

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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Notes of the Quarter

A PASSAGE up the Thames by the new Walmer life-boat in March, 1959, gave civil servants in appreciable numbers an opportunity of inspecting one of the boats which has been provided for the Institution by the civil servants' own remarkably successful fund. The Walmer life-boat, which is named *Charles Dibdin* (*Civil Service No. 32*), is in fact the thirty-second life-boat to have been provided by the voluntary gifts of civil servants. Sixteen of the life-boats were pulling and sailing boats and sixteen were motor boats. Ten of the motor life-boats are in service to-day: at Blyth, Hartlepool, Holyhead, Margate, Portrush, Thurso, St. David's, Southend-on-Sea and Whitehills, as well as at Walmer.

The Civil Service Life-boat Fund, which was established in 1866, was virtually the creation of Charles Dibdin, himself a civil servant in the Post Office Savings Bank until he joined the Institution as Secretary in 1883, a post he held until his death in 1910.

While the Walmer life-boat was at Westminster pier she was visited by the Lord Mayor of London, Alderman Sir Harold Gillett; the Minister of Transport, Mr. Harold Watkinson; the Chairman of the Port of London Authority, Lord Simon; several members of Parliament of both Houses and a number of other distinguished visitors in addition to civil servants of all grades. On the 17th of March the life-boat visited Twickenham, Kingston and Richmond, where receptions were held by the mayors of the three boroughs.

CLOSING OF A LIFE-BOAT STATION

A life-boat station which has been in existence for 139 years is to close this year. This is the station at Poolbeg in County Dublin, which was taken over by the Royal National Life-boat Institution in 1862, after

an agreement with the life-boat committee established in Dublin. Poolbeg life-boats were designed for rescue work in the Liffey estuary and were not normally expected to go beyond the lighthouses on either side of the entrance to the river. With the establishment of motor life-boats, which could be speedily manned at both Dun Laoghaire and Howth, the need for a life-boat at Poolbeg diminished steadily. To-day both Dun Laoghaire and Howth life-boats can reach casualties at the river entrance more quickly than the life-boat at Poolbeg, and the last occasion on which the Poolbeg life-boat was called out was in 1955. Since the Institution took over the station Poolbeg life-boats have rescued 59 lives.

The provision of a new 42-foot beach type life-boat at Aldeburgh and improved launching arrangements have virtually eliminated the need for two life-boats at this station, and for this reason it has also been decided to close the Aldeburgh no. 2 station.

MEDAL SERVICE CERTIFICATES

On the occasion of the remarkable rescue carried out by the Longhope life-boat, which appears on page 222, it will be seen that medal service certificates were to be issued to three members of the crew. This is the result of a decision taken by the Committee of Management in 1955, when it was resolved that whenever the coxswain of a life-boat was awarded a medal for gallantry, except for a purely personal act of bravery, certificates *should be accorded to every member of the crew to record the fact that they played their part in the rescue operations.* The standards which the Institution maintains in the granting of its awards are rigorous, and a certificate indicating that a man

carried out his duties in a life-boat in a service meriting one of the Institution's medals is a possession which can well be highly prized.

THE END OF THE "TRANQUILLITY"

A vessel which seems to have given rise to more calls on life-boats than any other in the Institution's history finally met her end in February 1959. This was the fishing boat first named *Tranquillity*, whose name was later changed to *Patte*. In January 1954 she was towed in by the Workington life-boat; in March of the same year she was towed in by the Fleetwood life-boat; and the Barrow life-boat had to tow her in first in July and then in September 1954. In January 1956 the Workington life-boat towed her in again, and little more than two years later, in May 1958, the Barrow life-boat

took her in tow to Fleetwood, after her propellers had become fouled. She finally sank after going aground on the Kirkcudbrightshire coast.

FRENCH AND IRISH LINK

A friendly link has been formed between the life-boat stations at Dun Laoghaire, County Dublin, and Boulogne-sur-Mer. This was the result of a visit paid by the Dun Laoghaire honorary secretary, Dr. J. de Courcy Ireland, to Boulogne, where he met the chairman of the Boulogne life-boat committee, M. le Garrec, a trawler owner who more than fifty years ago was rescued by the Courtmasherry life-boat from a French barque. The two life-boat stations have agreed regularly to exchange annual reports, reports of services, photographs and other information.

Rescue by Breeches Buoy from a Trawler

At 2.30 on the morning of the 4th of February, 1959, the honorary secretary of the Longhope, Orkneys, life-boat station, Dr. S. Peace, received a message from the coastguard at Broughness that the trawler *Strathcoe* was ashore in the Pentland Firth. It was an anticipatory message and there was no request for the life-boat to be launched immediately. The Thurso life-boat station was also alerted.

At 3.5. Dr. Peace was told that the trawler was ashore on the west coast of Hoy between Sneuk Head and Rackwick. He ordered the maroons to be fired, and the 45-foot 6-inches Watson cabin life-boat *Thomas McCunn* put out at 3.27.

Second Life-boat Launched

The honorary secretary of the Stromness life-boat station, Mr. T. S. Harvey, who had also been told of the position of the *Strathcoe*, ordered the 52-foot Barnett life-boat *Archibald and Alexander M. Paterson* to be launched. She put out at 3.30. The position of the *Strathcoe* was eight miles from Longhope and eleven miles from Stromness.

There was a light north-easterly breeze with a heavy ground sea breaking on the face of the cliffs. The flood tide

was setting to the south-east. It was cloudy, and fog patches and spray from the breaking seas made visibility poor at times. Where the trawler was aground it would be high water soon after six o'clock.

The Longhope life-boat followed a course close to the coastline. A searchlight from the seine-netter *Triton* indicated an object which seemed to be a wreck, and a parachute flare was fired from the life-boat. This showed that the object was not the trawler, and the life-boat continued on a northerly course. A second parachute flare was fired, and the trawler was seen to be lying in a small cleft in the cliff known locally as the Geo of the Lame. The *Strathcoe*, whose nett registered tonnage was 93, was 117 feet long. Her draft aft was 14 feet. She had been homeward bound for Aberdeen from the fishing grounds.

When the Longhope life-boat reached her she was hard ashore, heading east-south-east with a list to starboard of 45°. The cliffs on either side of the small gully were five hundred feet high, and the bottom round the stern of the wreck was rocky with a number of large and dangerous boulders. The depth of the water by the trawler's wheelhouse

was about 20 feet, but the ground sea, estimated at 15 feet in height, was breaking over the funnel, and the trawler's radio, lights and distress flares had all been made useless. Her trawl gear was lying in a tangled mass over her starboard side.

At 4.50 the Stromness life-boat also reached the scene, and it was decided that she should stand by to seaward and act as a radio-telephone link with the shore station. Ten minutes later the coxswain of the Longhope life-boat, Daniel Kirkpatrick, approached the port quarter of the trawler, but he found that the surge of the ground sea in the shallow water made it impossible to manœuvre the life-boat with any safety, and he brought her out stern first. He then anchored in ten fathoms of water on a rocky bottom and veered down on to the starboard quarter of the wreck with the object of trying to take the trawler's crew off by breeches buoy. Three lines were fired to the trawler, and the trawler's crew retrieved the third line, hauled the tail block across and secured it inside the wheelhouse. In order to keep the life-boat's head to sea and to minimize yawing a securing rope was rigged from the life-boat's quarter leading to the starboard quarter of the trawler.

Washed out of Buoy

At first light the task of taking the trawler's crew off was begun. The first man, when being taken off by breeches-buoy, grabbed at the securing rope on his way across and as a result was washed out of the buoy. He managed to haul himself along the rope and reached the scrambling-net rigged over the life-boat's side.

It was now about 6.20, and Coxswain Kirkpatrick decided that it would be

too dangerous to continue in his present position and that he must wait for the beginning of the ebb, when conditions might be expected to improve.

Judgment Proved Right

His judgment was proved right, and at 7.45, when conditions were somewhat easier, the tail block was secured to the mizzen boom of the trawler. From this position the remaining thirteen members of the crew were taken aboard the Longhope life-boat by breeches-buoy.

Throughout the rescue operations the second-coxswain, John Norquoy, gave Coxswain Kirkpatrick invaluable support, particularly in his handling of the securing rope. The two mechanics, Robert Johnston and Robert Rattray Johnston, handled the engines faultlessly and Mechanic Robert Johnston succeeded in carrying out a minor repair to the radio-telephone equipment.

The Longhope life-boat left the area of the trawler at 8.9 and reached her station at 10.22. The Stromness life-boat reached her station at 9.45.

For this service the silver medal for gallantry was awarded to Coxswain Daniel Kirkpatrick.

The thanks of the Institution inscribed on vellum were accorded to : Second-Coxswain John Norquoy ; Bowman James Johnston ; Mechanic Robert Johnston ; Assistant Mechanic Robert Rattray Johnston.

Medal service certificates were accorded to the other three members of the crew : James Nicholson, Daniel Raymond Kirkpatrick and Robert Johnston.

A letter of appreciation was sent to the Stromness honorary secretary.

Rewards to the crew, £18 5s. ; rewards to the helpers on shore, £1 16s.

Portrait on the Cover

THE portrait on the cover is of Coxswain Richard Evans of Moelfre. He was appointed coxswain in 1954 after serving as second coxswain from 1939 to 1954 and as bowman from 1930 to 1939. He was awarded the bronze medal for gallantry for the rescue of the crew of an aircraft who were in a

rubber dinghy which was beating up against rocks in October 1943. Since his appointment as bowman Moelfre life-boats have been launched on service 87 times and have rescued 169 lives. The photograph is reproduced by courtesy of Wickens Studio.

Rescue from Steamer Aground on Rocks

At 10.17 on the morning of the 11th of March, 1959, the honorary secretary of the Blyth, Northumberland, station, Captain H. Rowe, learnt from the coastguard that a vessel was in difficulties a hundred yards east of Blyth east pier lighthouse. A quarter of an hour later the 46-foot 9-inches Watson cabin life-boat *Winston Churchill* (*Civil Service No. 8*) was launched.

A fresh breeze was blowing from the south-east. The sea was rough with a moderate swell from the east-south-east. There were rain showers and some sea mist, which reduced visibility to five hundred yards. It was low water, and the tidal stream outside the harbour was setting northward.

The vessel in distress was the s.s. *Holderness* of Hull, which was 207 feet in length, with a beam of 33 feet and a draught aft of 12 feet 9 inches. She had been outward bound to Ireland with a cargo of coal and had gone ashore on Seaton rocks immediately after clearing the harbour entrance.

The life-boat reached her eighteen minutes after launching and found her lying in about twelve feet of water heading a little north of east. Her stern was within eighty feet of the east pier.

Steamer Aground Aft

Coxswain Thomas Fawcus saw that she was aground aft, but that her bow was lifting to the sea. He decided that with the wind and sea before the starboard beam it would be impossible to rescue her crew from the weather or seaward side.

There was a danger that she would pivot on the rocks which were holding her aft and that her bow would swing to the north and ground on the rocks, which were a hundred feet inshore of her. Realising this, Coxswain Fawcus decided to take the life-boat through the gap between the stern of the steamer and the pier, which was no more than eighty feet, and to go along her lee side.

He took the life-boat at full speed through the narrow channel. The cockpit filled several times, and the back-surge from the pier threw the life-boat against the stern of the *Holderness*, but she suffered only superficial damage. It was only when he had successfully manoeuvred the life-boat around the stern of the *Holderness* that any shelter was to be had.

Four Jumped Aboard

As soon as the life-boat came alongside four of the crew of the steamer, who numbered thirteen in all, jumped aboard. Second Coxswain Samuel Crawford then boarded the steamer to find out if the master intended to abandon ship. He remained aboard fifteen minutes, while seas continually broke over the steamer on to the life-boat. The securing ropes had to be constantly hauled and veered because of the rise and fall of the sea, and at times there were no more than two feet of water under the keel of the life-boat.

The master decided to remain on board with eight of his crew in the hope that a tug would be able to pull the steamer off. Second Coxswain Crawford therefore re-boarded the life-boat, which after passing round the bows of the *Holderness* returned to harbour and landed the four survivors.

Later the life-boat returned to the wreck as it seemed likely that the other nine men would have to be taken off. By then the gap between the steamer and the pier had lessened; conditions had grown worse; and the coastguard hauled the nine men ashore by breeches-buoy while the life-boat stood by.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Thomas Fawcus.

Scale rewards to the crew, £10 10s. ; rewards to the helpers on shore £2 8s. Additional rewards to the crew, £20.

New Ways of Raising Money

A jumble sale with unusual features was organised by Lady Templetown for the Kirkcudbright branch. The older clothes given for the sale were sold in the usual manner, but a number of Lady Templetown's young friends acted as models to show the better clothes, which Lady Templetown herself auctioned.

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Every member of a family in Bradford puts sixpence in a life-boat collecting box whenever they hear a gale warning on the radio.

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The Lytham-St. Anne's branch was fortunate enough to be given the whole proceeds of a recital of Bach's Goldberg Variations by Mr. Stanley Crouch which took place at Lytham Hall, the home of Mrs. Clifton.

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A sufferer from sea-sickness, who was compelled to spend the whole of the journey from Newcastle to Bergen and back in a bunk, sent a money order for £5 and an anonymous letter. The money was credited to the Newcastle branch.

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The three-year-old daughter of the honorary secretary of the Pinner branch, Mr. G. F. East, picks flowers from her parents' garden and sells them to the neighbours, all the money going into her life-boat collecting box.

* * *

The honorary secretary of the Methwold, Hythe and Brookville branch, Mrs. Cowlshaw, invites visitors to her house to sew a patch enclosing a coin on to an apron.

* * *

Mr. John Shackleton visited a caravan site in Portnoo in Co. Donegal, accompanied by the local honorary secretary, Commander Stewart, and Commander Stewart's grand-daughter, playing the bagpipes. They succeeded in collecting more than £5.

Mr. J. A. Mulready, of Scrooby, made calendars at home and sold them for the benefit of the Institution in spite of the handicap of being confined to a wheelchair. He raised £5 for the branch funds.

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Among the branches which organised carol singing for the benefit of the Institution was that at Fethard-on-Sea, whose members sang one night to the survivors of a trawler to which the Kilmore life-boat had put out. Another unusual concert of carols was one played on the recorder by Miss Margaret Hopewell, of Falmouth, and her brother.

