

THE LIFE-BOAT

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Notes of the Quarter

THE first three months of 1958 have offered striking evidence of the help given by life-boats to a great variety of vessels serving the commerce of the country in different ways and, in particular, to fishing boats. Of the 106 launches by life-boats on service during this period 37 were to the help of motor vessels, steamers, barges, motor boats and other similar craft; 29 were to fishing boats; and nine consisted of landing sick seamen or conveying doctors to vessels of different kinds. Life-boats were launched six times to search for aircraft; three of the services were to bathers or to people cut off on the rocks or cliffs; and two to the help of yachts. In the summer months the proportion of services to yachts naturally tends to increase considerably, but the first quarter of the year has shown the continual help given by life-boats to vessels of various nations bringing food and other supplies to this country, taking goods abroad or engaged in coastal traffic.

CO-OPERATION WITH AMERICAN AIRCRAFT

No. 66 Air Rescue Squadron of the United States Air Force, whose base for some years was Manston in Kent, was recently rendered inactive. The close co-operation between this squadron and life-boat stations on the coast of Kent has been a most happy feature in the work of rescuing life at sea. To mark the Institution's appreciation Earl Howe, Chairman of the Committee of Management, sent a letter stating that the Committee "truly appreciate the splendid work done by the squadron in the work of rescuing life at sea". The letter called attention to the outstanding service by a United States helicopter which took place on the 27th of November, 1954, and which was described fully in the March, 1955 number of the *Life-boat* on page 5. This led to the rescue of the sole

survivor from the *South Goodwin* lightvessel. In reply to the letter of appreciation Colonel Marshall H. Strickler, Commander of the United States 9th Air Rescue Group, wrote: "May our future joint efforts continue in the same successful and co-operative manner as enjoyed in the past. Please extend our appreciation to all your personnel for their superior performance wherever and whenever required."

THE LIFE-BOAT SERVICE SINCE THE WAR

The 1958 edition of "The Story of the Life-boat" takes the form of a brief history of the Life-boat Service since the end of the last war. When the war came to an end the Life-boat Service was faced with a huge task of reconstruction. Building of new life-boats had been brought to a standstill; many of the former members of life-boat crews had left their homes; new and important devices had been invented; and the country was undergoing something of a social revolution. The booklet describes the manner in which these difficulties have been overcome; how more than half the fleet of life-boats has been replaced; how new tractors, carriages, boat-houses and radio equipment have been introduced; and how the work which life-boat crews are called upon to perform has steadily increased. A number of the outstanding services by life-boats since the war are described in detail. English, Scottish and Welsh editions are published, each priced 1/6d. The Scottish and Welsh editions concentrate on services carried out by Scottish and Welsh life-boats.

SALES AT BOATHOUSES

With the advent of summer a number of stations, particularly those at popular seaside resorts, will again be actively

engaged in raising money for the Institution by collections at boathouses and by the sale of souvenirs. The Institution has decided not to increase its range of souvenirs but to concentrate on those which have proved popular. This decision has been taken as a result of an analysis, which shows that the introduction of new types of souvenirs does not in fact serve to increase the net revenue. The problem was discussed at some length at the conference of District Organising Secretaries. At this conference it was also learnt that at certain stations souvenirs had been sold at below the marked

price, a practice which although carried out with the best of intentions does not serve to benefit the Institution financially.

The ingenuity which branches of the Institution are showing in their work of raising funds is again revealed in this number in the column *New Ways of Raising Money* which appears on page 45. Another field in which the workers of the Institution are active is that of enlisting the help of sporting clubs. The Institution has now produced a leaflet which can be supplied on demand indicating how sporting clubs can help the work of the Life-boat Service.

The Chief Inspector Retires

THE retirement of Commander T. G. Michelmore, O.B.E., R.D., R.N.R., the Chief Inspector of Life-boats, takes effect from the 30th of June, 1958.

Commander Michelmore joined the Life-boat Service as a district inspector of life-boats in 1930. He had been for seventeen years with the Peninsular and Oriental Steam Navigation Company, had held a master's certificate for nine years, was a second officer, and a lieutenant-commander on the active list of the Royal Naval Reserve. During the 1914-1918 war he had served in the Tenth Cruiser Squadron in the North Atlantic and Arctic Sea and then, as first lieutenant of destroyers, in the North Sea, the Dover Patrol and the Mediterranean.

His first post in the Life-boat Service was as Northern District Inspector, and in 1941 he was transferred to the Eastern District. He was appointed Deputy Chief Inspector in 1945 and Chief Inspector in 1951.

Colonel A. D. Burnett Brown, the Secretary of the Institution, writes :

"Of Michelmore's technical abilities I am not competent to speak. I do know that all round the coast both as District Inspector and later as Chief Inspector he has been universally liked and respected. In London his long experience and sound advice have always been of the greatest service to the Committee of Management. As a colleague I have found him friendly and co-operative and his timely sense of humour has lightened discussion in many places. The Life-boat Institution depends so much on team work and for successful working each member of the team must sympathise with and appreciate the position of the others. Michelmore's ready interest in many matters outside the normal scope of his duties has been of the greatest assistance."

Parliamentary Questions and Answers

MR. L. W. B. TEELING, M.P. for Brighton, asked the Prime Minister whether, in view of the coming closing down of the Royal Naval Air Station at Ford, and of the Royal Air Force Station, Tangmere, ceasing to be operational, he would discuss with his fellow Ministers what could be done to maintain a helicopter service for sea rescue along the Sussex coast where this service had now proved to be far faster and more efficient than life-boats.

The Prime Minister, the Right Hon. Harold Macmillan, replied : "Although Royal Naval and Royal Air Force search and rescue helicopters give civil rescue organisations whatever help they can, their primary role is the rescue of air-crew, and this must be the governing factor in deciding their deployment. There are no Royal Air Force helicopters at Tangmere, but there is a helicopter unit at Thorney Island which it is not at present intended to move."

In a supplementary question Mr. Teeling asked: "Will my right hon. Friend the Prime Minister bear in mind that this is a comparatively new service which has, so far as we can see on the Sussex coast, given tremendous help to the life-boat service? If anything can be done to develop it and to link it up with other ports on the coast, will my right hon. Friend use all his influence in that direction?"

The Prime Minister replied: "Yes.

I will do everything I can to help, but I would remind my hon. Friend that the primary purpose of the Service is rescue of air-crew. There are considerable limitations on the help that helicopters can give. They cannot at present operate in darkness, or fog, and in strong winds their capacity is somewhat limited. However, the area now covered by Ford will be reasonably well covered by the Royal Air Force helicopters at Thorney Island, which is only sixteen miles away."

Book Reviews

MR. C. R. BENSTEAD in *Shallow Waters* (Robert Hale, 21/-) has produced an engaging, lustily written account of almost anything which may happen and has happened in the coastal waters of Britain. His range is extensive. On one page he will describe how a brig captured an eagle in the North Sea in 1864, and on another will describe plans for building lighthouses on the Goodwin Sands. Elsewhere he delves into the problem of smuggling and reports Pitt as having stated in 1784 that 60% of the tea drunk in London had been smuggled. At another point he speculates with authority on what really happened at the Battle of Jutland. He quotes Conrad, Tacitus, Pepys and Kipling on the subject of the River Thames, and deals entertainingly with the curious nomenclature of boats: "So the list runs on—snibs (Grimsby's name for her seiners or craft using a seine net), chop backs (or Hastings luggers), spritties from London River, seals from Sandwich, the Solway whammel, barges and wherries (once sizeable sea-going craft), sixerns and fourerns in the Shetlands, drontheims in Donegal, pilot-gigs, galley-punts, tilt-boats, hatch-boats, yaffers, sploshers, nobbies and the rest."

To describe Mr. Benstead's book as disjointed is hardly a relevant criticism, for his method is his own and his book will bring delight to many. A considerable part of *Shallow Waters* is devoted to the work of the Royal National Life-boat Institution. Mr.

Benstead's tributes are generous and his standard of accuracy high, and he recalls vividly some of the outstanding services in the past, such as those to the *Indian Chief* and the *Rohilla*, the rescue from the Daunt Rock lightvessel and the launch of the Lynmouth life-boat over Exmoor. There are many excellent photographs.

STIMULATING AUTOBIOGRAPHY

Look Towards the Sea, by FRANK BAINES (Eyre & Spottiswoode, 21/-) is a stimulating, provocative and highly original autobiography of the author from his earliest childhood, which he claims to remember with remarkable vividness, to the moment when he goes to sea with his family's consent, after an unsuccessful attempt to do so by running away from school. The earlier chapters are devoted to life in Cornwall. Of Porthoustock, Mr. Baines writes: "Its fame was in its life-boat, manned by quarrymen, farmers and fishermen, which carried out such tremendous rescues from the many shipwrecks on the Manacles. . . . The difference between farmer and fisherman was very indefinite, most of them doing a bit of both."

With exceptional vividness Mr. Baines describes a service by the Porthoustock life-boat to the S.S. *Mohegan*, of Hull, in 1899. He tells how "at two minutes past eight, according to the chronometer in the coastguard house, the vessel struck the Minstrel Rock

with a clang that was heard all over the parish." He then describes the way in which "the women of P'roustock laid out the ropes and hauled the boat from its house and along the eighty yards of beach to the slipway on their own while Mrs. Uren on her knees in front greased the rollers." His informant, he claims, was the second coxswain, who delayed the departure of the life-boat by lashing every man to his seat, thereby saving their lives. The final picture after the rescue is of one survivor, a certain Miss Noble, who had been clutching to the floating door of a cupboard :

"Miss Noble gave directions for her own rescue with lucidity and an habitual command. 'I absolutely refuse, coxswain, to let go this piece of wood and catch hold of your line. My fingers are numb and I might not be able to retain my grasp. It has served me nobly and I intend to continue using it. You must bring the boat alongside'."

LITTLE RELATION TO OFFICIAL ACCOUNT

All this serves to build up an exceptionally lively account of a life-boat rescue. Unfortunately it has singularly little relation to the official account of the service. Indeed, the second coxswain, who appears to have been Mr. Baines' informant, was not in the boat the first time she went out, although he did go out in her later, conducting himself with considerable distinction. Mr. Baines describes Dr. Spry as honorary secretary of the station at a time when in fact he was not, and gives the wrong name and port of registration of the vessel in distress. The inconsistencies indeed are considerable, but the story remains a good one.

A review of MR. CYRIL JOLLY'S *Henry Blogg of Cromer*, published by George G. Harrap, will appear in the September number of the *Life-boat*.

A Hundred Years Ago

An extract from the Life-boat of 1st July, 1858

Youghal, Ireland.—On the 8th February, the Norwegian barque *Galatea* ran on shore on the bar at the entrance of Youghal harbour, the captain having mistaken the port for Queenstown : a gale of wind was blowing at the time from the south, and there was a very heavy and broken sea on the bar. The Youghal life-boat, which had been only recently supplied by this Institution, immediately put off to the aid of her crew, 14 in number, whom she succeeded in rescuing from their perilous position, after a hard pull of two miles against wind, tide, and sea. The vessel became a total wreck within two

hours after the crew were taken off. This valuable service at once secured the confidence of the boatmen in the life-boat, and was also a striking illustration of the superiority of the class of life-boats adopted by the Institution ; for it so happened that, through some difficulty in launching, she got seriously stove, and her deck air-compartments partially, if not altogether, filled with water ; yet, after such an accident, which would have disabled many life-boats, she proceeded on her way, and performed the service above narrated.

Portrait on the Cover

THE portrait on the cover is of Coxswain James Wilson of St. Abbs. He first joined the crew in 1947, was assistant mechanic from 1951 until the 1st of October, 1953, when he was appointed coxswain. During his period of service

the St. Abbs life-boat has been launched on service 14 times. She has rescued 19 lives and helped to save 5 vessels.

The photograph is reproduced by courtesy of the *Scottish Daily Record and Sunday Mail Ltd.*

New Ways of Raising Money

When a life-boat bridge tournament was held recently in a Dublin hotel, several supporters extended the scope of it to neighbouring counties by asking friends to play at tables in their houses. The players at these tables qualified for prizes in the same way as those in the hotel.

* * *

Mr. G. Beardmore, honorary secretary of the Cheadle, Staffordshire, branch, and his family run a hardware store in Cheadle. They make no charge for various small repairs they are called upon to do and ask customers to make contributions to the life-boat collecting box on the counter.

* * *

At a Christmas fair held in Wakefield, Mr. Etherton, the husband of the guild honorary treasurer, had a number of large flat egg containers painted in different colours. Visitors were allowed to throw three table tennis balls, for which they were charged 6d. If the balls landed in the holes with the correct colour combinations, a prize was awarded.

* * *

Mrs. L. J. Leeds, honorary secretary of the Halesworth, Suffolk, branch, held a party at her house at which guests were charged a penny to come in, a penny to sit down, a penny to borrow a pencil, etc. All the money was given to the branch funds.

* * *

Mrs. K. Earle, of Barnet, whose fifteen-year-old son took a holiday job in a wool store for Christmas, suggested to him that he should adopt the principle of giving a tenth of his earnings to some Christian work. She and her husband left it to him to choose his charity, and he chose the Life-boat Service.

* * *

Mr. George Cooper, of Hull, recently cashed a savings certificate which he had bought in 1916 for 15/6d, primarily to discover how much interest had accrued in forty-two years. He then sent to the Institution a money order for the total amount received, which was £2 17s. 9d.

Mrs. McGregor Phillips (Dorothy Una Ratcliffe) of 42 Ann Street, Edinburgh, 4, has published privately a beautifully produced book entitled *The Sea Microcosm*. It consists of travel articles, poems, a one-act play and other writings on the subject of the sea by well-known authors. There are some delightful illustrations and a facsimile reproduction of Nelson's letter to Lady Hamilton written on board H.M.S. *Victory*. The gross proceeds from the sale of the book, which costs 10/-, are being given to the Institution. Mrs. Phillips will be glad to post up to five copies free of charge to any branch.

* * *

At an inn in Attleborough one man recently suggested to another that he should give up drinking beer for three months and bet him that this would cure his indigestion. Each party to the bet pinned a ten shilling note on to an oak beam, where the notes remained for three months. At the end of that period there was a division of opinion about the outcome of the bet, and at the landlord's suggestion the notes were presented to the Institution.

* * *

The Bingley ladies' life-boat guild raised £250 in two days of the annual life-boat week through a gift shop. The proprietor of the shop, Mr. W. Pratt, a tailor and outfitter, gave up the use of the premises, making no charge for displays, electricity or other services. Members of the guild arranged for the provision of the gifts, which were bought by the general public.

* * *

Mrs. Karlis, a former member of the committee of the Beaconsfield branch, encountered very rough weather while on board a dredger on Lake Ontario during a visit. She made a vow that if she reached shore again she would make a gift of £5 to the Institution, and immediately on returning to Beaconsfield handed over this amount to the branch.

