

THE LIFE-BOAT

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Notes of the Quarter

IN making his report on the past year's work of the life-boat service at the Institution's annual general meeting on the 30th of March, a meeting which is reported in full on page 436, Earl Howe, the Chairman of the Committee of Management, emphasised strongly the regrettable fact that in 1959 the Institution's income fell short of its expenditure. Not since 1952 had revenue in any one year been less than expenditure, and with a steady and inescapable annual increase in the cost of the service the fact that reserves had to be drawn upon is clearly a matter for some concern. The decline in revenue in 1959 was not in any way attributable to any failing by the voluntary workers who form the Institution's branches. Indeed they raised even more than they had done in the previous year. The decline was wholly attributable to a drop of over £160,000 in the amount received in legacies, and at the time of going to press the figures for legacies received in the present year have shown no increase. In this connection the appeal which Earl Howe made to business houses and other commercial enterprises indicates one source from which the Institution could perhaps benefit rather more than it has in the recent past.

BROUGHTY FERRY DISASTER

After the Institution's own inquiry into the disaster to the Broughty Ferry life-boat, the findings of which were published in the March 1960 number of the *Life-boat* on page 391, a formal Procurator-Fiscal's inquiry was held. Many witnesses were called, and the conclusions to be drawn from what they said were summed up by the Sheriff-Substitute, Mr. J. B. W. Christie, in the following words :

"No one could have listened to the evidence without a feeling of

strong emotion. Besides our deep and sincere sympathy for those who have been tragically bereaved, there is the feeling of admiration and pride that the human race can still produce men of the stature of those who set out in the life-boat in such conditions.

"They were very brave men ; they were more than brave. We have it on the authority of St. John the Evangelist that 'greater love hath no man than this, that a man lay down his life for his friends.'

"That is the highest standard. It is the standard these men reached. It seems to me when men reach that standard in their deeds and actions they are beyond the realm of comment by lesser men like us. When one hears a story such as we have heard today the only fitting thing we can do is just to listen in respectful silence."

BABY BORN IN LIFE-BOAT

In the sparsely inhabited parts where life-boats are stationed, particularly on the west coasts of Scotland and Ireland, it is not uncommon for life-boats to act as floating ambulances, especially when conditions at sea are too bad to prevent other boats from being used. Twice in three days in February of this year the Barra Island life-boat *R. A. Colby Cubbin No. 3* was launched to convey people to hospital. On the first occasion, on the 5th of February, the life-boat put out at 11.10 at night. The sea was calm at the time and there were only light variable airs. The patient to be transported was an expectant mother, and the woman's husband and a nurse accompanied her. The birth occurred sooner than had been expected and the baby was actually born on board the life-boat. So far as is known, this is

the first occasion on which a birth has actually occurred in a life-boat. The birth was successful, and the mother and child were taken to hospital when the life-boat reached South Uist. The life-boat then returned to her station, arriving at six o'clock in the morning.

Rather more than twenty-four hours later, at 12.45 early on the morning of the 7th of February, the same life-boat put out to take an elderly man suffering from a strangulated hernia to hospital. He too was landed successfully, and the life-boat returned to her station at seven o'clock in the morning.

NEW LIFE-BOAT STATION

The new life-boat station at Selsey, in Sussex, on which work was first begun in July, 1958, came into service at the *beginning of April this year. It is one*

of two new stations which are due to be completed in 1960. Meanwhile a station which was first established in 1835 is to be closed. This is the Ferryside station, which will cease to be operational on the 30th of June. Changed circumstances caused by the silting of the river and diversion of shipping have been making it increasingly clear that the need for a life-boat at Ferryside has recently disappeared. The closing of Burry Port and the virtual closing of Llanelly port have served to divert shipping; the River Towy up to Carmarthen has not been used for shipping for some years; and the limited salmon fishing from boats is all carried on inside the bar. In the 125 years of the station's existence Ferryside life-boats were launched on *service 57 times and rescued 94 lives.*

The Annual General Meeting

H.R.H. THE DUCHESS OF KENT, President of the Institution, attended the annual general meeting of the governors of the Institution at the Central Hall, Westminster, on the 30th of March, 1960, and presented medals for gallantry and other awards. Reporting on the past year's work, Earl Howe, Chairman of Management, said:

"My first duty today is to report on a truly remarkable and memorable year in the history of the life-boat service. Let me first give you a few facts to indicate what I mean. Last year our life-boats were called out on service no fewer than 866 times. Never before in time of peace have life-boats been called out so often; the figure was exceeded only once in the past, and that was in 1940, the year of the Battle of Britain; and this figure of 866 is some thirty per cent more than the average number of launches in the post-war years. But the really important figure is not that of the launches on service, but that of the people whose lives were saved. In 1959 our life-boats rescued 551 people from death at sea. This is nearly one hundred more than the average in the post-war years.

Fifteen Medallists

"We must surely all of us remember the gales which blew so fiercely and so continuously in the last three months of last year, particularly in the north, and with the memory of those gales I would ask you to consider for a moment just what the conditions must have been in which so many of those lives were rescued. Those of you who attend this meeting regularly know that it is the normal practice for some half-a-dozen brave men to come up each year on to this platform. Their number is seldom more than about half-a-dozen because the standards which we set in conferring our medals are extremely high. We have not lowered those standards in any way, and yet this year there will be as many as fourteen men to whom Your Royal Highness will be presenting medals for gallantry, and one other whose medal has already been presented. We shall later hear the citations, and I feel sure that when you hear them you will use your imagination as to what the crews must have gone through and experience a thrill of pride that there are such men in our nation today.

"I joined the Royal National Life-boat Institution forty years ago, and in all that time I have never heard of a finer service than that of the Moelfre crew. Listen carefully to the details of the citation when it is read out, especially that of the coxswain, Richard Evans, who has been awarded the gold medal for gallantry. Only twenty-eight gold medals have been awarded in the last sixty years. It will therefore be seen that the distinction is very rare indeed.

"It was during the last quarter of the year, when so many of these medals for gallantry were earned, that an event happened which brought the deepest sorrow to all of us connected with the life-boat service and indeed to many others besides. I am referring, of course, to the tragedy which occurred on the 8th of December, when the Broughty Ferry life-boat was launched during a full gale in a winter's night on the receipt of a report that a lightvessel was adrift. All the buoys marking the channel over the bar were out of position. The life-boat reported that she had cleared the bar notwithstanding and had seen a flare sent up by the lightvessel—and that was the last signal she made. As we all know, the life-boat capsized with the loss of her whole crew of eight. These men gave their lives in a gallant attempt to save others, and I know you will all wish me to express on this occasion our deepest sympathy with their families and indeed with the people at Broughty Ferry as a whole.

Inquiry into Disaster

"Very naturally the Institution made a full and exhaustive inquiry into the circumstances of the disaster, and that inquiry has been published. Its findings can be read by all. The investigation made it clear that the hull of the life-boat, her engines and equipment were in perfect order at the time the disaster occurred. The crew, and indeed the Institution as a whole, had the fullest confidence in the coxswain. We do all in our power—and we make use of everything which money, materials and, above all, the skill of our designers can offer to improve our life-boats. We spare nothing in effort or expense, and

we are always ready to listen to advice and suggestions from any quarter, whether a Government research department or a private individual. We shall go on improving our designs and our equipment, but clearly we cannot control the forces of nature. Nobody has yet devised a ship or a boat which can be of any use and which is not liable to capsize in certain conditions of wind and sea and weather.