* * *

The Saintfield, County Down, branch raised more than £60 in a week from a population of 604 by delivering appeal letters by hand, following an announcement in the local press, and then by placing collecting boxes for one week in all village shops.

* * *

Mrs. E. May of Forest Hill, London, a member of a Derby and Joan club, was asked to take part in a B.B.C. television programme and show some object of sentimental value. Hers was a plate presented to her grandfather, who had been a member of the Broadstairs life-boat crew. She donated part of her fee to the Institution.

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Mr. A. Westcott-Pitt, honorary secretary of the Dunmore East life-boat station, uses his own private aircraft to collect life-boat boxes from out-lying districts in his area.

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Mrs. H. Pickles, a member of the Halifax committee, has raised several pounds for the Institution by covering old coat-hangers, wrapping them in cellophane and selling them to her friends.

Correspondence

The Editor, the *Life-boat*.

Dear Sir,

On reading the March issue of the Journal of the Royal National Life-boat Institution I was perfectly thrilled with your article on the fiftieth anniversary in the history of mechanisation.

I happen to be one of the crew of that flotilla which left the London docks for Orkney on the 15th April, 1909. I am a Stronsay fisherman, now retired here, and was appointed to the Stromness boat along with Commander Rowley, also Mr. Small, who was the motor expert. As a young lad this was my first time away from home, and although it is fifty years ago I can remember every episode of the journey and how good and kind Mr. Rowley was.

He had a Thermos flask aboard and often shared his drop of tea with me. I may add this was the first Thermos I

had seen and thought it so wonderful to get a hot drink out at sea.

Our boat, the *John A. Hay*, was of the self-righting type and fitted with a Tylor engine, which was very satisfactory. My father was coxswain of the *John Ryburn* (Watson type) fitted with a Blake engine.

We went single line ahead, both motor boats towing the Thurso sailing boat to her station at Scrabster.

Finally I just wish to say that I have been very interested in life-boats all my life and proud to feel that I tried to do my bit in rescue work, and may God bless and further the noble deeds of our Institution.

Yours sincerely,

JOHN EUNSON
10th April, 1959.

Rhuarden,
Kingussie,
Inverness-shire.

Services of the Life-boats in January, February and March 96 Lives Rescued

JANUARY

DURING JANUARY life-boats were launched on service 53 times and rescued 15 lives.

⚓ BOAT FOUND AFTER MESSAGE FROM HELICOPTER

Humber, Yorkshire. At 7.25 on the morning of 1st of January, 1959, the coastguard at Spurn Point informed the honorary secretary that three red flares had been seen about six or seven miles off Withernsea. At 7.47 the life-boat *City of Bradford III* was launched in a rough sea, with a strong south-west-by-westerly wind blowing and a flood tide. While she was making for the position, the life-boat received a radio message on very high-frequency from a helicopter, which had joined in the search, that a boat had been seen with two men on board two or three miles off Withernsea. At 10.15 the life-boat found the fishing vessel *Excelsior* of Hull, which had collided with a Royal Air Force target buoy. As the boat was leaking badly

and her engine was flooded, the life-boat towed her to Grimsby, arriving at four o'clock. The life-boat reached her station at 6.20. Paid permanent crew. Additional rewards, £29 4s. 6d.

CREW ASK FOR NO PAYMENT

Arranmore, Co. Donegal. On the 1st of January, 1959, the body of a young man from Arranmore, who had been killed in an accident in Wales, was brought to Burtonport, but because of the stormy weather it was not possible to take the body to the island. The weather had not improved the next day, and in answer to a request from the parents of the young man the life-boat was launched at noon in a north-easterly gale and conveyed the body to the island. The life-boat crew and helpers did not wish any rewards to be paid.

TOW FOR TRAWLER IN NEAR GALE

Newcastle, Co. Down. At 3.15 on the afternoon of the 1st of January,

1959, a passing motorist told the motor mechanic that a fishing trawler anchored off Mullartown Point was burning distress flares. At 3.40 the life-boat *William and Laura* was launched in a heavy swell. There was a near gale blowing from the south-south-west, and it was high water. The life-boat found the fishing trawler *Rosebud* of Dundalk with a crew of five. Her engine had broken down and she was taken in tow to Newcastle harbour, arriving at 5.10. Rewards to the crew, £9; rewards to the helpers on shore, £9 11s.

TWO LIFE-BOATS FIND BOAT IN GALE

Dungeness, Kent, and Hastings, Sussex. At 10.12 on the night of the 1st of January, 1959, the coastguard at Fairlight informed the Hastings honorary secretary that two flares had been seen south-east of the look-out. At 10.45 the life-boat *M.T.C.* put to sea after a very difficult launch. There was a west-south-westerly gale, the sea was very rough, and it was low water. The sky was overcast with rain squalls. The honorary secretary at Dungeness was informed that the Hastings life-boat had been launched, and at 11.5 the Dungeness coxswain heard a distress message on his wireless. The Dungeness life-boat *Mabel E. Holland* was launched forty minutes later. Both life-boats found the house-boat *Petrina* with four people on board. Her engine had broken down. The Dungeness life-boat took her in tow, with the Hastings life-boat standing by. The tow-rope parted but was soon re-connected, and the Hastings life-boat escorted the *Petrina* and the Dungeness life-boat until they were a mile and a half north-east of Dungeness, where the *Petrina* was put to a safe anchorage. The Hastings life-boat then returned to her station, arriving at 5.29, and the Dungeness life-boat reached her station at three o'clock. The owner of the *Petrina* made a gift to the Dungeness crew and a donation to the Institution's funds. Rewards to the crews: Dungeness, £18 5s.; Hastings, £20. Rewards to the helpers on shore: Dungeness, £16 16s.; Hastings, £35 16s.

BOY RESCUED FROM CAPSIZED DINGHY

Poole, Dorset. At 7.40 on the evening of the 2nd of January, 1959, the police at Wareham told the coxswain that a sailing dinghy had left Wareham at three o'clock in the afternoon and had not returned. The crew consisted of a father and his two sons. The coastguard at Southbourne also telephoned the same message. At 7.55 the life-boat *Thomas Kirk Wright* was launched in a moderate sea. There was a moderate west-north-westerly wind, and it was low water. At 9.20 the life-boat, which was helped in the search by a boat from the Joint Services Amphibious Warfare School, Hamworthy, found the upturned dinghy about a hundred yards inside the mouth of the River Wareham. A thirteen-year old boy was lying semi-conscious in the bottom of the boat. He was taken aboard the life-boat and given dry clothing, a hot drink and some food. The life-boat brought him to Wareham Quay, from where an ambulance conveyed him to hospital. The life-boat returned to the position at which the dinghy had capsized, and after it had been righted the body of the second boy was found. After an unsuccessful search had been carried out for the father the life-boat returned to her station at 12.20. The body of the man was found next day by a helicopter and was recovered by a boat from the Warfare School. The widow of the owner of the dinghy gave the dinghy, a trailer and gear to the Institution to dispose of. Rewards to the crew, £14; rewards to the helpers on shore, £1 16s.

DOCTOR TAKEN OUT TO STEAMER

Margate, Kent. At 5.15 on the afternoon of the 3rd of January, 1959, the watchman of the local pilot cutter informed the honorary secretary that a radio message had been received from the s.s. *Seaford* of London, asking for a doctor, as the master was seriously ill. She was near the Kentish Knock lightvessel, eighteen miles north-east of Margate. As the distance was too great for the pilot cutter to go and as no other boats were available, the

life-boat *North Foreland (Civil Service No. 11)* was launched at 5.38 with a doctor on board. The sea was rough, and there was a strong north-westerly wind and a flood tide. The life-boat met the *Seaford* seven and a half miles from Margate at 6.35, and the doctor was put aboard her. He found that the master had died, and his body was brought ashore and landed at Margate at 8.45. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £4 4s.

ALL-NIGHT SERVICE TO FISHING VESSEL

Moelfre, Anglesey. At 9.15 on the evening of the 4th of January, 1959, the coastguard informed the honorary secretary that a fishing vessel had broken down with engine trouble twelve miles north-west of Point Lynas. At 9.30 the life-boat *Watkin Williams* was launched in a rough sea, with a strong north-westerly wind blowing and an ebb tide. The weather was squally with sleet. The life-boat found the fishing vessel *Isobel May* of Belfast with a crew of two. She took her in tow to Moelfre Bay, but as the weather was uncertain she later towed her to Beaumaris pierhead, where the fishing vessel was secured. The life-boat reached her station at 6.30 in the morning. Rewards to the crew, £20 10s. ; rewards to the helpers on shore, £5.

SICK CHILD TAKEN OFF SWEDISH VESSEL

Stornoway, Hebrides. At 11.15 on the night of the 4th of January, 1959, the coastguard informed the honorary secretary that the motor vessel *Inga* of Helsingborg, Sweden, was anchored in Branahuie Bay three miles from Stornoway and had a very sick child on board who needed a doctor. As there was no other suitable boat available, the life-boat *The James and Margaret Boyd* put out with a doctor on board at 11.45. The doctor was put aboard the vessel and decided after examining the child, who was five months old, that she should be taken to hospital. The mother and child were taken aboard the life-boat and landed at Stornoway at 1.30, where an

ambulance was waiting to take them to hospital. Rewards to the crew, £6 5s.

SICK MAN TAKEN OFF GREEK STEAMER

Shoreham Harbour, Sussex. At 2.25 on the afternoon of the 5th of January, 1959, a message was received from Niton radio that a Greek seaman aboard the S.S. *Panaghia* had been taken ill and needed medical attention. At 2.55 the life-boat *Rosa Woodd and Phyllis Lunn* was launched with two doctors on board in a slight swell. There was a light south-south-westerly breeze and a flood tide. The life-boat found the steamer six miles south-south-west of the harbour and the two doctors were put aboard to attend the sick man. He was then transferred to the life-boat, which landed him at 5.10. The man had acute appendicitis and was taken to hospital. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £4 5s.

SICK MAN TAKEN OFF NORWEGIAN STEAMER

Barra Island, Hebrides. At 4.30 on the afternoon of the 5th of January, 1959, the coastguard informed the honorary secretary that there was a sick seaman on board the S.S. *Fridtjof Nansen*, of Kristiansand, Norway. The Norwegian steamer altered course for Barra Head and was expected to be ninety miles off the Southern Hebrides at noon the next day. At ten o'clock the next morning the honorary secretary was informed that the steamer was then approaching Barra. Arrangements were made for the life-boat to meet her at 2.30 off Lochboisdale. The life-boat *R. A. Colby Cubbin No. 3* put out at 11.30 with a doctor on board. There was a smooth sea, a moderately easterly breeze was blowing, and the tide was ebbing. The life-boat reached the position given at 1.30, but contact was not made with the steamer until 4.10. The sick man was transferred to the life-boat and landed at Lochboisdale, where an ambulance took him to hospital with suspected appendicitis. The life-boat reached her station at 9.15. Rewards to the crew, £24 5s. ; reward to the helper on shore, £1 1s.

THREE YOUTHS RESCUED FROM DINGHY

Lytham-St. Anne's, Lancashire. At 2.45 on the morning of the 7th of January, 1959, the coastguard informed the honorary secretary that the Blackpool life-boat was searching for three youths who had drifted out to sea in an inflatable dinghy. At 8.10 the coastguard asked for the Lytham-St. Anne's life-boat to be launched too to help in the search, as the Blackpool life-boat had not found the dinghy. The Lytham-St. Anne's life-boat *Sarah Townsend Porritt* put out in a calm sea. There was a light north-easterly wind and it was high water. It was overcast and snowing. A Royal Air Force aircraft guided the life-boat to the dinghy, which was found one mile north of Nelson Buoy at the entrance to the Ribble estuary. The three youths were suffering from exposure, and as the dinghy was leaking they had been baling out with their hands and shoes. They were taken aboard the life-boat, given clothing and refreshments, and landed at Lytham, where they were taken to hospital. The life-boat reached her station at 11.50. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £2 2s.

LIFE-BOAT STANDS BY MOTOR VESSEL IN GALE

Lowestoft, Suffolk. At 7.54 on the morning of the 7th of January, 1959, the coastguard passed on to the honorary secretary a report that a rocket had been seen near the Corton lightvessel. At 8.15 the life-boat *Michael Stephens* put out in a rough sea. A north-north-easterly gale was blowing and it was high water. The life-boat found the motor vessel *Borthwick* of Glasgow with her engines broken down. The *Borthwick* had anchored, and the life-boat stood by her until a tug arrived to take her in tow. The life-boat returned to her station, arriving at 2.5. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £1 4s.

INJURED SEAMAN TAKEN OFF STEAMER

Yarmouth, Isle of Wight. On the evening of the 7th of January, 1959, the

pilot cutter *Leader* took a doctor out to the s.s. *Sandstar* in Yarmouth Roads to attend an injured seaman. The doctor diagnosed a compound fracture of the left thigh and asked for the life-boat to be launched to bring the man ashore on a stretcher. The life-boat *S.G.E.* left at 8.45 in a calm sea, with a light north-westerly breeze blowing and an ebb tide. The man was brought ashore and the life-boat reached her station at ten o'clock. Rewards to shore, £3 15s.

POST OFFICE ENGINEERS TAKEN TO LUNDY

Appledore, Devon. On the 7th of January, 1959, the Post Office telephone engineer in charge asked the honorary secretary for help in bringing three engineers to Lundy Island, as the only telephone line to the island had been out of action since Christmas and the weather had been too bad for local craft to make the crossing. The life-boat *Violet Armstrong* put out at seven o'clock the next day with the three engineers on board. There was a choppy sea and a fresh northerly wind. The engineers were landed, and the life-boat reached her station at three o'clock. Rewards to the crew, £18 10s. ; rewards to the helpers on shore, £2 8s. Refunded to the Institution by the General Post Office.

DOCTOR TAKEN TO FISHING VESSEL

Anstruther, Fifeshire. At 5.15 on the afternoon of the 8th of January, 1959, the assistant honorary secretary was informed that a message had been received from the fishing vessel *Coral Isle* of North Shields that one of her fishermen was seriously ill, and that as the tide was ebbing he could not be landed. At 5.40 the life-boat *James and Ruby Jackson* was launched, with a doctor on board, in a slight swell. There was a north-easterly wind and an ebb tide. The life-boat met the *Coral Isle* off the harbour. The doctor went aboard but he found that the fisherman had died. The life-boat returned to her station at 6.40. Rewards to the crew, £9 ; rewards to the helpers on shore, £8 16s.