* * *

An anonymous gift has been received from a lady in gratitude for an escape from being run over on a zebra crossing.

New Chief Inspector Appointed

COMMANDER S. W. F. BENNETTS, D.S.O., D.S.C., R.N., has been appointed Chief Inspector of Life-boats to succeed Commander T. G. Michelmore, O.B.E., R.D., R.N.R.

Commander Bennetts was in command of submarines and destroyers from 1933 to 1944. In addition to being awarded the D.S.O. and D.S.C. during the last war he was also mentioned in despatches. On leaving the Royal Navy he was appointed District Inspector (General) of the Institution in 1949 and in 1951 became Deputy Chief Inspector of Life-boats.

Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., has been appointed Deputy Chief Inspector of Life-boats. Lieutenant-Commander Dutton was for four years in command of minesweepers in the last war and was mentioned in despatches five times. Before that he served for ten years in the Merchant Navy. He was appointed Irish District Inspector of the Institution in 1946 and Western District Inspector in 1954.

Commander E. W. Middleton, V.R.D., R.N.V.R., has been appointed Superintendent of Depot to succeed Commander H. L. Wheeler, R.N., who has retired. Commander Middleton served his apprenticeship in the Union Castle Line and later with the Peninsular and Oriental Steam Navigation Company. He was an officer of the R.N.R., and later of the R.N.V.R. before the last war. During the war he saw service in destroyers and held appointments in the Suez Canal area and on the staff of the Chief of Combined Operations. He was Chief Staff

Officer to the Head of the British Military Mission to Moscow from 1944 to 1945.

His first appointment to the Institution was that of Western District Inspector, which he took up at the beginning of 1946. In 1951 he was appointed District Inspector (General) and in 1954 Assistant Chief Inspector.

Details of Commander Wheeler's career were given in the December 1955 number of *The Life-boat*, when he was appointed Superintendent of Depot.

Lieut.-Commander D. G. Wicksteed, R.N.R., has been appointed Northern District Inspector. After being educated at King Edward VI School at Stratford-on-Avon, Commander Wicksteed served for twenty years in the Merchant Navy, first with the Elder Dempster Steamship Company and later with the Cunard Steamship Company. Shortly before joining the Life-boat Institution he was serving as Junior First Officer of the R.M.S. *Queen Mary*. In 1949 he obtained a commission in the Royal Naval Reserve. Lieut.-Commander Wicksteed was R.N.R. Aide-de-Camp to the Lord High Commissioner at the General Assembly of the Church of Scotland.

As a consequence of the new appointments Lieut. E. D. Stogdon, R.N.V.R., has been appointed Eastern District Inspector; Lieut.-Commander H. H. Harvey, V.R.D., R.N.V.R., has been appointed Western District Inspector; and Commander H. B. Acworth, O.B.E., R.N., has been appointed Irish District Inspector. Commander L. F. L. Hill, R.D., R.N.R., continues as Inspector of the Central District.

Personal Assistant to the Secretary

LIEUT.-COL. CHARLES EARLE, D.S.O., O.B.E., has been appointed Personal Assistant to the Secretary of the Institution, Colonel A. D. Burnett Brown. Lieut.-Colonel Earle was born in 1913 and educated at Wellington and the Royal Military College. He served as an officer in the Grenadier Guards from 1933 to 1955, and on giving up command served in the War Office until 1958. During

the war he took part in the evacuation from Dunkirk and saw active service in North Africa, Italy and North-West Europe. He was awarded the D.S.O. in 1945 and made O.B.E. in 1943. From 1947 to 1950 he was Adjutant of the Royal Military Academy, Sandhurst.

Lieut.-Colonel Earle is a keen yachtsman and a member of the Royal Yacht Squadron.

Services of the Life-boats in January, February and March, 1958

77 Lives Rescued

JANUARY

DURING JANUARY life-boats were launched on service 45 times and rescued 54 lives.

DOCTOR TAKEN TO GRIMSBY TRAWLER

Bridlington, Yorkshire. At three o'clock on the afternoon of the 3rd of January, 1958, the honorary secretary received a message that there was an injured man on board the steam trawler *Rizzio*, of Grimsby. At five o'clock the life-boat *Tillie Morrison, Sheffield II* was launched with a doctor on board in a rough sea. There was a moderate south-south-easterly gale and an ebbing tide. The life-boat met the trawler, and after the doctor had consulted the *Rizzio's* skipper it was decided to leave the injured man on board, as the trawler was returning to Grimsby. The life-boat reached her station at 6.10. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £8 11s.

SICK MAN TAKEN OFF IRISH LIGHTVESSEL

Rosslare Harbour, Co. Wexford. At 11.36 on the morning of the 4th of January, 1958, the assistant inspector of Irish Lights told the honorary secretary that there was a sick man on board the Blackwater lightvessel. As there was no Irish Lights steamer available to bring him ashore, the life-boat *Douglas Hyde* put out at 12.5 in a rough sea. There was a moderate southerly wind and the tide was flooding. The life-boat reached the lightvessel, embarked the sick man and landed him at Rosslare Harbour at 4.50. The man was suffering from seasickness. Rewards to the crew, £13; reward to the helper on shore, 16s. Refunded to the Institution by the Commissioners of Irish Lights.

SICK MAN TAKEN FROM COLLIER

Clovelly, Devon. At 10.40 on the morning of the 5th of January, 1958, the coxswain told the honorary secretary that there was a small vessel in the bay flying a signal asking for medical help. As it was low water and no other vessel was afloat, the life-boat *William Cantrell Ashley* was launched at 10.50 with a doctor on board. There was a moderate sea with a west-north-westerly breeze. The life-boat found the motor vessel *Drake Dene* laden with coal on passage from Swansea to Antwerp. The doctor was put aboard the vessel and later returned with the sick seaman. They were taken on board the life-boat, which reached Clovelly at 12.10. An ambulance took the seaman to hospital. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £17 13s.

FOUR COBLES ESCORTED TO HARBOUR

Filey, Yorkshire. At 10.55 on the morning of the 6th of January, 1958, the coastguard told the honorary secretary that the wind was freshening and four local fishing cobles were out in a rough sea. At 11.10 the life-boat *The Isa and Penryn Milsted* was launched. The tide was flooding. The life-boat escorted the four cobles safely to harbour and reached her station at 2.50. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £9 16s.

COBLE ESCORTED IN GALE

Bridlington, Yorkshire. On the morning of the 6th of January, 1958, the local small open fishing coble *Nancy* was at sea in deteriorating weather. At 11.35 the life-boat *Tillie Morrison, Sheffield II* was launched with the second coxswain in command in a rough sea. There was a fresh south-south-easterly gale and the tide was flooding. The life-boat found the *Nancy*, with a crew of two, and escorted

her to harbour, arriving at 1.30. Rewards to the crew, £9 5s. ; rewards to the helpers on shore, £9 3s.

FISHING BOAT ESCORTED TO NORTH SUNDERLAND

North Sunderland, Northumberland.

At 12.25 on the afternoon of the 6th of January, 1958, the coastguard told the honorary secretary that a local fishing boat was overdue. There was a rough sea and a strong southerly wind. At 12.35 the life-boat *Grace Darling* was launched. The tide was flooding and snow was falling. The life-boat found the fishing boat *Kindly Light*, with a crew of three, two miles south-east of North Sunderland. She escorted her safely to harbour, which was reached at 1.30. Rewards to the crew, £10 ; rewards to the helpers on shore, £4 16s.

MASTER TAKEN OFF LIGHTVESSEL

Kilmore, Co. Wexford. At 8.45 on the morning of the 7th of January, 1958, the Irish Lights office at Dublin asked if the life-boat would launch to land the master of the Coningbeg lightvessel to enable him to attend the funeral of his brother. As there was a heavy swell and a fresh westerly gale, which had not abated by the afternoon, the life-boat *Ann Isabella Pyemont* was launched at 1.15 with the bowman in command. The master of the lightvessel was embarked and landed at Kilmore Quay at 4.10. Rewards to the crew, £11 15s. ; rewards to the helpers on shore, £13 16s. Refunded to the Institution by the Commissioners of Irish Lights.

FISHING VESSEL AGROUND NEAR HARBOUR

Rosslare Harbour, Co. Wexford. At 2.22 on the afternoon of the 8th of January, 1958, a resident of Wexford told the coxswain that he had heard from one of his own fishing boats that the fishing vessel *Vervine Blossom* was aground on the east corner of Wexford bar and was lying on her side. At 2.35 the *Douglas Hyde* put out in a moderate sea with a strong south-south-westerly wind blowing. It was low water. The *Vervine Blossom* refloated shortly before the life-boat

arrived, and the life-boat escorted her to Rosslare harbour, arriving there at 3.40. Rewards to the crew, £5 ; reward to the helper on shore, 13s.

BELFAST STEAMER AGROUND IN GALE

Troon, Ayrshire. At 2.30 on the morning of the 9th of January, 1958, the Portpatrick coastguard told the honorary secretary that the S.S. *Ballyhalbert* of Belfast was aground half a mile north of Ardrossan. At three o'clock the life-boat *James and Barbara Aitken* put out in a rough sea. There was a strong west-south-westerly gale and it was high water. The life-boat came up with the *Ballyhalbert* and stood by her until her crew of twelve had safely walked ashore at low water. Rewards to the crew, £14.

CREW TAKEN OFF TUG AGROUND

Troon, Ayrshire. At 5.10 on the afternoon of the 9th of January, 1958, the Portpatrick coastguard told the honorary secretary that the tug *Cruiser* of Glasgow, was aground alongside the S.S. *Ballyhalbert* half a mile north of Ardrossan. The life-boat *James and Barbara Aitken* put out at 5.55 in a rough sea. There was a fresh west-north-westerly wind and the tide was ebbing. The life-boat came up with the *Cruiser* and conveyed towing ropes to two other tugs, the *Thunderer* and *Forager*, and stood by during the towing operation. The ropes broke and the crew of the *Cruiser* were taken off by the life-boat and landed at Ardrossan harbour. The life-boat then returned to her station, arriving at six o'clock the following morning. The owners of the *Cruiser* made a donation to the Institution's funds. Rewards to the crew, £26 5s.

ONE LIFE-BOAT TOWS ANOTHER

Padstow, Cornwall. At 1.25 early on the morning of 10th of January, 1958, the Trevoze Head coastguard informed the honorary secretary that flashing lights had been seen nineteen miles north-east-by-north of Pentire Head. The no. 2 life-boat *Bassett Green* was launched at two o'clock in a very rough sea. There was a fresh westerly gale

and the tide was ebbing. The life-boat went to the position and searched a large area but found nothing and was recalled at 6.35. At 8.45 the life-boat developed engine trouble and the no. 1 life-boat *Lloyds*, on temporary duty at the station, put out. She found the no. 2 life-boat and towed her to Padstow, arriving at 4.45. Padstow no. 2 : rewards to the crew, £31 10s. ; rewards to the helpers on shore, £3. Padstow no. 1 : rewards to the crew, £15 15s. ; rewards to the helper on shore, £1 4s.

MOTOR BOAT TOWED TO DEAL

Walmer, Kent. At 10.30 on the morning of the 13th of January, 1958, the Deal coastguard told the coxswain that a motor boat had broken down with engine trouble a quarter of a mile south of South Brake buoy. The life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at 10.35 in a slight sea. There was a moderate west-north-westerly wind and the tide was ebbing. The life-boat found the motor boat *Gypsy King* of Deal near the South Brake buoy with a crew of two. She took her in to Deal and reached her station at 11.45. Rewards to the crew, £11 5s. ; rewards to the helpers on shore, £14 16s.

LONG SEARCH FOR WARSHIP IN FOG

Islay, Hebrides. At 9.40 on the night of the 13th of January, 1958, the the Kilchoman coastguard informed the honorary secretary that H.M.S. *Barcombe* was aground on Oronsay. At 10.5 the life-boat *Charlotte Elizabeth* put out in a slight sea. There was a light south-westerly wind with fog patches, and the tide was flooding. The life-boat went to the position and carried out a search of Oronsay and the eastern side of Colonsay without success. Several naval craft were also searching. At 10.20 the next morning the life-boat put in at Scalasaig to refuel and then made for the north end of Colonsay. Searching was made difficult by dense fog, but at 4.20 a new position for the *Barcombe* was given. This was near Garvelloch Rocks. When the life-boat reached this position the

fishing boat *Rosebud* reported that she had seen the *Barcombe* on the eastern side of Loch Buie. The life-boat found the *Barcombe* badly holed and flooded to the decks. Of her crew of thirty-one fourteen were taken off by H.M.S. *Kingfisher* and the remaining seventeen were transferred to her by the life-boat, which reached her station at 12.45 early on the 15th of January, after being at sea for almost twenty-seven hours. Rewards to the crew, £56 15s. ; rewards to the helpers on shore, £3 18s.

SEARCH FOR CRASHED AIRCRAFT

Humber, Yorkshire. At 6.11 on the evening of the 16th of January, 1958, the Spurn Point coastguard told the coxswain superintendent that a local resident had heard an aircraft crash into the sea about four hundred yards from the old life-boat house at Easington. At 6.28 the life-boat *City of Bradford III* was launched in a heavy swell. There was a light north-westerly wind and the tide was ebbing. Visibility was half a mile. The life-boat went to the position and carried out a search, in which she was joined by R.A.F. air-sea rescue craft. At 8.15 the life-boat found some wreckage of an aircraft. She towed this to her station, arriving there at 2.40. She also picked up an oxygen cylinder and a flying helmet. Paid permanent crew. Additional rewards to the crew, £10.

TOW FOR YACHT WITH INJURED MAN ABOARD

Bembridge, Isle of Wight. At 2.2 on the afternoon of the 18th of January, 1958, the Foreland coastguard informed the honorary secretary that a yacht was firing red flares one mile south-south-east of Ventnor. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 2.16 in a rough sea. There was a strong westerly wind and it was low water. The life-boat found the yacht *J.R.N.*, with a crew of four, one of whom was injured and lying in the cabin. He had a severe wound in the head. As it was thought safer to leave him in the cabin than to bring him out into the open and transfer him from one boat to the

other, the life-boat took the yacht in tow to Bembridge and arrived at 5.45. A boarding boat then landed the injured man, who was taken to hospital. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3 5s.

MOTOR BOAT TOWED TO DOVER

Dover, Kent. At six o'clock on the evening of the 18th of January, 1958, the honorary secretary was informed that a motor boat was in difficulties outside the eastern arm of the harbour. The life-boat *Southern Africa* put out at 6.20 in a rough sea. There was a moderate westerly gale and the tide was flooding. The life-boat found the motor boat *Lucky Jim* with five people on board. Her engine had broken down, and the life-boat towed her to the harbour. The life-boat reached her moorings at 6.50. Rewards to the crew, etc., £5 5s.