Note of Warning

"At all our stations throughout the year our crews responded in the way which we have come to expect of them. So indeed have our voluntary workers in other fields, many of whom are in this hall today, and to some of whom Your Royal Highness will shortly make presentations in recognition of their years of devoted work. Their efforts in raising money have been splendid in themselves and splendidly rewarded. Yet here I must sound a note of warning.

"As those who have studied the report will see, in 1959 our expenditure for the first time exceeded one million pounds. Since I became Chairman of your Committee of Management I have been happy to report year after year that we succeeded in balancing our budget. Each year the money that came in was always a little more than the money we had to spend. This year, I am sorry to say, I cannot make the same claim. Our income last year did not amount to as much as our expenditure: we were in the red, and we had to draw on our reserves. The reason for this was a sharp drop in the money received from legacies. No one can yet say whether this decline was exceptional or whether it is the beginning of a trend, but I certainly hope I shall not have to stand on this platform next year, or any other year, and say once again that notwithstanding all possible economies we failed to make ends meet. I know that you who work for us will do all you can, that you will increase your efforts and those of your friends if possible. But there is one other quarter to which I want to appeal, that of the business houses and other large enterprises which control charitable funds. Do they, I sometimes

wonder, do all they might to help us ? I know it may be said that such donations should be made to causes which benefit the employees of these firms. But surely the life-boat service may benefit an employee of any firm.

"Nowadays it is in the summer months that most calls come on our life-boats. Day after day in the summer life-boats put out to the rescue of people in yachts and small boats, and anyone who visits the seaside today, or goes no further than the National Boat Show at Earls Court, must know that yachting has long since ceased to be a rich man's pastime. It is today the hobby of people in every walk of life. If business houses and other large enterprises supported us in the same way as so many private individuals do, I think our financial anxieties would be nothing like so serious as they are, and as they may be in future.

Work with Helicopters

"My last and most pleasant duty before formally moving the adoption of the report and accounts is that of welcoming our guests, and I know I am speaking on behalf of everyone in this hall today in extending a most hearty welcome to Your Royal Highness and expressing our deep gratitude to you for honouring us once again on this occasion. I am also very happy to welcome as our principal speaker the First Lord of the Admiralty, Lord Carrington. I feel it is a personal tribute on his part to the life-boat service that he has found time in his busy life in order to be with us today. The Life-boat Institution has always had the happiest relations with the Royal Navy, and with the development of the helicopter our association grows closer and closer. The way in which life-boat stations and the stations of the Royal Naval Air Service work together is an outstandingly successful example of co-operation in a great cause.

"We have many other distinguished guests whom I would like to welcome. They include His Excellency the Royal Netherlands Ambassador and Baroness Bentinck ; the mayors of a great many boroughs, for whose support of the life-boat service during their terms of

office we are extremely grateful ; and among the Members of Parliament, whose constituents are later to receive medals, and their wives are Captain J. MacLeod ; Mr. F. M. Bennett and Mrs. Bennett ; Mr. M. A. C. Noble ; Mr. J. H. Cordle and Mrs. Cordle ; and Mr. C. Hughes. These are only a few of the many distinguished guests whom we are very glad to have with us."

Presidential Address

The report and accounts for 1959 were adopted, and the president, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected. H.R.H. the Duchess of Kent, giving her presidential address, then said :

"Thank you so much for the way in which you have welcomed me. I always feel that it should really fall to me, as President of the Institution, to welcome all of you, its faithful supporters who come here, many of you year after year, and in doing so recognise the work of a great and unique organisation, entirely voluntary in all its branches and one of the finest anywhere in the world. Perhaps, therefore, I may begin these few words by expressing the very real gratitude of the life-boat service, with which I am proud to have been associated for so long, for the loyal and generous help which it continues to receive from all of you in this hall and indeed from so many other devoted friends in every corner of these islands.

Afternoon of Rare Importance

"This afternoon is one of rare importance in the history of the service, and I am very happy indeed that it is my privilege, once again, to take part in honouring the men of the life-boats whose courage has brought them to London to receive medals. But this year's ceremony is of special significance because, for the first time for ten years, the Institution's gold medal for gallantry has been awarded ; Coxswain Richard Evans, of the Moelfre life-boat station, will indeed be one of only two men upon whom this exceptional distinction has been conferred since the

end of the war. Those of you who are familiar with the accounts of the quite remarkable rescue effected by Mr. Evans and his crew will, I know, join me in congratulating them on this epic exploit, and will agree that the awards made to every member of the Moelfre crew are in the highest degree deserved. I am delighted that in a few weeks' time I am to have the chance to visit this station.

"Here, too, are representatives of other crews, no less intrepid and no less determined in their devotion to the high standards which the life-boat service has always demanded. To them, as well, I give our very sincere congratulations. Of the six stations concerned, the others will, I know, forgive me if I mention only two; but I have rather personal reasons for doing so. The Fraserburgh life-boat bears my name, and I have thus a special affection for a station which I have myself visited, and which suffered so grievously seven years ago. The life-boat at Torbay was named after my daughter, and by my daughter, not quite two years ago, and has already proved its worth by a truly magnificent rescue in one of the worst of last autumn's storms.

Wave of Admiration

"In speaking of Fraserburgh, my thoughts at once turn to Broughty Ferry, and to the tragic disaster which befell the life-boat and its crew there during one of those terrible and exceptionally severe storms which occurred at the end of last year. No words that I can express will ever convey the sympathy which every one of us feels towards the widows of those brave men who gave their lives on that dreadful night. There was not a moment's doubt of the country's understanding and depth of feeling for those who were bereaved; indeed, the tremendous wave of admiration and respect for the life-boat service which swept the country at the time, and the wonderfully generous response to the plight of those bereaved, was a tribute to the affection in which the Institution is held. Even more remarkable were the almost immediate applications,

numbering as many as forty, for membership of the new crew. It would be difficult to find better evidence of the respect with which the Institution is regarded everywhere.

"As in previous years, I would like to conclude by recording my thanks to the crews all around our coasts. No praise is too high for these men of the sea who, without thought for themselves, man the life-boats in all weathers, and no thanks can ever be sufficient. To them all, on your behalf, and on behalf of their many generous supporters, I send my best wishes for the coming year."

The Duchess of Kent then presented :

To COXSWAIN THOMAS DAWSON of North Sunderland the bronze medal for the rescue of a man clinging to the ledge of a steep cliff face on the 12th of July, 1959;

To COXSWAIN RICHARD EVANS of Moelfre the gold medal for the rescue of the crew of eight of the motor vessel *Hindlea* on the 27th of October, 1959; to MOTOR MECHANIC EVANS OWENS the silver medal, to MR. DONALD FRANCIS the bronze medal, to MR. HUGH JONES the bronze medal and to MR. HUGH OWEN a second service clasp to his bronze medal for the same service;

To MR. ALEX DUTHIE and to MOTOR MECHANIC FREDERICK KIRKNESS of Fraserburgh the bronze medal each for the rescue of the crew of two of the fishing vessel *Ocean Swell* on the 27th of October, 1959;

To COXSWAIN JAMES GILLIES of Islay the bronze medal for the rescue of the crew of four of the fishing vessel *May* on the 27th of October, 1959;

To COXSWAIN ALBERT WATSON of Cromarty the silver medal for the rescue of the crew of eight of the motor vessel *Servus* on the 7th of December, 1959; to MOTOR MECHANIC JOHN WATSON the bronze medal for the same service;

To COXSWAIN HENRY THOMAS of Torbay the silver medal for the rescue of one man from a lighter on the 7th of December, 1959; to MOTOR MECHANIC RICHARD HARRIS the third service clasp to his bronze medal for the same service;

To MR. KENNETH DERHAM of Christchurch the silver medal for the rescue of two people from a fishing boat in his own 11-foot dinghy on the 30th of March, 1959.