SEARCH FOR SURVIVORS FROM FISHERY CRUISER

Wick, Caithness-shire. At 8.30 on the morning of the 9th of January, 1959, the coastguard informed the honorary secretary that a red flare had been seen off Helman Head, and ten minutes later more flares were seen six miles east of Clythness. The life-boat *City of Edinburgh* was launched at 9.5 in a moderate swell, with a north-easterly wind of nearly gale force blowing and a flood tide. She searched over a wide area but found only some wreckage of the fishery protection cruiser *Freya*, which had sunk within ten minutes of being hit by a huge sea a mile and a quarter east of Sarclet Head. The *Freya* had had a crew of nineteen, sixteen of whom had been picked up from a rubber dinghy by the Belgian trawler *Saint Jean Berchman*. A search for the three missing men was carried out by ten trawlers, a helicopter and the life-boat, but it was unsuccessful. The life-boat finally reached her station at 2.50. A letter of thanks was received from the Scottish Home Department. Rewards to the crew, £13 10s. ; rewards to the helpers on shore, £1 4s.

MAN WITH FRACTURED SKULL TAKEN OFF SWEDISH VESSEL

Stornoway, Hebrides. At 5.45 on the morning of the 13th of January, 1959, the honorary secretary heard from Wick radio station that there was a badly injured seaman aboard the motor vessel *Magna* of Helsingborg, Sweden, who needed medical attention. At 6.5 the life-boat *The James and Margaret Boyd* put out with a doctor on board in a slight sea. There was a gentle northerly breeze and a flood tide. The life-boat came alongside the *Magna* a mile and a half outside the harbour and the injured man, who had fractured his skull by a fall in the engine room, was taken on board. He was brought ashore and conveyed to hospital but died there later. Rewards to the crew, £8 15s.

SEARCH AFTER AIRCRAFT CRASHES INTO SEA

Buckie, Banffshire. At 1.55 on the afternoon of the 13th of January, 1959,

a message was received from the coastguard that an aircraft had crashed three quarters of a mile north of Scaur Nose Head. At 2.5 the life-boat *Glencoe, Glasgow* was launched in a slight swell. There was a moderate northerly wind and a flood tide. Several aircraft also joined in the search and a helicopter dropped markers. The life-boat picked up pieces of wreckage and parts of the body of the pilot and clothing. She reached her station at 4.45. Rewards to the crew, £10 10s. ; reward to the helper on shore, 12s.

ESCORT FOR FRENCH TRAWLER

Torbay, Devon. At 7.30 on the evening of the 14th of January, 1959, the coastguard informed the coxswain that a French trawler was leaking and needed help thirty miles east of Start Point. The life-boat *Princess Alexandra of Kent* was about to leave her moorings when the coastguard informed the coxswain that as the casualty was between Weymouth and Brixham the Weymouth life-boat had been requested to launch. After consultation the Torbay life-boat put out at 8.10 in a rough sea. A strong east-south-easterly wind was blowing and the tide was flooding. The weather was misty and there was squally rain. The life-boat found the trawler *Jean Charles Francoise* twelve miles from Brixham, but she was under control. The life-boat escorted her to harbour, arriving at eleven o'clock. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £1 4s.

LIFE-BOAT STANDS BY TILL TUG ARRIVES

Caister, Norfolk. At 3.30 on the afternoon of the 15th of January, 1959, the coastguard at Great Yarmouth informed the honorary secretary that a vessel was stationary a quarter of a mile east of Winterton. She was not at anchor and was making no distress signals. The weather was foggy, and there was a slight swell. A light north-westerly breeze was blowing, and the tide was ebbing. At 4.10 the life-boat *Jose Neville* was launched and found the s.s. *John Carrington* of

London aground. The coxswain put one of his crew aboard, but the captain informed him that the steamer's owners had summoned a tug. The life-boat stood by until the tug arrived and was preparing to connect a tow wire when the *John Charrington* refloated. The life-boat reached her station at 11.30. Rewards to the crew, £22 ; rewards to the helpers on shore, £6 12s.

DUTCH VESSEL ESCORTED TO HARBOUR

Fenit, Co. Kerry. At noon on the 22nd of January, 1959, the life-boat *Hilton Briggs* put out in a heavy swell to the help of the motor vessel *Sheraton* of Rotterdam. A gale was blowing from the north-north-east, and the tide was flooding. The Dutch vessel, with a crew of nineteen, had been standing off in Tralee Bay throughout the previous night as a pilot had been unable to board her because of the weather conditions and her master did not have a local chart. The life-boat escorted her safely into harbour. Rewards to the crew, £5 ; reward to the helper on shore, 13s.

LIFE-BOATS STAND BY WHILE BOATS ENTER HARBOUR

Whitby, Yorkshire. On the afternoon of the 22nd of January, 1959, the coxswain was informed that four local fishing boats were still at sea. As there was a big fresh coming down the river and a strong northerly wind was blowing, it was decided to launch the life-boat *Mary Ann Hepworth* to stand by while the vessels entered harbour. She was launched at 2.5 and stood by until the fishing boats *Stakesly Rose*, *Success*, *Pilot Me* and *Lead Us* had entered the harbour safely. The life-boat was rehoused at four o'clock. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

DOCTOR TAKEN TO PATIENT IN GALE

Lerwick, Shetlands. At 2.5 on the afternoon of the 23rd of January, 1959, the medical officer of health for the county of Zetland asked the honorary secretary for the use of the life-boat to convey a patient who was in urgent need of medical attention from Girlsta to

Lerwick. A doctor from Scalloway had been unable to reach the patient because of severe weather conditions, and as there was no other suitable boat available, the life-boat *Claude Cecil Staniforth* left her moorings on the ebb tide at 2.30. After a doctor had boarded her she made for Brent-hammersland in a north-easterly gale with heavy snow showers and poor visibility, arriving at 4.27. The patient was embarked and landed at Lerwick at 5.33. Rewards to the crew, £12 5s. Refunded to the Institution by the St. Andrew and Red Cross Scottish Ambulance Service.

ESCORT FOR LAUNCH TOWING FORMER LIFE-BOAT

New Brighton, Cheshire. At 10.40 on the night of the 26th of January, 1959, the coastguard informed the honorary secretary that the Dutch coaster *Toni* had reported seeing a distress signal made by the crew of a boat near the wreck of the *Ousel* off Rock Ferry. The life-boat *Norman B. Corlett* was launched at eleven o'clock after this report had been confirmed. There was a fresh south-south-easterly wind with a choppy sea and a flood tide. The life-boat reached the position and found a launch towing an ex-R.N.L.I. life-boat, which was being used as a tender by a contractor working in the river at the new oil jetty. The crew of the ex-life-boat had run short of fuel. The life-boat escorted the boats back to the contractor's ship and then returned to her moorings, arriving at 12.45. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £1 6s.

SPANISH TRAWLER ESCORTED TO HARBOUR

Valentia, Co. Kerry. At 11.20 on the night of the 26th of January, 1959, a message was received from the trawler agents at Cahirciveen that a Spanish trawler was sinking twenty-five miles south-west of Skelligs Rock. Another vessel was standing by. At 11.53 the life-boat *Rowland Watts* put out in a rough sea. There was a south-easterly gale and it was low water. The life-boat found the trawler *Virgen de la*

Guia of Passajes seven miles south-west of Skelligs Rock. She escorted the trawler safely into Valentia harbour and then returned to her moorings, arriving at 5.30. Rewards to the crew, £11 15s.; reward to the helper on shore, 17s.

TWO LIFE-BOATS IN SEARCH FOR SURVIVORS

Anstruther, Fifeshire, and Broughty Ferry, Angus. At 7.34 on the evening of the 27th of January, 1959, the coast-guard informed the honorary secretary at Anstruther that the fishing boat *Devotion* of Kirkcaldy was on fire about a mile and half off Fifeness. The life-boat *James and Ruby Jackson* was launched at eight o'clock in fine weather with poor visibility and an ebb tide. She made for the position given but was unable to find the fishing boat. She continued the search for some time, and eventually two bodies were found and recovered. The coxswain learnt by radio-telephone in answer to his enquiries that the *Devotion* had had a crew of three or four, and he continued the search throughout the night for possible survivors. Nothing further was found, and the life-boat returned to her station at six o'clock on the morning of the 28th of January and landed the two bodies. At 7.35 that morning the Broughty Ferry life-boat *Mona* was launched to continue the search. She found only pieces of fish boxes and a bundle of burnt papers, which were handed to the police when the life-boat returned to her station at 1.45. Anstruther: rewards to the crew, £24 5s.; rewards to the helpers on shore £8 11s. Broughty Ferry: rewards to the crew, £18 10s.; rewards to the helpers on shore, £2 14s.

DUTCH COASTER AGROUND IN FOG

Dover, Kent. At 6.11 on the morning of the 30th of January, 1959, the coastguard informed the honorary secretary that a coaster was aground in St. Margaret's Bay. The honorary secretary asked for further information, and at seven o'clock the life-boat *Southern Africa* put out. There was a

moderate sea, with a gentle northerly wind, dense fog and an ebb tide. The life-boat found the coaster *Minorea* of Groningen high and dry and stood by until she refloated. She then returned to her station, arriving at 2.8. Rewards to the crew, £18.

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

- Yarmouth, Isle of Wight.**—January 1st.—Rewards, £12 5s.
Porthdinllaen, Caernarvonshire.—January 2nd.—Rewards, £26 8s.
Peterhead, Aberdeenshire.—January 2nd.—Rewards, £17 8s.
Hartlepool, Co. Durham.—January 2nd.—Rewards, £12 6s.
St. Mary's, Scilly Isles.—January 2nd.—Rewards, £25 13s.
Walmer, Kent.—January 3rd.—Rewards, £36 11s.
New Brighton, Cheshire.—January 5th.—Rewards, £10 8s.
Blackpool, Lancashire.—January 7th.—Rewards, £32 6s.
Redcar, Yorkshire.—January 12th.—Rewards, £14 17s.
Stornoway, Hebrides.—January 13th.—Rewards, £7 10s.
Weymouth, Dorset.—January 14th.—Rewards, £10 10s.
Broughty Ferry, Angus.—January 15th.—Rewards, £25 2s.
Stornoway, Hebrides.—January 16th.—Rewards, £12 5s.
Aberdeen.—January 18th.—Rewards, £10 9s. 6d.
Porthdinllaen, Caernarvonshire.—January 21st.—Rewards, £15.
Fishguard, Pembrokeshire.—January 21st.—Rewards, £56 6s.
St. David's, Pembrokeshire.—January 21st.—Rewards, £33 6s.
New Quay, Cardiganshire.—January 21st.—Rewards £57 10s.
Portrush, Co. Antrim.—January 28th.—Rewards, £10 11s.
Walmer, Kent.—January 30th.—Rewards, £24 2s.
Newhaven, Sussex.—January 30th.—Rewards, £16.
Padstow, Cornwall.—January 31st.—Rewards, £6 17s.

FEBRUARY

DURING FEBRUARY life-boats were launched on service 29 times and rescued 27 lives.

TOW FOR FISHING BOAT WITH
ENGINE BREAKDOWN

Lowestoft, Suffolk. At 5.10 on the afternoon of the 1st of February, 1959, the coastguard informed the honorary secretary that the fishing boat *Marina* needed help as her engine had broken down off Pakefield. The life-boat *Michael Stephens* put out at 5.23 in a choppy sea, with a fresh north-easterly wind blowing and an ebb tide. She found the fishing boat with a crew of two and took her in tow, arriving at her station at 6.40. Rewards to the crew, £10; reward to the helper on shore, 12s.

SICK BOSUN TAKEN OFF STEAMER

Penlee, Cornwall. At eleven o'clock on the morning of the 2nd of February, 1959, the port medical officer told the honorary secretary that the s.s. *Asia* of Liverpool, which was then three miles south-south-west of Carn Du, was making for Mounts Bay as her bosun was seriously ill with pneumonia and needed medical attention. At 12.45 the life-boat *W and S* was launched in a rough sea. There was a strong easterly wind and it was high water. The life-boat made for Newlyn, where she embarked the port doctor and ambulance men, and left at one o'clock to meet the steamer. The doctor was put aboard the steamer, and after examining the patient he arranged for him to be transferred to the life-boat. The life-boat reached Newlyn at 3.15, when the bosun was taken to hospital. He was discharged eleven days later. The life-boat remained at Newlyn because of the heavy ground swell near the Penlee slipway until the 9th of February, when she returned to her station. The owners of the steamer made a donation to the Institution's funds. Rewards to the crew, £14; rewards to the helpers on shore, £10 19s. 6d.

MEDAL FOR ORKNEY COXSWAIN

On the 4th of February, 1959, the Longhope, Orkneys, life-boat rescued the crew of fourteen of the steam-

trawler *Strathcoe*. For this service, a full account of which appears on pages 222-3, Coxswain Daniel Kirkpatrick was awarded the silver medal for gallantry.

ESCORT FOR COASTER IN DENSE
FOG

Eastbourne, Sussex. At 7.5 on the morning of the 6th of February, 1959, the coastguard informed the honorary secretary that a vessel was thought to be ashore east of Beachy Head. After further enquiries had been made it was reported that the coaster *Friargate* of Hull had hit Beachy Head ledge and needed help immediately. The life-boat *Beryl Tollemache* was launched at 7.45 in a calm sea and dense fog. The tide was flooding. The life-boat found that the coaster had been holed and was making water. The pumps were keeping the water under control, and the life-boat escorted the coaster to Newhaven harbour, which was reached at 10.20. While returning to Eastbourne the coxswain was informed that the s.s. *Juan Illueca* of Valencia was ashore at Birling Gap. The life-boat made for the position and went alongside the steamer. Her master informed the coxswain that he was in no danger and did not need help, and the life-boat returned to her station, arriving at 3.30. Rewards to the crew, £17 10s.; rewards to the helpers on shore, £13 12s.