TRAWLER ASHORE IN GALE

Wick, Caithness-shire. At 9.50 on the night of the 18th of January, 1958, the coastguard informed the honorary secretary that a fishing vessel was ashore in Sinclair Bay. At 10.15 the life-boat *City of Edinburgh* was launched in a moderate sea. There was a fresh northerly gale, with heavy snow showers, and it was high water. The life-boat found the steam trawler *Jean Stephen* of Aberdeen, with a crew of thirteen. Her decks were awash and heavy seas were breaking over her. The life-boat tried a number of times to come alongside, but without success, and she stood by until the trawler's crew eventually scrambled ashore with the help of the coastguard. On the way back to her station the life-boat embarked an injured man from the trawler *Strathdee* and landed him at Wick at 4.15. Rewards to the crew, £18; rewards to the helpers on shore, £2, 2s.

PILOT CUTTER AGROUND

Lytham-St. Anne's, Lancashire. At 10.55 on the night of the 18th of January, 1958, the Formby coastguard told the honorary secretary that the pilot cutter *St. Anne*, of Preston, was aground

between Lytham and Preston docks. There was one man, the master, on board her. At 11.35 the life-boat *Sarah Townsend Porritt* put out in a rough sea. There was a moderate west-north-westerly wind and the tide was ebbing. The life-boat found the *St. Anne* on the south side of the River Ribble off Freckleton Naze, but was unable to come near her as the *St. Anne* had crossed the training wall and was aground on the marsh. One of the pilots who had put out in the life-boat told the master of the cutter that efforts to refloat his vessel would be made next morning and assured him that he was safe in the meantime. The life-boat then returned to her moorings. She put out again at 8.45 the next morning in a calm sea and stood by while a tug tried to refloat the *St. Anne*. The tug did not succeed, and when the master of the cutter had been taken on board the tug, the life-boat returned to her station, arriving at noon. First service: rewards to the crew, £9; rewards to the helpers on shore, £3 10s. Second service: rewards to the crew, £12 5s.; rewards to the helpers on shore, £3.

LIFE-BOAT TAKES OVER TOW FROM TRAWLER

Workington, Cumberland. At 4.30 on the morning of the 21st of January, 1958, the honorary secretary was informed by a pilot that the pilot boat had not returned to harbour. The life-boat *Manchester and Salford XXIX* put out at 8.30 in a calm sea. There was a light north-easterly wind and the tide was flooding. The life-boat began to search an area eight miles south-west of Workington, but the pilot boat, which had a crew of two, was found by the Whitehaven trawler *Tom Paul* approximately eleven miles south-west of Workington. Her engine had broken down. While she was in tow of the trawler the pilot boat's bollard was pulled out of her, and the life-boat took over the tow after the crew of the pilot boat had been transferred to the life-boat and two members of the life-boat crew had gone aboard the pilot boat. The life-boat reached her station at 1.5. Rewards to the crew, £19 10s.

STEAM TRAWLER AGROUND NEAR PIER

Aberdeen. On the morning of the 21st of January, 1958, the steam trawler *Luffness*, of Granton, went aground at the north pier. She was badly holed and her crew had decided to leave her. At 10.45 the life-boat *Hilton Briggs* put out in a slight sea, with a gentle westerly breeze blowing and an ebb tide. The life-boat reached the trawler and found that her crew of thirteen had been taken off by a pilot cutter and a tug. After running extra mooring lines from the *Luffness* to the pier the life-boat returned to her station, arriving at 11.40. Rewards to the crew, £5; reward to the helper on shore, 12s.

CREW TAKEN OFF COASTER

Arklow, Co. Wicklow. At 11.3 on the night of the 21st of January, 1958, the motor mechanic told the honorary secretary that the owner of the steam coaster *Anna Toop*, of Cardiff, had informed him that the vessel was aground on Arklow Bank and in a dangerous position. At 11.18 the life-boat *Inbhear Mor* was launched in a confused sea. There was a fresh north-east wind and the tide was ebbing. The life-boat found the *Anna Toop* seven and a quarter miles east-south-east of Arklow. She had a crew of nine men and a stewardess. At the request of her master the life-boat landed the stewardess and returned to stand by the coaster. On reaching the position she found that the coaster had refloated and was making water. The nine men were taken off and landed at Arklow, which was reached at 4.20. Rewards to the crew, £18 5s.; rewards to the helpers on shore, £4 4s.

LIFE-BOAT STANDS FOUR HOURS BY FISHING VESSEL

Bridlington, Yorkshire. At eleven o'clock on the morning of the 25th of January, 1958, the honorary secretary was informed that the local motor fishing vessel *Margaret* had left the harbour at four o'clock to attend her lines and was expected to return shortly. The weather was deteriorating rapidly and the life-boat *Tillie Morrison*, *Sheffield II* was launched at 12.15.

There was a rough sea, a fresh southerly gale was blowing and the tide was ebbing. The life-boat stood by for four hours as the *Margaret* was unable to enter the harbour because of the low water. The life-boat finally reached her station at 4.50. Rewards to the crew, £14; rewards to the helpers on shore, £10 2s.

MOTOR VESSEL AGROUND ON SHOAL

Caister, Norfolk. At 4.10 on the morning of the 26th of January, 1958, the Great Yarmouth coastguard told the coxswain that the motor vessel *Fosdyke Trader* of Hull was aground on Caister shoal 400 yards west-north-west of Caister Elbow buoy. The life-boat *Jose Neville* was launched at 4.30 in a rough sea, with a strong south-south-easterly wind blowing and an ebb tide. The life-boat reached the vessel a quarter of an hour later, and her master told the coxswain that he had had his engines going full astern for some time without results. At seven o'clock the life-boat laid out an anchor from the *Fosdyke Trader*, and by heaving on this the vessel refloated at 9.15. The life-boat accompanied her towards Yarmouth Roads until her master stated he needed no further help. She then returned to her station, arriving at ten o'clock. Property Salvage Case.

ESCORT FOR TRAWLER IN TOW

Tynemouth, Northumberland. At 11.49 on the morning of the 26th of January, 1958, the coastguard told the coxswain that the trawler *Polar Prince* had sprung a leak twenty-four miles north-east of Tynemouth. The life-boat *Tynesider* was launched at 12.15 in a heavy swell. There was a moderate south-south-westerly wind and an ebb tide. The tug *Hendon* also left at the same time. A number of vessels in the vicinity of the *Polar Prince* were searching too, and it was the tanker *Adherity* which found the trawler first and directed the tug to her. A quarter of an hour later the life-boat came up with the *Polar Prince* eighteen miles north-east of Tynemouth. The trawler had several feet of water in her engine room and was being towed by

the *Hendon*. The life-boat escorted the two vessels to the Tyne and arrived back at her station at six o'clock. Rewards to the crew, £18 5s.; rewards to the helpers on shore, £5 8s.

SICK WOMAN TAKEN FROM ISLAND

Aith, Shetlands. At 8.40 on the evening of the 28th of January, 1958, a doctor at Walls told the honorary secretary that a patient was very seriously ill on the island of Foula and hospital treatment was necessary. The island's boat was storm-bound on the mainland and the life-boat was asked for. It was then learnt that because of the weather it would be impossible for a small boat to bring the patient out to meet the life-boat, and for this reason it was decided to wait until morning. At 9.10 in the morning word was received from Foula that a small boat would try to put out and meet the life-boat, so at 10.15 the life-boat *J.J.K.S.W.*, on temporary duty at the station, made her way with a doctor on board to the Island of Foula. She arrived at Foula at 2.20, and after embarking the patient returned to Aith, arriving at 7.15. The patient was transferred to a waiting ambulance and taken to hospital. Rewards to the crew, £24 5s.; reward to the helper on shore, etc., 19s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

COXSWAIN SEES ROWING BOAT IN DIFFICULTY

Beaumaris, Anglesey. On the morning of the 29th of January, 1958, the coxswain saw a rowing boat with three men on board in difficulties. They had gone out to the sandbanks off the mouth of the River Ogwen to collect mussels. With the rising tide and a strong southerly wind the boat began to drift seawards, and as they had no anchor on board the men tied the boat to one of the stakes of the old Bangor weir. The life-boat *Field Marshal* and *Mrs. Smuts* put out at noon in a moderate sea. She reached the 16-foot rowing boat and found the three men exhausted. They were taken on board the life-boat and given refreshment. The life-boat towed the

rowing boat to Bangor pier, where the three men were landed, and reached her station at 2.30. Rewards to the crew, £12 5s.; rewards to the helpers on shore, £2 17s.

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

Stronsay, Orkneys.—January 1st.—Rewards, £9 7s.

Stromness, Orkneys.—January 1st.—Rewards, £10 11s.

Lowestoft, Suffolk.—January 5th.—Rewards, £12 9s.

Campbeltown, Argyllshire.—January 9th.—Rewards, £12 7s.

Aith, Shetlands.—January 11th.—Rewards, £23 11s.

Whitby, Yorkshire.—January 11th.—Rewards, £18 1s.

St. Abbs, Northumberland.—January 18th.—Rewards, £17 17s.

Holy Island, Northumberland.—January 18th.—Rewards, £18 5s.

Dungeness, Kent.—January 18th.—Reward, £33.

Lowestoft, Suffolk.—January 19th.—Rewards, £11 4s.

Walton and Frinton, Essex.—January 19th.—Rewards, £21 5s.

Longhope, Orkneys.—January 19th.—Rewards, £21 6s.

Humber, Yorkshire.—January 21st.—Paid Permanent Crew.

Bembridge, Isle of Wight.—January 24th.—Rewards, £12 5s.

Fishguard, Pembrokeshire.—January 25th.—Rewards, £11 7s.

Islay, Hebrides.—January 27th.—Rewards, £11 16s.

Selsey, Sussex.—January 30th.—Rewards, £19 3s.

FEBRUARY

DURING February life-boats were launched on service 25 times and rescued 7 lives.

SICK MAN TAKEN FROM STEAMER

Cromer, Norfolk. At 1.51 on the afternoon of the 2nd of February, 1958, the coastguard informed the honorary secretary that there was a very sick man on board the *S.S. Hudson Bank* and a doctor was needed. The steamer was expected to be off Cromer at about

three o'clock. At 2.30 the life-boat *Cunard*, on temporary duty at the no. 1 station, was launched with a doctor on board. There was a smooth sea, a light south-south-westerly wind was blowing, and the tide was flooding. The life-boat met the *Hudson Bank*, and the doctor, after examining the patient, decided he should go to hospital. The man was transferred to the life-boat and landed at Cromer at 3.30, where an ambulance was waiting. The man made a gift to the crew. Rewards to the crew, £15 ; rewards to the helpers on shore, £5 8s.

FISHING VESSEL ASHORE ON SLAG REEF

Teessmouth, Yorkshire. At 7.44 on the morning of the 3rd of February, 1958, the South Gare coastguard told the honorary secretary that the motor fishing vessel *Winnyfold* of Grimsby was ashore two miles east of the South Gare breakwater. At 8.44 the life-boat *John and Lucy Cordingley* was launched in a moderate swell, with a moderate westerly wind blowing and an ebb tide. The life-boat found the *Winnyfold* ashore on a slag reef with a list of forty-five degrees. Her crew of four had landed from a rubber dinghy. The life-boat stood by until the tide made, when with some difficulty the coxswain was able to put some members of his crew aboard the *Winnyfold*. A line was made fast and the fishing vessel was towed to the river. She was making water and the tow rope parted several times before she was safely beached on Brand Sands. The life-boat reached her station at one o'clock. Property Salvage Case.

MOTOR VESSEL AND FISHING BOAT IN COLLISION

Dungeness, Kent. At eleven o'clock on the morning of the 4th of February, 1958, the wife of a local fisherman told the second coxswain that she had heard on the trawler wave-band on her radio that the motor vessel *Clarity* and the fishing boat *Patricia Joan* had been in collision five miles west-south-west of Dungeness. The fishing boat had

sunk and the *Clarity* had picked up her crew of two. One of the men needed medical attention. The life-boat *Mabel E. Holland* was launched, with the second coxswain in charge, at 11.30 in a choppy sea. There was a moderate westerly wind, and it was high water. The life-boat met the *Clarity*, which had anchored off Dungeness, and found that the injured man had died. His body and that of the survivor from the *Patricia Joan* were transferred to the life-boat, which reached her station at 12.5. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £9 15s.

SIX COBLES ESCORTED IN GALE

Filey, Yorkshire. At 2.55 on the afternoon of the 4th of February, 1958, the coastguard told the honorary secretary that there were six local fishing cobbles at sea, and as weather conditions were bad it had become very dangerous for boats returning to harbour. At three o'clock the life-boat *The Isa and Penryn Milsted* was launched in a moderate sea. There was a fresh west-south-westerly gale and a flooding tide. The life-boat escorted the six cobbles safely ashore and was rehoused by seven o'clock. Rewards to the crew, £10 ; rewards to the helpers on shore, £12 12s.

LAUNCH TO STEAMER IN WHOLE GALE

Buckie, Banffshire. At 9.30 on the morning of the 5th of February, 1958, the coastguard informed the coxswain that the S.S. *Orkney Trader*, of Kirkwall, was in danger of driving ashore two and a half miles north of Buckie. At 9.50 the life-boat *Glencoe, Glasgow*, was launched in a very rough sea. A whole northerly gale was blowing, with snow, and the tide was flooding. The life-boat found the *Orkney Trader* with two anchors out and her engines running. She stood by until 3.50, when the master of the steamer reported that his anchors were holding and he needed no further help. The life-boat returned to her station, arriving at 4.30. Rewards to the crew, £18 ; reward to the helper on shore, 17s.

ESCORT FOR DUTCH MOTOR VESSEL

Appledore, Devon. At 10.10 on the night of the 13th of February, 1958, the Westward Ho coastguard told the coxswain that the Dutch motor vessel *Abgir* was in a dangerous position and *dragging her anchor at Down End*. After a consultation with the coastguard, who had failed to attract the attention of the vessel by morse lamps, the life-boat *Violet Armstrong* put out at 11.20. There was a rough sea, a moderate south-westerly wind was blowing and the tide was flooding. When the life-boat reached the *Abgir* she found the vessel was under way. She escorted her into safe water and then helped her to a safe berth at Appledore, arriving there at 1.50. Rewards to the crew, £9 ; rewards to the helpers on shore, £3 2s.

ESCORT FOR DANISH STEAMER

Hastings, Sussex. At 10.55 on the morning of the 16th of February, 1958, the Fairlight coastguard told the honorary secretary that a vessel was in difficulties off Bexhill. The life-boat *M.T.C.* was launched at 11.3 in a calm sea. There was a light west north-westerly wind and an ebb tide. The life-boat found the S.S. *Else Skou* of Copenhagen one mile south of Bexhill. She had been in collision with another vessel the day before and had a very bad list. Her master asked the coxswain if the life-boat would escort him to Dungeness and arrange for a pilot as far as Dover. A pilot cutter was asked to meet the *Else Skou*, and the life-boat escorted the steamer to Dungeness and then returned to her station, arriving at 7.25. Rewards to the crew, £22 5s. ; rewards to the helpers on shore, £22 4s.

