFF ROCKS

Mallaig, Inverness-shire.—At 11.5 on the night of the 22nd of March, 1954, the Southend coastguard reported that the motor fishing boat *Unity*, of Inverness, which had a crew of eight, had wirelessly that she had gone aground off the cliffs south of Ardnamurchan Point. At 11.35 the life-boat *Sir Arthur Rose* put out. The sea was moderate, and a moderate breeze was blowing from the north-east. The life-boat found nothing south of Ardnamurchan and asked the skipper of the *Unity* by wireless to confirm the position. He corrected it to Calaich Point, Mull, and at five o'clock on the morning of the 23rd the life-boat found the *Unity* on a ledge of rock half a mile south of Calaich Point. She was broadside to the shore, listing heavily and bumping badly. The life-boat manoeuvred through the rocks, passed a line to her, using her heaving cane, and took her in tow. The *Unity* refloated on the rising tide and the life-boat towed her to Tobermory, reaching her station again at 2.5 in the afternoon.—Property Salvage Case.

EIGHTEEN BOATS ESCORTED IN GALE

Whitby, Yorkshire.—During the morning of the 24th of March, 1954, a north-easterly gale overtook the local fishing fleet of twelve motor boats and six small cobles. At 7.32 the No. 1 life-boat *Mary Ann Hepworth*, was launched. There was a heavy sea. The life-boat escorted in the cobles and then waited near the harbour bar for the twelve other boats. She escorted them in separately during the day and arrived back at her station at 3.45.—Rewards, £27 12s. 6d.

COBLE FOUND AFTER LONG SEARCH

Filey, Yorkshire.—At 8.40 on the morning of the 24th of March, 1954, the life-boat coxswain reported that the local fishing coble *Catherine and Ann* was at sea in a strong northerly wind and heavy sea. At 8.52 the life-boat *The Isa & Penryn Milsted*

was launched. She found the coble after a long search and escorted her ashore, reaching her station again at two o'clock in the afternoon.—Rewards, £20 15s.

COBLE ESCORTED IN ROUGH SEA

Scarborough, Yorkshire.—During the morning of the 24th of March, 1954, the weather worsened, making the harbour entrance dangerous. Two local fishing cobbles, the *Hilda II* and *Betty*, were at sea. The life-boatmen assembled, but the *Hilda II* reached harbour safely. The life-boat *E.C.J.R.* was launched at 11.30 to search for the *Betty*, and in a rough sea, with a strong north-easterly breeze blowing, she found her, with a crew of three, a mile off the Castle Fort. She escorted her to the harbour and reached her station again at noon.—Rewards, £15 7s. 6d.

CREW OF BARGE TAKEN OFF AT NIGHT

Selsey, Sussex.—At 9.20 on the night of the 25th of March, 1954, the coastguard telephoned that a red flare had been reported off Selsey. At 9.55 another red flare was seen, and at 10.15 the life-boat *Canadian Pacific* was launched in a moderate sea, with a strong westerly breeze blowing. She found the London barge *Alan* one and a half miles south-by-west of the life-boat station. The barge was leaking badly, had been aground and could make no headway. The life-boat took off her crew of two, who left the barge at anchor, and reached her station again at 1.15 early on the 26th. Later that morning it was seen that the *Alan* was still afloat, so her skipper asked if the life-boat would put him and his colleague back aboard. At eight o'clock in the morning the *Canadian Pacific* was launched again and took the two men to the *Alan*. At the skipper's request the life-boat towed the barge to Littlehampton, which was reached at noon. The life-boat then returned to her station, arriving at four o'clock.—Property Salvage Case.

SICK MAN TAKEN FROM LIGHTHOUSE

Donaghadee, Co. Down.—At 6.15 on

the evening of the 29th of March, 1954, the Orlock Head coastguard rang up to say that a keeper in the Maidens lighthouse was ill. He asked if the life-boat would take a relief man to it and land the patient. At 6.25 the life-boat *Sir Samuel Kelly* put out in a heavy ground swell, with a strong southerly breeze blowing. She made first for Larne, where she took on board a relief keeper. She brought him to the lighthouse and then landed the sick man at Larne, reaching her station again at 1.30 early on the 30th.—Rewards, £16 12s.

BOAT IN TOW ESCORTED TO STORNOWAY

Stornoway, Outer Hebrides.—At 9.20 on the night of the 29th of March, 1954, the coastguard telephoned that red flares had been seen in Broad Bay. At 9.45 the life-boat *William and Harriot* put out. The sea was rough with a strong breeze blowing from the south-east. The life-boat found the fishing boat *Muirneag II*, of Stornoway, near Tiumpán Head, being towed by the fishing boat *Bounteous Sea*. The *Muirneag II*, which had a crew of nine, had broken down. The life-boat escorted both boats to Stornoway and reached her station again at 1.50 early on the 30th.—Rewards, £12 5s.

STEAMER FOUND FAST ON OLD WRECK

Walton and Frinton, Essex.—At 3.15 on the morning of the 31st of March, 1954, the Walton-on-the-Naze coastguard rang up to say that he had intercepted a wireless message from the S.S. *Brookside*, of Sunderland, which said that she was in difficulties between the Rolling Ground Buoy and Beach End Buoy off St. Andrews shoal. At 3.19 the coastguard reported that the *Brookside* was aground, and later that she had asked for help. At four o'clock the life-boat *Edian Courtauld* put out in a moderate sea, with a fresh south-westerly breeze blowing. She found the *Brookside* off Beach End Buoy fast on an old wreck. She had struck the wreck following a breakdown in her steering gear and had been holed. The skipper asked the life-boat to help him refloat his ship, but

the *Brookside* slipped clear before a rope could be made fast to her. The life-boat escorted her to Harwich and then returned to her station, arriving at 7.45.—Rewards, £18 10s.

HELP TO TRAPPED YOUTHS ON EXERCISE LAUNCH

Aberystwyth, Cardiganshire.—At 2.20 on the afternoon of the 31st of March, 1954, the life-boat *Aguila Wren* was launched for a routine exercise in a moderate sea, with a moderate westerly breeze blowing. When she was about a mile north of her station, three youths were seen trapped under a high cliff at Constitution Hill. The life-boat went in as close to the shore as she could, and using her loud hailer the coxswain directed the youths to a position further south, where they could climb the cliffs. The life-boat remained until they had reached safety, and then returned to her station, arriving at 3.25.—Rewards, £12 19s.

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

Plymouth, Devon.—March 1st.—Rewards, £12.

New Brighton, Cheshire.—March 2nd.—Rewards, £6 12s.

HOUSE ON FIRE TAKEN FOR FLARES

Ramsgate, Kent.—At 12.59 early on the morning of the 3rd of March, 1954, the coastguard rang up to say that the North Goodwin lightvessel had reported flares between the lightvessel and North Foreland. At 1.30 the life-boat *Michael and Lily Davis* put out. She began to search in a rough sea with a moderate south-westerly breeze blowing. The impression that flares had been lit was evidently caused by a house on fire at Broadstairs, and the life-boat returned

to her station, arriving at 3.25.—Rewards £10 5s.

St. Peter Port, Guernsey.—March 3rd.—Rewards, £8 11s.

Angle, Pembrokeshire.—March 3rd.—Rewards, £14 17s.

Campbeltown, Argyllshire.—March 3rd.—Rewards, £12 19s.

Ilfracombe, Devon.—March 4th.—Rewards, £20 15s. 6d.

Ramsgate, Kent.—March 5th.—Rewards, £17 18s.

Walmer, Kent.—March 5th.—Rewards, £36 9s. 6d.

Margate, Kent.—March 5th.—Rewards, £20 1s. 6d.

Clacton-on-Sea, Essex.—March 5th.—Rewards, £14 8s. 6d.