TWO LIFE-BOATS SEARCH FOR
FRENCH TRAWLER

Valentia, and Fenit, Co. Kerry. At 12.55 early on the morning of the 7th of February, 1959, the coxswain of the Valentia life-boat was informed that the French trawler *Mary-Brigitte* of Concarneau was sinking three miles south of the Blaskets. Nine minutes later the trawler reported that her crew were abandoning ship. The life-boat *Rowland Watts* left her moorings at 1.35 in a south-easterly gale, with a rough sea and a flood tide. She arrived at the position given at 3.5 and carried out a search of the area but found nothing. At 3.15 the Fenit life-boat *Hilton Briggs* put out to help in the search. Both life-boats received a radio message at 5.5 giving an amended position three miles

west of Teareight Rock, and they altered their area of search accordingly. The British merchant vessel *Manchester Spinner*, two French trawlers, a local fishing boat from Dingle, an Irish Army aircraft and a Hastings aircraft of the R.A.F. were also searching. At 7.35 some fishing buoys, four fish baskets, two hatch covers and other wreckage were picked up by the Valentia life-boat, and the Fenit life-boat also picked up wreckage. At 10.33 two bodies were recovered by the Valentia life-boat, and the search for survivors continued until the afternoon, but nothing further was found, and the life-boats returned to their stations. Valentia life-boat arrived at 5.40 and the Fenit life-boat at eight o'clock. The whole crew of nine of the *Mary-Brigitte* lost their lives. A letter of appreciation was received from the French Ambassador in Dublin. Valentia : rewards to the crew, £38 5s ; rewards to the helpers on shore, £1 8s. Fenit : rewards to the crew, £38 5s. ; rewards to the helpers on shore, £1 8s.

DUTCH MOTOR VESSEL ESCORTED TO HARBOUR

St. Ives, Cornwall. At 5.32 on the morning of the 8th of February, 1959, the coastguard informed the honorary secretary that the motor vessel *Flevo* of Groningen had run aground near Laver Point east of St. Ives Bay. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 5.36 in a slight sea. There was a moderate south-easterly breeze and it was high water. At 6.7 an amended position of the casualty was given by the coastguard, which put it to the west of St. Ives Head. The coxswain was immediately informed, and the life-boat found the Dutch vessel, which was down by the head and making for St. Ives Bay. At her master's request the life-boat escorted her to St. Ives harbour, which was reached at 7.15. Rewards to the crew, £9; rewards to the helpers on shore, £15 2s.

FRENCH TRAWLER TOWED OFF REEF

Campbeltown, Argyllshire. At 6.55 on the morning of the 11th of February, 1959, the coastguard at Portpatrick told the honorary secretary that a French

trawler was in difficulties between Corsewall and Campbeltown. Further enquiries were made by the coastguard, and at 7.11 the honorary secretary was informed that a message had been received from Brest le Conquet radio station that the French trawler *Tonton Alexandre* of Etel was ashore three miles south-east of Campbeltown. The life-boat *City of Glasgow*, on temporary duty at the station, put out at 7.35. There was a fresh south-south-easterly breeze with a heavy swell and poor visibility. It was high water. The trawler was found ashore on a reef about one mile north of Rhu Stafnish Point. Two other French trawlers were close by, and the life-boat ran a wire from the casualty to one of these trawlers. Attempts were made to tow the *Tonton Alexandre* off the reef, but the wire snapped and after some difficulty another wire was connected by the life-boat. As the tide rose the trawler was pulled clear, and she made for Campbeltown escorted by the life-boat, arriving at 11.40. Rewards to the crew, £14 5s.; reward to the helper on shore, 16s.

CREW TAKEN OFF DUTCH CARGO VESSEL

Dunmore East, Co. Waterford. At 3.20 on the morning of the 13th of February, 1959, a message was received from the honorary secretary at Rosslare Harbour that a Dutch vessel was stranded on the rocks in Dunmore Bay and was sending distress signals. The life-boat *Annie Blanche Smith* put out at 3.35 in a fresh south-easterly wind. There was a moderate sea and a flood tide. The life-boat reached the casualty at 3.50. She was the Dutch cargo vessel *Helemar H* on passage from Amsterdam to Waterford with a cargo of fertilisers. The life-boat went alongside, and the vessel's master asked the coxswain to stand by. An hour later the vessel's lights were extinguished and the coxswain went alongside again and found that the engine room had been flooded. The *Helemar H*'s crew decided to stay on board, and radio contact was maintained with the life-boat. At 5.30, at the master's request, seven of the crew of the cargo vessel were taken off and landed. The life-boat

then returned to her and at 8.25 the master and the two remaining members of the crew decided to abandon her. The life-boat landed them and then returned to her station, arriving at 9.5. Rewards to the crew, £11 15s. ; reward to the helper on shore, 17s.

FISHING BOAT FOUND AFTER TWO LIFE-BOATS SEARCH

Hastings, Sussex, and Dungeness, Kent. At 5.25 on the afternoon of the 13th of February, 1959, the honorary secretary at Hastings telephoned the coxswain of the Dungeness life-boat to ask if any of the local boats had seen the fishing boat *Breadwinner* of Hastings, which was overdue. The coxswain's son, who had been in the last boat to return from fishing that afternoon, reported that he had seen the *Breadwinner* at ten o'clock off Rye Harbour. The honorary secretary at Hastings made further enquiries, and from the information given him he was of the opinion that the *Breadwinner* ought to have returned to harbour several hours earlier. At 6.38 the *Hastings life-boat M.T.C.* was launched, and at 7.50 it was decided also to launch the Dungeness life-boat *Mabel E. Holland*. There was a slight sea with light east-south-easterly airs and fog. The tide was ebbing. The fishing boat *Breadwinner* with a crew of two was found at ten o'clock by the Dungeness life-boat. Her engine had broken down at eleven o'clock that morning, and her skipper had unsuccessfully tried to repair it. He had waited until the ebb tide, hoping to sail his boat towards land, but the wind had dropped and he had been forced to anchor until help arrived. The Hastings life-boat reached the *Breadwinner* shortly afterwards and with the Dungeness life-boat standing by took the casualty in tow. She reached her station at 11.20, and the Dungeness life-boat arrived back at her station at 11.59. A radar position of the casualty given to the life-boats' coxswains by the motor vessel *Seaford* was of great assistance. Hastings : rewards to the crew, £14 5s. ; rewards to the helpers on shore, £27 12s. Dungeness : rewards to the crew, £18 5s. ; rewards to the helpers on shore, £20 16s.

COXSWAIN'S SON BROUGHT TO HOSPITAL

Barra Island, Hebrides. At three o'clock on the afternoon of the 16th of February, 1959, the local doctor requested the use of the life-boat to take the coxswain's son, who was seriously ill, to hospital at South Uist. The life-boat *R.A. Colby Cubbin No. 3* left her moorings at 3.35 in a smooth sea, with a fresh southerly breeze blowing and an ebb tide. The patient was landed at Lochboisdale, where he was successfully operated on for peritonitis. He was later reported to be making good progress. The life-boat reached her station at 10.45. Rewards to the crew, £20 5s.

INJURED MAN TAKEN OFF TANKER

Great Yarmouth and Gorleston, Norfolk. At 12.36 on the afternoon of the 19th of February, 1959, Lloyd's agent informed the honorary secretary that a seaman aboard the tanker *Oarsman* of London had fallen thirty feet from the mast on to the deck machinery and it was feared that he had broken his back. The tanker was reported to be proceeding with all speed towards Great Yarmouth, and at 1.19 the life-boat *Louise Stephens* was launched with a doctor on board. There was a calm sea with barely any wind, and the tide was flooding. The injured man was transferred to the life-boat, which landed him at 2.35. He was taken to hospital, where it was found that he had fractured his spine in addition to other injuries. Rewards to the crew, £12 ; rewards to the helpers on shore, £8 5s.

SICK MAN TAKEN OFF STEAMER

Southend-on-Sea, Essex. At 12.50 on the afternoon of the 20th of February, 1959, the life-boathouse attendant told the coxswain that the s.s. *City of Perth* of London, which was south of Shoebury buoy, had asked for the life-boat to land a sick man. At 1.30 the life-boat *Greater London II (Civil Service No. 30)* was launched in a moderate sea, with a fresh south-westerly breeze blowing and an ebb tide. She took the man on board and landed him at three o'clock at Southend, where he was taken to hospital with acute appendicitis.

Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £3 5s.

YACHT ON SANDS REFLOATED

Clacton-on-Sea, Essex. At 3.5 on the afternoon of the 21st of February, 1959, the coastguard informed the honorary secretary that the *Mid-Barrow* light-vessel had reported that a cabin cruiser appeared to be aground two miles north-west-by-north of the lightvessel. The life-boat *Sir Godfrey Baring* was launched at 3.30 in a slight sea with a moderate westerly breeze blowing and an ebb tide. The weather was overcast with mist and rain. The life-boat found the motor yacht *Herga* of St. Helier, with a crew of three, aground on West Barrow Sands. As it was low water, the life-boat was unable to go alongside. She stood by, and at 9.30 the yacht refloated. The life-boat's motor mechanic helped in putting right an engine defect, and the motor yacht continued on passage to Ramsgate. The life-boat returned to her station, arriving at 11.30. Rewards to the crew, £19 5s. ; rewards to the helpers on shore, £6 4s.

CHILD BROUGHT TO MAINLAND HOSPITAL

Galway Bay. At 7.15 on the morning of the 26th of February, 1959, the local doctor requested the use of the life-boat to take a child, who had pushed a nail up his nostril, to the mainland for hospital treatment. The life-boat *Mabel Marion Thompson* left her moorings at 8.15. The sea was very rough, and there was a strong northerly wind and an ebb tide. The life-boat embarked the child and landed him at Rossaveal, where an ambulance was waiting to take him to Galway. The life-boat reached her station at 12.15. Rewards to the crew, £11 15s.

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

Dungeness, Kent.—February 5th.—Rewards, £28 3s.

Penlee, Cornwall.—February 6th.—Rewards, £12 7s.

Aldeburgh, Suffolk.—February 12th.—Rewards, £25 14s. 6d.

Workington, Cumberland.—February 16th.—Rewards, £12 12s.

Lowestoft, Suffolk.—February 17th.—Rewards, £13 4s.

Donaghadee, Co. Down.—February 19th.—Rewards, £8 15s.

Rosslare Harbour, Co. Wexford.—February 20th.—Rewards, £5 13s.

Barra Island, Hebrides.—February 22nd.—Rewards, £37 12s.

Hartlepool, Co. Durham.—February 23rd.—Rewards, £26 15s.

Seaham, Co. Durham.—February 24th.—Rewards, £15 16s.

Sunderland, Co. Durham.—February 24th.—Rewards, £10 11s.

Appledore, Devon.—February 27th.—Rewards, £17 15s.

MARCH

DURING MARCH life-boats were launched on service 35 times and rescued 54 lives.

ESCORT FOR FISHING BOAT IN TOW

Arbroath, Angus. At nine o'clock on the evening of the 2nd of March, 1959, the fishing boat *Bairns Pride* left Arbroath to look for the fishing boat *Lassie*, which was overdue from the fishing grounds. At 9.50 she sent a radio message asking for other boats to join in the search as the *Lassie* could not be found. Several other fishing boats left harbour to help, and the life-boat *The Duke of Montrose* was launched at ten o'clock in a moderate sea. There was a light south-south-easterly breeze and the tide was ebbing. At midnight the *Bairns Pride* found the *Lassie* with her engine broken down seven miles south of Bell Rock. She took her in tow, and escorted by the life-boat reached Arbroath at 5.30. Rewards to the crew, £22 ; rewards to the helpers on shore, £1 14s.

CREW RESCUED FROM SWEDISH STEAMER

Wick, Caithness-shire. At 5.29 on the morning of the 3rd of March, 1959, the coastguard informed the honorary

secretary that the s.s. *Stellatus* of Helsingborg, Sweden, was ashore near Freswick Bay but was in no immediate danger. At 5.50 the vessel broadcast a distress message, and the life-boat *City of Edinburgh* was launched at 6.30. It was just after high water. The weather was fine with a moderate south-easterly breeze blowing and a swell. The life-boat found the steamer two and a half miles south of Duncansby Head and stood by. At noon twelve men were taken off at the captain's request, and the life-boat landed them at Wick at 2.30. She returned to the *Stellatus* at 6.10. By then the captain had decided to abandon his ship, and the remaining fourteen men on board were rescued. The life-boat reached Wick at 7.30. Rewards to the crew, £38 10s. ; rewards to the helpers on shore, £1 14s.

WOMAN TAKEN FROM ARAN ISLAND TO MAINLAND

Galway Bay. At noon on the 5th of March, 1959, a woman living on Aran Island, who had just received news of the death of her father, asked if the life-boat would take her to the mainland as no other transport was available. At 12.15 the life-boat *Mabel Marion Thompson* left her moorings with the woman on board. There was a rough sea, with a very strong south-westerly wind blowing and a flood tide. The woman was landed at Rossaveal, and the life-boat reached her moorings at 3.15. The woman made a donation to the Institution's funds. Rewards to the crew, £6 ; reward to the helper on shore 14s.

DOCTOR TAKEN TO EXPECTANT MOTHER

Howth, Co. Dublin. At 3.15 on the afternoon of the 5th of March, 1959, the Baily lighthouse keeper informed the honorary secretary that a doctor was needed to attend a woman expecting a baby on Lambay Island. The weather and the state of the tide precluded the use of local boats, and at 4.15 the life-boat *R.P.L.* put out with a punt on deck and a doctor on board. There was a rough sea, with a strong southerly wind blowing and a

flood tide. Shortly afterwards the lighthouse keeper reported that the child had been born, but the doctor was landed at five o'clock, and after an hour and a half he informed the coxswain that he would have to remain overnight as complications had set in. The life-boat returned to Howth, arriving at 7.20. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 4s.

TOW FOR MOTOR FISHING VESSEL

Peel, Isle of Man. At 2.3 on the morning of the 6th of March, 1959, Portpatrick radio informed the honorary secretary that the motor fishing vessel *Prevalent* of Brixham, with a crew of three, had broken down two to three miles north-north-west of Peel. The honorary secretary spoke by radio-telephone to the skipper, who said his vessel was in no immediate danger but that he would appreciate assistance as the wind was freshening. The life-boat *Helena Harris—Manchester and District XXXI* was launched at 2.30 in a strong south-south-westerly wind with a heavy swell and rain squalls. The tide was ebbing. The life-boat took the *Prevalent* in tow and reached her station at four o'clock. Rewards to the crew, £9 ; rewards to the helpers on shore, £10 8s.