BOY INJURED WHEN VESSEL STRIKES PIER

Whitby, Yorkshire. On the morning of the 17th of February, 1958, three local fishing vessels were at sea. Later the weather deteriorated, and the vessels were informed by radio-telephone that the harbour bar was very dangerous. They were advised to make for Scarborough. One of the vessels, *Success*,

was seen to proceed south towards Scarborough, but the other two, *Pilot Me* and *Provider A*, made for Whitby. The life-boat *Mary Ann Hepworth* was launched at 12.2 to stand by at the harbour bar. There was a very rough sea, a moderate north-westerly gale was blowing and the tide was flooding. The *Pilot Me* had her drogue carried away by a huge sea a hundred yards outside the piers, and when she crossed the bar she struck the east side bullnose of the pier and damaged her stem. One of her crew, a boy, was injured when he was thrown against the side of the wheelhouse. The vessel drifted safely to the harbour side of the bullnose, and she was able to reach the quay under her own power, although she was leaking badly. The fire service was called upon to keep the water under control until the vessel could be slipped, and the injured boy was taken to hospital. A little later the *Provider A* entered harbour, and she also had difficulty in crossing the bar, but she reached the quay safely. The life-boat returned to her station at 1.12. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

LIFE-BOAT STANDS BY NEAR HARBOUR

Scarborough, Yorkshire. At 12.20 on the afternoon of the 17th of February, 1958, the coastguard and honorary secretary told the coxswain that three Whitby fishing boats were at sea and that because conditions were bad they would probably make for Scarborough. At 1.10 the life-boat *Annie Ronald and Isabella Forrest* was launched in a rough sea, with a fresh northerly gale blowing and a flood tide. The life-boat stood by while the fishing boat *Success II* entered the harbour. As the other two boats had reached Whitby, the life-boat returned to her station, arriving at 2.5. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £6 19s.

DUTCH TRAWLER AGROUND ON ISLAND

Stornoway, Outer Hebrides. At 9.55 on the night of the 17th of February, 1958, the coastguard told the honorary

secretary that a vessel was aground on Goat Island in Stornoway Bay. At 10.15 the life-boat *The James and Margaret Boyd* put out in a smooth sea. There was a strong north-westerly wind and the tide was ebbing. The life-boat found the trawler *Zuider Kruis*, of Scheveningen, with a crew of twelve. As the tide ebbed it was feared that the trawler might slip off the rocks, and the life-boat stood by. At 3.30 the next morning the trawler refloated under her own power and proceeded to Stornoway, escorted by the life-boat. The boats reached Stornoway at 4.15. Rewards to the crew, £14.

CREW OF FISHING BOAT FOUND ON RAFT

Buckie, Banffshire. At 10.25 on the night of the 18th of February, 1958, the coastguard told the honorary secretary that the fishing boat *Seaforth* of Inverness was ashore on West Muck, half a mile north of Buckie harbour. The life-boat *Glencoe, Glasgow* was launched at 10.44 in a heavy swell. There was a moderate westerly wind and a flood tide. The life-boat reached the position and with the help of the searchlight found five of the crew of the *Seaforth* afloat on a raft. They were taken on board the life-boat, which then searched for the sixth member of the crew, who had been washed overboard before the other men had taken to the raft. He was not found, and the life-boat reached her station at 11.22. The *Seaforth* became a total wreck. Rewards to the crew, £8 15s. ; reward to the helper on shore, 12s.

SICK MAN TAKEN FROM COLLIER

Great Yarmouth and Gorleston, Norfolk. At 9.5 on the morning of the 23rd of February, 1958, the coastguard informed the honorary secretary that a man was very ill on board the collier *Frances Fladgate*. The vessel was making for Yarmouth Roads and had asked for medical help. At 10.21 the life-boat *Louise Stephens* was launched with a doctor on board in a smooth sea. There was a gentle south-easterly wind and a flood tide. The life-boat reached the *Frances Fladgate*, and the sick man was transferred and brought ashore. He

was then taken to hospital, and the life-boat reached her station at 10.59. Rewards to the crew, £11 5s. ; rewards to the helpers on shore, £3.

TUG WITH LIGHTERS IN TOW MISSING

Southend-on-Sea, Essex. At 8.10 on the morning of the 26th of February, 1958, the coastguard informed the honorary secretary that the tug *Hawkestone*, of London, which had been towing two lighters, was missing and had last been seen approaching the Swatchway Channel. The life-boat *Greater London II (Civil Service No. 30)* was launched in a rough sea. There was a moderate north-north-easterly gale with snow showers, and the tide was ebbing. The life-boat found the tug high and dry one mile south of no. 5 Sea Reach buoy. She returned to her station to collect a small boat and then made for the position again. Three or four members of the life-boat crew boarded the tug but found nobody there. The two lighters were found high and dry at All Hallows, off Yantlet Creek. After an unsuccessful search for survivors, water was pumped out of the tug, which was later towed up river. The life-boat reached her station at 4.15. The crew of six of the *Hawkestone* lost their lives. Property Salvage Case.

DOCTOR TAKEN TO FISHING BOAT

Buckie, Banffshire. At one o'clock on the afternoon of the 26th of February, 1958, the coastguard informed the honorary secretary that Wick radio had received a message from the motor fishing boat *Elm Grove*, of Buckie, that a fisherman had fallen overboard. He had been rescued by another member of the crew but was unconscious and needed a doctor. At 1.30 the life-boat *Glencoe, Glasgow* was launched with a doctor on board in a moderate swell. There was a fresh north-westerly wind and a flood tide. The life-boat found the *Elm Grove* twelve miles north-east of Buckie. The doctor was put aboard, but the fisherman was found to be dead. The life-boat escorted the fishing boat to harbour, arriving at 2.30. Rewards to the crew,

£8 15s.; reward to the helper on shore, 12s.

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

Clacton - on - Sea, Essex.—February 1st.—Rewards, £13 13s.

Torbay, Devon.—February 1st.—Rewards, £25 9s.

Weymouth, Dorset.—February 9th.—Rewards, £8 15s.

Dunmore East, Co. Waterford.—February 10th.—Rewards, £5.

Courtmacsherry Harbour, Co. Cork.—February 11th.—Rewards, £10 5s.

St. Peter Port, Guernsey.—February 17th.—Rewards, £13.

Barry Dock, Glamorganshire.—February 18th.—Rewards, £18 10s.

Portpatrick, Wigtownshire.—February 19th.—Rewards, £9.

Runswick, Yorkshire.—February 22nd.—Rewards, £17 1s.

New Brighton, Cheshire.—February 25th.—Rewards, £10 8s.

Yarmouth, Isle of Wight.—February 26th.—Rewards, £14 5s.

MARCH

DURING March life-boats were launched on service 38 times and rescued 16 lives.

SEARCH FOR MAN MISSING FROM GERMAN VESSEL

Cromer, Norfolk. At 5.35 on the morning of the 2nd of March, 1958, the coastguard informed the honorary secretary that the German motor vessel *Continental* and the British ship *Wansbeck* had been in collision ten miles north-west-by-north of Haisborough lightvessel. The German vessel had sunk, but five of her crew had been rescued by the *Wansbeck* and another man was missing. The life-boat *Cunard*, on temporary duty at the no. 1 station, was launched at 5.50 in a calm sea. There was a light northerly wind and it was high water. Visibility was very bad because of mist. After half an hour the life-boat reached the position, and she then carried out a search together with the *Wansbeck* and other ships in the area. Nothing was seen of

the missing man, and at 7.20 the life-boat was asked to go alongside the *Wansbeck* to take on board the five survivors. The *Wansbeck* by this time was making water forward, and her captain wanted to get under way to the Humber. The men were transferred, and when it was clear that the *Wansbeck* was in no immediate danger, the life-boat continued searching for the missing man until eight o'clock. She then returned to her station, arriving at nine o'clock. The United Kingdom agents for the German vessel expressed their appreciation. Rewards to the crew, £19 5s.; rewards to the helpers on shore, £5 8s.

FISHING BOAT TOWED TO MONTROSE

Montrose, Angus. At 4.40 on the afternoon of the 5th of March, 1958, Stonehaven radio informed the honorary secretary that the fishing boat *Angus Rose* of Montrose needed help three miles off Montrose as her propeller had been fouled by fishing nets. The life-boat *James Macfee*, on temporary duty at the station, was launched at 5.1 in a rough sea. There was a moderate north-westerly gale, with snow showers, and the tide was ebbing. The life-boat found the *Angus Rose* with a crew of three and towed her safely to harbour, arriving at 7.30. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 16s.

MOTOR BOAT AGROUND ON ISLAND

Donaghadee, Co. Down. At one o'clock on the afternoon of the 7th of March, 1958, the Orlock coastguard informed the honorary secretary that a boat taking a relief keeper to Mew Island lighthouse was ashore on rocks at Mew Island. There were five people on board. Eight minutes later the life-boat *Sir Samuel Kelly* put out, taking a punt with her. There was a rough sea, with a strong northerly wind blowing and an ebb tide. The life-boat found the motor boat *White Heather* fast on the rocks. The coxswain sent two of his crew ashore in the punt to investigate. As high tide was not until eleven o'clock at night it was decided to leave the punt and the two members

of the life-boat crew on the island to help the crew of the grounded boat off the rocks as soon as the tide was high enough. The life-boat returned to her station with the relief lighthouse keeper, arriving at 3.15. The *White Heather* was eventually refloated and reached Donaghadee at 12.15 early on the 8th of March. Rewards to the crew, £10 10s.

FISHING BOAT ESCORTED TO HARBOUR

Whitby, Yorkshire. On the morning of the 7th of March, 1958, the local motor fishing vessel *Success* was at the fishing grounds. During the day the weather became very bad, and at 2.25 in the afternoon the life-boat *Mary Ann Hepworth* was launched. There was a rough sea, with a moderate gale blowing and a flooding tide. The life-boat stood by until the *Success* was safely in the harbour and reached her station at three o'clock. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

TOW TAKEN OVER FROM MOTOR VESSEL

Shoreham Harbour, Sussex. On the evening of the 8th of March, 1958, the coastguard told the honorary secretary that a small boat, which had left Newhaven for Shoreham Harbour at noon, had not arrived. At 10.30 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a slight sea, and a moderate northerly wind was blowing with heavy snow showers. The tide was flooding. The motor vessel *Charles H. Mertz* informed the life-boat by radio-telephone that she had found the auxiliary yacht *Sampan* off Peacehaven and had taken her in tow. The life-boat came up with the *Charles H. Mertz* off Shoreham and took over the towing of the *Sampan* after embarking her crew of two. The life-boat reached her station at 1.15 the next morning. Property Salvage Case.

TRAWLER TOWED TO HOWTH

Howth, Co. Dublin. At 10.30 on the morning of the 12th of March, 1958, the coxswain heard on his radio that the fishing trawler *Ros Aluinn* of Howth had lost her rudder and was in need of help.

At 11.10 the life-boat *R.P.L.* put out in a rough sea. There was a fresh southerly wind and it was low water. The life-boat found the *Ros Aluinn* fourteen miles north of Howth with a crew of seven. She took her in tow to Howth, arriving at 4.15. Rewards to the crew, £16 5s.; rewards to the helpers on shore, £1 4s.

MAN ADRIFT IN SMALL BOAT

St. Ives, Cornwall. At 9.19 on the night of the 14th of March, 1958, the coastguard told the honorary secretary that a man was adrift in a small boat in St. Ives Bay. At 9.35 the life-boat *Frank and William Oates*, on temporary duty at the station, was launched in a smooth sea. There was a gentle south-easterly wind and the tide was flooding. The life-boat reached the position and found that the man was a member of the crew of the motor vessel *Erkalm*. He was helped to reboard his vessel, which also took on board the small boat, and the life-boat returned to her station, arriving at 11.30. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £11 15s.

DOCTOR AND PRIEST TAKEN TO ISLAND

Galway Bay. At 3.30 on the afternoon of the 16th of March, 1958, the honorary secretary received a message from a doctor on Clare Island requesting the use of the life-boat to take a patient from Inishturk Island to the mainland. At four o'clock the life-boat *Mabel Marion Thompson* put out in a rough sea. A south-easterly gale was blowing and the tide was ebbing. The life-boat reached Inishturk Island at midnight and sheltered there for the night. She left at 5.30 the next morning for Clare Island, where the doctor and a priest were embarked. At 12.30 the life-boat reached Inishturk Island and took the patient on board. The patient was landed at Roonagh, Co. Mayo, at 3.30, and the doctor was then taken back to Clare Island. The life-boat put into Cleggan for the night on her return passage and finally reached her station at 3.30 on the afternoon of the 18th of March. Rewards to the crew etc., £89 10s.; reward to the helper on shore, 12s.

LIFE-BOAT STANDS BY MOTOR SCHOONER IN GALE

Holyhead, Anglesey. At 4.5 on the morning of the 17th of March, 1958, the coastguard informed the honorary secretary that a schooner, which was sheltering in Holyhead harbour, was dragging her anchors and was in danger of going ashore. At 4.55 the life-boat *St. Cybi* (Civil Service No. 9) was launched in a very rough sea with a fresh east-south-easterly gale blowing and a flooding tide. The life-boat found the motor schooner *J. T. and S.* of Dublin, and her skipper asked the coxswain to stand by until daylight. At seven o'clock the coxswain was told that the services of the life-boat were not needed as the anchors were no longer dragging. The life-boat reached her station at 7.20. Because of the very bad weather she was not able to be rehoused until the next day. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £6 9s.

CREW TAKEN OFF FISHING VESSEL

Fraserburgh, Aberdeenshire. At 4.22 on the morning of the 19th of March, 1958, a message was received from the skipper of the fishing vessel *Wiseman* that the local fishing vessel *Mayflower* was ashore at Cairnbulg Point. At 4.36 the life-boat *The Duchess of Kent* was launched in a slight swell. There was a gentle north-easterly wind and an ebb tide. The life-boat reached the *Mayflower* and found her high and dry on the rocks. Three of her crew were taken on board the life-boat, but three others decided to remain with their vessel. The life-boat returned to her station, arriving at 6.20. At 7.30 the swell began to increase with a flooding tide, and the life-boat was launched again at 7.50 to stand by the vessel in case the three remaining members of her crew decided to abandon her. The fishing vessel *Present Help* followed the life-boat out of the harbour, towing a rowing boat. At ten o'clock the *Mayflower's* crew, who had unsuccessfully tried to save their vessel, decided to abandon the attempt as the water was pouring through leaks in the port

side, where several planks had been damaged when the vessel had struck the rocks, and the pumps could not deal with the water. The rowing boat picked up the three men and put them aboard the *Present Help*, which then returned to harbour accompanied by the life-boat. They reached the harbour at 10.15. 1st Service : rewards to the crew, £10 ; rewards to the helpers on shore, £1 16s. 2nd Service : rewards to the crew, £10 10s. ; rewards to the helpers on shore, £1 16s.