TREE TRUNK THOUGHT TO BE UPTURNED BOAT

Falmouth, Cornwall.—At 12.15 on the afternoon of the 8th of March, 1954, the St. Anthony coastguard reported that what appeared to be an upturned boat had been seen half a mile off Hemmick Beach, to the west of Dodman. At 12.30 the life-boat *Crawford and Constance Conybeare* put out. The sea was smooth with a light easterly breeze blowing. The life-boat reached the position given and found a tree trunk floating. She returned to her station, arriving at 4.30.—Rewards, £10 19s.

Barra Island, Outer Hebrides.—(Two launches.)—March 11th.—Rewards, £54 6s.

Ballycotton, Co. Cork.—March 14th.—Rewards, £32 16s.

Cromer, Norfolk.—March 16th.—Rewards, £26 12s. 6d.

Humber, Yorkshire.—March 19th.—Rewards, £6

Lerwick, Shetlands.—March 30th.—Rewards, £16 5s.

Fraserburgh, Aberdeenshire.—March 30th.—Rewards, £18 13s. 6d.

The Annual Meeting

THE annual meeting was held at the Central Hall, Westminster, on the 23rd of March, 1954, with Sir Godfrey Baring, Bt., K.B.E., chairman of the Committee of Management, in the chair.

H.R.H. the Princess Royal presented the medals for gallantry, and other awards, and gave an address.

The Right Hon. Clement Davies, Q.C., M.P., proposed and the Right Hon. Sir Norman Birkett, Q.C., J.P.,

seconded the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committee of the stations, and the honorary officers and members of the financial branches and Ladies' Life-boat Guild. Lord Saltoun, M.C., and Major General R. E. Laycock, C.B., D.S.O., members of the Committee of Management, proposed and seconded the vote of thanks to the Princess Royal.

Supporting the Princess Royal on the platform were the Mayor and Mayoress of Westminster, the Chairman of the London County Council, the Mayors and Mayoresses of over forty boroughs where there are branches, representatives of the Ministry of Transport, the Coastguard, the Civil Service Life-boat Fund, the Shipwrecked Mariners Society, vice-presidents and honorary life-governors of the Institution, donors of life-boats or their representatives, members of the Committee of Management of the Institution and the chairman and deputy-chairman of the Central London Women's Committee.

The Chairman's Address

Sir Godfrey Baring said:

We are meeting today to receive the report on the work of the Royal National Life-boat Institution in 1953. That report is now in your hands. It tells of a year of grave happenings and great achievements in the Life-boat Service.

The great achievements of saving 351 men, women and children from death at sea were far too numerous for me to mention in detail. Let me say only that even more lives were rescued by our life-boats in 1953 than the year before. Yet 1952 had been the busiest year in time of peace in the whole history of the Institution since it was founded in 1824.

These achievements were won at a heavy cost. That is why I have spoken of grave happenings. When we met in this hall a year ago, it was only about a month after the terrible disaster at Fraserburgh when six life-boatmen lost their lives. Since then there has been another tragic disaster at Arbroath. In all in 1953 fourteen life-boatmen gave their lives in the service of their fellow men. All fourteen were Scottish life-boatmen.

In Scotland, too, we have suffered another serious loss by the death of the Duke of Montrose, who was for many years Treasurer of the Institution and Chairman of the Scottish Life-boat Council. We feel his loss greatly, for he was indeed a wonderful servant and labourer for this Institution.

Conscious though we are of what we have suffered, we are today meeting also for happier

purposes. One of these is the presentation of medals for outstanding bravery. We set a high standard in the conferring of our medals for gallantry. It is right that we should do so, and the medals to be presented today have been truly and hardly earned. All the medallists whom we are about to acclaim come this year from Wales.

To Scotland in 1953 came the tragedy, to Wales has come the special glory. But throughout these islands, in England, Scotland and Wales, in the whole of Ireland and in the Channel Islands the story of the Life-boat Service has been one of unceasing and splendid work.

I spoke a moment ago of happier purposes, and a very happy task which has fallen to me today is that of extending a most respectful and heartfelt welcome to H.R.H. the Princess Royal, who is honouring us with her presence and who has kindly consented to present the medals. Like so many other members of the Royal Family, Her Royal Highness has a long association with the Life-boat Service, more especially in the north-east of England, and it is truly a great pleasure for us to have her with us today.

I am also delighted to welcome our two guest speakers. Last year the principal speaker was a Conservative and one of Her Majesty's Ministers. His admirable speech was most ably seconded by a prominent member of the Labour party. This year we have as our guest speakers two Liberals. This seems to me a very proper way of holding the balance of power.

In Mr. Clement Davies we have not only a distinguished Liberal, but the leader of that party in the House of Commons. Mr. Clement Davies has represented Montgomeryshire in Parliament since 1929, and he is also a most distinguished advocate. In Sir Norman Birkett we have another of the great advocates of our time—indeed, all time—and he too has been a Member of Parliament, in his case for a Nottinghamshire constituency.

Both these gentlemen are justly famous as speakers, and in all seriousness I would say that the fact that we have Mr. Clement Davies and Sir Norman Birkett with us this afternoon, just as we had Mr. J. P. L. Thomas and Lord Latham last year, proves—if it needed to be proved—that this Institution is happily free from any political bias or political entanglement. Our work is a purely humanitarian one. We exist for one purpose only, that of saving life at sea. The report which is now in your hands shows how, in 1953, that task was carried out.

The report and accounts are before you. I now formally move their adoption.

The Report, Accounts and Elections

The report and accounts for 1953 were adopted, and the President, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

Presentation of Medals

The Secretary read the account of a service by the Tenby, Pembrokeshire, life-boat.

The Princess Royal then presented the following medals:

To COXSWAIN THOMAS RICHARDS, OF TENBY, the silver medal for the rescue of seven men from the St. Gowan lightvessel;

To BOWMAN WILLIAM THOMAS, OF TENBY, the bronze medal for the same service;

To MOTOR MECHANIC WILLIAM ROGERS, OF TENBY, the bronze medal for the same service.

The Princess Royal

H.R.H. the Princess Royal then spoke as follows:

You who are with me in this hall today are nearly all associated in one way or another with the Life-boat Service, and I feel sure you must, every one of you, feel proud of that association. The year 1953, on which your Committee of Management are reporting today, was altogether a memorable one in the history of the Royal National Life-boat Institution.

The year was memorable for tragic reasons. In 1953 fourteen life-boatmen gave their lives in the service of their fellow men. All fourteen were members of Scottish crews: six from Fraserburgh, six from Arbroath, and two from Islay. It is more than thirty years since as many life-boatmen lost their lives on service in any one year.

The year was also memorable for the terrible hardships which wind and weather inflicted upon us. I remember being at sea myself when those terrible storms in the early part of the year occurred, and the storms were followed by floods whose effects were even more devastating. The damage done to life-boat stations, as to other property, was tremendous, and it is, I think, typical of the voluntary spirit of the Institution that it has repaired that damage without turning to the Government or to the Lord Mayor's relief funds for any help whatever.

But the year was also memorable for happier reasons. Because of what the life-boats did 351 men, women and children were saved from death by drowning at sea. These people are the living proofs of the true nature and value of the Service. The manner in which some of these lives have been rescued has already been told you in the account of the heroism of the Tenby life-boatmen, which has been so justly rewarded today.

I myself feel particularly proud of those life-boats with which I feel I have a personal association. Two life-boats, those at Padstow and Hartlepool, have borne my name, and the crews of these life-boats between them have won one gold, three silver and six bronze medals.

I have also named three life-boats. These life-boats have been stationed at Scarborough, Bridlington and Redcar. The Scarborough and Bridlington life-boats between them rescued 75 lives, and last year the Redcar life-boat, which was named as recently as 1951, rescued 22 lives.

These life-boats which I have named on the north-east coast of England are only three of 155 motor life-boats which do service today around the coasts of England, Scotland, Wales, the whole of Ireland and the Channel Islands. The Service is a truly national one

and also, by virtue of what it has done in the past year in going to the help of ships of sixteen foreign nations, we can claim with pride that it is an international service, rising high above the disputes and divisions between nations which cause so much unhappiness in the world today.