First Lord of the Admiralty

Lord Carrington, First Lord of the Admiralty, then moved the following resolution :

"That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires

to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and the thousands of members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service."

Government's Appreciation

In doing so, he said :

"May I first of all say how very honoured I am that you should have invited me to move this resolution ?—and I do not say this just as a formality. I have the greatest admiration for the work done by the Royal National Life-boat Institution, and I am happy to be here this afternoon to convey to you something of the appreciation of the Government of the Institution's work ; and of course their work is particularly close to the hearts of the Board of the Admiralty and of the Royal Navy. It is something of which we, as a nation, can be proud.

"The work of the Institution seems to me to fall into two distinct parts. There is what one might call the professional work of the Institution, that is to say, the life-boats, those who man them and the jobs they do, and I hope perhaps to say a word or two about that later on. Secondly, there is the headquarters' side, consisting of many of you who are here this afternoon who organise the work and are responsible for its smooth and efficient running. For ninety-one years now the Institution has been run entirely from voluntary contributions. I suppose that at the end of the 1860's the State was concerned in very little outside the immediate problems of government. This is demonstrably not so today. Most voluntary organisations have long since become the responsibility of local or central government. Not so the Royal National Life-boat Institution. Although you have just heard from your Chairman a grave statement about the current financial position, for just under a hundred years you have managed with skill and enterprise to

collect the necessary money to finance your work.

"One sometimes hears it said that we are all too much concerned today with self-interest and too little concerned with self-help, but it seems to me that the Life-boat Institution is a very good witness of how, if there is a good cause and it is recognised, people will contribute to it and will see that its work continues. My only query—and I put this forward very humbly—my only query is this : if you stopped ten average people in the street and asked them this question, 'How is the Life-boat Institution paid for ?', I would guess that nine out of ten of them would say it was run by the Government. I do not suggest that any blame attaches to anybody for this, if it is true, but I do think all of us here—and we can all of us tell our friends—must do everything in our power to tell people about the increasing need for money and voluntary help for this Institution at a time of rising costs.

Selfless Work

"Here I would like to pay, if I might, a tribute to those of you who already work so selflessly to help. There are very few people left nowadays with much leisure, and I have a great respect for those who give up so much time to collecting money and distributing flags. They do their work, if I may say so, because I have often been a very willing victim, with courtesy and tact, sometimes in weather conditions which are very far from agreeable. Though their task is not so dramatic as that of the life-boats themselves, they must realise that the life-boat service could not possibly exist without their help and their hard work.

"I would too, if I may, thank your Chairman, Lord Howe, for asking me to be here this afternoon. He is a doughty champion of the Institution and a worthy spokesman for the Royal Navy in the House of Lords. No organisation can work efficiently without a proper headquarters, just as no business can succeed without proper management. You should be grateful that you have that in full and, I believe, at a commendably small administrative

cost. And here perhaps I should pay my tribute to your Secretary, Colonel Burnett Brown, who is so much responsible for this. I was interested to see that he has as his personal assistant Colonel Earle. Colonel Earle was the adjutant of my battalion when I joined the Army a long time ago. I only hope my transfer to the Navy will have given me some immunity from his continuing discipline. But above all you should congratulate yourselves that there is someone in the organisation a little removed from the day-to-day activity, who by personal example can inspire interest in this cause. We are fortunate, Your Royal Highness, that you go to so much trouble on behalf of the Royal National Life-boat Institution.

More Important than Ever

“The second part of your work, and the object of it all, is the task of the life-boats and the crews who man them, and we have already heard this afternoon something of the job that has been done. The number of calls on the life-boats and the number of people rescued have quite clearly shown that this job is greater and more important than ever before. We also have heard of and seen this afternoon some of the men whose bravery we honour. Coxswain Evans was awarded the gold medal, and I would pay, if I might, my tribute to him and his crew and to all those who receive their medals this afternoon. We have all of us read other examples of what has been done in 1959 and in recent years, and we must all feel as proud as I do and as humble in the face of their achievements.

“The Life-boat Institution is the sum of the men who man the life-boats, and the imagination of all of us must be struck by the ready response that they give to any call for help. How hazardous this work must have been in the late years of the last century in the early days of this Institution! There were no internal combustion engines, no modern first-aid, no electricity, no radio; the life-boat men put to sea sometimes with only sail or oars. Things have changed, but for all the technical advances of this mechanised age, the power and the danger of the

sea are still very much present, as we were so sadly shown by the disaster which overtook the Broughty Ferry crew, whose memory all of us honour.

“There is naturally a great fellow feeling between the Royal Navy and the Life-boat Institution. In some connections we work closely together, the most modern and dramatic being the co-operation between life-boats and the helicopters of the Royal Navy. Joint exercises are carried out every so often by exchanging people between the boats and helicopters and by testing communication, and liaison is maintained with the local life-boat crews who visit the naval establishments near them. The helicopters available for this work are spread around the coasts of Britain, and of course they do a great deal of rescue work on their own. But I have been told of two occasions last year on which helicopters and life-boats co-operated in attempted rescue operations. There was the ill-fated fishery protection cruiser *Freya*, for which three helicopters of the Royal Navy and several life-boats searched extensively together, though unfortunately without success. In the same month a Sea Hawk from Lossiemouth crashed at sea and both the life-boat and helicopter assisted in recovering the wreckage. This is a form of co-operation which we in the Royal Navy value very much, and we hope that you feel that we are playing a useful part in helping you in your difficult job.

Yacht Clubs Doubled

“We are, it is said, a seafaring people. Most of us at one time or another go to sea, though I suppose it would be true to say that unless it is our livelihood or our recreation, we are more likely to go to sea in a large steamer equipped with all the most modern devices for preserving the external stability of the ship and the internal stability of its passengers, and see the sea only from a long way above the surface. Those of us who find our recreation in sailing come very much closer to facts than that. It is remarkable and encouraging that more and more people have been turning to the sea, as any of us who look round the coasts of Britain on a summer afternoon

can see for ourselves. I believe that the number of yacht clubs has doubled in the last ten years, though I am reliably informed that there are still only twelve yachts to every mile of coast line compared with fifty vehicles to every mile of road. There are not so many accidents at sea, but it is a fact that yachts, dinghies and sailing boats made the greatest number of calls last year on our life-boats.

Words of Conrad

“However, there are many people whose livelihoods depend upon the sea: the seamen in the trawlers which go to Iceland and Bear Island, around the North Cape—an uncomfortable and dangerous living. There are the men of the Royal Navy in small ships who go to sea in all weathers. Only last week I was in Gibraltar and I saw the Home Fleet leave from there to face a most disagreeable gale just off Cape St. Vincent. There are the crews of our coastal ships and of the other ships of the Merchant Navy. They may sometimes say, though I imagine in rather less poetic words, what Conrad once wrote: ‘I looked upon the true sea, the sea that plays with men till their hearts are broken and wears stout ships to death. Nothing can touch the brooding bitterness of its soul.’