TOW FOR DINGHY AFTER TWO LIFE-BOATS SEARCH

Lytham-St. Anne's, and Blackpool, Lancashire. At 4.15 on the afternoon of the 7th of March, 1959, the police at Blackpool informed the honorary secretaries at Lytham-St. Anne's and Blackpool that a dinghy fitted with an outboard motor was drifting off Blackpool. The weather was cloudy with some patches of mist and a fresh easterly breeze. There was a moderate sea and it was flood tide. The Lytham-St. Anne's life-boat *Sarah Townsend Porritt* put out at 4.45, and the Blackpool life-boat *Sarah Ann Austin* was launched at 5.20. Both life-boats carried out a search and found the dinghy, with a crew of two, two miles west-north-west of St. Anne's pier. The Blackpool life-boat took the dinghy in tow, arriving back at her

station at 7.45. The Lytham-St. Anne's life-boat reached her station at 7.40. Rewards to the crew : Lytham-St. Anne's, £10 10s. ; Blackpool, £10 10s. Rewards to the helpers on shore : Lytham-St. Anne's, £3 10s. ; Blackpool, £3 14s.

FIVE UNDERGRADUATES RESCUED FROM YACHT

Great Yarmouth and Gorleston, Norfolk. At 12.12 on the afternoon of the 8th of March, 1959, the coastguard told the honorary secretary that a yacht was in difficulties to the east of the harbour entrance. Five minutes later the life-boat *Louise Stephens* was launched in a moderate sea, with a strong easterly breeze blowing and an ebb tide. The life-boat found the yacht *Daisy* of Maldon, whose crew of five Cambridge undergraduates were baling with buckets. The yacht had been bought by a group of undergraduates for an expedition to West Africa to carry out underwater surveys and geological work. Repairs had been carried out to the yacht, and on the morning of the 6th of March she had left Walton on passage for Yarmouth. When she was east of the Barnard Sands early on the morning of the 8th of March the wind had freshened and the sea had increased, causing the yacht to pound heavily. She had begun to make water, and her crew signalled a collier, the s.s. *Henfield*, which took the yacht in tow.

After towing for fourteen miles the master of the collier, realising that the weather was deteriorating and the yacht's condition worsening, signalled Gorleston coastguards for help. The five men, on being rescued by the life-boat, asked the coxswain if anything could be done to salvage the *Daisy* as she was not insured and all their personal belongings were on board. The second coxswain boarded the yacht and a tow line was passed to the life-boat, but as soon as towing began the boat took a sheer and began to sink. The second coxswain immediately slipped the tow rope and hanging on to it jumped overboard. He was hauled aboard the life-boat, which reached her station at 1.20. Rewards

to the crew, £14 10s. ; rewards to the helpers on shore, £4 5s.

DOCTOR TAKEN TO ADMIRALTY VESSEL

Humber, Yorkshire. At 3.6 on the afternoon of the 8th of March, 1959, the coastguard at Spurn Point informed the honorary secretary that two of the crew of the Admiralty vessel *D.G.V.400* needed medical attention. At 3.50 the life-boat *City of Bradford III* was launched with a doctor on board in a moderate north-easterly wind. There was a moderate sea and a flood tide. The doctor found that one man had injured his fingers in a door and the other had a haemorrhage. The second man was taken on board the life-boat and landed at Spurn Point, where an ambulance was waiting to take him to hospital. Paid permanent crew.

VELLUM AWARD TO COXSAIN

ON the 11th of March, 1959, the Blyth life-boat rescued four of the crew of the s.s. *Holderness* of Hull. A full account of this service, for which Coxswain Thomas Fawcus was accorded the thanks of the Institution inscribed on vellum, appears on page 224.

FISHING VESSEL TOWED TO STROMNESS

Stromness, Orkneys. At ten o'clock on the morning of the 13th of March, 1959, the assistant motor mechanic told the honorary secretary that he had heard the motor fishing vessel *Enterprise* calling for help on his radio. At 10.12 the life-boat *J.J.K.S.W.*, on temporary duty at the station, was launched in a moderate south-westerly wind with a heavy swell. The tide was flooding. The life-boat found the fishing vessel, with a crew of four, one mile west of Braga off Hoy Sound. There was a fault in her engine, and the life-boat took her in tow to Stromness, which was reached at 11.58. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £1 16s.

FISHING VESSEL TOWED TO PETERHEAD

Peterhead, Aberdeenshire. At 2.16 on the afternoon of the 14th of March,

1959, the coastguard passed on to the honorary secretary a report from Buchanness lighthouse that the engine of a motor fishing vessel had broken down about a mile and a half east of Buchanness. The vessel was proceeding northwards under sail and not showing any distress signals. At 2.28 the coastguard reported that the vessel was firing red flares, and at 2.47 the life-boat *Julia Park Barry*, of Glasgow was launched in a strong southerly wind. There was a moderate sea and a flood tide. The life-boat found the motor fishing vessel *Girl Petrina* of Peterhead, with a crew of four, and took her in tow to harbour, arriving at 3.5. Rewards to the crew, £9; rewards to the helpers on shore, £3 8s.

MOTOR CRUISER TAKEN IN TOW

Selsey, Sussex. At 2.10 on the afternoon of the 15th of March, 1959, the coastguard informed the honorary secretary that red flares had been reported off Bognor and that further enquiries were being made. At 2.40 the coastguard reported that a small boat had been seen apparently drifting. The life-boat *Canadian Pacific* was launched five minutes later in a calm sea with a light north-easterly breeze blowing. It was high water. The life-boat found the motor cruiser *Sevona* of Itchenor, with a crew of two, drifting because of an engine defect. She took her in tow to Littlehampton, arriving back at her station at 7.30. Rewards to the crew, £16; rewards to the helpers on shore, £7.

MAN FOUND STRANDED ON CLIFF FACE

St. Peter Port, Guernsey. At 5.45 on the evening of the 19th of March, 1959, the police telephoned the signal station asking for help in rescuing a man stranded on the cliff face between Moulin Huet and Petit Bot on the south side of the island. As the St. John ambulance launch was not afloat, the honorary secretary was informed, and the life-boat *Euphrosyne Kendal* left her moorings at six o'clock. The sea was calm with a moderate north-easterly breeze blowing and an

ebb tide. When the life-boat reached the position, it was found that St. John ambulance men had lowered the stranded man to the shore, where two of his friends were waiting. The three men were brought to the life-boat in a rubber dinghy. They were landed at Petit Port Bay, and the life-boat reached her station at 7.10. Rewards to the crew, £8 15s.; reward to the helper on shore, 13s.

MOTOR BOAT TOWED TO HARBOUR

Buckie, Banffshire. At 7.25 on the evening of the 19th of March, 1959, the coastguard informed the honorary secretary that a small vessel aground on the West Muck rocks, three quarters of a mile from Buckie harbour, was burning flares. The life-boat *Glencoe*, Glasgow was launched at 7.36 in a calm sea, with a light south-south-easterly breeze blowing and a flood tide. She found the motor boat *Rosaline* of Buckie with two men on board and took her in tow to harbour, arriving at 8.10. Rewards to the crew, £8 15s.; reward to the helper on shore, 12s.

CREW RESCUED FROM SAILING DINGHY

Weston-super-Mare, Somerset. At 6.28 on the evening of the 24th of March, 1959, the police were informed that the sailing dinghy *Mild and Bitter* had capsized in the bay and that two people were in the water. The honorary secretary and coxswain were informed, and at 6.45 the life-boat *Fifi and Charles* was launched in a slight sea. There was a moderate south-easterly wind, and it was high water. As the life-boat approached the casualty a second dinghy was seen making for the capsized boat. The dinghy had put out from the shore, but her outboard motor had broken down and her crew were using oars. The dinghy picked up one man and the life-boat rescued the second man. The dinghy's crew and the man they had picked up were transferred to the life-boat, and both dinghies were taken in tow to harbour, which was reached at 7.20. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £5 19s.

LIFE-BOAT PUTS OUT TWICE TO YACHT

Ramsgate, Kent. At 5.57 on the evening of the 27th of March, 1959, the east pier watchman told the honorary secretary that a yacht had run ashore with the ebb tide on the Dike shoal off Ramsgate. At 6.5 the life-boat *Michael and Lily Davis* left her moorings in a light south-south-westerly breeze. There was a slight sea, and the tide was ebbing. The life-boat found the yacht *Gleaner*, with four people on board, but as she was not in need of immediate help, the life-boat returned to harbour. At 9.40 the life-boat returned to the yacht and stood by while she refloated. She then escorted her to harbour, arriving at 10.45. Rewards to the crew, £12 10s. ; rewards to the helpers on shore, 10s.

TOW FOR TWO BOATS TO HARBOUR

Fishguard, Pembrokeshire. At 11.24 on the morning of the 28th of March, 1959, the coxswain was informed that two boats, which were drifting towards Dinas Head, appeared to be in difficulties as their occupants were waving frantically. The life-boat *Howard Marryat* was launched at 11.45 in a strong south-westerly breeze. There was a moderate sea and the tide was ebbing. The life-boat found two motor boats a mile and a half north of Pwllgwaelod. They were within twenty yards of the cliff and dragging their anchors. The life-boat took them both in tow to Fishguard harbour, which was reached at 1.20. Rewards to the crew, £6 5s. ; rewards to the helpers on shore, £1 6s.

RESCUE FROM CAPSIZED DINGHY

Tenby, Pembrokeshire. At 12.32 on the afternoon of the 28th of March, 1959, the honorary secretary was informed that a boat was being blown off shore one mile east of the life-boat house. At 12.40 the life-boat *Henry Comber Brown* was launched in a calm sea with a gentle south-westerly breeze blowing and an ebb tide. She found a capsized sailing dinghy with her crew of two in the water. The

life-boat rescued them and took the sailing dinghy in tow, arriving back at her station at 1.20. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £4 7s.

LIFE-BOAT AND HELICOPTER IN SEARCH FOR BOATS

Dunbar, East Lothian. At four o'clock on the morning of the 30th of March, 1959, the coastguard informed the honorary secretary that the police had reported two small boats overdue which were on passage from Aberdeen to Port Seton. One of the men on board was a diabetic and needed medical attention. The life-boat *Margaret* left her moorings at 4.15 in a slight sea, with a moderate south-westerly wind blowing and a flood tide. The life-boat carried out a search for the missing boats, and at seven o'clock a helicopter joined in the search, contact being maintained by very high frequency radio-telephone. At 9.18 the police at Port Seton told the honorary secretary that both boats, the *Venture* and *Kestrel*, had put into Fernieness about five o'clock as they were short of fuel, and that the men on board were safely ashore. Shortly afterwards the coxswain saw the *Kestrel* drifting off Fernieness, and the life-boat took her in tow, reaching her station at 3.30. Rewards to the crew, £28 5s.

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

Stornoway, Hebrides.—March 9th.—Rewards, £7 10s.

Bembridge, Isle of Wight.—March 11th.—Rewards, £17 15s.

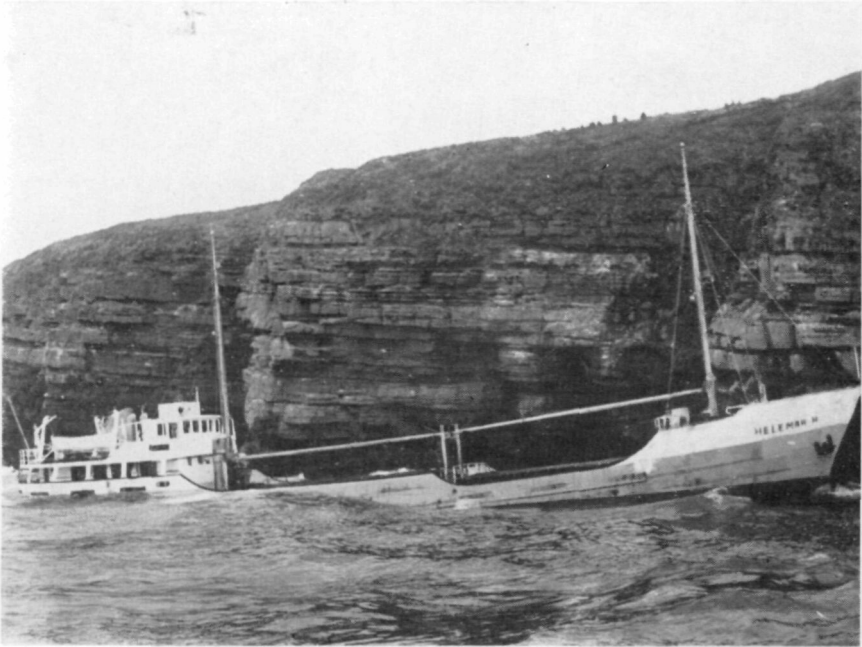
Yarmouth, Isle of Wight.—March 11th.—Rewards, £14 5s.

Swanage, Dorset.—March 11th.—Rewards £18 1s.

Stromness, Orkneys.—March 12th.—Rewards, £10 16s.

Great Yarmouth and Gorleston, Norfolk.—March 15th.—Rewards, £16 10s.

Lowestoft, Suffolk.—March 22nd.—Rewards, £9 19s.