It has been a great pleasure for me to come here today to present these medals and to express something of the feeling of debt and gratitude which we owe to the crews of the life-boats and to those who, through their voluntary work, help to maintain this magnificent Service.

The Guest Speakers

Mr. Clement Davies, moving the resolution of gratitude, said:

The resolution that I have to move reads as follows: "That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service."

The resolution which I have the honour to propose, couched though it is in generous terms and felicitous phrases, cannot fail to express all that we feel in gratitude and admiration for the splendid deeds and noble services of these remarkable men, whose work, skill and gallantry is beyond praise and beyond the power of any resolution to acknowledge. For my own part I am all too conscious of the fact that in accepting the invitation of the Royal National Life-boat Institution to speak on this occasion and pay tribute to those men for all that they have done, and all that they are doing, I have undertaken a task of the utmost difficulty which I cannot hope adequately to perform. Indeed, any such attempt by the most gifted speaker is doomed to failure. For who can find words of sufficient strength and grandeur to do justice to so splendid a subject?

It is therefore in a spirit of profound humility, conscious of the great privilege that I enjoy in performing this honourable task, that I venture to utter these few words of thanksgiving as well as of praise for the glorious deeds of epic bravery that are daily carried out by these illustrious men, heroes of the sea.

Courage is a virtue that assumes many guises and plays many parts on the stage of human life. There is, if I may give instances, the calm, steady courage of the disciplined soldier who faces danger on the battlefield; there is the swaggering, hot-blooded courage of a bold buccaneer who seeks fame or fortune through adventure; there is another, the fierce black courage of the cornered man held at bay by enemies but who fights for his life with a sort of blind animal desperation. There is again the strange wild courage that comes to each one of us, even the most timid

of us, in moments of crisis when the lives of those we love, or the possession that we prize above our lives, is in danger. Then there is the superb complex courage of the cowardly man who manages to overcome fear.

Courage is a quality we all admire, whatever form it takes, whether it be born of discipline or training, ambition or reverence, fear or desperation. But there is one form of courage superior to all these which makes our hearts glow and our pulses race at the mere thought of it. It is the supreme courage of the humane and selfless man who willingly and regularly risks his life to save the lives of others. It is that supreme courage of the British life-boatman, who is ready at all times and in all weathers to brave the appalling perils of the sea to rescue many victims from danger and from death.

Looking at the recent back numbers of the life-boat quarterly the other day, I was astonished to see how numerous, how varied and sustained are the demands that are made daily and nightly on the services of these men. Glancing at some of the headlines for just the month of December, 1953, is enough to show the extraordinary amount, the variety and the extent of these calls. Here are a few: "Exhausted men taken off rowing boat at Lowestoft"; "Three rescued in a dense fog at Moelfre"; "Float drifting with four children at St. Ives"; "Fishing boat on the reef at Peterhead"; "Injured man taken off the lightvessel in the Humber"; "Steamer aground on the Goodwin Sands"; "Fifteen rescued from a Grimsby trawler at Wick"; "Seamen taken off a German trawler at Torbay"; "Motor boat's crew rescued at Eastbourne"; and "A life-boat stands by all night in a gale at Baltimore, County Cork."

These are a very few examples of the sort of work that these men are carrying out off the shores of these islands all the year round. What an astonishing tale this is! A record of the manifold services of the Royal National Life-boat Institution.

We are informed in the Annual Report of which you have just heard that for the year 1953 the total number of lives saved during the year, for which the Institution paid rewards, was 446. The grand total of lives rescued since the Institution was founded some 130 years ago is 78,500. We are told that life-boats were launched during the course of the year no less than 598 times, and that the figure of lives rescued by life-boats is five higher than for 1952, although 1952 was the busiest year in time of peace in the long history of the Service.

What a thrill of pride, what a thrill of joy it gives us to read of such achievements! What a happy contrast is the record of saving, and saving against fearful odds, to the catalogue of casualties, fatal and otherwise, in peace and in war that one reads, and one gets so saddened by reading, in the newspapers! What a heartening message this brings and what a splendid example it furnishes to so many of us whose minds and spirits are darkened and weighed down by tales of destruction, cowardice or brutality or human baseness and human treachery! Here we have a noble record and here we

salute the brave; their courage ever mounts with the occasion. Let us remember too that the Service is a purely humanitarian one, existing for no other purpose than that of saving life, and in this respect it does not make, and never has made, as Her Royal Highness has already said, any distinction between nationalities.

In 1953 life-boats went out to help 55 ships and 5 aircraft of no less than 16 different foreign countries and rescued 41 lives. Britain has ever been the first to extend the hand of friendship to her neighbours, and to rescue and give refuge to the helpless and oppressed wherever possible, regardless of the distinctions of race or of nationality. This record of this great Institution proves the strength and the vitality of this tradition.

Yet, as you have already heard, there is another side to the picture. The year's record also shows that the sea has lost none of its perils and abated nothing of its fury and its cruelty for those who dare to do battle with it. In the course of the year there were two major disasters and 14 life-boatmen lost their lives. Well, that is a terrible toll and our hearts go out in profound sympathy to those whom they loved. It is comforting, however, to know that what happened in 1953 was exceptional, and let us hope and let us pray that there will never be a recurrence of such tragedies.

The finest and the best service is that which is given and given willingly and given enthusiastically. The Life-boat Service is a voluntary service; the crews are volunteers, ready to answer the call when danger threatens and when the life-boat puts out to sea. The workers who raise the money are volunteers and the money itself is voluntarily subscribed. There is no control by the State and no money comes from the State. All is freely given and willingly given. And so to all committees, the secretaries, the treasurers, to all officers and to all everywhere who work so cheerfully and enthusiastically to raise the funds necessary for the Service we offer our most grateful thanks, and in doing so with our humble duty we acknowledge above all our deep obligation to Your Royal Highness, whom I may justly and rightly describe as the greatest volunteer of us all and the inspiration of us all.

Sir Norman Birkett

Seconding the resolution, Sir Norman Birkett said:

It is no conventional words that I use when I say that it gives me the greatest possible pleasure to second this resolution, and to acknowledge the honour I feel it to be to have been invited. I am bound to say that part of my pleasure is due to the fact that I have got an afternoon off from my ordinary job, and when my good friend, Clement Davies, was speaking I thought of that court where I sit every day. We sit as three Judges, and when one Judge has made what we think is a very good judgment and has dealt with all the facts and all the law, and there is nothing else to be said, then we have a splendid formula that we use. We say: "I

agree, and I have nothing to add." Sometimes we vary it by saying: "I concur." Then again to relieve the monotony we say: "I am entirely of the same opinion." But even when we have said all that, we sometimes add: "But out of respect to the learned Judge, whose judgment we have agreed with, I will just venture a few words." So perhaps I can say, out of respect to those who were kind enough to invite me and out of respect to this great audience: "I will just venture to add a few words by way of supplement."

When Mr. Clement Davies was analysing the categories of courage, there was one category he forgot: the category of the man who tries to follow him after he has made his speech.

I am quite sure you will not expect me to repeat any of those statistics which have been so necessary and which have been so fully given, but in one sentence I would say this: all that he said in admiration of the work of the Institution covered by this comprehensive resolution I most warmly and heartily endorse.

This, as you will perceive, is a resolution of thanks to all who render service to the Royal National Life-boat Institution. There are degrees of service, as has been so well pointed out: the service that demands sometimes in the last resort the giving of your life, the service which is ready to confront danger at every moment, and the service done sometimes out of sight; laborious service, detailed service, but all necessary to make up a great whole, so that this noble Institution, of which this country is so justly and so rightly proud, can work and operate to the fullest advantage.