FISHING BOAT TOWED TO DUNBAR

Dunbar, East Lothian. At ten o'clock on the morning of the 19th of March, 1958, a message was received that a fishing boat was in need of help twelve miles east-north-east of Dunbar. At 10.25 the life-boat *George and Sarah Strachan* put out in a rough sea. There was a gentle north-easterly wind and a flood tide. At 12.25 the life-boat found the motor fishing vessel *Gowan* with her engine broken down. She had a crew of four. The life-boat took her in tow to the harbour, arriving at 2.45. Rewards to the crew, £14 5s.

TOW FOR PILOT BOAT TO HARBOUR

Rosslare Harbour, Co. Wexford. At 2.15 on the afternoon of the 20th of March, 1958, the fishing boat *Mystical Rose* of Wexford, which was on charter to the Wexford harbour commissioners for duties as a pilot boat, had not returned to harbour and was reported to be overdue. The honorary secretary told the coxswain, who saw the boat through his binoculars. She was stopped in broken water on Wexford bar. The life-boat *Douglas Hyde* put out at 2.45 in a moderate sea, with a fresh east-south-easterly wind blowing and a flood tide. The life-boat came up with the *Mystical Rose*, which had a crew of four, and found that her engine had broken down. She took her in tow to the harbour, where another fishing boat took over the tow, and reached her moorings at 7.20. Rewards to the crew, £10 10s. ; reward to the helper on shore, 16s.

DISTRESS CALL RECEIVED AT DOVER FROM BOULOGNE

Dover, Kent. At 12.50 on the afternoon of the 23rd of March, 1958, the honorary secretary received a telephone message from Boulogne that the trawler *Notre-Dame de la Sallette* of Boulogne was on the Sandettie bank with her trawl nets entangled in her propeller. At 1.10 the life-boat *Southern Africa* put out in a very rough sea. There was a fresh east-south-easterly gale and it was high water. At 2.30, when passing the East Goodwin Sands, the coxswain asked Boulogne radio for the position of the French trawler, which was then given as ten miles south of the Galloper. An hour later the position was altered to two miles south-south-east of the Kentish Knock buoy. The trawler was eventually found at eight o'clock one mile south-east of the Outer Tongue buoy. Her master asked the coxswain to stand by until the French tug *Jean Bart* arrived. The life-boat then returned to her station, arriving at 12.25 early on the 24th of March. Rewards to the crew etc., £28 10s.

COASTER DRIFTING IN GALE AND ROUGH SEA

Plymouth, Devon. At 1.10 on the afternoon of the 23rd of March, 1958, the Queen's harbour master informed the coxswain that the coaster *Lapwing*, of London, was drifting out of control with engine failure six to seven miles south-south-east of Rame Head. At 1.40 the life-boat *Thomas Forehead and Mary Rowse* put out in a rough sea. There was a strong east-south-easterly gale, and the tide was flooding. Wireless contact was made with the *Lapwing*, and when the life-boat reached the coaster, her master asked the coxswain to stand by. Later Admiralty tugs arrived on the scene, but it was not until the *Lapwing* had drifted well into Whitsand Bay that the tug *Superman* succeeded in getting a tow wire aboard and began towing. On reaching the sound the coaster's master thanked the life-boat crew. The life-boat reached her moorings at 6.45. Rewards to the crew etc., £22 5s.

CREW PUT ABOARD AIR-SEA RESCUE LAUNCH

Tenby, Pembrokeshire. At seven o'clock on the morning of the 24th of March, 1958, a message was received from 1115 Marine Craft Unit, Royal Air Force, that one of the unit's air-sea rescue launches had broken adrift from her moorings near the life-boat slipway. The unit asked for the life-boat to be launched to put a crew aboard her. At 7.15 the life-boat *Henry Comber Brown* was launched in a rough sea. There was a fresh north-easterly gale, and it was high water. The life-boat put three airmen aboard the launch and escorted her to her moorings. A letter of appreciation was received from the commanding officer. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £6 7s.

FISHING VESSEL ESCORTED TO WICK

Wick, Caithness-shire. At 6.23 on the morning of the 27th of March, 1958, the coastguard told the honorary secretary that a fishing vessel had been seen approaching Wick from the south-east, although the harbour had been closed to shipping because of the heavy swell. Half an hour later the coxswain learnt that the fishing vessel had anchored in the entrance to Wick bay. As her anchor was dragging, the life-boat *City of Edinburgh* was launched at 7.10 in a heavy sea. There was a moderate east-south-easterly gale, and the tide was ebbing. The life-boat found the local fishing vessel *Pentland Swell*, which had a crew of three, stopped with engine trouble. She stood by until the engine was repaired and then escorted her to harbour. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £2 5s. 6d.

SPEEDBOAT TAKEN IN TOW TO PIER

Beaumaris, Anglesey. At 11.30 on the morning of the 30th of March, 1958, the coxswain was told that a speedboat had broken down. Half-an-hour later he saw the boat a mile and a half south-east of the life-boat slipway. At 12.45 the life-boat *Field-Marshal and Mrs. Smuts* was launched in a choppy sea. There was a gentle south-westerly wind and the tide was flooding. The

life-boat took the speedboat, which had five people aboard, in tow to Beaumaris pier, and returned to her station, arriving at 1.30. The owner made a donation to the Institution's funds. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 19s.

TIGER MOTH AIRCRAFT TOWED ASHORE

New Brighton, Cheshire. At 5.32 on the evening of the 30th of March, 1958, the Formby coastguard informed the honorary secretary that a Tiger Moth aircraft had crashed in the River Mersey, off Speke airfield, five hundred yards off shore. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out at 5.45 in a calm sea. There was a light north-westerly wind and the tide was flooding. The life-boat reached the position and found several other vessels near the aircraft, which was lying upside down with only part of her wings, tail and landing wheels showing above the water. One of her crew had been rescued by a dinghy, but attempts to reach a second man, who was still strapped to his seat, had been unsuccessful. The life-boat helped to tow the aircraft ashore, where the body of the second man was recovered. She then returned to her station, arriving at 8.30. Rewards to the crew, £9; rewards to the helpers on shore, £1 8s.

DOCTOR COLLAPSES AFTER SWIM TO ROCKS

Minehead, Somerset. At 6.5 on the evening of the 20th of March, 1958, the police told the honorary secretary that a young man had fallen on to the rocky shore about three miles west of Minehead and was seriously injured. A rescue from the shore was impossible, as it was high water. At 6.25 the life-boat *B.H.M.H.* was launched in a moderate sea, with a moderate east-south-easterly wind blowing. There was a doctor on board, and the life-boat had a dinghy in tow. The life-boat reached the position, and two members of the crew tried to row the dinghy ashore, but because of breaking seas over half submerged rocks they failed to reach the beach. It was growing dark, and the doctor asked to be taken in the dinghy as far inshore as

possible. Forty yards from the beach he stripped to his underclothes, and wearing a life-jacket waded the rest of the way, only to find that the young man had died. The doctor swam back to the dinghy, and shortly after being helped aboard the life-boat he collapsed. The life-boat immediately returned to her station, where the doctor was landed at 8.40. He was taken to hospital and later recovered. The body of the man was removed by the police at low water, and the action of the doctor was referred to the Royal Humane Society. Rewards to the crew, £9; rewards to the helpers on shore, £7 6s.

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

Dungeness, Kent.—March 3rd.—Rewards, £25 4s.

St. David's, Pembrokeshire.—March 3rd.—Rewards £10 18s.

Bembridge, Isle of Wight.—March 8th.—Rewards, £12 5s.

Weymouth, Dorset.—March 8th.—Rewards, £9 7s.

Peterhead, Aberdeenshire.—March 10th.—Rewards, £13 8s.

Southend-on-Sea, Essex.—March 13th.—Rewards, £12.

Poole, Dorset.—March 15th.—Rewards, £10 11s.

Dover, Kent.—March 17th.—Rewards, £7 15s.

Campbeltown, Argyllshire.—March 18th.—Rewards, £12 14s.

Bembridge, Isle of Wight.—March 22nd.—Rewards, £18 15s.

Courtmacsherry, Co. Cork.—March 23rd.—Rewards, £24 10s.

Longhope, Orkneys.—March 23rd.—Rewards, £23 7s.

Southend-on-Sea, Essex.—March 26th.—Rewards, £18 5s.

Shoreham Harbour, Sussex.—March 27th.—Rewards, £16 1s.

Seaham, Durham.—March 27th.—Rewards, £20 11s.

Ramsgate, Kent.—March 27th.—Rewards, £12 15s.

Clogher Head Co., Louth.—March 30th.—Rewards, £24 1s.

Howth Co., Dublin.—March 30th.—Rewards, £12 17s.

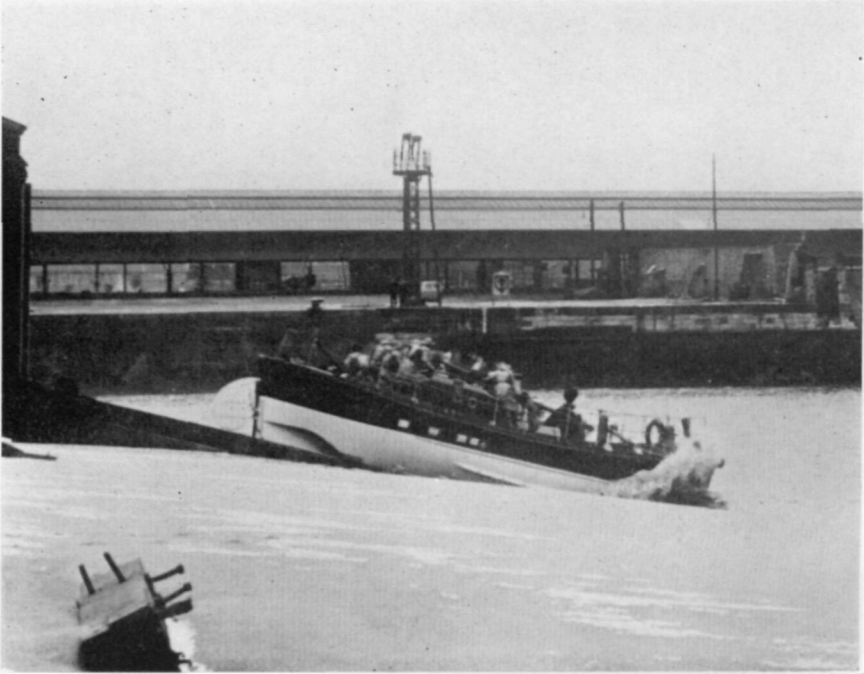


FRENCH LIFE-BOAT ON SERVICE

This photograph of the life-boat stationed at l'Île de Sein appeared in the March issue of the review "Réalités" following an article on the boat by M Raymond Levard and is reproduced by kind permission of the Société Centrale de Sauvetage des Naufragés



HELICOPTER EXERCISE AT SWANAGE



By courtesy of]

] Northern Daily Mail

LAUNCHING THE HARTLEPOOL LIFE-BOAT



By courtesy of]

] Barratt's Photo Press Ltd.

IN LONDON FOR THE ANNUAL MEETING

From left to right at back: Bowman William Morris, Coxswain George Stonall, Coxswain Mark Bates. In front: Mr. John Crook
(see page 72)



By courtesy of]

[Sport and General

**COXSWAIN GEORGE STONALL OF NEW BRIGHTON RECEIVES
THE BRONZE MEDAL FROM H.R.H. THE DUCHESS OF KENT**
(see page 72)



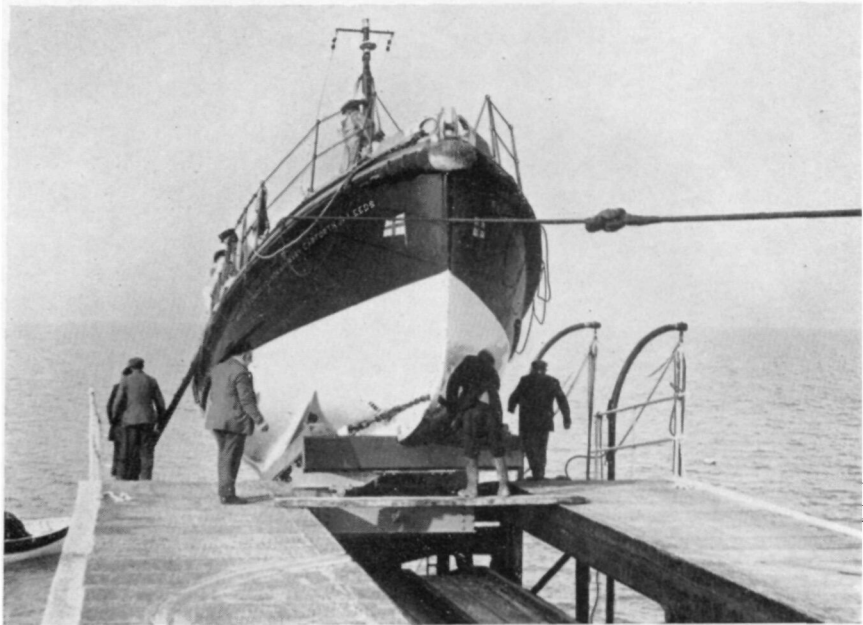
By courtesy of]

[Barratt's Photo Press Ltd.

MAUD SMITH AWARD FOR BARMOUTH MOTOR MECHANIC
(see page 72)



ANGLE LIFE-BOAT LAUNCHED ON EXERCISE



HAULED UP SLIPWAY ON RETURN

By courtesy of



ON THE TURNTABLE



READY FOR RE-HOUSING



By courtesy of]

[Rank Screen Services Ltd.

LAUNCHING THE EASTBOURNE LIFE-BOAT



By courtesy of]

[Eastern Daily Press

CROMER No. 1 LIFE-BOAT LANDS A SICK MAN
(see page 52)



By courtesy of]

[Scarborough and District Newspapers Ltd.