“However irksome or difficult the tasks in front of the Institution, it must surely be some reward to know that your activities and the bravery and the unselflessness of the crews of the life-boats are doing so much to increase the safety of all those who sail their ships round the coast of Britain.

“In moving this resolution, I do so with the thanks of every man and woman in this country.”

The Duchess of Kent then presented certificates to two newly appointed honorary life-governors of the Institution:

DR. JOSEPH SOAR, honorary secretary of the St. David's life-boat station;

MRS. A. L. WARREN PEARL of the Central London ladies life-boat guild and the Chelsea branch.

The Duchess of Kent presented a bar to the gold badge to:

MRS. E. POPPE, Isle of Sheppey.

She then presented gold badges to:

MISS M. MCKAY, Burnley;

PROVOST A. P. MACGRORY, Campbeltown;

MRS. M. LUCKIN, Dunmow (representing the late MR. G. S. LUCKIN);

MISS M. N. MACINNES, Fort William;

MRS. C. K. MOIR, Moffat;

MR. B. V. HOWELL, Pwllheli.

Lord Saltoun, a vice-president of the Institution, moved a vote of thanks to the Duchess of Kent, saying:

“I have to propose a vote of thanks to Your Royal Highness for coming along in person to present the awards to these gallant members of your crews who have earned these distinctions in this very busy year. I think we are all glad that Coxswain Evans has received the gold medal, a very well deserved award for a splendid service in a half-manned boat and a real feather in the cap of gallant little Wales. I think all of us are very glad to see the silver medal go to Albert Watson of Cromarty. This crew, based on Cromarty, has a very fine record and is always ready for service, and it is very difficult to maintain such an efficient and eager crew in a place where there is virtually no population at all. We have all been hoping that one day he would get a medal for service and now he has it.

Nobility of Wives

“As we know, the year did not pass without a disaster, which we all mourn, that of the Broughty Ferry life-boat, and I would like to say to Your Royal Highness that Your Royal Highness's telegram of sympathy arrived in Dundee just after what I might call the immediate first-aid to the families had been carried out. It was immediately communicated to them all, and I really assure Your Royal Highness that the knowledge of your personal sympathy in their trouble was a real alleviation to the families.

“I should like to add what I think you already know: my experience in the last five years has shown me that the gallantry of our life-boat men is only equalled by the nobility of their wives.

“The storms of last autumn developed in the North Sea with a ferocity

which I do not remember being equalled in seventy years of memory, and I personally know of three other boats which only escaped disaster by a hair's breadth. The danger in your service is that your crews attempt too much. They are always trying their best, and I think it is only right to say that the disaster, as serious as it has been, might have been a very great deal worse, and we must be thankful for that. I think Your Royal Highness presides over the only charity of its kind where such risks, confidently accepted, form part of our daily task, and every member of that service is quite conscious that no trouble seems to be too great for Your Royal Highness to take in order to be of help and encouragement to them. Believe me, your crews are very conscious of your sympathy for them, in which they find an encouragement and a reward."

Seconding Vote

Seconding the vote of thanks, Mr. N. Warington Smyth, a member of the Committee of Management, said :

"A few years ago I was sailing up channel bound from Falmouth to the east coast in one of these so-called yachts, to which we have had a good deal of reference today and which cause so much trouble to the Institution. When we got somewhere in the neighbourhood of Dungeness, the weather became astonishingly inclement, and we gradually had to reduce sail until we had no sail whatever. We then put out two or three warps over the stern. Being improperly fitted, we had no sea anchor, and we eventually managed to drift round into the downs past Dover and round the corner of Deal. Now when we got near—it was pitch dark, of course ; these things always happen about two in the morning—we managed to drop anchor close in under Deal beach, and we had no sooner put out our side-lights and got the riding light alight when we were signalled from the shore with a very fine signalling lamp. This turned out to be the local coast-guard, who spotted us the second we got there. He said : 'What ship ? Are you in trouble ?' We gave him the

name of the ship and said we were not in very serious trouble and thought we were fairly safe.

"Now when dawn broke and we could see where we were going to, we made for Ramsgate, and when we got in at Ramsgate, we were received with great courtesy by the harbour master. As soon as he heard the name of the boat, he said, 'You're the rotten fellows who kept the life-boat up all night' ! So I said I was very sorry about that, and why had we kept the life-boat up all night ? 'Well, the Deal coastguard rang up here to say there was a boat which obviously would be in trouble very shortly, and so these poor life-boat men were kept awake all night.'

Log Book of Bravery

"It struck me, thinking over that, that it is one thing to go out immediately on a call, but it is quite another to sit on tenterhooks all night and every time it blows a gale you know you are liable to be dug out of bed and have to go to sea.

"You may think that is a long way off from seconding Lord Saltoun's resolution. Well, I do not think it is all that far off, because I think votes of thanks are the best we can do at this meeting, but I am quite sure Her Royal Highness' real thanks for the work she gives to us is the knowledge that she is helping our crews who are the men who write up the log book of bravery and selfless determination day by day, and indeed night by night."

Leading Supporters

Supporting the Duchess of Kent on the platform were the Royal Netherlands Ambassador and Baroness Bentinck ; the Mayor and Mayoress of Westminster ; the Vice-Chairman of the London County Council ; the members of Parliament referred to in the Chairman's address ; the mayors and mayoresses of forty-four boroughs ; the Provost of Fraserburgh ; the chairman of one urban district council and a member of one rural district council ; representatives of the Ministry of Transport and of the United States Coast Guard ; the donors of life-boats or their representatives, including the Civil

Service Life-Boat Fund, the Ancient Order of Foresters Friendly Society, the Girl Guides Association and the Canadian Pacific Steamship Company ; representatives of charitable trusts which actively support the life-boat service ; honorary life-governors and vice-presidents of the Institution ; members of the Committee of Manage-

ment ; and the chairman and deputy-chairman of the Central London Women's Committee of the Institution.

In the evening those who had received awards for gallantry and their families went to see "Follow that Girl" at the Vaudeville Theatre, where they were entertained after the show by the company.

New Ways of Raising Money

Mr. R. C. Tremlett, a well-known bass fisherman in the Portsmouth area, has raised considerable sums of money for the Institution by giving talks, illustrated by films and slides, on fishing and then making collections. Another film that he showed for the same purpose in conjunction with his son Michael was on the subject of the yacht *Sceptre*, of whose crew the son was a member.

* * * *

Messrs. C. Shippam & Co. Ltd., of Chichester, make a regular practice of asking all those taken on tours round their factory to contribute in their life-boat collecting box.

* * * *

Customers at an hotel in the Arundel area each put a shilling into a pool, and the one who makes the most accurate guess of the amount in the life-boat collecting box takes half the pool money, the other half being added to the amount already in the box.

* * * *

A doctor living in Edmonton, North London, gave the Institution the money he saved by delivering personally, instead of posting, Christmas cards to friends in his district.

* * * *

Mrs. K. Woodsend, honorary secretary of the Brancaster, Norfolk, branch, and her husband have been giving free trips in their private aircraft to people subscribing to the branch.

* * * *

At the Royal Naval Tactical School at Woolwich students are invited to make a voluntary contribution in a life-boat collecting box when their ships are judged to have been sunk or their aircraft shot down.

A ninety-two-year-old supporter of the Institution in Barry, Glamorgan-shire, dressed a doll and sold it for a guinea, the money coming to the Institution's funds. The accompanying letter stated : "Reading in papers of the wonderful things these men are doing in these dreadful storms I felt I wanted to do something."