What I will do for a very few minutes is to make one or two general observations, and the first is this. The Royal National Life-boat Institution is an Institution rightly dear to the hearts of all British people, primarily for this reason: the sea is part of our heritage here; it is by the sea that we have become great. You cannot read a history book of any kind without seeing, interwoven into the very thread and texture of our national life, that there has always been the sea. We have grown from a very small country to a mighty Commonwealth largely by the sea. It is by the sea that we live. At this moment, whilst we sit in comfort here, on all the seven seas of the world the ships come and go and bring to us the food whereby we live and the material whereby our industry lives. Everywhere and always in the past and in the present there is the sea. Always, of course, connected with the sea there is that element of danger. We are a small island but we have an immense coastline, and it is upon our rocky, storm-bound coast that the true work of the Royal National Life-boat Institution is done. It is there where danger lies, and always in connection with this great heritage of the sea we have to remember the inevitable dangers that go with it.

Perhaps one of the most favourite hymns of our people, one certainly that is sung with the greatest fervour is "Eternal Father, strong to save, Whose Arm doth bind the restless wave, Oh, hear us when we cry to

Thee for those in peril on the sea." And so it was that some 130 years ago in this great City of London, which is, after all, one of the greatest ports of the world, there were men of great humanitarian views, who met together and first founded this Institution, which has, year by year, grown in power and in strength. But when you think of some of the figures which Mr. Clement Davies cited, some of the figures that Her Royal Highness cited, some of the figures that were in the annual report, it is perfectly plain how widespread has become the beneficent work of this great Institution. Of course, when you speak of 14 lives lost, of 351 saved, or 446 saved, the figures themselves do not quite make the appeal that they ought to.

I very well remember a very great man opening an institution, a great hostel that was designed and built to save and redeem boys, to make them into good citizens. This great man, opening this great hall that had been built at such great expense, said: "If this great place, built at such cost, is only the means of saving one life it will have justified itself." After the meeting somebody said to him: "Did you not rather exaggerate when you said that if it only saved one life, it will have justified itself?" "No," he said, "not if it were my boy." When you make the thing personal, you can realise all that the 130 years of the life of this Institution have meant in simple human happiness. Why, there are no words, as Mr. Davies said, in which the human tongue can express the admiration one feels.

What impressed me about this report was the variety of the work that is done by the life-boats: the work of rescuing the crews of shipwrecked vessels of all nationalities; the sending of a doctor in the remote Scottish Highlands, where, without the doctor, some life would have been lost; the saving of some child who was playing happily in the sea floating on a rubber dinghy and suddenly carried out to sea; the picking up of airmen in the water. The sum total of what all this means in human happiness to the father and the mother, for example, who saw their child in such dreadful danger and then, by the offices of this Institution and the courage of the life-boatmen, was saved—the sum total of that kind of happiness can never be written.

I think Mr. Davies did very well to emphasise that which distinguishes the work of this Institution from so many others when he spoke of its voluntary character. It is the most extraordinary thing in these days when you read of the millions that are poured out from the Exchequer, for this institution or for that, for universities, for schools and for councils, that here is this great Institution, which is proud to stand and say: "We do all our work and always have done for over a century by the voluntary goodwill of those who are concerned."

The purpose of this meeting is not merely to record the work that has been done in the past year, not merely to extend our thanks to those who have rendered notable service. One of its purposes is that we should each gather from our fellowship one with another

an increased devotion to this Service, so that the voluntary work of the Institution, with its rapidly mounting costs, shall never fail. For my own part I am quite satisfied that so long as our people are what they are, so long as this Service is what it is and has been, there will never be wanting the enthusiastic support from all sorts and conditions of men.

Presentations to Honorary Workers

The Secretary of the Institution said:

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

Three of the four are here this afternoon:

Mrs. MILES THORNEWILL, OF CENTRAL LONDON.

MR. S. WHITEHEAD, OF PRESTON.

Mrs. M. E. PECOVER, OF THAME.

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

Mrs. CONLEY RILEY, OF ACCRINGTON.

Mrs. E. LOCKING, OF CLEETHORPES.

COUNCILLOR Mrs. A. E. CRAYFORD, OF CONGLETON.

MISS E. G. TAYLOR, OF CROMER.

MISS M. ROWE, OF EAST GRINSTEAD.

MR. S. VALENTINE, M.B.E., OF GIRVAN.

Mrs. LAYCOCK, OF HUDDERSFIELD.

Mrs. E. COCHRANE, B.E.M., OF SELBY.

MISS ANNIE FAIRHURST, OF WIGAN.

The Princess Royal presented the vellums and badges.

Resolutions of Thanks

Lord Saltoun then spoke as follows.

I have to propose the following resolution: "That the hearty thanks of this meeting be given to H.R.H. The Princess Royal for graciously presenting the awards at this the hundred and thirtieth annual general meeting of the Royal National Life-boat Institution."

It is my happy fortune to try and express the pleasure and encouragement that we have derived from Your Royal Highness's presence here this afternoon, and to thank you for conferring our awards in a manner which has doubled their value to the recipients.

Your Royal Highness has been pleased to

remark upon the very distinguished record gained by those boats which have the honour of bearing your name, and it is, indeed, a distinguished record: one gold, three silver and six bronze medals and vellums. We, too, have remarked upon it, and I cannot help feeling myself that with the name there was imparted also some portion of that interested spirit which has always been the characteristic of every generation of that family to which Your Royal Highness belongs. It is the spirit which commands opportunity. We feel, and we are proud to feel, that the same spirit distinguishes all our life-boatmen on every part of the coast, and that they all thoroughly deserve the interest which Your Royal Highness is good enough to bestow, and for which we are most grateful. We shall all pass to our different tasks in our different capacities this afternoon with renewed vigour and assiduity from the pleasure and encouragement we have derived from Your Royal Highness's presence this afternoon.

This resolution was seconded by Major-General Laycock, who said:

It is my privilege this afternoon to second the vote of thanks to Your Royal Highness which has been so ably proposed by Lord Saltoun, and I am certain that the very deep sincerity by which that expression of thanks is already endorsed by every single individual in this hall needs no further comment from myself.

Perhaps, however, Your Royal Highness, I may be allowed to repeat how very honoured indeed we are that you should have thought fit to have attended our Annual General Meeting and to have presented the awards. As Your Royal Highness is no doubt aware we, of the Royal National Life-boat Institution, are very proud indeed of our association with the Royal Family, and when a member of the Royal Family who, like yourself, has shown such active interest in us in the past and continues to give us proof positive that that interest is still very much alive today, we are all the more grateful to you.

After the Meeting

In the evening the medallists and their families went to the Crazy Gang's show at the Victoria Palace. They were asked to stand in their box and were applauded by the audience.

Awards to Coxswains and Life-boatmen

To JOHN B. McLEAN, on his retirement, after serving for 16½ years as coxswain of the Peterhead life-boat, a coxswain's certificate of service, gratuity and a retirement allowance.

To BENJAMIN WILLIAMS, on his retirement, after serving for 15½ years as coxswain of the Fishguard life-boat, a coxswain's certificate of service, gratuity and a retirement allowance.

To THOMAS J. JEUNE, on his retirement after serving for 15 years as coxswain of the Beaumaris life-boat, a coxswain's certificate of service and an annuity.

To TREVOR DAVIES, on his retirement after serving for 13 years as coxswain and 10½ years as second coxswain of the Llandudno life-boat, a coxswain's certificate of service and an annuity.

To WILLIAM SINCLAIR, on his retirement,

after serving for 13 years as coxswain of the Stromness life-boat, a coxswain's certificate of service.

To GEORGE WILLIAM BURN, on his retirement, after serving for 11 years as coxswain of the Tynemouth life-boat, a coxswain's certificate of service and an annuity.

To DAVID BRUNTON, on his retirement after serving for 8½ years as coxswain and 25 years as a member of the crew of the Dunbar life-boat, a life-boatman's certificate of service and a gratuity.

To JOHN A. SMITH, on his retirement, after serving for 8½ years as coxswain, 3 years as second coxswain and 2½ years as bowman of the Aldeburgh No. 1 life-boat and 2 years as second coxswain and 2½ years as bowman of the No. 2 life-boat, a coxswain's certificate of service and an annuity.

To ALBERT E. BAKER, on his retirement after serving for 7½ years as coxswain and 22 years as second coxswain of the Bembridge life-boat, a coxswain's certificate of service and an annuity.