By courtesy of]

[Barron of Dublin

DUTCH CARGO VESSEL AGROUND NEAR DUNMORE EAST
(see page 234)



By courtesy of]

[John Adams

WICK LIFE-BOAT ALONGSIDE SWEDISH STEAMER
(see page 236)



By courtesy of]

[Scottish Daily Mail

CAMPBELTOWN LIFE-BOAT ALONGSIDE FRENCH TRAWLER

(see page 234)



By courtesy of]

[David Hughes

SICK MAN TAKEN ABOARD PENLEE LIFE-BOAT

(see page 233)



By courtesy of]

[The Shields Gazette

RESCUE BY BREECHES BUOY FROM STEAMER NEAR BLYTH
(see page 224)



By courtesy of]

[N. Jackson

SURVIVOR TAKEN OFF THE S.S. "HOLDERNESS"
(see page 224)



By courtesy of]

[Sport & General

H.R.H. THE DUCHESS OF GLOUCESTER PRESENTS A BRONZE MEDAL

The recipient is Coxswain Roland Moore of Barrow



By courtesy of]

[Sport & General

BRONZE MEDAL PRESENTED TO MR. A. D. MOUAT OF BALTASOUND

(see page 253)



AWARD FOR NATIONAL ESSAY COMPETITION

H.R.H. the Duchess of Gloucester makes the presentation to Miss Gillian Elliott of Scarborough. (see page 254)



By courtesy of

{Fox Photos

MEDALLISTS AT THE ANNUAL GENERAL MEETING IN LONDON

From left to right : Mechanic M. Peters, Coxswain D. Roach, Signalman D. Paynter, Coxswain R. Moore, Coxswain J. Sales and Mr. A. D. Mouat (see page 253)



By courtesy of]

[Fox Photos

THE NEW WALMER LIFE-BOAT ALONGSIDE WESTMINSTER PIER
(see page 221)



By courtesy of]

[Keystone Press Agency

THE LORD MAYOR OF LONDON WITH COXSWAIN UPTON OF WALMER
(see page 221)



By courtesy of]

[Daily Express

RESCUED FROM DINGHY BY LYTHAM-ST. ANNE'S LIFE-BOAT
(see page 229)



By courtesy of]

[Chichester Observer

NEW SELSEY LIFE-BOAT STATION UNDER CONSTRUCTION
(see page 250)



By courtesy of]

[The Scotsman

ARRIVAL OF NEW DUNBAR LIFE-BOAT AT HER STATION



By courtesy of]

[East Sussex Gazette

BURIAL AT SEA OF MR. AUGUSTINE COURTAULD

(see page 266)

Eastbourne, Sussex.—March 22nd
—Rewards, £26 6s.

Walmer, Kent.—March 23rd.—Re-
wards, £55 16s.

Aberdeen.—March 24th.—Rewards,
£18 17s.

Swanage, Dorset.—March 25th.—
Rewards, £12 18s.

Longhope, Orkneys.—March 26th.
—Rewards, £18 5s.

Newcastle, Co. Down.—March 27th.
—Rewards, £13 17s.

Cromarty.—March 29th.—Rewards,
£8 15s.

Tenby, Pembrokeshire.—March 30th.
—Rewards, £24 19s.

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 3rd of March, 1959. The Earl Howe, Chairman of the Committee of Management, was in the Chair.

H.R.H. the Duchess of Gloucester presented medals for gallantry and other awards and gave an address. Lord Birkett proposed 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. Air Vice-Marshal Sir Geoffrey Bromet and Mr. Raymond Cory, members of the Committee of Management, proposed and seconded a vote of thanks to the Duchess of Gloucester.

Supporting the Duchess of Gloucester on the platform were the Counsellor to the Soviet Embassy, Mr. L. S. Tolokonnikov, and Mrs. Tolokonnikova; the Member of Parliament for Orkney and Zetland, Mr. Jo Grimond, and Mrs. Grimond, and the Member of Parliament for Barrow-in-Furness, Mr. W. Monslow; the Mayor and Mayoress of Westminster; the mayors and mayoresses of 47 boroughs; the chairman of one urban district council and the vice-chairman of another; representatives of the Ministry of Transport and Civil Aviation, the Civil Service Life-boat Fund, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, the King George's Fund for Sailors, the Red Cross Society, the Ancient Order of Foresters Friendly Society; the donors of life-boats or their representatives; representatives of charitable trusts

which have actively supported the life-boat service; honorary life-governors and vice-presidents of the Institution; members of the Committee of Management; and the Chairman and Deputy Chairman of the Central London Women's Committee of the Institution.

Before making his report on the work of the life-boat service in 1958 Earl Howe informed the meeting that H.R.H. the Duchess of Gloucester had had to attend the memorial service to the late Princess Arthur of Connaught, but that she would be coming to the Central Hall as soon as the memorial service was over. For this reason certain changes had had to be made in the order of items on the agenda. He then said:

Chairman's Address

My first duty today is to report to you on the work of the life-boat service during the year which has just passed. For the third year in succession life-boats were launched on service more than 700 times. That is really a remarkable thing. Between the wars life-boats were never launched more than 500 times, but since the last war the figure has gone up and up, and for the last three years it has exceeded 700. The only other two occasions on which that figure has been exceeded were in 1940, the year of the Battle of Britain, when there were 1,081 launchings, and in the year following when there were nearly 750. So you will see that the service has been pretty busy. During last year the life-boat service was able to rescue 459 people.

I am happy to be able to report to you that no member of a life-boat crew lost his life on service, but there was one most unfortunate accident, when our Eastern District Inspector, Lieut. Stogdon, fouled a wire hawser and suffered a compound fracture of the leg when the life-boat at Hastings was being launched. I am glad to say that he is improving, but a compound fracture is rather a serious injury, which takes time, and he is still not able to be on the active list.

Last year was an interesting year and might be considered an outstanding year, particularly

in one respect. A new life-boat was completed to an altogether new design produced by one of our own staff, Mr. Oakley. In memory of that outstanding achievement we have called the boat after him the Oakley life-boat, and successive boats of the class will be known as the Oakley class. A feature of this life-boat is that she is self-righting. If she is capsized she will right herself, and she does this in six seconds. As you know, we have had self-righters in the service for a long period, and about the middle of the last century the Institution started to build all its boats as self-righters. One of the features of those boats and the ones that succeeded them was that they were built with rather a narrow beam, with the result that they were apt to capsize rather more easily than non-self-righting boats. We found that the crews, when we questioned them, preferred for the most part to go to sea in difficult conditions in a non-self-righter rather than a self-righter. In fact there were only six crews who preferred the self-righters to the non-self-righters.

Great Advance in Design

This new boat has been through a most exhaustive series of trials and has come through with flying colours, and we have sent her to Scarborough. If any of you find yourselves at Scarborough this year, do go and have a look at her, because she really is worth seeing and she represents a great advance in design. The self-righting is achieved by the transfer of water ballast from one compartment to another, and this is done quite automatically.

Another thing which we have been able to do during the past year has been to complete our programme of fitting the selected boats in our fleet with very high-frequency radio-telephones. The reason why we have done this is to enable complete co-operation to be achieved between aircraft with fixed wings or helicopters and life-boats. When a casualty takes place and there is an aircraft near by, the coxswain can talk to the pilot, and they can decide between them which can best go in and do the job. We have fitted about 140 boats of our fleet with very high-frequency radio-telephones: we have carried out regular trials, and we have had reports from the Fleet Air Arm and the R.A.F. to say co-operation is most satisfactory.

We have continued with our progress, which I mentioned last year at this meeting, of providing more and more stations with new tractors and new carriages. You cannot do that for nothing. The tractor that two years ago cost about £6,000 costs £8,000 today, and in the effort to try to keep pace with rising prices we have to be all the more active and do all we can in order to pay the bill.

New Station at Selsey

Then there are other important questions which come before us in the Institution. I remember in the 1920's being down at Selsey.

I had only just joined the Institution then and was very interested indeed in its work, as I have been ever since, and I was taken to see a new station at Selsey on the foreshore. During the first world war you may remember that a lot of so-called blocks were laid at Spithead—*great, big concrete blocks which I imagine were part of the anti-submarine defences.* Whether they did something to the tidal stream or not I do not know, but almost at the same moment the coastal erosion in Selsey started in a big way. *When you build a pier you usually start from the shore and build it out to sea, but in our case the shore started coming nearer at the rate of twenty-one feet a year, with the result that today that same life-boat station that I saw on the foreshore is 300 yards out to sea.* The West Sussex County Council have gone in for a great programme of coast defence and have stabilised the position, so that now it is possible for us to build a station, as we shall have to do, on the foreshore with very good access. But all this constructional work is going to cost the Institution upwards of £70,000.

Then we have a life-boat station at the Lizard. Some of you may have seen it. The slipway goes straight into the prevailing wind, and when a call comes for the life-boat the coxswain has to *make up his mind whether it is safe for him to take a chance and launch the boat.* If he fails, there may be a disaster and the crew may be lost and the boat too. On the other hand, if he decides not to go, there may be *people on shore who will say that if the coxswain had been more tough he could have done it.* That is a very wrong decision to place upon a coxswain if it can be avoided. Now we have found a cove near the Lizard which is almost completely sheltered. We have carried out many tests and have measured the height of every single wave in order to be certain of our facts, and as a result we shall probably build a new life-boat station there.

Cost of Administration

You have the accounts in front of you and you will have noticed that receipts have reached an absolute record, upwards of one million pounds. Just think of that! There is not one farthing of Government money in that directly or indirectly. It has all come entirely from voluntary contributions.

We have a most vigilant Committee. They go through the accounts with a fine comb, month by month, and nothing escapes their steely vision, and I think you may be encouraged when you are told that the cost of administration of the funds of the Royal National Life-boat Institution is 4.4 per cent. That is a great deal lower than the cost of administration of any other charity in this country.

Our receipts, which come from many sources, including legacies, have kept pace with the payments. I think it is a wonderful thing that so many people in this country remember the work of the Royal National

Life-boat Institution when they are making their wills. God bless them for what they do.

I hope I shall be forgiven by the people in this great hall this afternoon if I mention one particular fund because I think it is so remarkable. I refer to the Civil Service Life-boat Fund. In a few days' time, on London Life-boat Day, the Walmer life-boat is coming up the Thames. This life-boat is very frequently in the news: she works on the Goodwin Sands and when I tell you that, you can imagine what it means. The Walmer boat was provided by the Civil Service Life-boat Fund, and the fund has provided no less than thirty-two boats from the collections made among members of the civil service.

Distinguished Guests

As I have already told you, in a few minutes' time I shall go down to receive Her Royal Highness the Duchess of Gloucester, and I am sure that when she comes you will all welcome her heartily. It is grand of her to come here this afternoon, and we are very grateful.

Her Royal Highness is not the only distinguished guest we have here today. I am very glad to say that we have here this afternoon as our principal speaker Lord Birkett. It is a great thing when a busy man like his Lordship is able to pause in his busy life and come to such a meeting as this and address us. His presence here is a real encouragement to a devoted service.

We are also glad to welcome here this afternoon the Counsellor of the Soviet Embassy and Mrs. Tolokonnikova; Mr. Jo Grimond, Member of Parliament for Orkney and Zetland, and Mrs. Grimond; Mr. Monslow, Member of Parliament for Barrow-in-Furness, and Mr. Greville Howard, Member of Parliament for St. Ives, and Mrs. Howard. All of these Members of Parliament's constituents have distinguished themselves during this past year, as you will hear when the services are read out to you.

Now I want formally to move that the report and accounts for 1958, which are before you, be adopted. I am told that no seconder is necessary, and therefore I will put the motion to the meeting.

Report for 1958

The report and accounts for 1958 were adopted and the president and vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

Lord Birkett 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:

The first thing I want to do in moving this resolution is to express the pleasure and the pride which I feel in being invited for the second time to this rather memorable gathering. I hold it to be a comparatively easy thing to be invited anywhere once, but I think it is quite an achievement to be invited to another place twice. I well remember a notorious figure in London who once boasted in company by saying, "I have been invited once to every house in London", and a member of the group said, "Yes, but only once". So you will appreciate how much I enjoy the privilege of being here for the second time.

There is just this note of warning that I would utter. There is a danger when invited for the second time that you will say something you said on the first occasion. A friend of mine is so careful to avoid that that he begins by saying, "I have delivered this address twice before, once to a dining club in the City of London and once to the prisoners at Her Majesty's prison at Dartmoor. I therefore take this opportunity of apologising in advance if any of my hearers have heard me before"; and then he adds "on either or both of those occasions". There is no need for that this afternoon, and I am sure that if I repeat myself I shall be forgiven.

Two Great Causes

To speak the truth, the speech we have just listened to with such pleasure reviewing the activities of the year fully apprehends everything which ought to be said on a great occasion of this kind. I am afraid that all I shall be able to do will be to endorse and support the plea which your Chairman put forward upon all the various grounds.

Before I came here this afternoon I was speaking to an ex-Lord Mayor of London, and he made a very wise observation, as I thought. He said, "There are two great causes which ought never to fail in this country of ours. The Royal National Life-boat Institution is one and the British and Foreign Bible Society is the other". As a matter of fact that very wise observation really might serve as a little text for me this afternoon because both of those great causes make a very sure and deep appeal to the hearts of the British people.

Just let me say this about the Royal National Life-boat Institution. It is not so much a matter that lives are saved, as indeed they are, and it is not so much a matter that men risk their lives to save others, although those are most laudable and admirable things

which strike deep into our nature, but one of the reasons why the Royal National Life-boat Institution makes such a sure appeal is this, that the effect upon our national life and individual characteristics of being in the geographical position that we are, an island race with a heritage of the sea, makes all the difference in our case. If we stop to think about it, it was by the sea that the successive invasions came which meant in the long run benefits to our island people. The very words we use in connection with the Royal National Life-boat Institution, the words like "sea", "the mast", "the ship", "the strand", "the beach", the points of the compass, north, south, east and west—all those words that we employ daily come to us from the Angles and Saxons who were at that time the invading pirates of our coasts.

Waves of Invasion

Similarly there is evidence of the waves of invasion of the Normans in the words we employ. "Venison" is a Norman word and "deer" is a Saxon word, and therefore this wonderfully flexible language of ours, using the language of the sea, owes more than you can ever measure to the fact that we are an island people and the mere accident of our geographical situation. It also taught the people of these islands to be brave and courageous because danger came from the sea at that time, and then the idea slowly grew and percolated that the sea could be made a bulwark and a defence. Therefore not only was the fleet created but also the great merchantmen so that they could go out to every part of the world spreading, as we think, the ideas which have been so fruitful in the four corners of the earth.

It was no accident that one of our famous folk songs which we still sing, "Rule Britannia! Britons never, never shall be slaves", arises out of that same fact, that we couple with our sea heritage those ideas of liberty which we cherish wherever we may dwell. Therefore I think that that observation made by the ex-Lord Mayor was compact of wisdom and insight.