* * * *

Immediately after the Broughty Ferry disaster, Mr. Edward Seago, the well-known artist, gave one of his pictures to raise money for the Institution. The picture was raffled at the National Boat Show at Earls Court, £750 being taken in one-shilling tickets.

* * * *

An unusual type of sale has been organised by the Glasgow branch. Supporters are asked to send in articles of value which they may not need, such as clothes, furniture and silver. These are sold by auction by Messrs. Robert McTear, half the sale price of each item going to the branch funds and half to the donors of the articles, unless the donors state they would like the whole proceeds to go to the branch.

* * * *

On Christmas Eve, 1959, a turkey arrived at the parcels department of British Railways at Barrow-in-Furness wrongly addressed. It was intended for an address at Barrow-on-Humber. The poultry shop, H. Wickes & Sons of Poplar, sent another turkey to the right address and asked that the one in Barrow-in-Furness be disposed of for the benefit of the local life-boat branch. The turkey was raffled.

Members of the ship's company of H.M.S. *Cossack* were asked to donate to the Institution any foreign money they had in their possession during the last few months of the ship's commission. The money was changed by Chief Petty Officer W. H. James and a cheque sent to the Institution.

Messrs. Coast Lines Ltd., on receiving a cheque for ten guineas from a particularly satisfied customer, who wanted the money to be donated to a charity chosen by the firm, sent the money to the Kingston-upon-Thames branch of the Institution, of which the secretary of the company is a committee member.

A Hundred Years Ago

A LETTER written to the firm of Messrs. Ransomes and Sims, of Orwell Works, Ipswich, and signed by seven members of the staff "on behalf of the Clerks, Foremen and Workmen of this establishment" was published in the *Life-boat* of July, 1860. The following are extracts from the letter :

"We respectfully request you to hand over to the Royal National Life-boat Institution the sum of Twenty Guineas, collected from the clerks, foremen and men of these works, and their friends. We desire to express our sympathy with those who have exerted themselves on behalf of this noble Institution.

"We do not place any emphasis on the amount we contribute, there being several urgent cases of local charity which claim our support, and prevent us from doing more ; but we wish our example may be placed before our fellow-workmen of the United Kingdom by their principals ;

feeling assured that the appeal of the Institution might thereby awaken a response so general and so hearty as to relieve it from present liabilities, and enable it to extend its humane operations.

"Without a mercantile navy there could be neither import nor export trade, on which depends so much of the employment of labour : and if not left destitute of the bare necessities of life, we should be without many of the comforts and articles of every-day consumption. Neither tea, sugar, nor coffee can be had till some have perilled their lives on the mighty deep to procure them. We believe, therefore, that if the claims of this truly excellent Institution were taken up by the principals of similar establishments throughout the kingdom, in the same spirit which we are happy to recognize in you, the result would be such as we should all truly rejoice at."

Portrait on the Cover

THE portrait on the cover is of Coxswain James Wilson of St. Abbs, who first joined the St. Abbs crew in 1947. He was assistant mechanic from 1951 to 1953, when he was appointed cox-

swain. Since he joined the crew St. Abbs life-boats have been launched on service 32 times and have rescued 22 lives. The photograph is reproduced by courtesy of Mr. H. Mackinben.

THE LIFE-BOAT FLEET

153 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service
in 1824 to 31st March, 1960 - - 82,515

THE LIFE-BOAT

LIFE-BOAT SOCIETIES

The Royal National Life-boat Institution agreed to a request made at the International Life-boat Conference that it should act as a distributing centre for information which may be of general interest to all life-boat societies. The Institution recently made a request to all life-boat societies overseas to supply up-to-date information on the strength of their fleet and the nature of their finances. The following table is based on the answers received:—

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finances</i>
Belgium	Ministère des Communications, Administration de la Marine.	3 motor life-boats.	State financed.
Canada*	Department of Transport.	3 motor life-boats.	State financed.
Chile	Cuerpo de Voluntarios "Botes Salvavidas".	2 motor life-boats.	Voluntary contributions with small State grant.
Denmark	Redningsvaesenet.	24 motor life-boats. 19 pulling and sailing life-boats.	State financed.
Finland	Suomen Meripelastusseura.	3 patrolling rescue cruisers. 13 motor life-boats.	Voluntary contributions with small State subsidy.
France	Société Centrale de Sauvetage des Naufragés. Société des Hospitaliers Sauveteurs Bretons.	48 motor life-boats. 2 pulling and sailing life-boats. 9 motor life-boats. 43 motor beach patrol boats. 85 pulling beach patrol boats.	Voluntary contributions but with State subsidies for maintenance and new construction. Voluntary contributions with State and municipal subsidies.
Germany	Deutsche Gesellschaft zur Rettung Schiffbrüchiger.	3 rescue cruisers with daughter boats. 10 middle-sized motor life-boats. 11 small shore motor life-boats.	Solely by voluntary contribution.
Great Britain and Ireland	Royal National Life-boat Institution.	153 motor life-boats.	Solely by voluntary contribution.
Iceland	Slysavarnafélag Islands.	3 motor life-boats. 4 patrolling rescue cruisers. 14 pulling surf boats. 1 ambulance aircraft.	Voluntary contributions with State and municipal subsidies.
India	Department of Lighthouses & Lightships, Ministry of Transport & Communications.	2 motor life-boats.	State financed.
Italy	Società Nazionale di Salvamento.	3 life-boats.	
Japan	Nihon Suinan Kyusaikai.	30 motor life-boats. 67 pulling life-boats.	Voluntary contributions with municipal subsidies.
Netherlands	Koninklijke Noord-en-Zuid-Hollandsche Redding-Maatschappij. Koninklijke Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen.	25 motor life-boats. 8 motor life-boats.	Solely by voluntary contribution. Solely by voluntary contribution.
New Zealand	Sumner Life-boat Institution (Canty) Inc.	1 motor life-boat. 2 pulling life-boats (reserve).	Voluntary contributions with occasional government grant.
Norway	Norsk Selskab til Skibbrudnes Redning.	28 rescue vessels.	Voluntary contributions aided by State subsidy.
Poland	Polskie Ratownictwo Okretowe.	6 patrolling rescue cruisers. 7 life-boats. 2 salvage tugs.	State financed.
Portugal	Instituto de Socorros a Náufragos.	20 motor life-boats. 25 pulling and sailing life-boats.	Voluntary contributions with State subsidies.
Spain	Sociedad Española de Salvamento de Naufragos.	8 motor life-boats.	Voluntary contributions with subsidies from official organisations.
Sweden	Svenska Sällskapet för Räddning af Skeppsbrutne.	9 patrolling rescue cruisers. 11 motor life-boats.	Voluntary contributions.
Turkey	Maritime Bank T.A.O. Coast Security Exploitation.	1 motor life-boat. 2 pulling and sailing life-boats.	Financed by Turkish Maritime Bank.
Uruguay	Asociacion Honoraria de Salvamentos, Maritimos y Fluviales.	1 motor life-boat.	Solely by voluntary contribution.
U.S.A.	United States Coast Guard.	1,355 motor boats. 1,508 pulling boats.	State financed.
U.S.S.R.	Emergency Rescue Service of the U.S.S.R.	72 life-boats and tenders. 14 salvage tugs.	State financed.

* The Canadian Life-saving Service is co-ordinated with the Air-Sea Rescue Services.