To GEORGE DOUGAL, on his retirement after serving for 6 years as coxswain and 16 years as second coxswain of the Eyemouth life-boat, a coxswain's certificate of service and an annuity.

To JAMES LEADBETTER, on his retirement after serving for 6 years as coxswain and 14½ years as second coxswain of the Fleetwood life-boat, a coxswain's certificate of service and an annuity.

To THOMAS M. NISBET, on his retirement after serving for 4½ years as coxswain and 6½ years as second coxswain of the St. Abbs life-boat, a coxswain's certificate of service and an annuity.

To EVAN JAMES DAVIES, on his retirement, after serving for 4½ years as coxswain and 7 years as second coxswain of the Aberystwyth life-boat, a coxswain's certificate of service and an annuity.

To JAMES FARAGHER, on his retirement after serving for 6½ years as second coxswain and 5 years as a member of the crew of the Port Erin life-boat, a life-boatman's certificate of service and a gratuity.

To SAMUEL B. GLANVILLE, on his retirement after serving for 6½ years as second coxswain, 4½ years as bowman and 1½ years as a member of the crew of the Torbay life-boat, a life-boatman's certificate of service and an annuity.

To ALBERT G. L. HARDY, on his retirement after serving for 6 years as second coxswain of the Swanage life-boat, a gratuity.

To MICHAEL COTTRELL, on his retirement after serving for 3 years as second coxswain and 11 years as a member of the crew of the Baltimore life-boat, a life-boatman's certificate of service.

To JOHN G. KILCOYNE, on his retirement after serving for 2½ years as second coxswain, 1½ years as bowman and 9 years as a member of the crew of the Wicklow life-boat, a life-boatman's certificate of service.

To REGINALD DUCKENFIELD, on his retirement after serving for 1 month as second coxswain, 6 years as bowman and 17 years as a member of the crew of the Llandudno life-boat, a life-boatman's certificate of service and a gratuity.

To HERBERT G. MYALL, on his retirement after serving for 13 years as bowman and 27 years as a member of the crew of the Southend-on-Sea life-boat, a life-boatman's certificate of service and an annuity.

To FRANK J. HOCKINGS, on his retirement after serving for 10 years as bowman and 18 years as a member of the crew of the Exmouth life-boat, a life-boatman's certificate of service.

To HARRY BAMBER, on his retirement after serving for 10 years as bowman and 3½ years as a member of the crew of the Lytham-St. Annes life-boat, a life-boatman's certificate of service.

To WILLIAM S. CRAIG, on his retirement after serving for 5 years as bowman and 18 years as a member of the crew of the Gourdon life-boat, a life-boatman's certificate of service and a gratuity.

To JOHN T. TAIT, on his retirement after serving for 1 year as bowman and 12 years as a member of the crew of the Aith life-boat, a life-boatman's certificate of service.

To JAMES McDERMOTT, on his retirement after serving for 3½ years as motor mechanic of the Wexford life-boat and 28½ years as motor mechanic of the Weymouth life-boat, a life-boatman's certificate of service, a gratuity and a retirement allowance.

To WILLIAM A. MANN, on his retirement after serving for 20½ years as motor mechanic of the Exmouth life-boat, a life-boatman's certificate of service and an annuity.

To ARTHUR STEPHENS, on his retirement after serving for 19 years as motor mechanic of the St. Peter Port life-boat, a life-boatman's certificate of service, a gratuity and a retirement allowance.

To JAMES O. MOORE, on his retirement, after serving for 17½ years as motor mechanic, 9 years as assistant motor mechanic, 6½ years as bowman and 11 years as a member of the crew of the Barrow life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

To GEORGE KYLE, on his retirement after serving for 28 years as assistant motor mechanic and 9 years as a member of the crew of the Holy Island life-boat, a life-boatman's certificate of service and an annuity.

TO GEORGE D. ARMSTRONG, on his retirement after serving for 13 years as assistant motor mechanic and 14 years as a member of the crew of the Newbiggin life-boat, a life-boatman's certificate of service.

The late ARTHUR F. LOWE who for 40 years was a member of the crew of the Barmouth

life-boat, his life-boatman's certificate of service to his daughter.

TO ALFRED HALLS, on his retirement, after serving for 25 years as a member of the crew of the Walton and Frinton life-boat, a life-boatman's certificate of service.

Awards to Honorary Workers

Honorary Life-Governors

THE following have been appointed Honorary Life-Governors of the Institution and are presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent, President of the Institution:

CAPTAIN A. G. COLE, R.N.R., in recognition of the valuable help he has given as honorary secretary of Yarmouth, Isle of Wight, station branch since 1934.

MR. P. M. OLIVER, C.B.E., in recognition of the valuable help he has given for very many years, especially as honorary secretary of the Manchester and District branch.

MISS F. M. POLE, in recognition of the valuable help she has given as honorary secretary of the Neath branch for over twenty-seven years.

Thanks of the Institution on Vellum

The thanks of the Institution inscribed on vellum have been awarded to the following honorary secretaries of life-boat stations on their retirement:

MR. JOHN S. WOOD, of Hartlepool.

EX-PROVOST FRASER, of Cromarty.

MR. BERNARD MCGILL, of Arranmore.

MR. ANDREW D. CLARK, of Aith.

MR. H. A. S. LANE, of Gorleston. (Also awarded binoculars for ten years' service as honorary secretary.)

MR. JAMES WELSH, of Portpatrick.

Binoculars

The Binocular Glass with an inscription has been awarded to:

MR. C. H. ASH, Appledore.

MR. H. A. S. LANE, Gorleston.

MR. J. R. MCCLUNG, Troon.

Gold Badges

The Gold Badge has been awarded to:

MRS. W. M. AINSWORTH, honorary treasurer, Tottington Ladies' Life-boat Guild.

MISS A. E. BOWLER, honorary treasurer, Liverpool Ladies' Life-boat Guild.

MRS. A. H. DOLMAN, president and chairman, Abertillery Ladies' Life-boat Guild.

MR. J. S. DUNCAN, M.B.E., honorary secretary, Wick station branch.

MRS. A. HORROCKS, president, Leigh branch.

MRS. R. PUGH, honorary worker, Rhyl Ladies' Life-boat Guild.

LADY ROWALLAN, president, Kilmarnock Ladies' Life-boat Guild.

MRS. G. M. SMETHURST, honorary secretary, Tottington Ladies' Life-boat Guild.

MRS. M. SUTTON, honorary secretary, Wragby branch.

MRS. E. M. TART, honorary worker, Dungeness.

MISS MADGE TART, honorary worker, Dungeness.

MISS A. WATERS, honorary secretary, Abertillery Ladies' Life-boat Guild.

Statuettes

A statuette of a Life-boatman has been awarded to the following honorary officials and workers:

MR. E. A. ASH, New Brighton.

DR. P. J. ATKEY, M.R.C.S., L.R.C.P., D.P.H., Woking.

MISS M. BALLS, Kessingland.

MR. A. BELL, Blyth.

MRS. L. M. BREEZE, Welshpool.

MRS. Z. BULLMORE, Porthcawl.

MR. A. E. BURNETT, Leatherhead.

MISS D. B. BURTON, Caterham.

MRS. M. COOMBS, J. P., Llanelly.

MISS L. M. DALLY, Barry Dock.

MISS IRENE DAVIES, South Caernarvonshire.

MRS. M. E. DAVIES, Newport, Mon.

MRS. F. K. DOCKRAY, Scarborough.

MRS. D. H. ELLIS, Workington.

MRS. V. ETHERTON, Wakefield.

CAPTAIN J. H. EVANS, Cardigan.

MRS. F. G. FRANCES, Newport, Mon.

MRS. V. GASKELL, Porthcawl.

MRS. R. M. GIBSON, York.

MR. O. T. M. HARRISON, Whitchurch.

MRS. K. HATTON, St. Annes.

MRS. J. HENRY, Marlow.

MRS. A. A. HILTON, St. Annes.