LAUNCHING THE SCARBOROUGH LIFE-BOAT



By courtesy of]

[Hull Daily Mail

BRIDLINGTON LIFE-BOAT ESCORTS FISHING BOATS



By courtesy of]

[I. Johnston

**SURVIVORS OF THE "SEAFORTH" LANDED BY
THE BUCKIE LIFE-BOAT**
(see page 55)



By courtesy of]

[I. Johnston

BUCKIE LIFE-BOAT PUTS OFF ON SERVICE TO THE "ELM GROVE"
(see page 55)

THE LIFE-BOAT SERVICE

ITS PAYMENTS AT A GLANCE

How each £100 of the Institution's Payments was made in 1957

£	s.	d.		
30	2	5	—————	New Construction.
34	19	5	—————	Maintenance of Life-boats and Stations (including Depot).
16	16	11	—————	Payments to Life-boat Crews.
4	3	0	—	Administration.
13	18	3	—————	Raising of Funds and Publicity at Headquarters and over 1,000 Branches.
<hr style="border-top: 1px solid black;"/>				
£100	0	0		
<hr style="border-top: 3px double black;"/>				

ITS RECEIPTS AT A GLANCE

How each £100 of the Institution's Receipts was obtained in 1957

£	s.	d.		
15	7	4	—————	Subscriptions, Donations, Collecting Boxes.
14	10	1	—————	Life-boat Days and House-to-House Collections.
6	2	3	—	Other Special Efforts.
1	12	7	—	Boat-house Collections.
6	19	7	—————	Income from Investments.
49	16	7	—————	Legacies.
5	0	10	—	Special Gifts.
10	9	▪		Other Sources.
<hr style="border-top: 1px solid black;"/>				
£100	0	0		
<hr style="border-top: 3px double black;"/>				

The Annual General Meeting

THE annual general meeting of the Governors of the Royal National Life-boat Institution was held at the Central Hall, Westminster, on the 25th of March, 1958. The Earl Howe, Chairman of the Committee of Management, was in the Chair.

H.R.H. The Duchess of Kent, President of the Institution, presented medals for gallantry and other awards and gave an address. The Earl of Selkirk, First Lord of the Admiralty, proposed and Lord Brabazon of Tara seconded the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committees of the stations and the honorary officers and members of the financial branches and the Ladies' Life-boat Guild. Admiral Sir William Slayter and Mr. Roger Leigh-Wood, members of the Committee of Management, proposed and seconded a vote of thanks to the President.

Supporting the Duchess of Kent on the platform were the Countess Mountbatten of Burma, President of the Ladies' Life-boat Guild, and Helen, Duchess of Northumberland; the French Ambassador, Monsieur J. Chauvel, and Madame Chauvel, and the Irish Ambassador, Mr. H. McCann, and Mrs. McCann; the Postmaster-General and Member of Parliament for Wallasey, Mr. Ernest Marples, and Mrs. Marples, and the Member of Parliament for Merioneth, Mr. T. W. Jones; the Mayor and Mayoress of Westminster; the Chairman of the London County Council; the mayors and mayoresses of 48 boroughs; the chairman of one urban district council; representatives of the Ministry of Transport and Civil Aviation, the Civil Service Life-boat Fund, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, and the Ancient Order of Foresters Friendly Society; the donors of life-boats or their representatives; honorary life governors and vice-presidents of the Institution; members of the Committee of Management; and the Chairman and Deputy Chairmen of the Central London Women's Committee of the Institution.

Presenting the report of the Institution for 1957, Lord Howe said:

Chairman's Address

It is my duty as Chairman of the Committee of Management of the Royal National Life-boat Institution to report to you on a year of progress and of success. In the work of the Institution it has also been a year of great demands and great achievements. There have only been two years in the history of the Institution in which life-boats were called out on service in time of peace more than 700 times: one was 1956 and the other was 1957. This remarkable fact gives you an idea of the demands which have to be made upon the crews of the fleet on the coast. A man who serves in a life-boat to-day is three times as liable as his father or grandfather to be called out on service at any moment.

There is certainly a great difference between the old pulling and sailing life-boats in which our crews served in the past and the modern high-powered variety which we provide to-day, but the dangers still remain, and the call in the night, when other people can remain happily asleep, is three times as likely to occur. In 1957, the year on which I am reporting, these calls were always promptly and willingly answered, and as a result 609 people who might otherwise have lost their lives are alive today.

A feature of the year has been the very large increase in the number of services to yachts. There may be many in this hall who visited the *Daily Express* Boat Exhibition at Olympia and who will have noticed the enormous interest which was being taken by the general public in the small boats—yachts, dinghies and the like—which were displayed at that great exhibition. For the first time in the history of the Institution the category of yachts, whether under power or sail, gave rise to a greater number of services than any other category of vessel. The number of services to vessels which promote the commerce of the country—the barges, coastal steamers, fishing boats and the like—has not declined, but the proportion has gone down owing to the increase in the number of services to yachts and small boats.

New Type of Carriage

It is the constant aim of the Committee of Management to do everything we can to increase efficiency, and in that respect we made considerable progress in the past year; for example, we have a new type of carriage coming into service. Of the older type of carriage used for our life-boats, the youngest was made in 1921 and some of them are a very great deal older than that. Some may be forty or fifty years old and we have even christened them "Queen Victoria's state coach".

The first two of the new carriages are now on the coast, three more are being completed, and four more have been ordered. But we shall have to order three or four more during every one of the next five years, and each one costs £3,365. They are required of course.

to take the beach boats to the sea or to the launching point, which in many cases is some considerable distance away and may be as much as three or four miles away or even more.

Another thing that we have done during the past year is to proceed with fitting out our boats with very high frequency radio telephony, and we have equipped no less than 140 boats of our fleet with this device. That has cost us £7,840 a year and may cost more, but of course it make for much greater efficiency: it enables the coxswain of the life-boat to talk to the pilot of an aircraft whether that aircraft is of the Royal Navy, the R.A.F. or the United States Air Force. Here I would like to pay a sincere tribute to that great force for the way in which its aircraft have assisted us on every possible occasion.

Use of Scotchlite

Another thing that we have done is to make use of Scotchlite in our life-boats. As you know, Scotchlite is a reflecting material, and it can be picked up in the beam of a searchlight so that somebody who is in the water can be found very much more easily than would be possible without it.

We have also carried out a series of most rigorous tests of all our life-belts. We heard rumours of the effects of fuel oil on life-belts, and so, to try and find out the facts, we carried out some extensive trials and we found that the life-belts we are using are really quite all right.

Those are just a few of the things that have been going on. We also sent nine new life-boats to their stations last year; four of them were of the 52-foot Barnett type fitted with twin screws and engines of 72 h.p. each—that is 144 h.p. per boat. They also have a wheelhouse and a double bottom under the engine-room to give them extra security.

We have also tackled the question of Thurso. You will probably remember seeing in the papers that the life-boat house and an almost brand new life-boat at Thurso were destroyed by fire. We have managed to send a new boat to that station, rebuild the boat-house and have everything just as it was before in under the year. It has cost £65,000 to do that, which will give you an idea of the enormous cost involved in some of these things.

Work of Guilds

All this, of course, means that the cost of running the service is a very high one. It is going up the whole time, unfortunately, and it has come to very nearly £1 million. Think of it, ladies and gentlemen: £1 million, provided by voluntary contributions and by the devoted efforts of our guilds and branches up and down the country. It is a grand thing that they do as much as they do, and particularly I take my hat off to the ladies' guilds all over the country: the work they do is absolutely superb.

I know that everybody in this hall will agree with me when I say that the achievements of the Institution and all who work for it are inspired and continually helped by Her

Royal Highness, our President. It is my proud privilege once again to welcome Her Royal Highness here this afternoon.

We have other distinguished guests here too. Our principal speaker, Lord Selkirk, First Lord of the Admiralty, has only managed to get here with great difficulty this afternoon, at the very last moment, owing to his duties in Parliament. He has honoured the Institution by sparing time from his arduous post as First Lord of the Admiralty to attend this meeting.

I also have to welcome one of the greatest figures in our public life, to whom the country as a whole owes a great debt of gratitude, and that is Lord Brabazon of Tara. It does not matter whether it is the world of sport, business, transport, aviation or what—Lord Brabazon's figure is always in it and he is always there at the head of it.

We also welcome His Excellency the French Ambassador and Madame Chauvel and His Excellency the Irish Ambassador and Mrs. McCann. Our Postmaster-General, who is the M.P. for Wallasey, and Mrs. Ernest Marples are also here, and we welcome, too, Mr. T. W. Jones, M.P. for Merioneth, Lady Mountbatten and Her Grace the Dowager Duchess of Northumberland.

Before I conclude, I would like to pay a humble tribute to the work of the members of the Committee of Management. They are a body of enthusiasts composed of His Royal Highness the Duke of Edinburgh, of officers of all the three fighting Services and of the Civil Service, of businessmen and men of affairs. It would be really difficult to find a more representative body to give their time to the work of the R.N.L.I. and to do their best to back up the work of our loyal and devoted staff, to whom we all owe so much.

Report for 1957

The report and accounts for 1957 were adopted and the president and vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

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

Two years have passed since I last had the pleasure of addressing this meeting. Since that time the Institution has suffered a great loss by the death of Sir Godfrey Baring. It is for me a sad reflection, as it must be for many others this afternoon, that he is not with us today; I look back on so many occasions in this hall, and at life-boat stations throughout the country, when he was present as chairman of this great service—a service whose interests were always close to his heart, and for which he did so much during the greater part of his life-time.

In a few moments time I shall be presenting the medals and awards in accordance with the customary procedure on these occasions. I always consider this a great honour, and to-day it is my privilege to

present medals to Coxswain Mark Bates, of Kilmore in Co. Wexford, and to Coxswain George Stonall, of New Brighton, for their gallant services to the Institution, details of which you will shortly be hearing.

Unhesitating Goodwill

To those who know little of the Institution's record, year by year, who have had no personal chance of learning at first hand about its activities, the brief accounts that appear from time to time in the press may seem unremarkable. No doubt many people must think that such exploits are all in the day's work. And of course—in a sense—this is true. It is, certainly, very much a part of the day's work of a life-boat man to hazard his life to save another. It is very much a part of his work to be on short call ; to be sent for in the wildest of weather ; and to suffer all the terrors of the elements in the service of others. But few of us, I think, would have the courage or the physical strength to endure with such unhesitating goodwill the tests with which our life-boat men are almost daily confronted.

Those who attempt rescues are not in every case members of life-boat crews. One of the earliest tasks which this organization took upon itself was the recognition of those who, without thought of reward, set out in boats of any kind to rescue others in distress. There have been a number of people who carried out such rescues during the past year. Mr. John Crook, who is here today to receive an award, is one ; and amongst others there is Mr. William Morris of the Barmouth life-boat station, whose prompt action resulted in the saving of four children's lives. These acts of spontaneous gallantry were touched by the same spirit that inspires our life-boat crews along our coasts.

During the past year I visited a number of life-boat stations, and was greatly impressed by the high standards of efficiency and readiness everywhere apparent. I hope this year to be able to visit several more ; and I am particularly happy to tell you that my daughter was very pleased to be asked by the Institution to name the life-boat at Torbay in Devon on the 25th of July, and that this life-boat will bear her name.

As always, it is my privilege to thank all those who have helped the Institution in a thousand ways. Each and every one of them plays an important part in the life of the service, and their contributions, in however humble a form, are of tremendous importance. But above all, it is to the men of the life-boats that I would like to express my warmest thanks and my best wishes for the year.

Medals for Gallantry

The Secretary, Colonel A. D. Burnett Brown, read accounts of services by the life-boats at Kilmore and New Brighton and of shore-boat services at Heswall and Barmouth.

The President then presented :

TO COXSWAIN MARK BATES, of Kilmore, the silver medal for the rescue of the crew of ten of the French trawler *Auguste Maurice* on the 19th/20th of December ;

TO COXSWAIN GEORGE STONALL, of New Brighton, the bronze medal for the rescue of the crew of six of the coaster *J. B. Kee*, of Castletown, on the 5th of November ;

TO MR. JOHN CROOK, of Parkgate, Wirral, an inscribed wrist watch for the rescue in a single-seater kayak canoe of a fisherman on the 27th of July ;

TO MOTOR MECHANIC WILLIAM MORRIS, of Barmouth, the Maud Smith award for the rescue in the motor launch *Skylark* of four children in difficulties while bathing on the 16th of July.

Lord Selkirk then moved the following resolution :

“ That this meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service.”

In doing so, he said :

I do not think it would really require many words—indeed, any words—of mine to commend that resolution to you today, but there are one or two things I would like to say. The first is to express on behalf of the Board of Admiralty the deep sense of regard which they feel—indeed, which the Royal Navy feel—for the Royal National Life-boat Institution. We regard it with a deep esteem, but I think the feeling is more than that, because we as a people in this country are immensely proud of our life-boats. We are grateful to the people who organize them and have a deep respect and admiration for the crews who man those boats and the high traditions which they maintain.

I am sure our admiration is enormously increased by the fact that this is a voluntary institution kept alive by those who freely give to help it. Indeed, it would be a very sad day if the people of this country ever lost interest in the sea which surrounds them or in this service which they freely maintain.

An example of the deep sense of interest in the life-boat service is the magnificent representation we have here today of the boroughs of Greater London. Seldom will any of you have the opportunity of seeing a more magnificent representation of the municipalities of this area ; and, if I may say so, a very fine body of men they are.

But when we talk of voluntary institutions let there be no illusion : it is the ladies who work voluntary institutions, even if it is the men who ultimately pay the bill. In these days we incline perhaps to think over much of the wonders of inventions in science, but the facts of nature are always with us. Our food comes to us over the sea. It is brought by those who go down to the sea in ships and have their business in great waters. It is from the sea that our fishing fleet supply the raw material which, in my opinion, is among the choicest of our dishes, and it is to the sea that many of us go for our health and for our leisure, following the example given a century and a half ago by the Prince Regent when he first went to Brighton.

I do not think we could forget the sea which has meant so much to us. May I quote some favourite words which Admiral of the Fleet Lord Fisher used to use ? "Time, the ocean and some guiding star in high command have made us what we are". History would be very different if the waters had not surrounded us and if we had not learned to use them.

Now, the second thing I would like to say is simply this : we are all familiar, from the time when we were in the nursery, with that very old story of King Canute. I do not know whether King Canute wanted to demonstrate a fact or whether he had the fact demonstrated to him, but *one thing* we all know is that you cannot command the sea. There is only one thing to do, and that is to understand the mood of the sea. Therein lies the skill and the ability of the constructors of our life-boats and of the coxswains and the crews who man them. To appreciate this you only need to hear the stories read to you today or to read in the *Life-boat* of the heroism and resolution against almost insuperable hardships which the men of the life-boat service have to face.

Immense Success

One thing, however, which did catch my eye is the immense success which attends this service. The figures show that throughout the year on an average the life-boat service saves a life almost as often as a life-boat is launched. I think that is a very remarkable achievement. When we recognize that over the last thirty years launchings have become three times as frequent as they were, the high total is, I think, an indication of the standard of efficiency which has grown up.

Over these same thirty years the cost of maintaining the service has gone up fourfold. There are many reasons for that. Lord Howe gave us some of them when he spoke of the higher quality of equipment, but this is necessary in order that full use may be made of this great service, and it is our duty to see that this great Institution, with all its tradition, continues on its historic task, the task which it fulfils to our merchant shipping and also to foreign commercial men. I am interested to read of help given to at least nine flags of foreign countries, as well as of the help given to our fishing fleet, to that in-

domitable breed of seafaring people, who always retain the admiration of the whole country.