The second ground, I think, for the surety of the appeal is this. There are so many things in this world at the present time which make an appeal to greed and self-interest, and it is a wonderful thing to think that there is still in the world something that can evoke an unselfish response; a cause to which people can give their time and money and leisure, not for themselves or for any benefit that they may have, but for the benefit it may bring to other people. Therefore I want to emphasise what the Chairman said about the use of this word "national"—Royal National Life-boat Institution. The use of the word conveys to most people in the ordinary way that there is some kind of support from the State or some subsidy, which in proper cases is all to the good. As you know, our political history for centuries has really been a battle between maintaining the right of the individual and balancing it with the right of the commu-

nity, and making those two things harmonize for the benefit of the community and the individual. But in the ordinary way the use of the word "national" does convey to most people that somewhere the Royal National Life-boat Institution is being supported by the State.

Grant from the State

It is quite true that for about fifteen years, ending in 1869, there was a grant made from the State to the funds of the organisation we now know as the Royal National Life-boat Institution, but it was hedged about by certain conditions. Those in control of the Institution in those days felt it right and wise to say, "We will no longer have this contribution but we will stand on our own feet and we will make this an entirely voluntary organisation". So ever since 1869 this very great Institution, which makes this very sure appeal to the hearts of all British people, has been a voluntary institution. It depends entirely upon generosity and goodwill and unselfishness.

When the Chairman mentioned the enormous figure that it takes, that £1,000,000 a year is needed for this great work, it is a wonderful and most encouraging thing to feel that there is never any danger, as I think, that that money will not be forthcoming. I believe for my own part that if ever the situation arose, which I do not think it ever will, that this Institution was in danger financially I believe there would be such a wave of response from people in all parts of Britain that the danger would be averted and its successful career would still be carried on. So it is a very great thing, as I think, that there should be an Institution like this great Institution which makes the appeal that it does make, and that you find the support and response in all sorts of conditions of men and women the world over.

You have heard the fine record of the Institution during this last year. You know, it is so easy to sit here in the calm and pleasant place that we are in and speak about life-boats going out 700 times during the year. But some of you read the literature of the Royal National Life-boat Institution and you think of what it means. When there are gales, and high seas and danger, there are the men ready to go because there is need. When one thinks of 700 calls, not all in imminent danger but many in circumstances of great danger, one's heart thrills with pride that this Institution should be supported by the kind of men who make up the coxswains and crews of the life-boats.

Cause of Pride

This afternoon we shall see, and it is a pity in a way that we have not seen it before I spoke to you, some of the awards given and the grounds upon which those awards are in fact given. If I may say so with Mr. Monslow by my side, it is a cause of pride to me that there should be one from Barrow-in-Furness. I cannot claim that I was born at Barrow but

at a place existing before Barrow was born, at Ulverston, but I went to school at Barrow, and anything concerning it is close to my heart and I am glad to see that one of the awards this afternoon goes to Barrow.

There it is—£1,000,000, I am told. I gather that there are 1,000 financial centres all over the country and the people working in those particular centres give their services, and so it comes about by this efficient service at low administrative cost, as the Chairman quite rightly pointed out, that there is this kind of thing to which people can give their services and money and talents, feeling that it is all very well worth while. Therefore a meeting like this, I think, has this supreme advantage. It proclaims the value of the life-boat service. The life-boats are so efficient now that it has been possible to reduce the number of stations round our coasts. There are now about 150 of them, but there used to be more. These modern life-boats, I was astonished myself to read and I expect you were too, can carry 100 people. You think what it means for 100 people to be rescued, if the circumstances warrant it, from dreadful danger, and all done by means of this great Institution.

I think it is a wholly good thing that at a meeting of this kind, where the work of the year is reviewed and the needs of the Institution are set forth, that those who have properly carried through the work are praised and encouraged, and I think it is a wholly good thing that we should, for a few moments, reflect upon it. One of our great English writers, George Eliot, said, "Nothing in this world is worth while for long unless there be some eye that kindles in harmony with our own, some words spoken now and then if only to suggest that these things that are infinitely precious to us are likewise precious to another mind". So here we meet with a like mind to pursue the aims of this association.

If I divine aright, a message has just arrived, and if I may say so in the presence of Mr. Monslow and Mr. Howard, when I was in politics I frequently had to speak, but I had to be ready to sit down when the candidate came. So let me stop at once and do it gracefully by thanking you for the opportunity of speaking here in support of this great Institution, to acknowledge and proclaim our gratitude to all those at sea and in the office at home who have done so much to make this a successful year, and to wish for everybody a long continuance of those conditions.

The resolution was carried with acclamation.

H.R.H. the Duchess of Gloucester then gave her address, in which she said :

When your president, the Duchess of Kent, asked me to come and take her place, owing to her absence and that of Princess Alexandra, I immediately told her how proud I would be to do so, and I am so very glad to be here with you all today.

I have always felt the deepest admiration for the Royal National Life-boat Institution and for the wonderful courage and self-sacrifice shown by the boats' crews in their exacting task. I have had the honour of naming two of your boats—the Ramsgate boat in 1954, and the Cromarty boat in 1956. I have thus had the pleasure of meeting some of you already and of hearing of some of your exploits.

I have been studying the citations for the medals I am being asked to present today, and they indicate in themselves the variety of services performed by the life-boats. The services for which medals are awarded are, of course, the most outstanding and spectacular ones, but we must not forget that everywhere round the coast voluntary crews are constantly ready to answer the call. I think Lord Howe has told you what a busy year this has been for the crews in every area.

Sooner or later to every life-boat station the great challenge comes, and the manner in which that challenge is always met is beyond praise.

I feel sure that it is owing to the fact that the Royal National Life-boat Institution is an entirely voluntary service that it has proved itself to be of such outstanding quality.

We have with us today, not only those gallant men who have served and are still actively serving in the boats, but also many of their families, friends and workers for the Institution.

Our gratitude goes out to those who work so tirelessly towards the raising of funds for this great cause, as well as to those brave men who spare themselves no danger or hardship in the performance of their self-imposed duty.

The Secretary, Colonel A. D. Burnett Brown, read accounts of services by the life-boats at St. Ives, Barrow and Lerwick.

H.R.H. the Duchess of Gloucester then presented :

TO MOTOR MECHANIC MICHAEL PETERS OF ST. IVES the silver medal for the rescue of four people marooned in a cave on the 9th of August, 1958 ;

TO COXSWAIN DANIEL ROACH OF ST. IVES the bronze medal for the same service ;

TO SIGNALMAN DANIEL PAYNTER OF ST. IVES the bronze medal for the same service ;

TO COXSWAIN ROLAND MOORE OF BARROW the bronze medal for a service in which a sick man was taken from the Morecambe Bay lightvessel on the 24th of September, 1958 ;

TO COXSWAIN JOHN SALES OF LERWICK the silver medal for the rescue of the three survivors from the Soviet trawler *Urbe* on the 17th of October, 1958 ;

TO MR. ANDREW DUNCAN MOUAT OF BALTASOUND the bronze medal for the same service.

The Secretary reported that since the last annual meeting Mr. John S.

Duncan, former honorary secretary of the Wick life-boat station, had been appointed an honorary life-governor of the Institution, but he was not able to be present to receive his award.

The Duchess of Gloucester then presented bars to their gold badges to :

MISS G. B. ELLIOT, COLNE VALLEY.

VICE-ADMIRAL A. KEMMIS BETTY, SEAFORD, who was represented by his son, Commander F. A. Kemmis Betty.

The Duchess of Gloucester then presented gold badges to :

MRS. G. ADAM, CRIEFF.

MRS. E. A. HARRIS, HAWARDEN AND DISTRICT.

MRS. H. MARSHALL, INVERGORDON.

MR. D. CORMACK, LOCKERBIE.

MRS. J. JENKINS, NEATH.

MRS. M. T. R. PEARCE, ST. IVES, CORNWALL.

MR. TREVELLICK MOYLE, ST. MARY'S.

MRS. M. L. LAWSON, STRABANE.

MRS. D. LANYON, WELLINGTON, SALOP.

MRS. T. J. ROWLAND, OF BARRY, was unable to be present to receive the bar to her gold badge and CAPTAIN A. M. FINLAYSON, OF STORNOWAY, and MISS M. M. BRUNTON, OF BIGGAR, to receive their gold badges.

The Duchess of Gloucester also presented a book token and a certificate to MISS GILLIAN ELLIOTT, of Falsgrave County Modern School, as the first prize in the Institution's national essay competition.

Proposing a vote of thanks to H.R.H. the Duchess of Gloucester, Air Vice-Marshal Sir Geoffrey Bromet said :

Your Royal Highness, this is a pleasing and sincere task for me because I have been a

member of the Committee of Management of the Institution for some time, and I am a member of the Royal Air Force Association, whose patron you are, and we know how freely you give of your time and how much your interest and encouragement are appreciated. Today we have had yet another example of your willingness to serve and your eagerness to support great institutions. By your gracious presence and your generous words you have paid tribute to all our life-boat men, and by your charm and interest this afternoon these proceedings must live long in the memories of those who have received awards at your hands.

For the staff of the Institution and all the voluntary workers throughout the land who raise funds for the Institution, the unflinching interest of members of the Royal Family is a constant source of inspiration and encouragement. Your presence here this afternoon, I think, may also be taken as a gesture of thanks to the British public and those particular individuals who by their generosity enable this great national life-boat institution to continue its work.

Seconding the vote of thanks, Mr. Raymond Cory said :

On this occasion, with so many life-boat supporters here, I can only echo and support the words of Sir Geoffrey Bromet. I have very great pleasure in seconding the resolution before the meeting.

The vote of thanks was carried by acclamation.

In the evening those who had received awards for gallantry and their families went to "Salad Days" at the Vaudeville theatre, where they were entertained after the show by the company at a party in one of the dressing rooms.

The Floods of 1953

The Essex County Council has arranged for the extraordinary happenings at the end of January and the beginning of February, 1953, when large parts of the east coast were flooded, to be recorded in a splendidly produced and well illustrated book, more than 850 pages in length, entitled *The Great Tide* (Essex County

Council, 30/-). The account has been written by Miss Hilda Greave. The presentation is careful, factual, and effectively dramatic. The parts played by the Southend-on-Sea, Clacton, and Walton and Frinton life-boats during the period of floods are given due prominence and are recorded in considerable detail.

THE LIFE-BOAT
THE LIFE-BOAT SERVICE

ITS PAYMENTS AT A GLANCE

How each £100 of the Institution's payments was made in 1958

£	s.	d.	
27	2	4	—————
			New construction
36	16	1	—————
			Maintenance of life-boats and stations (including depôt)
17	3	10	—————
			Payments to life-boat crews
4	7	8	———
			Administration
14	10	1	—————
			Raising of funds and publicity at headquarters and over 1,000 branches
<hr/>			
£100	0	0	
<hr/>			

ITS RECEIPTS AT A GLANCE

How each £100 of the Institution's receipts was obtained in 1958

£	s.	d.	
13	10	11	—————
			Subscriptions, donations, collecting boxes
12	16	11	—————
			Life-boat days and house-to-house collections
6	2	9	———
			Other special efforts
1	12	1	—
			Boat-house collections
7	0	10	—————
			Income from investments
49	11	11	—————
			Legacies
8	11	11	—————
			Special gifts
12	8		■
			Other sources
<hr/>			
£100	0	0	
<hr/>			

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

1957 £	PAYMENTS	£	£
	LIFE-BOATS		
	New Life-boats for the following Stations : On account—		
	Aberdeen, Aldeburgh, Barra Island, Berwick-on-Tweed, Dunbar, Dungeness, Lerwick, Mallaig, Scarborough, Thurso, Torbay, Walmer, Weymouth, materials for future building and improvements and alterations to existing fleet ..	214,338	
244,544	Upkeep of Cowes Office and Store	368	
296	Upkeep of and Repairs to Life-boats	40,455	
38,148	Rentals and Maintenance of Radio Equipment and Loud Hailers, and Radio Licences	19,304	
16,365	Consulting Naval Architect	86	
87			
	£		
	Salaries of Superintendent Engineer, Surveyor of Life-boats, Inspectors of Machinery, Assistant Surveyors of Life-boats and Machinery, Draughtsmen and Clerical Staff ..	46,972	
45,766	Travelling Expenses	14,475	
13,941	Pensions under the Pension Scheme	3,092	
2,677	Contributions to 1938 Pension Scheme	3,755	
3,638			
	68,294		
66,022	<i>Less</i> estimated amount chargeable to Life-boat carriages and tractors ..	2,888	
2,804			
		65,406	
63,218			
			339,957
362,658	LIFE-BOAT CARRIAGES AND TRACTORS		
9,968	New Carriages	19,246	
652	Repairs to Life-boat Carriages	1,017	
600	Repairs to Tractors	574	
2,804	Estimated proportion of Life-boat expenses as above ..	2,888	
14,024			23,725
	LIFE-BOAT HOUSES AND SLIPWAYS		
33,776	New Construction and Adaptation	31,543	
28,629	Repairs and Maintenance	38,737	
50	<i>Gratuity under the Pension Scheme</i>	—	
62,455			70,280
	LIFE-BOAT STORES		53,761
56,669	LIFE-BOAT DEPOT		
9,964	Rates, Insurance, Equipment and Repairs	10,627	
	Salaries of Superintendent of Depot, Assistant and Clerical Staff and Wages of Manual Workers ..	52,064	
50,592	Pensions and Gratuities under the Pension Schemes ..	2,637	
2,112	Contributions to 1938 Pension Scheme	1,455	
1,142	Provision for additional liability, 1909 Pension Scheme	1,168	
853			
			67,95
64,663	PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS		
	Conveyance of Life-boats, Carriages, Tractors and Stores ; Work to Moorings ; Telephones ; Post-ages, etc.	28,300	
25,680	Insurance under National Insurance Acts and against claims at Common Law	5,343	
5,352	Salaries of Assistant Secretaries, etc., of Stations ..	267	
312			
			33,91
31,344			
£91,813	Carried forward		£589,58