SIR CHARLES D. HOPE DUNBAR, Bt., Kirkcudbright.

MISS M. HOWEY, Bishops Stortford.

MRS. M. E. JENKINS, Neath.

MRS. M. HUGHES-JONES, South Caernarvonshire.

MISS M. LEYLAND, J.P., Tyldesley.

MRS. L. G. MANSEL LEWIS, J.P., Llanelly.

MRS. I. MCEWEN, Porthcawl.

MRS. E. PERRY, Cowes, Isle of Wight.

MRS. K. ROBERTS, Tyldesley.

MRS. A. E. ROBERTS, South Caernarvonshire.

MRS. C. M. ROLFE, Llanelly.

MRS. W. M. SKUSE, Newport, Mon.

MRS. EDMUND THOMAS, Neath.

MRS. JOHNSON THOMAS, Neath.

COMMANDER A. C. THURSFIELD, R.N.
(Retd.), Cranbrook and Hawkhurst.
MISS A. VERDON, Welshpool.
MR. F. F. VINT, Bangor, Co. Down.
MRS. A. WILLIAMS, Newport, Mon.
MISS C. YEOMAN, Whitby.
MRS. M. J. WILLIAMS, Neath.

Records of Thanks

A record of thanks has been awarded to the following honorary officials and workers:

MRS. A. E. ANDERTON, Orrell.
MRS. E. M. BARNETT, Largs.
MRS. E. M. BLACKWELL, Mitcham.
MRS. P. BROWN, Scarborough.
MRS. A. P. CHURCHILL, Brentwood.
MR. E. CLEMETSON, Faversham.
MRS. S. C. CRIGHTON, Golborne.
MR. W. D. GALE, Cowes, Isle of Wight.
MRS. L. M. GOUGH, Garston, Liverpool.
MRS. M. GRAHAM, Hoylake.
MRS. H. HALFORD-BURDETT, Peacehaven.
MRS. G. F. HALL, Cawthorne.

MR. C. W. IVATTS, Aylesbury.
MRS. M. KERSHAW, Lytham.
MISS D. MANN, Ampthill.
MRS. R. A. MASSEY, Horwich.
MRS. W. S. MCCUNN, Formby, Liverpool.
MRS. J. S. MCPHAIL, Wembley.
MRS. A. L. MEGAW, Jordanstown.
MR. A. A. MELDRUM, J.P., Gt. Yarmouth.
MRS. J. OXLEY, South Kirkby.
MRS. D. M. PORTER, Malden and Coombe.
MRS. B. PRICE HUGHES, Llandudno.
MRS. I. PUGH, Hoylake.
MR. D. T. RITCH, North Berwick.
MR. A. M. ROSS, Peterhead.
MR. MALCOLM SMITH, Stornoway.
MR. J. W. STILL, Vale of Leven.
MRS. H. N. THOMAS, Formby, Liverpool.
MRS. ROWLAND THOMPSON, King's Lynn.
MISS M. WATKINSON, Heywood.
MRS. B. E. WHITEHEAD, Horwich.
MISS J. M. WILLIAMS, Ecclesham.
MRS. C. C. WRIGHT, Horwich.
MISS F. E. YOUDS, Grassendale, Liverpool.

Portrait on the Cover

THE portrait on the cover is of Coxswain Harry Burgess, who has been coxswain of the Lowestoft life-boat

since 1947. He served as second coxswain for nearly a year, and as bowman from 1931 to 1936 and 1937 to 1946.

New District Organising Secretary

MRS. R. H. ROBINSON, M.B.E., who on retiring from the W.R.A.C. in the rank of Major, was appointed Assistant Organising Secretary for the South-East district, has been appointed District Organising Secretary for that district in succession to Commander (S) J. A. Storer Carson, R.N.V.R.,

who has left the Institution to take up another appointment.

Both in the Army and civilian life, Mrs. Robinson had considerable experience in public relations work and the organisation of adult education and is a member of the Institute of Sociology.

Notice

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

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

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

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1953.

1952			LIFE-BOATS:— EXPENDITURE			£ s. d.			£ s.		
£	s.	d.	New Life-boats for the following Stations: On account—			£	s.	d.	£	s.	d.
			Aberdeen, Bridlington, Campbeltown, Coverack, Donaghadee, Exmouth, Eyemouth, Filey, Flamborough, Fraserburgh, Holyhead, Humber, Ilfracombe, Minehead, New Brighton, North Sunderland, Padstow, Plymouth, Pwllheli, Ramsgate, Runswick, St. Abbs, St. Peter Port, Stornoway, Walton; materials for future building and improvements and alterations to existing fleet			184,064	4	3			
226,765	8	4	Upkeep of Cowes Office and Store			279	7	1			
229	10	2	Upkeep of and Repairs to Life-boats			24,323	4	11			
29,963	7	7	Rentals and Maintenance of Radio Equipment and Loud Hailers, and Radio Licences			9,799	—	—			
10,020	—	—	Consulting Naval Architect			351	10	11			
126	18	9	Salaries of Superintendent Engineer, Surveyor of Life-boats, Inspectors of Machinery, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff			36,610	9	1			
36,986	4	6	Travelling Expenses			11,242	18	4			
12,043	—	11	Gratuity and Pensions under the Pension Scheme			1,760	15	4			
1,638	—	—	Contributions to 1938 Pension Scheme			2,751	8	4			
2,836	16	1									
320,609	6	4							271,182	18	
			LIFE-BOAT CARRIAGES AND TRACTORS:—								
			New Tractors			19,215	—	—			
603	10	3	Repairs to Life-boat Carriages			562	5	3			
280	9	9	Repairs to Tractors			144	2	3			
			Salaries of Assistant Surveyor of Carriages, and Tractor Engineers			1,700	13	2			
1,867	4	—	Travelling Expenses			792	19	2			
911	7	7	Contributions to 1938 Pension Scheme			122	2	8			
150	18	9							22,537	2	
3,813	10	4									
			LIFE-BOAT HOUSES AND SLIPWAYS:—								
11,978	10	11	New Construction and Adaptation			16,358	10	2			
24,357	14	6	Repairs and Maintenance			23,145	19	8			
39	—	—	Pension under the Pension Scheme			39	—	—			
36,375	5	5							39,543	9	
38,105	19	5							33,639	6	
			LIFE-BOAT STORES								
			LIFE-BOAT DEPOT:—								
7,130	—	9	Rates, Insurance, Equipment and Repairs			7,651	5	—			
			Salaries of Superintendent of Depot, Assistant, and Clerical Staff and Wages of Manual Workers			40,412	17	6			
41,665	12	8	Gratuities and Pensions under the Pension Schemes			753	4	6			
987	14	—	Contributions to 1938 Pension Scheme			728	7	11			
759	16	8							49,545	14	
50,543	4	1									
			PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS:—								
			Conveyance of Life-boats, Carriages, Tractors, and Stores; Work to Moorings; Telephones; Postages, etc.			20,651	7	7			
20,211	18	2	Insurance under National Insurance Acts and against claims at Common Law			4,158	3	11			
3,503	—	7	Salaries of Assistant Secretaries, etc., of Stations			288	8	4			
414	—	6							25,097	19	
24,128	19	3									
			WAGES, REWARDS AND OTHER PAYMENTS TO COXSWAINS, MOTOR MECHANICS AND CREWS:—								
			Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums			11,867	10	6			
11,795	14	9	Grants to men injured in the Life-boat service			989	15	2			
1,585	11	—	Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.			88,460	6	3			
82,148	7	9	Payments to Life-boat Crews and Launchers for exercises			7,760	7	8			
7,169	19	10	Annuities and Gratuities under the Regulations to Coxswains, Bowmen, Signalmen, Part Time and Assistant Motor Mechanics			5,375	14	10			
5,319	6	9	Pensions and Grants to Relatives of deceased Life-boatmen and others			7,156	8	8			
4,973	7	4	Pensions and Gratuities under the Pension Scheme to Ex-permanent Crews of Life-boats			1,854	16	4			
1,714	8	2							123,465	8	
114,706	15	7									
588,283	0	5	Carried forward						565,012	—	

accounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec. 1953.