With regard to those who seek health and enjoyment, whether by bathing or by yachting in the sea, and who find the perils sometimes too great, it would indeed be intolerable if we were ever in a position in the future of knowing that lives were in danger near, or maybe even in sight of, our coasts, and we were not in a position to take action. But we can only take action with proper equipment and fully trained crews and that is what the Royal National Life-boat Institution makes possible. That is why we are grateful to them, and that is why we should support them today.

Lord Brabazon of Tara

Seconding the motion, Lord Brabazon said :

You have listened to a most admirable speech by Lord Selkirk, and he has actually read the resolution. I am not going to do it again ; do not be alarmed. And one has to remember it was not just Lord Selkirk speaking, it was the First Lord of the Admiralty, and he is a very big gun in this country. I am a bit nonplussed as to why I am here at all. Why did Lord Howe ask me ? I think it was because I represent, so to speak, the man in the street. He is not to be despised, you know. It is he who puts the little flag in his buttonhole and gives his half-crown.

As a man in the street, I take a very poor view of the sea : it is nasty, wet, cold, salt stuff, and anybody who is foolish enough to go on it leads a very up and down life. But, what is so extraordinary today is that, due, no doubt, to the congestion of the roads, people are going more and more on the sea, and on a fine day you will see people actually carrying their boats down to the sea where they are going to launch them. They look like human snails, so to speak.

Lord Selkirk has drawn your attention to the fact that the sea is a very uncertain element. I am an amateur sailor, and I know quite well that sometimes you see great liners rolling and plunging about and behaving in a drunken way while you in a small boat do not take any notice of it, whereas on other days, when you get conditions of wind against the tide in a small boat, you have multiple seas on each side of you and a big boat does not even notice it. Consequently you have got to study this element, and these people who go down and know little about it are really risking their lives.

Rescues in August

It is, I think a reflection on the conditions which prevail today when you notice that most of the rescues from the sea take place in August, and of course it is a very odd thing to remind you of, but August happens to be in our summer. There is usually a full gale blowing, but nominally it is meant to be our summer. It is not for me to attack in any way a Government office, but I cannot help reminding the Meteorological Office that they really should keep our seasons in order.

This resolution is a tribute to all those who keep this great organization going, and we have to remember that without the organization it is no use having brave men or trying to do this job at all. It is all founded on the organization, and without it the service would collapse.

What I would now rather like to remind you of is our chief coxswain, Lord Howe. We are extremely lucky to have this man at our head. I have been associated with him for many years. When he was in the House of Commons he was wonderful in defending the Navy and looking after the Navy in every way. He is an international motorist famed throughout the world. If you have a weak heart I do not advise you to go with him in his motor-car—not because he is dangerous; he is a very safe driver, but he will frighten you. I think we are very lucky to have a man like that with all his many activities, because I know him quite well enough to know that dearest of all to his heart, and what he is chiefly keen on in this world, is the life-boat service. May he long continue to be our chief.

Developments in Life-saving

There are one or two new developments in life-saving which interest me very much. One is the collapsible, inflatable life-raft. These were started, I think, in the war. I have never been in one. I sometimes rather hoped that the ship I was in would sink in order that I might try one, but perhaps that might not have been a good thing. The advertisements speak very well of them. Advertisements often do speak well of things. I notice that the very latest type are not only covered over, they have a supply of food and they have a wireless. The only thing they have not got is a television; but otherwise you appear to be as snug as a bug in a rug. Whether these life-rafts are a practical proposition or not, I do not know, but they sound splendid to me.

I mentioned television. Did any of you see last night the detergents in our rivers? Really, that was a most astonishing phenomenon. Of course, it is all frightfully funny until you fall in and then you cannot be rescued because nobody sees where you are. That is a point of view that I had really never appreciated. I do hope you housewives will not be lured by the advertisements on television into going on with these detergents until the whole sea is one foam; we shall not be able to see a boat in order to rescue it.

As an old airman I am very pleased also to notice that the dear old helicopter, which was rather despised and rejected by the aeroplane experts, is coming into its own again and is co-operating nobly with you, helping you in every way it can.

Superhuman Bravery

Now, at the end of these few remarks, we come to the question of the men. I speak to you as a natural coward. I have always been a coward, and it is no use changing or trying to change at my time of life. I can

perfectly well understand that when they are in a tight corner, in order to save their own wretched lives and skins, many people are prepared to do remarkable things which come under the head of bravery. We are all capable of doing that: myself included. But true bravery is deliberately to take on a job that you know to be dangerous. That is really true bravery. When you are cosily in bed, warm and happy and contemplating how you will spend the £200,000 that Littlewood's will undoubtedly give you on the next Saturday, suddenly to hear the signal and to get up, put on your oil-skins, go out into an icy east wind and put to sea in a gale—oh, boy, that really is to me superhuman bravery. Yet these great men come up here in such an unassuming way and take their decorations from Her Royal Highness. I myself feel privileged and proud to have been even allowed to see them here this afternoon.

I have been told all my life that one of the things a speaker should do is to try and read the minds of his audience. I have looked at you for a few minutes—well, you are quite an ornamental set—and I have come to the conclusion that this is what is in your minds: "This man is a garrulous old buzzard and it is time he sat down." With those remarks, I propose so to do.

Awards for Honorary Workers

The Secretary reported that since the last annual meeting one honorary worker had been appointed an honorary life governor of the Institution.

The President then presented the vellum awarded to an honorary life governor to:

MR. BARRIE BENNETTS, PENLEE.

The Secretary reported that bars to gold badges had been awarded to two honorary workers and the gold badge to eight honorary workers.

The President presented a bar to his gold badge to:

MR. WILLIAM POWELL, SWANAGE;

and gold badges to:

MRS. A. L. WARREN PEARL, CHELSEA.

MRS. W. F. GALE, COWES.

MR. A. M. HAMILTON, DONAGHADEE.

MRS. L. M. CRICHTON, EDINBURGH.

MRS. A. HUTCHISON, LEVEN.

MISS E. C. INGLIS, LEVEN.

MR. J. M. MACKAY, LEVEN.

MISS D. F. CHANDLER, of Seaford, was unable to be present to receive the bar to her gold badge, and MR. R. ROBERTSON, of Grangemouth, to receive his gold badge.

Votes of Thanks

Proposing a vote of thanks to H.R.H. the Duchess of Kent, Admiral Slayter said :

It is my proud privilege to move a vote of thanks to our President. Like all the members of our Royal Family with whom we are blessed, Her Royal Highness is a very busy person ; in fact, I sometimes wonder how she has any private life at all in view of all her public engagements.

There is one point that I want to make this afternoon, and that is that our President is not just the gracious and beautiful figurehead of our Institution : she is very much a member of the team and a very hard-working member too. She is equally well known to our crews and helpers on the coast as she is to us, and wherever she is her presence is a real inspiration to all those who work for our great Institution.

Seconding this vote of thanks, Mr. Roger Leigh-Wood said :

I have great pleasure in seconding this resolution which has been so ably proposed by Admiral Slayter. It is not easy to express adequately to your Royal Highness our gratitude for all the work you do and for the keen interest which you have always taken in the affairs of the Life-boat Institution and for honouring this meeting with your presence here today. I assure you, Madam, how deeply sensible we are of this mark of your favour, and we in this hall are very fortunate to have the privilege of showing our gratitude in person.

In the evening those who had received awards for gallantry and their families went to the Crazy Gang Show at the Victoria Palace.

The arrival of H.R.H. the Duchess of Kent and the departure of the medallists were shown on the Independent Television newsreel. Extracts from the speeches given at the meeting were broadcast in the B.B.C. programme " Radio Newsreel ".

Obituary

SIR JOHN CUMMING

SIR JOHN GHEST CUMMING, K.C.I.E., C.S.I., died on the 9th of March, 1958, at the age of 89. He joined the Committee of Management of the Institution in 1921 and was appointed a Vice-President in 1932. He resigned from the Committee in 1956. He served for twenty-eight years on the finance committee, of which at one time he was chairman, on the general purposes and publicity Committee and on the establishment committee. He was also for a number of years chairman of the sub-committee which produces the annual report. His publications included a detailed bibliography entitled *Literature of the Life-boat* and, with Mr. Charles Vince, an anthology *The Life-boat in Verse*.

Sir John Cumming had a distinguished career in the Indian Civil Service, being a member of the Executive Council of the Governor of Bengal. He planned and directed three important works on India, *Modern India*, *Political India* and *Revealing India's Past*.

In addition to his consistent and

valuable services to the Life-boat Institution he also worked actively for a number of other charities, in particular Toc H.

A memorial service was held at the Crown Court Church, Covent Garden, on the 18th of March. Earl Howe, Chairman of the Committee of Management, and a number of other members of the Committee and of the staff, including the Secretary of the Institution, attended.

LIEUT.-COLONEL E. G. H. LIVESEY

Lieut.-Colonel E. G. H. Livesey, who was District Organising Secretary for the Midlands from 1952 to 1957, died on the 29th of March, 1958. Lieut.-Colonel Livesey was educated at Epsom College and the Royal Military College, Sandhurst, and after being commissioned as an officer in the Cameronians he was transferred in 1936 to the 4/7 Rajput Regiment, and later to the Royal Army Ordnance Corps. He was appointed Assistant District Organising Secretary in the North-East district in 1952, and shortly afterwards took over the Midlands district.

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1957

1956 £	PAYMENTS	£	s. d.	£	s.
	LIFE-BOATS :—				
	New Life-boats for the following Stations : On account—				
	Angle, Arbroath, Barra Island, Berwick-upon-Tweed, Cromarty, Dungeness, Fishguard, Mallaig, Moelfre, Thurso, Torbay, Troon, Valentia, Weymouth, Wicklow; materials for future building and improvements and alterations to existing fleet	244,544	13 7		
185,858	Upkeep of Cowes Office and Store	295	13 7		
286	Upkeep of and Repairs to Life-boats	38,147	12 6		
40,479	Rentals and Maintenance of Radio Equipment and Loud Hailers, and Radio Licences	16,364	18 9		
9,808	Consulting Naval Architect	87	1 4		
386					
	£ s. d.				
	Salaries of Superintendent Engineer, Surveyor of Life-boats, Inspectors of Machinery, Assistant Surveyors of Life-boats and Machinery, Draughtsmen and Clerical Staff	45,766	8 2		
42,575	Travelling Expenses	13,940	17 6		
12,631	Pensions under the Pension Scheme	2,676	14 4		
2,596	Contributions to 1938 Pension Scheme	3,638	9 6		
3,360					
		66,022	9 6		
61,162	<i>Less estimated amount chargeable to Life-boat carriages and tractors</i>	2,804	— —		
2,571					
58,591		63,218	9 6		
295,408					362,658 9
	LIFE-BOAT CARRIAGES AND TRACTORS :—				
4,205	New Carriages	9,968	5 7		
731	Repairs to Life-boat Carriages	652	— 10		
744	Repairs to Tractors	599	13 9		
2,571	Estimated proportion of Life-boats expenses as above	2,804	— —		
8,251					14,024 —
	LIFE-BOAT HOUSES AND SLIPWAYS :—				
12,416	New Construction and Adaptation	33,776	6 6		
38,444	Repairs and Maintenance	28,628	13 6		
—	Gratuity under the Pension Scheme	50	— —		
50,860					62,455 —
50,360	LIFE-BOAT STORES				56,669 —
	LIFE-BOAT DEPOT :—				
9,315	Rates, Insurance, Equipment and Repairs	9,964	5 7		
47,145	Salaries of Superintendent of Depot, Assistant and Clerical Staff and Wages of Manual Workers	50,591	17 4		
1,574	Pensions and Gratuities under the Pension Schemes	2,111	16 4		
967	Contributions to 1938 Pension Scheme	1,141	19 11		
1,409	Provision for additional liability, 1909 Pension Scheme	852	18 11		
60,410					64,662 18
	PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS :—				
24,072	Conveyance of Life-boats, Carriages, Tractors and Stores; Work to Moorings; Telephones; Postages, etc.	25,679	13 7		
4,460	Insurance under National Insurance Acts and against claims at Common Law	5,352	6 3		
328	Salaries of Assistant Secretaries, etc., of Stations	311	13 4		
28,860					31,343 18
494,149	Carried forward				591,813 —

DUNTS

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1957

		RECEIPTS						
1956	£	SUBSCRIPTIONS, DONATIONS, ETC. :—	£	s.	d.	£	s.	d.
8,488		General Subscriptions to Headquarters	7,998	8	3			
5,785		" " through Station Branches	6,304	3	—			
25,403		" " through Financial Branches	25,516	5	3			
25,778		" Donations to Headquarters	21,817	19	11			
52,590		" " through Station Branches	70,385	—	5			
15,655		" " through Financial Branches	206,644	—	8			
1,800		Contributions from Harbour Authorities towards upkeep of Life-boat Stations	1,800	—	—			
304		Contribution Boxes to Headquarters	322	11	6			
22,704		" " through Station Branches	21,361	5	9			
6,717		" " through Financial Branches	7,189	9	4			
55,224						369,339	4	1

CIVIL SERVICE LIFE-BOAT FUND :—

5,725		Contribution in respect of the following Life-boat Establishments : Blyth, Hartlepool, Holyhead, Margate, Portrush, Port St. Mary, St. David's, Southend-on-Sea, Thurso, Walmer and Whitehills				5,994	8	7
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70,949

Carried forward £375,333 12 8

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1957—*continued*

		PAYMENTS						
		£	s.	d.	£	s.	d.	
1956		Brought forward			591,813	—		
£		WAGES, REWARDS AND OTHER PAYMENTS TO COXSWAINS, MOTOR MECHANICS AND CREWS :—						
494,149		Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums						
	14,204	13,416	—	1				
	945	901	12	10				
	106,630	120,285	5	1				
	9,884	9,378	19	7				
	4,570	4,611	18	6				
	7,644	9,392	13	2				
	3,003	3,262	—	2				
	146,880				161,248	9		
		LIFE-BOAT INSPECTORS :—						
		Salaries of Chief Inspector, Deputy Chief Inspector, Assistant Chief Inspector, Inspectors of Life-boats and Clerical Staff						
	17,809	20,338	5	5				
	4,276	4,835	5	3				
	1,191	1,273	11	10				
	1,806	2,006	13	8				
	25,082				28,453	16		
		RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.						
	4,647				2,700	6		
		ADMINISTRATION :—						
		Salaries of Secretary, Assistant Secretary, Accountant, Internal Auditor, and Clerical Staff						
	31,419	36,083	5	6				
		Rent, Depreciation, Rates, Lighting, Heating, Insurance, etc., of the House of the Institution						
	3,512	3,554	10	5				
		Insurance under National Insurance Acts and against claims at Common Law						
	3,987	4,214	12	—				
		Telephone Operator, Commissionaires and Nightwatchman						
	1,751	1,970	2	1				
	2,218	2,357	13	2				
		Travelling Expenses of Committee of Management						
	810	765	8	8				
	1,174	1,216	3	8				
	2,290	2,686	8	6				
	3,546	2,624	14	10				
	50,707	55,472	18	10				
		<i>Less</i> estimated amount chargeable to raising of funds and publicity						
	25,353	27,736	9	5				
	25,354	27,736	9	5				
	7,014	7,861	18	4				
	473	472	10	—				
	2,039	1,408	14	4				
	766	1,533	—	11				
	35,646				39,012	13		
	706,404	Carried forward				£823,228	5	