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

		RECEIPTS	
		£	£
1957			
£	SUBSCRIPTIONS, DONATIONS, ETC.		
7,998	General Subscriptions to Headquarters	8,578	
6,304	" " through Station Branches	5,893	
5,516	" " through Financial Branches	25,882	
1,818	" Donations to Headquarters	17,811	
0,385	" " through Station Branches	67,472	
6,644	" " through Financial Branches	217,559	
1,800	Contributions from Harbour Authorities towards upkeep of Life-boat Stations	1,800	
323	Contribution Boxes to Headquarters	296	
1,361	" " through Station Branches	22,846	
7,190	" " through Financial Branches	7,510	
9,339			375,647
CIVIL SERVICE LIFE-BOAT FUND			
	Contribution in respect of the following Life-boat Establishments: Blyth, Hartlepool, Holyhead, Margate, Portrush, St. David's, Southend-on-Sea, Thurso, Walmer and Whitehills		6,220
5,994			
5,333		Carried forward	£381,867

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

		PAYMENTS	
1957		£	£
£			
591,813	Brought forward		589,584
WAGES, REWARDS AND OTHER PAYMENTS TO COXSAINS, MOTOR MECHANICS AND CREWS			
	Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	13,420	
13,416	Grants to men injured in the Life-boat service ..	1,201	
901	Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	124,520	
120,285	Payments to Life-boat Crews and Launchers for exercises	10,002	
9,379	Annuities and Gratuities under the Regulations to Coxswains, Bowmen, Signalmen, Part Time and Assistant Motor Mechanics	4,403	
4,612	Pensions and Grants to Relatives of deceased Life-boatmen and others	10,895	
9,393	Pensions and Gratuities under the Pension Scheme to Ex-permanent Crews of Life-boats	3,667	
3,262			
161,248			168,108
LIFE-BOAT INSPECTORS			
	Salaries of Chief Inspector, Deputy Chief Inspector, Assistant Chief Inspector, Inspectors of Life-boats and Clerical Staff	20,542	
20,338	Travelling Expenses	6,075	
4,835	Pensions under the Pension Scheme	1,778	
1,274	Contributions to 1938 Pension Scheme	2,309	
2,007			
28,454			30,704
RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.			
2,700		£	4,713
ADMINISTRATION			
	Salaries of Secretary, Assistant Secretary, Personal Assistant to Secretary, Accountant, Internal Auditor, and Clerical Staff	40,923	
36,083	Rent, Depreciation, Rates, Lighting, Heating, Insurance, etc., of the House of the Institution	3,673	
3,554	Insurance under National Insurance Acts and against claims at Common Law	5,944	
4,215	Telephone Operator, Commissionaires and Nightwatchman	2,202	
1,970	Telephones, Postages and Parcels ..	2,904	
2,358	Travelling Expenses of Committee of Management	782	
765	Pensions under the Pension Scheme ..	403	
1,216	Contributions to 1938 Pension Scheme ..	3,283	
2,686	Provision for additional liability, 1909 Pension Scheme	1,520	
2,625			
55,472		61,634	
27,736	Less estimated amount chargeable to raising of funds and publicity ..	30,817	
27,736			30,817
7,862	Stationery, Office Expenses, Printing and Books ..	7,702	
473	Auditors' Fee	630	
1,409	Law Expenses	1,411	
1,533	Repairs and Improvements to the House of the Institution ..	1,498	
39,013			42,05
725	Grants in connexion with certain Legacies		82
£823,953	Carried forward		£835,98

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

		RECEIPTS	
		£	£
957			
£			
5,333	Brought forward		381,867
	INCOME FROM INVESTMENTS		
9,370	Dividends and Interest on Investments (<i>Less</i> £5,382 tax)	75,303	
	<i>Less</i> :—	£	
	Interest on certain Trust Funds transferred to Special Purposes Fund	439	
1,058	Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)	659	
650		<u>1,098</u>	
1,708		1,098	
7,662		74,205	
1,977	Income Tax Recovered on Dividends	4,581	
9,639		<u>78,786</u>	
	SUNDRY RECEIPTS		
4,470	Sale of old Stores	6,242	
887	Rentals of Freehold and Leasehold Premises	816	
5,357		<u>7,058</u>	
0,329	Total Ordinary Receipts		<u>467,711</u>
0,329	Carried forward		<u>£467,711</u>

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

		PAYMENTS	
		£	£
1957			
£			
823,953	Brought forward		835,988
	EXPENSES CONNECTED WITH RAISING OF FUNDS AND PUBLICITY		
8,082	Salaries of Publicity Secretary, Assistant and Clerical Staff and Wages of Manual Workers ..	8,990	
24,337	Salaries of District Organizing Secretaries and Clerical Staff	27,136	
5,148	Travelling Expenses	6,733	
217	Annual General Meeting	275	
15,962	Advertising and Appeals	12,731	
30,787	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	33,645	
4,489	Printing and Binding the Year Book and Life-boat Journal	5,510	
9,654	Salaries and Commissions of Assistant Secretaries, etc., of Branches	9,006	
1,719	Pensions under the Pension Scheme	1,893	
2,240	Contributions to 1938 Pension Scheme	3,479	
2,781	Provision for additional liability 1909 Pension Scheme	1,591	
27,736	Estimated proportion of Administration Expenses as above	30,817	
133,152			141,806
957,105	Total Payments		977,794
5,554	Transfer to General Endowment Fund being the amount of the year's receipts of gifts and legacies for endowment purposes		6,673
20,106	Transfer to Special Purposes and Maintenance Fund being the excess of the year's receipts for special purposes over payments in the year met from special gifts, etc.		49,830
	arrived at as follows :		
135,703	Receipts in year of gifts and legacies for special purposes	228,525	
115,597	Less payments in year met from gifts and legacies for special purposes (of which £124,540 relates to new life-boats and £54,155 to other items)	178,695	
20,106	Transfer to Special Purposes, etc. Fund	£49,830	
	Transfer to Reserve for Replacement of Life-boats being the excess of the estimated average annual cost falling to be met from general purposes receipts over the payment on account of new life-boats in the year not met from special gifts, etc.		10,201
	arrived at as follows :		
100,000	Estimated average annual cost of replacements falling to be met from general purposes receipts	100,000	
244,544	Deduct payments on account of new life-boats in the year	214,338	
75,781	Less amount met from gifts and legacies for special purposes	124,540	
168,763		89,798	
Cr. (68,763)	Transfer to Reserve (1957 Cr. see contra)	£10,202	
83,846	Balance transferred to General Purposes Fund		74,181
£1,066,611			£1,118,681

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1958

		RECEIPTS	
£		£	£
1957	Brought forward		467,711
0,329			
6,262	LEGACIES FOR GENERAL PURPOSES		<u>415,775</u>
6,591	TOTAL RECEIPTS FOR GENERAL PURPOSES ..		883,486
	GIFTS AND LEGACIES FOR SPECIAL PURPOSES (The capital to be applied in accordance with the directions of the respective donors).		
8,631	Special gifts	91,485	
7,072	Legacies	<u>137,040</u>	
5,703			228,525
	GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES (The income therefrom to be applied in accordance with the directions of the respective donors).		
1,683	Gifts	4,673	
3,871	Legacies	<u>2,000</u>	
5,554			6,673
17,848	Total Receipts		<u>1,118,684</u>

8,763 *Transfer from Reserve for replacement of life-boats. (see contra)* —

NOTE :—This account includes the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1958, and of the Branches for the year to 30th September, 1958.

Cr.

FOR THE YEAR ENDED 31st DECEMBER, 1958	
957	in accordance with the directions of the respective Donors.
£	£
7,242	BALANCE AT 31ST DECEMBER, 1957 228,022
5,554	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 6,673
5,594	<i>Transfer from Special Purposes and Maintenance Fund as below</i> —
<u>9,390</u>	<u>£234,695</u>
FOR THE YEAR ENDED 31st DECEMBER, 1958	
in accordance with the directions of the respective Donors.	
9,944	BALANCE AT 31ST DECEMBER, 1957 235,324
0,106	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 49,830
1,058	INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST FUNDS 439
<u>1,108</u>	<u>£285,593</u>
FOR THE YEAR ENDED 31st DECEMBER, 1958	
9,718	BALANCE AT 31ST DECEMBER, 1957 988,356
7,401	<i>Refund from Special Purposes and Maintenance Fund as above</i> —
—	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 10,202
<u>7,119</u>	<u>£998,558</u>
FOR THE YEAR ENDED 31st DECEMBER, 1958	
7,889	BALANCE AT 31ST DECEMBER, 1957 618,055
—	Profit on Sale and Redemption of Investments 2,056
1,183	<i>Transfer from Special Purposes and Maintenance Fund as above</i> —
13,846	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 74,185
<u>2,918</u>	<u>£694,296</u>

Statement of Funds and Rel

1957 £		£
228,022	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	234,695
235,324	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	285,593
988,356	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire Fleet exceeds £5,000,000 and the estimated liability for replacements at present contemplated exceeds £800,000, part of which will be met by Special Gifts and Legacies.	998,558
618,055	GENERAL PURPOSES FUND Of this Fund £129,506 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £564,790 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the Life-boat Fleet and Crews not otherwise covered, and replacements other than Life-boats. Replacements at present contemplated include new construction and adaptation of Life-boat Houses £140,000 and provision of new Carriages and Tractors £100,000.	694,296
<u>£2,069,757</u>		<u>£2,213,142</u>

(Signed) HOWE,
Chairman.

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

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

3 Frederick's Place,
Old Jewry, London, E.C.2.
13th February, 1959.

, 31st December, 1958

1957 £		£	£
	INVESTMENTS at quinquennial valuation on 31st Dec., 1956, or cost if acquired since :—		
	Representing GENERAL ENDOWMENT FUND—		
	Income only available :—		
8,022 Net value (25,673)	British Government Securities (Market value at 31st Dec., 1958, £251,256).		234,695
	Representing OTHER FUNDS :—		
4,824	British Government Securities	1,524,050	
0,756	Dominion Government Securities	30,756	
9,910	British Corporation and Public Board Stocks	124,924	
4,666	Sundry Small Investments	57,862	
0,156 Net value (55,229)	(Market value at 31st Dec., 1958, £1,767,387).		1,737,592
	TOTAL INVESTMENTS (Market value at 31st Dec., 1958, £2,018,643)		1,972,287
13,361	FREEHOLD PREMISES (At cost) :— Including Life-boat Depot at Boreham Wood		94,441
15,953	LEASEHOLD PREMISES — (At cost less amounts written off) :— Including 42/44 Grosvenor Gardens		35,065
6,999	BRANCH ACCOUNTS :—	£	
	Balances in hands of Branches, 30th Sept., 1958	122,885	
51,958	Less Balance of Remittances between Headquarters and Branches, October to December, 1958	74,857	
55,041 57,224	BANK BALANCES		48,028 63,321
			£2,213,142

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors

Obituary

MR. AUGUSTINE COURTAULD

Mr. Augustine Courtauld, the famous explorer, who had been a member of the Committee of Management since 1951, died on the 3rd of March, 1959, at the age of 54. He served on the finance, boat and construction and operations committees.

He took part in many expeditions to Greenland, the best known of which was that in 1930, when at his own request he remained by himself throughout the winter months. When Gino Watkins and the remainder of the relief party found him in May 1931 he had been snowed up for two months.

Mr. Courtauld served in the Royal Navy in the last war, was a Deputy Lieutenant of Essex, a Justice of the Peace, a county councillor, and in 1953 was High Sheriff of Essex.

He presented the Walton and Frinton life-boat to the Institution in 1953, and it was from this life-boat that he was

buried, in accordance with his wishes, at sea. A memorial service was held in Chelmsford Cathedral on the 14th of March, which was attended by Earl Howe, Chairman, and other members of the Committee of Management.

His autobiographical work *Man the Ropes* was reviewed in the September 1957 number of the *Life-boat* on page 512.

COXSWAIN JOSEPH PARKINSON

Coxswain Joseph Parkinson, of Lytham died on the 17th of March, 1959, at the age of 60. He was appointed coxswain in 1947 after serving as assistant motor mechanic of the Lytham-St. Anne's life-boat from 1931. He was awarded the bronze medal for gallantry for a service in 1955, when the Lytham-St. Anne's life-boat rescued the crew of five of a yacht. To rescue the five men he had to make three attempts to bring the life-boat alongside.

New Member of Committee of Management

REAR-ADMIRAL R. St. V. Sherbrooke, V.C., C.B., D.S.O., has been co-opted to the Committee of Management.

Rear-Admiral Sherbrooke, who lives in Newark, Notts., joined the Royal Navy in 1913 and was awarded the Victoria Cross in 1942 for courage, fortitude and skill displayed while on

convoy bound for Northern Russia. After the last war he served as Flag Officer, Germany, and Chief British Naval Representative on the Allied Control Commission.

He has been Chairman of the Nottingham and District branch of the Institution since 1954.

Award of a Gold Watch

MR. DAVID EVANS, who is second mate of the tanker *Pass of Balmaha*, has been presented with a gold watch and scroll by the Bulk Oil Steamship Co. Ltd., in recognition of his gallantry in diving overboard while the ship was in the Firth of Forth and saving the life of a deck-hand who had fallen into the sea.

When he is on leave Mr. Evans often

serves as a member of the Moelfre life-boat crew, and on the 28th of July, 1957, he and another member of the crew jumped into the sea from the Moelfre life-boat and helped to keep a girl bather afloat until she was rescued by the life-boat. An account of this service appeared in the December 1957 number of the *Life-boat* on page 535.

Award for Bravest Act of Life-saving

THE Maud Smith award for the bravest act of life-saving by a member of a life-boat crew in 1958 has been won by Motor Mechanic Michael Peters of St. Ives for the rescue of a

party who were marooned in a cave on the 9th of August, 1958. A full account of this service appeared in the December 1958 number of the *Life-boat* on page 130.

James Bower Awards

COXSWAIN John Sales of Lerwick and Motor Mechanic Michael Peters of St. Ives have both received gifts from the James Michael Bower Endowment Fund established by the Peninsular

and Oriental Steam Navigation Co. Awards from this fund are made to those who receive either the gold or silver medal of the Institution for gallantry.

THE LIFE-BOAT FLEET

154 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 31st March, 1959 - - 81,961

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, 1959.

WILLIAM OSBORNE

LTD.

FAST TWIN SCREW DIESEL CRUISER

Length 35ft. Beam 10ft. 6ins. Draught 2ft. 6ins. 17 knots.

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