Services of the Life-boats in January, February and March 29 Lives Rescued

JANUARY

DURING January life-boats were launched on service 28 times and rescued 3 lives.

INJURED MAN TAKEN OFF TRAWLER

Scarborough, Yorkshire. At 5.15 on the evening of the 1st of January, 1960, the coastguard informed the honorary secretary that the trawler *Brutus* of Hull was making for Scarborough with an injured man on board and needed the help of the life-boat to land him. Her position then was two miles east-south-east of Scarborough. At 6.5 the life-boat *J. G. Graves of Sheffield* was launched with a doctor on board in a strong northerly wind. There was a rough sea and it was high water. The life-boat met the trawler, put the doctor and a stretcher aboard and stood off until the man was ready to be transferred. With the injured man and the doctor on board the life-boat returned to harbour, arriving at 7.40. An ambulance was waiting to take the man to hospital. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £7 5s.

FISHING BOAT TOWED TO HARBOUR

Walton and Frinton, Essex. At 9.16 on the evening of the 2nd of January, 1960, the coastguard informed the honorary secretary of a message received from the Cork lightvessel that a flare had been fired from a small boat a quarter of a mile east of the lightvessel. At 9.35 the life-boat *Edian Courtauld* put out in a slight sea. There was a light north-westerly wind, and it was two hours after low water. The life-boat found the fishing boat *Cliffwind* of Harwich at anchor with a net foul of her propeller and towed her into Harwich. The life-boat reached her station at 1.25. Rewards to the crew, £14 ; rewards to the helpers on shore, £4 19s.

SICK MAN TAKEN OFF IRISH LIGHTVESSEL

Kilmore, Co. Wexford. At 8.30 on the evening of the 3rd of January, 1960, the honorary secretary was asked by the

Commissioners of Irish Lights if the life-boat could land a sick man from the Coningbeg lightvessel. At 9.5 the life-boat *Ann Isabella Pyemont* was launched in a moderate south-westerly wind. There was a heavy swell, and the tide was ebbing. The man was landed at Kilmore at 12.30 early on the 4th of January and taken to hospital. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £9. Refunded to the Institution by the Commissioners of Irish Lights.

ESCORT FOR COBLES IN GALE

Filey, Yorkshire. At 10.50 on the morning of the 13th of January, 1960, it was decided to launch the life-boat *The Isa and Penryn Milsted* to escort several local fishing cobles to harbour, as a gale was blowing from the east and causing a very rough sea. It was an hour and a half after low water. The life-boat was launched at 11.25 and returned to her station at 4.50, when the fishing fleet had safely entered the harbour. Rewards to the crew, £15 10s. ; rewards to the helpers on shore, £12 6s.

FIVE FISHING VESSELS ESCORTED TO HARBOUR

Whitby, Yorkshire. At 12.30 on the afternoon of the 16th of January, 1960, it was decided to launch the life-boat *Mary Ann Hepworth* to stand by the local fishing fleet, which was returning to harbour in bad weather. At 12.45 the life-boat was launched in a strong north-north-easterly wind and a rough sea. It was one hour after low water. The life-boat escorted five fishing vessels to harbour and reached her station at 2.15. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

THREE YOUNG MEN RESCUED FROM CLIFFS

Swanage, Dorset. At 12.54 early on the morning of the 17th of January, 1960, the police told the honorary secretary that three young men who had been climbing cliffs to the west of

Durlston Head were missing. The police had organised a search and the help of the life-boat was requested. At 1.20 the life-boat *R.L.P.* was launched in a gentle northerly breeze. The sea was slight and the tide was half ebb. When the life-boat was four hundred yards west of Anvil Point shouts were heard from the base of the cliffs, and on turning the searchlight in the direction of the shouting the coxswain spotted the three young men. A parachute flare was fired to light up the area and indicate to the police that the men had been found. The coxswain then anchored the life-boat as close to the rocks as possible, and a line was thrown ashore with a life-buoy attached. The three men were hauled aboard, and the life-boat returned to her station, arriving at 2.35. The mothers of two of the rescued men made donations to the Institution's funds. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 12s.

ESCORT FOR MOTOR VESSEL IN TOW

Arklow, Co. Wicklow. At 11.48 on the night of the 19th of January, 1960, the honorary secretary received a message from Valentia radio that the motor vessel *Normanby Hall* of Chester, which was eight miles east-south-east of Arklow, needed help immediately as she had lost her propeller. At 12.14 early on the 20th of January the life-boat *Libbear Mor* was launched in a strong north-easterly wind. There was a rough sea, and it was half an hour after low water. At 1.40 the life-boat reached the casualty and found the s.s. *Rockabill* preparing to take her in tow. The life-boat stood by, and the tow was connected by 2.45. The two vessels escorted by the life-boat then proceeded on a course towards Dublin. At four o'clock the master of the *Normanby Hall* informed the coxswain that he did not need the life-boat to escort her any longer, and the life-boat returned to her station, arriving at 6.30. Rewards to the crew, £18 5s.; rewards to the helpers on shore, £3 12s.

ESCORT FOR TUG AFTER DREDGER BREAKS ADRIFT

Southend-on-Sea, Essex. At 3.50 on the afternoon of the 19th of January,

1960, the coastguard informed the honorary secretary that a vessel in tow of a tug had broken adrift three miles off Maplin Head. At 4.38 the life-boat *Greater London II* (Civil Service No. 30) was launched in a south-westerly wind of nearly gale force and a very rough sea. It was one hour after high water. An hour and a half after launching the coxswain saw lights to the north-west and later came up with the tug *Exchange* of Southampton, which was making for shelter. The tug by then had anchored the dredger, which had earlier broken adrift, in shallow water on Maplin Sands. The life-boat escorted the tug to Southend, arriving at 9.30. Rewards to the crew, £15 15s.; rewards to the helpers on shore, £6 11s.

TOW FOR BOAT AFTER LAUNCH TO COASTER

Tynemouth, Northumberland. At 11.8 on the morning of the 20th of January, 1960, the coastguard informed the honorary secretary that a coaster had broken down and was drifting on to the rocks on which the Longstone lighthouse stands. A Dutch deep-sea tug was going to her assistance, and the life-boat coxswain, after considering the situation, decided to launch the life-boat *Tynesider*. She left at 12.26 in a strong north-westerly wind. The sea was very rough, and it was one hour before low water. Visibility was moderate. At one o'clock the life-boat mechanic heard on the radio the tug *Titan* passing a message to the casualty, which was the motor vessel *Oakdene* of Sunderland, that she was within sight of her. Twenty minutes later the tug had the *Oakdene* in tow and the life-boat was recalled. The seas were extremely steep, some being about fifteen feet high, and the coxswain decided to stream the drogue for the return passage. While the drogue was being recovered near the Head Sand buoy in the River Tyne a small rowing boat was seen in difficulties in the heavy swell. The man aboard her was very pleased to accept a tow up river away from the dangerous position he was in, and the life-boat reached her station at 2.35. Rewards to the crew, £12 5s.; rewards to the helpers on shore, £4 10s.

SICK CHILD TAKEN FROM ISLAND

Galway Bay. At four o'clock on the afternoon of the 21st of January, 1960, the local doctor asked if the life-boat could take a six-year-old child with suspected appendicitis to the mainland for hospital treatment. As no other suitable boat was available, the life-boat *Mabel Marion Thompson* left her moorings at 4.45 and embarked the child. There was a southerly gale and a rough sea. It was low water and the weather was overcast, with heavy rain and poor visibility. The conditions made entering Rossaveal bay difficult, but the child was landed shortly after seven o'clock, and after refuelling the life-boat reached her moorings at 10.30. Rewards to the crew, £16 5s. ; reward to the helper on shore, 17s. Refunded to the Institution by the Galway County Council.