UNTS

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1957

		RECEIPTS		£	s.	d.	£	s.	d.
956		Brought forward				375,333	12	8
£									
1,949									
		INCOME FROM INVESTMENTS :—							
		Dividends and Interest on Investments (<i>Less</i>							
		£2,833 15 1 tax)	69,370	11	10			
1,034		<i>Less—</i>							
		Interest on certain Trust Funds							
		transferred to Special Purposes							
896		Fund	1,058	—	—				
		Interest on certain Endowment							
		Funds transferred to General							
		Subscriptions, etc. (in accordance							
		with the directions of the res-							
		pective donors)	650	9	10				
649									
1,545						1,708	9	10	
6,489						67,662	2	—	
2,300		Income Tax Recovered on Dividends	1,976	8	2			
8,789								69,638	10 2
		SUNDRY RECEIPTS :—							
		Sale of old Stores	4,469	11	—			
6,584		Rentals of Freehold and Leasehold Premises	887	4	9			
874									
7,458								5,356	15 9
17,196		Total Ordinary Receipts				£450,328	18	7
47,196		Carried forward				£450,328	18	7

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec. 1957—continued

		PAYMENTS				
		£	s.	d.	£	s.
1956						
£					823,228	5
706,404	Brought forward					
	GRANTS IN CONNECTION WITH CERTAIN					
590	LEGACIES				725	3
EXPENSES CONNECTED WITH RAISING OF FUNDS AND PUBLICITY :—						
7,356	Salaries of Publicity Secretary, Assistant and Clerical Staff and Wages of Manual Workers ..	8,082	1	2		
20,763	Salaries of District Organizing Secretaries and Clerical Staff	24,336	15	1		
4,594	Travelling expenses	5,147	17	10		
214	Annual General Meeting	216	19	10		
9,226	Advertising and Appeals	15,961	15	1		
30,752	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	30,787	2	6		
4,602	Printing and Binding the Year Book and Life-boat Journal	4,488	14	—		
9,331	Salaries and Commissions of Assistant Secretaries, etc., of Branches	9,654	—	—		
1,613	Pensions under the Pension Scheme	1,718	18	—		
2,392	Contributions to 1938 Pension Scheme	2,239	18	5		
4,292	Provision for additional liability 1909 Pension Scheme	2,781	9	11		
25,353	Estimated proportion of Administration Expenses as above	27,736	9	5		
120,488					133,152	1
827,482	Total Payments				957,105	9
	<i>Deduct :—</i>					
	Expenditure on new Life-boats included in this account borne by :—					
65,361	Gifts and Legacies for special purposes	75,780	19	6		
120,497	Reserve for Replacement of Life-boats	168,763	14	1		
185,858		244,544	13	7		
44,852	Other expenditure included in this account borne by Special Gifts and Legacies	39,815	16	1		
230,710					284,360	9
596,772					672,745	—
107,376	Balance not otherwise appropriated transferred to General Purposes Fund				83,845	15
£704,148					£756,590	15

UNTS

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1957—*continued*

		RECEIPTS						
956	£		£	s.	d.	£	s.	d.
7,196		Brought forward				450,328	18	7
5,952		LEGACIES FOR GENERAL PURPOSES				406,261	17	3
4,148		TOTAL RECEIPTS FOR GENERAL PURPOSES ..	856,590	15	10	856,590	15	10
		Gifts and Legacies for Special purposes transferred to Funds :—			£		s.	d.
		General Endowment :—						
2,975		Legacies	3,870	19	—			
49		Special Gifts	1,683	3	—			
3,024						5,554	2	
		Special Purposes and Maintenance :—						
0,881		Legacies	87,071	12	—			
3,156		Special Gifts	48,631	5	4			
4,037						135,702	17	4
1,209		Total Receipts	£997,847	15	2			
4,148		<i>Deduct :—</i>						
0,000		Appropriation to Reserve for Replacement of Life-boats				100,000	—	—
4,148						756,590	15	10

NOTE.—This account includes the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1957, and of the Branches for the year to 30th September, 1957.

04,148

£756,590 15 10

Dr.

		GENERAL ENDOWMENT FUN	
1956		The Income to be applied for the purposes of the Institut	
£		£	s.
—		11,367	19
31,905	LOSS ON SALE OF INVESTMENTS	—	—
217,242	<i>Depreciation on Valuation of Investments at 31st December, 1956</i>	228,022	5
	BALANCE AT 31ST DECEMBER, 1957		
£249,147		£239,390	4
		SPECIAL PURPOSES AND MAINTENANCE FUN	
		The Capital to be applied for the purposes of the Institut	
EXPENDITURE AS SHEWN IN ACCOUNT OF RECEIPTS AND PAYMENTS :—			
65,361	on NEW LIFE-BOATS	75,780	19
44,852	on OTHER PURPOSES	39,815	16
32,664	REFUND TO RESERVE FOR REPLACEMENT OF LIFE-BOATS FOR EXPENDI-		
37	TURE PREVIOUSLY CHARGED AGAINST THAT FUND	27,401	—
878	TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST	1,183	9
—	GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES	605	15
259,944	TRANSFER TO GENERAL ENDOWMENT FUND ON INCOME BECOMING		
	SUFFICIENT TO CARRY OUT TRUST	16,594	—
	BALANCE AT 31ST DECEMBER, 1957	235,323	17
£403,736		£396,704	19
		RESERVE FOR REPLACEMENT OF LIFE-BOAT	
185,858	EXPENDITURE ON NEW LIFE-BOATS	244,544	13
65,361	<i>Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND</i>	75,780	19
120,497		168,763	14
1,029,718	BALANCE AT 31ST DECEMBER, 1957	988,355	11
£1,150,215		£1,157,119	5
		GENERAL PURPOSES FUNI	
—	LOSS ON SALE AND REDEMPTION OF INVESTMENTS	£	s.
—	LOSS ON SALE OF FREEHOLD PREMISES	4,574	14
184,563	<i>Depreciation on Valuation of Investments at 31st December, 1956</i>	288	1
537,889	BALANCE AT 31ST DECEMBER, 1957	618,055	8
£722,452		£622,918	3

956	31st December, 1957			
	in accordance with the directions of the respective Donors.			
£			£	s. d.
6,123	BALANCE AT 31ST DECEMBER, 1956		217,242	2 -
	LEGACIES AND SPECIAL GIFTS (INCOME ONLY AVAILABLE) RECEIVED			
	IN THE YEAR :-			
2,975	Legacies	£	3,870	19 -
49	Special Gifts	£	1,683	3 -
3,024			5,554	2 -
	TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS BELOW		16,594	- 8
9,147			£239,390	4 8
<hr/>				
	31st December, 1957.			
	in accordance with the directions of the respective Donors.			
18,803	BALANCE AT 31ST DECEMBER, 1956		259,944	1 9
	LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)			
	RECEIVED IN THE YEAR :-			
10,881	Legacies	£	87,071	12 -
13,156	Special Gifts	£	48,631	5 4
14,037			135,702	17 4
896	INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST		1,058	- -
	FUNDS			
13,736			£396,704	19 1
<hr/>				
	31st December, 1957.			
			£	s. d.
17,551	BALANCE AT 31ST DECEMBER, 1956		1,029,718	5 3
32,664	REFUND FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS ABOVE ..		27,401	- 7
30,000	APPROPRIATION FROM ACCOUNT OF RECEIPTS AND PAYMENTS ..		100,000	- -
50,215			£1,157,119	5 10
<hr/>				
	31st December 1957			
			£	s. d.
14,918	BALANCE AT 31ST DECEMBER, 1956		537,888	18 1
80	<i>Profit on Sale and Redemption of Investments</i>			
41	<i>Redemption of Post War Credits</i>			
37	TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS ABOVE ..		1,183	9 6
07,376	TRANSFER FROM ACCOUNT OF RECEIPTS AND PAYMENTS		83,845	15 8
22,452			£622,918	3 3

	£	s
1956		
£		
217,242	228,022	0
259,944	235,323	1
£1,029,718	988,355	1
537,889	618,055	1
	<u>£2,044,793</u>	<u>0</u>
	<u>£2,069,757</u>	<u>0</u>

(Signed) HOWE,
Chairman.

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

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

3 Frederick's Place,
Old Jewry, London, E.C.2.
25th February, 1958.

to 31st December, 1957.

1956 £		£	s.	d.	£	s.	d.
	INVESTMENTS at quinquennial valuation on 31st Dec., 1956, or cost if acquired since :—						
	Representing GENERAL ENDOWMENT FUND— Income only available :—						
17,242	British Government Securities (Market value at 31st Dec., 1957, £225,673)				228,022	5	7
	Representing OTHER FUNDS :—						
14,938	British Government Securities	1,424,823	14	10			
32,063	Dominion Government Securities	30,755	18	—			
39,939	British Corporation and Public Board Stocks	129,910	2	—			
32,833	Sundry Small Investments	44,665	13	8			
39,773					1,630,155	8	6
	(Market value at 31st Dec., 1957, £1,555,229).						
27,015	TOTAL INVESTMENTS (Market value at 31st Dec., 1957, £1,780,902)				1,858,177	14	1
	FREEHOLD PREMISES (At cost) :—						
94,429	Including Life-boat Depot at Boreham Wood				93,361	8	4
	LEASEHOLD PREMISES — (At cost <i>less</i> amounts written off) :—						
34,582	Including 42/44 Grosvenor Gardens				35,952	11	7
	BRANCH ACCOUNTS :—						
09,249	Balances in hands of Branches, 30th Sept., 1957	116,999	13	11			
61,292	<i>Less</i> Balance of Remittances between Headquarters and Branches, October to December, 1957	61,958	4	6			
47,957					55,041	9	5
40,810	BANK BALANCES				27,223	19	9
44,793					£2,069,757	3	2

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.

New Organising Secretary for the Midlands

MR. D. L. HOBBS has been appointed Organising Secretary for the Midlands district.

Mr. Hobbs served during the war as a pilot in the Fleet Air Arm. For six years after the war he was in the Colonial Service in Malaya, and he has

had experience in the film industry.

The Midlands district includes the counties of Derbyshire, Gloucestershire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire, Rutlandshire, Staffordshire, Warwickshire and Worcestershire.

Award for Bravest Act of Life-saving in 1957

THE Maud Smith award for the bravest act of life-saving in 1957 has been won by Mr. William Morris, the motor mechanic of the Barmouth life-boat. He wins the award for the rescue in his own motor launch of four swimmers who were in difficulties off Barmouth on the 16th of July. This is the first occasion on which the award has been made for a rescue carried out by a member of a life-boat crew who went out in

his own boat and not in a life-boat. A full account of the service appeared in the December 1957 number of the *Life-boat* on page 518.

The award, which is an annual one made, according to the terms of a will, by the Committee of Management of the Institution, was won the year before by Second Coxswain Reginald Carey, of Coverack, Cornwall.

James Bower Award

COXSWAIN MARK BATES, of Kilmore, Co. Wexford, has become the third member of a life-boat crew to receive a gift from the James Michael Bower Endowment Fund.

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

Awards from the fund are made to those who receive either the gold or silver medal of the Royal National Life-boat Institution for gallantry.

Coxswain Bates won his silver medal for the rescue of the crew of ten of the French trawler *Auguste Maurice* on the 19th/20th of December, 1957. A full account of this service appeared in the March 1958 number of the *Life-boat* on page 3. The name of the trawler was then given as *Augusta Mariste*, but a correction has since been issued by Lloyds Register of Shipping.

The first two recipients of the James Bower award were Coxswain Douglas Grant, of Selsey, and Coxswain Henry West, of Sheringham.

End of a Life-boat Band

THE Blackpool life-boat band, which was founded in 1884, and was then the only life-boat band in the world, has now been disbanded. The idea of forming a band was conceived at a time when Blackpool had not yet become a popular holiday resort, and the life-boat coxswain, Robert Bickerstaffe, and his cousins John and Tom were mainly responsible

for bringing the band into being.

The band raised money for many charitable causes. In 1895, for instance, after a disaster to a number of fishing boats from Fleetwood it raised considerable sums to help the dependants of those who lost their lives. To raise money on different occasions it visited cities as far away as Birmingham, Sheffield and Nottingham.

Luncheon Clubs

LUNCHEON CLUBS associated with the Life-boat Service have become increasingly popular in recent years in Yorkshire. The first ladies' life-boat luncheon club was established at Leeds, and there are now similar clubs in Bradford, Huddersfield and Otley.

The clubs appoint their own honorary officials, and membership is open both to members of ladies' life-boat guilds and others. The purpose of the clubs is to promote interest in the work of the Life-boat Service, although active support for the service is not made

a necessary condition of membership.

The local guild benefits financially by receiving annual subscriptions. These are raised by the members of the clubs, who pay for every luncheon which they attend. Luncheons are normally held every month, and it is usual to have a speaker at each meeting. Once a year the speaker deals specifically with the subject of the Life-boat Service. Announcements are made of activities of the local ladies' life-boat guild, and in practice most members of the luncheon clubs tend to become members of a guild.

Royal Humane Society Award

THE Royal Humane Society has awarded an "in memoriam" testimonial to relatives of the late George Hanson, formerly head launcher of the Runswick life-boat, who lost his life when going to the help of a school-

master and a number of boys who were in the sea near Staithes on the 28th of August, 1957. An account of this attempted rescue appeared in the December, 1957, number of the *Life-Boat* on page 523.

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, 1958.

THE LIFE-BOAT FLEET

155 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1825 to 31st March, 1958 - - 81,374

Clarke Chapman

**MARINE AUXILIARIES
for LIFE-BOAT STATIONS**

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

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

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WINCHES, WINDLASSES,
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FLOODLIGHTS ETC.

The Heroic Story of the Life-boat Service

A book in the series "Pride of Britain" entitled *The Heroic Story of the Life-Boat Service*, published by Pitkin Pictorials Ltd., tells the story of the Life-boat Service from the establishment of the first life-boat station at Bamburgh in the late eighteenth century to the present day. It has more than 80 illustrations.

Copies (2/6 each) obtainable from Life-boat House, branches of the Institution, bookshops and newsagents.