1952			INCOME		£	s.	d.	£	s.	d.
£	s.	d.	SUBSCRIPTIONS, DONATIONS, ETC.:—							
7,368	14	1	General Subscriptions to Headquarters		7,096	14	2			
6,184	14	6	" " through Station Branches		5,294	10	11			
20,774	17	1	" " through Financial Branches		21,352	4	7			
14,339	3	1	" Donations to Headquarters		15,054	18	9			
45,670	11	—	" " through Station Branches		50,419	7	5			
151,191	6	—	" " through Financial Branches		150,112	18	9			
2,175	—	—	Contributions from Harbour Authorities towards up-keep of Life-boat Stations		1,675	—	—			
375	18	—	Contribution Boxes to Headquarters		339	4	9			
12,960	10	6	" " through Station Branches		13,432	5	6			
3,722	8	10	" " through Financial Branches		3,933	19	8			
264,763	3	1						268,711	4	6

LIFE-BOAT FUNDS:—

Civil Service Life-boat Fund (per C. H. Barrett, Esq.)
in respect of the following Life-boat Establishments:
Blyth, Hartlepool, Holyhead, Margate, Portrush,
Port St. Mary, St. David's, Southend-on-Sea and
Walmer and Whitehills

5,747	11	3	6,187	18	1
208	5	—	208	5	—
5,955	16	3	6,396	3	1

INCOME FROM INVESTMENTS:—

52,647	14	3	Dividends and Interest on Investments (less £6,040 0s. 4d. tax)	52,485	1	8
			Less—			
1,235	10	10	Interest on certain Trust Funds transferred to Special Purposes Fund	1,310	6	—
627	9	10	Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)	632	9	10
1,863	—	8		1,942	15	10
50,784	13	7		50,542	5	10
5,460	14	5	Income Tax recovered on Dividends	5,615	3	5
56,245	8	—		56,157	9	3
56,964	7	4	Carried forward	331,264	16	10

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1953—continued.

1952	£	s.	d.	EXPENDITURE	£	s.	d.	£	s.
588,213	-	5		Brought forward				565,012	-
				LIFE-BOAT INSPECTORS:—					
14,318	7	3		Salaries of Chief Inspector, Deputy Chief Inspector,					
4,551	14	3		Inspectors of Life-boats and Clerical Staff	15,398	4	9		
1,930	17	1		Travelling Expenses	4,901	9	9		
1,371	10	7		Pensions under the Pension Scheme	1,537	5	4		
22,172	9	2		Contributions to 1938 Pension Scheme	1,544	2	11		
2,608	15	4		RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.:				23,381	2
				ADMINISTRATION:—				1,826	5
				Salaries of Secretary, Assistant Secretary,					
24,168	3	3		Accountant, Internal Auditor, and Clerical Staff	24,014	3	3		
				Rent, Depreciation, Rates, Lighting, Heating Insurance, etc., of the House of the Institution	3,150	14	2		
2,937	18	2		Insurance under National Insurance Acts and against claims at Common Law ..	3,232	12	2		
2,960	14	4		Telephone Operator, Commissionaires and Nightwatchman	1,633	2	3		
1,589	6	6		Telephones, Postages and Parcels	2,077	5	1		
2,161	15	9		Pensions under the Pension Scheme	1,456	2	4		
3,518	19	8		Travelling and other Expenses of Chairman and Committee of Management	1,168	16	9		
1,142	4	2		Contributions to 1938 Pension Scheme	1,744	14	3		
1,729	14	5							
40,208	16	3			38,477	10	3		
20,104	8	1		Less estimated amount chargeable to raising of funds and publicity ..	19,238	15	1	19,238	15
20,104	8	2		Stationery, Office Expenses, Printing and Books ..	6,118	15	3		
5,910	13	11		Auditors' Fee	472	10	-		
393	15	-		Law Expenses	1,817	8	6		
1,101	5	-		Repairs and Improvements to the House of the Institution	811	-	2		
216	6	5						28,458	9
27,726	8	6		GRANTS IN CONNEXION WITH CERTAIN GENERAL LEGACIES				543	10
559	19	5		EXPENSES OF CONFERENCE OF LIFE-BOAT SOCIETIES				-	-
3	14	-		FESTIVAL OF BRITAIN:—					
593	3	-		Exhibits at South Bank and on S.S. <i>Campania</i> ..				2,000	-
				EXPENSES CONNECTED WITH RAISING OF FUNDS AND PUBLICITY:					
2,327	12	4		Salaries of Publicity Secretary, Assistant and Clerical Staff	2,847	4	3		
18,243	1	-		Salaries of District Organizing Secretaries and Clerical Staff	18,213	17	10		
6,180	8	2		Travelling expenses of District Organizing Secretaries	5,335	-	2		
196	3	2		Annual General Meeting	245	-	11		
12,917	16	-		Advertising and Appeals	9,869	15	9		
29,292	17	4		Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	26,001	14	6		
3,957	8	8		Printing and Binding the Annual Report and Life-boat Journal	3,700	5	8		
6,005	14	4		Salaries and Commissions of Assistant Secretaries, etc., of Branches	6,132	1	3		
1,313	10	11		Pensions under the Pension Scheme	1,905	7	2		
1,740	8	1		Contributions to 1938 Pension Scheme	1,530	7	7		
20,104	8	1		Estimated proportion of Administration Expenses as above	19,238	15	1		
102,279	8	1						95,019	10
744,226	17	11		Total Expenditure				716,240	17
				Deduct:—					
				Expenditure on new Life-boats included in this account borne by:—					
94,405	19	1		Gifts and Legacies for special purposes	42,698	16	10		
132,359	9	3		Reserve for Replacement of Life-boats	141,365	7	5		
226,765	8	4			184,064	4	3		
22,177	17	3		Other expenditure included in this account borne by Special Gifts and Legacies	34,649	16	-		
248,943	5	7						218,714	-
495,283	12	4		Transfer to General Purposes Fund being excess of income for general purposes over expenditure, not borne by special funds				497,526	17
16,963	5	3						12,000	8
£512,246	17	7						£509,527	6

ounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1953—*continued.*

1952			INCOME					
£	s.	d.				£	s.	d.
26,964	7	4	Brought forward			381,264	16	10
			SUNDRY RECEIPTS:—					
10,895	4	1	Sale of old Stores			5,672	17	10
817	15	11	Rentals of Freehold and Leasehold Premises			805	13	6
11,713	-	-				6,478	11	4
38,677	7	4	Total Ordinary Income			387,743	8	2
273,569	10	3	LEGACIES FOR GENERAL PURPOSES			271,783	18	-
312,246	17	7	TOTAL INCOME FOR GENERAL PURPOSES			609,527	6	2
			Gifts and Legacies for Special purposes transferred to Funds:—					
			General Endowment:—					
6	11	3	Legacies			1,089	8	9
-	-	-	Special Gifts			1,100	-	-
6	11	3				2,189	8	9
			Special Purposes and Maintenance:—					
59,490	5	10	Legacies			144,811	17	6
67,964	9	2	Special Gifts			18,511	1	-
127,454	15	-				163,322	18	6
739,708	3	10	Total Income			775,039	13	5
312,246	17	7	Deduct:—					
100,000	-	-	Amount transferred to Reserve for Replacement of Life-boats			100,000	-	-
512,246	17	7				509,527	6	2

NOTE.—This account includes the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1953, and of the Branches for the year to 30th September, 1953.