ESCORT FOR LEAKING FISHING VESSEL

Peterhead, Aberdeenshire. At 7.40 on the evening of the 27th of January, 1960, the coastguard informed the honorary secretary that the motor fishing vessel *Honey Bee* of Peterhead was leaking badly and in danger of sinking off Buchan Ness. At 8.5 the life-boat *Julia Park Barry of Glasgow* was launched in a light south-south-easterly wind. The sea was calm, and it was two hours after low water. The life-boat escorted the fishing vessel, which had a crew of nine, into harbour, arriving at 10.30. Rewards to the crew, £9 ; rewards to the helpers on shore, £3 8s.

LIFE-BOAT AND COXSWAIN'S BOAT PROVIDE ESCORT

North Sunderland, Northumberland. At 11.50 on the morning of the 28th of January, 1960, the motor mechanic told the honorary secretary that the local fishing boat *Kindly Light* was overdue from fishing and might be in difficulty. At 12.5 the life-boat *Grace Darling* was launched with the bowman in command in an east-north-easterly gale. The sea was very rough, and it was two and a half hours before high water. The coxswain and second coxswain, who were aboard the fishing boat *Chuaran*, heard the radio messages being sent by

the life-boat to Cullercoats radio station, and the *Chuaran* joined the life-boat in the search for the missing boat. The *Kindly Light* was found in difficulties in the heavy seas three miles south-east of Seahouses, and the life-boat and the *Chuaran* escorted her to harbour, arriving at 1.15. Rewards to the crew, £9 ; rewards to the helpers on shore, £9 8s.

MOTOR BOAT ESCORTED TO HARBOUR

Scarborough, Yorkshire. At 4.5 on the afternoon of the 29th of January, 1960, the life-boat *J. G. Graves of Sheffield* was launched to the help of the motor boat *Sceptre*, which was in difficulties in worsening weather conditions one mile south of the harbour. There was a light northerly wind and a moderate sea, but there was considerable ground swell. It was high water. The life-boat escorted the boat into harbour and reached her station at 4.50. Rewards to the crew, £9 ; rewards to the helpers on shore, £10 4s.

SICK MAN TAKEN OFF VESSEL

Stornoway, Hebrides. At 10.45 on the night of the 30th of January, 1960, the coastguard informed the honorary secretary that the Admiralty mooring vessel *Moorpout*, which intended to call at Stornoway at midnight to land a sick man, needed a pilot. As the weather conditions were too bad for the pilot boat to put out, the life-boat *The James and Margaret Boyd* was launched at 11.45 in a south-easterly wind of nearly gale force. The sea was rough, and it was two hours after high water. The *Moorpout* was eventually anchored in Stornoway bay, and the sick man was transferred to the life-boat, which brought him ashore. The life-boat reached her moorings at 1.30. Rewards to the crew, £8 15s.

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

Flamborough, Yorkshire.—January 1st.—Rewards, £36 17s.

Valentia, Co. Kerry.—January 2nd.—Rewards, £44 11s.

Holyhead, Anglesey.—January 7th.—Rewards, £11 8s.

New Brighton, Cheshire.—January 13th.—Rewards, £12.

Newcastle, Co. Down.—January 13th.—Rewards, £32 6s.

Clogher Head, Co. Louth.—January 14th.—Rewards, £22 4s.

Walton and Frinton, Essex.—January 14th.—Rewards, £38 18s.

Fishguard, Pembrokeshire.—January 15th.—Rewards, £17 18s.

Wicklow.—January 16th.—Rewards, £14 12s.

Walmer, Kent.—January 18th.—Rewards, £27 6s.

Walmer, Kent.—January 22nd.—Rewards, £30 10s.

Dover, Kent.—January 22nd.—Rewards, £14 5s.

Walmer, Kent.—January 23rd.—Rewards, £35 3s.

Port Erin, Isle of Man.—January 29th.—Rewards, £16 18s.

FEBRUARY

DURING February life-boats were launched on service 36 times and rescued 7 lives.

FIVE COBLES ESCORTED TO HARBOUR

Scarborough, Yorkshire. At 11.45 on the morning of the 1st of February, 1960, the life-boat *J. G. Graves of Sheffield* was launched in a light south-easterly wind and a rough sea, as five local fishing cobles were at sea and the weather was deteriorating. It was an hour and a half before low water. The life-boat stood by and awaited the arrival of the cobles, and the coxswain then advised their skippers to wait until the flood tide started to make before entering harbour. Each coble was escorted safely into harbour. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £7 8s.

MAN TAKEN OFF BEFORE BOAT SINKS

Dover, Kent. At 9.36 on the morning of the 2nd of February, 1960, the coastguard told the coxswain that a boat was burning flares off Shakespeare cliff to the west of Dover. At 9.55 the life-boat *Southern Africa* put out in a moderate south-westerly wind. The

sea was rough, and it was one hour after low water. The life-boat found the motor boat *Kingfisher* of Dover, being towed by another motor boat. The *Kingfisher's* propeller was fouled and she was making water. The tow-rope soon parted, and the life-boat went alongside. The man aboard *Kingfisher* was transferred to the life-boat, which took the motor boat in tow. When she was within a hundred and fifty yards of the shore the *Kingfisher* sank. The life-boat reached her station at 11.20. Rewards to the crew, £10 ; reward to the helper on shore, 5s.

ESCORT FOR THREE FISHING VESSELS

Bridlington, Yorkshire. At 11.18 on the morning of the 3rd of February, 1960, the life-boat *Tillie Morrison, Sheffield II* was launched to stand by three local motor fishing vessels, which were entering harbour in very bad weather. There was a south-south-easterly gale, the sea was very rough, and it was two hours after high water. The life-boat escorted the *Winifred* and the *Express*, which was leaking very badly, safely into harbour, but the third vessel, the *Random Harvest* missed the tide. The life-boat therefore remained afloat in the harbour, and at 4.30 put out to escort the *Random Harvest*, which was hove to in the bay, safely back. The life-boat reached her station at 5.30. Rewards to the crew, £15 15s. ; rewards to the helpers on shore, £9 10s.

FOUR LIFE-BOATS IN SEARCH FOR AIRCRAFT

Dungeness, and Dover, Kent ; Hastings and Eastbourne, Sussex. At 5.25 on the afternoon of the 7th of February, 1960, the coastguard informed the honorary secretary at Eastbourne that an *Auster* aircraft was missing on a flight from Lympne airfield and had been seen between Dungeness and Beachy Head. A similar message was passed to the honorary secretaries at Dungeness, Dover and Hastings. The four life-boats were launched to carry out a search of the area, and at 7.10 the Eastbourne life-boat picked up a

body five miles south-east of Beachy Head. Artificial respiration was applied immediately, but the man did not recover and his body was landed at Eastbourne at 8.8. As there had been two people on board the aircraft the life-boat returned to the area to continue the search in conjunction with an aircraft, but nothing further was found and the search was abandoned. Eastbourne life-boat reached her station at 12.55, Hastings at 10.2, Dover at 10.40 and Dungeness at 9.50. Rewards to the crew : Eastbourne, £20 18s. ; Hastings, £12 5s. ; Dover, £16 10s. ; Dungeness, £18 5s. Rewards to the helpers on shore : Eastbourne, £16 18s. ; Hastings, £24 ; Dungeness, £34 1s.