1952			Dr.	GENERAL ENDOWMENT FUND	
			The Income to be applied for the purposes of the Institute		
£	s.	d.		£	s.
857	2	10	To TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST	-	
240,331	3	5	„ BALANCE AT 31ST DECEMBER, 1953	242,520	1
<hr/>					
£241,188	6	3		£242,520	1
<hr/>					
			Dr.	SPECIAL PURPOSES AND MAINTENANCE FUND	
			The Capital to be applied for the purposes of the Institute		
			To DEFRAY EXPENDITURE AS SHEWN IN		
			INCOME AND EXPENDITURE ACCOUNT:—		
94,405	19	1	ON NEW LIFE-BOATS	42,698	16
22,177	17	3	ON OTHER PURPOSES	34,649	16
			„ TRANSFERS FOR EXPENDITURE PREVIOUSLY CHARGED AGAINST		
			OTHER FUNDS:—		
278	16	-	GENERAL PURPOSES FUND	6,620	-
125,052	3	2	RESERVE FOR REPLACEMENT OF LIFE-BOATS	49,385	16
148	15	8	„ TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST	9,731	16
930	18	2	„ GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES	934	1
217,842	15	6	„ BALANCE AT 31ST DECEMBER, 1953	238,455	7
<hr/>					
£460,837	4	10		£382,476	-
<hr/>					
			Dr.	GENERAL PURPOSES FUND	
4,846	19	3	To PROVISION FOR ADDITIONAL LIABILITY, 1909 PENSION SCHEME ..	3,616	2
609	17	-	„ LOSS ON SALE OF INVESTMENTS	-	-
-	-	-	„ DEPRECIATION ON REVALUATION OF POST WAR CREDITS	3,236	19
2,694	-	-	„ DISCHARGE OF HARBOUR COMMISSIONERS BOND	-	-
441,401	11	8	„ BALANCE AT 31ST DECEMBER, 1953	470,740	14
<hr/>					
£449,552	7	11		£477,593	16
<hr/>					
			Dr.	RESERVE FOR REPLACEMENT OF LIFE-BOAT	
226,765	8	4	To EXPENDITURE ON NEW LIFE-BOATS	184,064	4
94,405	19	1	Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND ..	42,698	16
<hr/>					
132,359	9	3		141,365	7
982,441	16	5	BALANCE AT 31ST DECEMBER, 1953	990,462	8
<hr/>					
£1,114,801	5	8		£1,131,827	16
<hr/>					

counts

1952	31st December, 1953.	Cr.
	in accordance with the directions of the respective Donors.	
£ s. d.		£ s. d.
41,181 15 -	By BALANCE AT 31ST DECEMBER, 1952	240,331 3 5
	„ LEGACIES AND SPECIAL GIFTS (INCOME ONLY AVAILABLE) RECEIVED	
	IN THE YEAR:	
6 11 3	Legacies	1,089 8 9
- - -	Special Gifts	1,100 - -
		2,189 8 9
41,188 6 3		£242,520 12 2
	31st December, 1953.	Cr.
	in accordance with the directions of the respective Donors.	
£ s. d.		£ s. d.
32,146 19 -	By BALANCE AT 31ST DECEMBER, 1952	217,842 15 6
	„ LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)	
	RECEIVED IN THE YEAR:—	
59,490 5 10	Legacies	144,811 17 6
67,964 9 2	Special Gifts	18,511 1 -
27,454 15 -		163,322 18 6
	„ INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST	
1,235 10 10	FUNDS	1,310 6 -
60,837 4 10		£382,476 - -
	31st December, 1953.	Cr.
£ s. d.		£ s. d.
31,304 8 2	By BALANCE AT 31ST DECEMBER, 1952	441,401 11 8
- - -	„ PROFIT ON SALE AND REDEMPTION OF INVESTMENTS	7,839 17 -
857 2 10	„ TRANSFER FROM GENERAL ENDOWMENT FUND	- - -
	„ TRANSFERS FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS	
427 11 8	ABOVE	16,351 19 -
16,963 5 3	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT	12,000 8 8
49,552 7 11		£477,593 16 4
	31st December, 1953.	Cr.
£ s. d.		£ s. d.
89,749 2 6	By BALANCE AT 31ST DECEMBER, 1952	982,441 16 5
	„ TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS	
25,052 3 2	ABOVE	49,385 19 9
00,000 - -	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT	100,000 - -
14,801 5 8		£1,131,827 16 2

1952 £	s.	d.		£	s.
240,331	3	5	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective Donors)	242,520	12
217,842	15	6	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective Donors)	238,455	7
982,441	16	5	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire Fleet exceeds £3,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by Special Gifts and Legacies.	990,462	8
441,401	11	8	GENERAL PURPOSES FUND Of this Fund £122,584 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £348,156 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the Life-boat Fleet and Crews not otherwise covered, and replacements other than Life-boats. Replacements at present contemplated include new construction and adaptation of Life-boat Houses £100,000 and provision of new Tractors £40,000.	470,740	14
<u>£1,882,017</u>	<u>7</u>	<u>-</u>		<u>£1,942,179</u>	<u>2</u>

(Signed) GODFREY BARING
Chairman.

(Signed) A. D. BURNETT BROWN
Secretary.

We have examined the above Statement, also the Income and Expenditure Account a correct and in accordance therewith. We have also verified the Investmen

8 Frederick's Place,
Old Jewry, London, E.C.2.
19th February, 1954.

ounts
ts, 31st December, 1953

1952												
£	s.	d.					£	s.	d.	£	s.	d.
INVESTMENTS at Valuation on 31st Dec., 1951, or cost if acquired since.												
GENERAL ENDOWMENT FUND—Income only available:												
34,736	17	2	British Government Securities	..	..	..	236,926	5	11			
5,594	6	3	British Corporation Stocks	..	..	..	5,594	6	3			
40,331	3	5								242,520	12	2
(Market value at 31st Dec., 1953, £257,422 14 1).												
OTHER FUNDS:—												
05,898	15	3	British Government Securities	..	..	..	1,241,375	10	9			
36,512	13	8	Colonial Government Securities	..	..	..	36,512	13	8			
57,859	8	8	British Corporation and Public Boards Stocks	..	..	..	159,810	3	11			
22,870	8	10	Sundry Small Investments	..	..	..	24,903	2	3			
23,141	6	5	(Market value at 31st Dec., 1953, £1,537,471 1 11)							1,462,601	10	7
			Total Investments (Market value at 31st Dec., 1953,									
33,472	9	10	£1,794,893 16 0)	..	..	..				1,705,122	2	9
FREEHOLD PREMISES (At cost):—												
35,256	7	2	Including Life-boat Depot at Borcham Wood	..						86,453	13	5
LEASEHOLD PREMISES—(At cost less amounts written off):—												
36,469	9	1	Including 42/44 Grosvenor Gardens	..	..	..				36,131	5	11
BRANCH ACCOUNTS:—												
77,753	6	8	Balances in hands of Branches, 30th Sept., 1953	..			75,356	17	1			
Less Balance of Remittances between Head-quarters and Branches, October to December,												
47,900	16	8	1953 .. .. .	..	..	..	42,914	8	5			
29,852	10	-								32,442	8	8
CASH AT BANKERS:—												
36,966	10	11	On Current Account	..	..	..	12,029	11	4			
-	-	-	On Deposit	..	..	..	70,000	-	-			
										82,029	11	4
32,017	7	-								£1,942,179	2	1

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

THE LIFE-BOAT SERVICE

Its Expenditure at a Glance

How each £100 of the Institution's Expenditure was paid out in 1953

£	s.	d.		
30	13	4	_____	New Construction.
34	10	0	_____	Maintenance of Life-boats and Stations (including Depot).
17	4	9	_____	Payments to Life-boat Crews.
4	1	0	_____	Administration.
13	10	11	_____	Raising of Funds and Publicity at Headquarters and 1,049 Branches.
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£100	0	0		

Its Income at a Glance

How each £100 of the Institution's Income was obtained in 1953

£	s.	d.		
15	8	4	_____	Subscriptions, Donations, Collecting Boxes.
13	7	0	_____	Life-boat Days and House-to-House Collections.
5	7	9	_____	Other Special Efforts.
1	6	9	_____	Boat-house Collections.
7	5	0	_____	Income from Investments.
53	17	10	_____	Legacies.
2	10	7	_____	Special Gifts.
16	9		_____	Other Sources.
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£100	0	0		