BABY BORN IN LIFE-BOAT

On the 5th and 7th of February, 1960, the Barra Island, Hebrides, life-boat was launched to take patients to South Uist. On the first occasion a woman gave birth to a child on board the life-boat. These events are recorded on pages 435-6. Rewards to the crew on the 5th, £20 5s., and on the 7th, £18 5s. ; reward to the helper on shore on the 5th, 19s., and on the 7th, 18s.

TWO LIFE-BOATS ESCORT MOTOR VESSEL

Clogher Head, Co. Louth; and Howth, Co. Dublin. At 10.44 on the morning of the 11th of February, 1960, the honorary secretary at Clogher Head received a message from Valentia radio that the motor vessel *Indorita* of Liverpool needed help immediately as she had developed a serious machinery defect. Her position was three miles south-east of Drogheda bar. It was high water when the Clogher Head life-boat *George & Caroline Ermen* was launched at 11.50 in a north-easterly wind of near gale force and a very rough sea. When the life-boat reached the *Indorita* she found her in tow of another vessel, and she began to escort the two vessels towards Dublin. At 7.30 a signal was sent asking for the Howth life-boat *R.P.L.* to relieve the Clogher Head life-boat. The *R.P.L.* reached the position at 9.50 and took over escort duties. Rendezvous was made with a

tug at the mouth of the River Liffey, and the tug towed the *Indorita* into Dublin. The Clogher Head life-boat reached her station at 12.55 and the Howth life-boat at 2.35 early on the 12th of February. Rewards to the crew : Clogher Head, £27 15s. ; Howth, £18 5s. Rewards to the helpers on shore : Clogher Head, £11 13s. ; Howth, £2 6s.

THREE PUT ABOARD MOTOR VESSEL

Wicklow. At 4.15 on the afternoon of the 11th of February, 1960, the coxswain was informed that a motor vessel which had engine trouble needed a tug. Her position was three miles north-east of Wicklow Head. As no tug was available the life-boat *J. W. Archer* was launched. It was low water, with a fresh to strong east-north-easterly blowing and a rough sea. The life-boat reached the motor vessel *Stella Mary*, and the coxswain put a man aboard her. The life-boat then escorted her to harbour. At the entrance to the harbour the *Stella Mary* got into difficulties, and two more men were put on board to help secure her to the east pier. After the *Stella Mary* had been moored the life-boat returned to her station, arriving at 5.35. Property salvage case.

TWO LIFE-BOATS LAUNCH TO FISHING VESSEL

Eyemouth, Berwickshire ; and Berwick-upon-Tweed, Northumberland. At 11.25 on the night of the 15th of February, 1960, the coastguard informed the honorary secretary at Eyemouth that a boat was in distress four miles east of Burnmouth. At 11.35 the life-boat *Clara and Emily Barwell* was launched in a strong north-north-westerly wind. There was a heavy swell, and it was an hour and a half after low water. The honorary secretary at Berwick-upon-Tweed was also notified, and the life-boat *William and Mary Durham* was launched at 12.2 early on the 16th of February. The Eyemouth life-boat found the motor fishing vessel *Rachel Douglas* of Seahouses. escorted her into Burnmouth harbour, and reached her station

at 2.30. The Berwick-upon-Tweed life-boat reached her station at 1.20. Rewards to the crew : Eyemouth, £12 ; Berwick-upon-Tweed, £8 15s. Rewards to the helpers on shore : Eyemouth, £6 12s. ; Berwick-upon-Tweed, £1 4s.

THREE FISHING BOATS ESCORTED OVER BAR

Whitby, Yorkshire. On the morning of the 16th of February, 1960, one of three local fishing boats which were at sea, the *Provider A.*, wirelessly that she expected to be off the harbour about 2.15 in the afternoon. As the weather was becoming worse the life-boat *Mary Ann Hepworth* was launched at 2.20 to stand by while the boats returned to harbour. After the boats had crossed the bar safely the life-boat returned to her station at 3.50. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

TOW FOR FISHING BOAT CLOSE TO CLIFF

Penlee, Cornwall. At 12.48 on the afternoon of the 18th of February, 1960, the motor mechanic told the honorary secretary that a fishing boat had broken down close to the rocks at Tol-Pedn. At one o'clock the life-boat *W. and S.* was launched in a moderate to fresh south-south-westerly wind with a rough sea. It was an hour and a half before low water. The life-boat found the fishing boat *May* of St. Ives, with one man aboard, anchored ten yards from the cliff face. She took her in tow, but the rope parted several times before the fishing boat was brought into Newlyn. The life-boat reached her station at 2.15. Property salvage case.

SICK MAN TAKEN OFF IRISH LIGHTVESSEL

Kilmore, Co. Wexford. At 5.35 on the evening of the 21st of February, 1960, the office of the Commissioners of Irish Lights informed the honorary secretary that a member of the crew of the Coningbeg lightvessel was suffering from blood poisoning and asked if the life-boat could bring him ashore. At

5.45, three hours after low water, the life-boat *Ann Isabella Pyemont* was launched in a light easterly breeze and a slight swell. She took the sick man aboard and landed him at Kilmore quay at 8.57. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £9. Refunded to the Institution by the Commissioners of Irish Lights.

TRAWLER REFLOATED IN GALE

Eyemouth, Berwickshire. At 4.12 on the morning of the 25th of February, 1960, the coastguard informed the honorary secretary that three red flares had been seen off Fort Castle Head, three miles west of St. Abbs Head. The life-boat *Clara and Emily Barwell* was launched at 4.45, two hours before low water in a south-easterly gale. There was a heavy swell, and rain squalls made the visibility poor. The life-boat found the trawler *Craigievar* of Aberdeen aground with a crew of seven. The coxswain decided to wait until daybreak and a flood tide before attempting to refloat her. With the flood tide the trawler pounded severely and her crew with the exception of the master scrambled ashore. Later the life-boat took ropes from two fishing vessels, *Day Spring* and *Boy Peter*, to the trawler, which was eventually towed clear of the rocks. The life-boat escorted her and the towing vessels for a short distance and then returned to her station, arriving at one o'clock. Property salvage case.

BOAT SEEN IN TROUBLE OFF HARBOUR BAR

Arbroath, Angus. At one o'clock on the afternoon of the 26th of February, 1960, the fishing boat *White Rose*, which was returning from the fishing grounds, was seen by the coxswain to be off the harbour bar in a confused sea. As she was thought to be in a dangerous position the life-boat *The Duke of Montrose* was launched at 1.20 in a heavy swell. It was half an hour after high water. The life-boat escorted the *White Rose* into harbour and reached her station at 2.15. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.



By courtesy of]

[Shields Weekly News

TYNEMOUTH LIFE-BOAT IS LAUNCHED



By courtesy of]

[John Cowan

BEMBRIDGE LIFE-BOAT PUTS OUT



By courtesy of]

[Kentish Express

DUNGENESS LIFE-BOAT ON SERVICE
(see page 450)



By courtesy of]

[Isle of Man Tourist Board

LAUNCH OF PORT ERIN LIFE-BOAT

This photograph won first prize in an Isle of Man Tourist Board competition.



By courtesy of]

[The Admiralty

LIFE-BOAT—HELICOPTER EXERCISE OFF THE LIZARD



By courtesy of]

[The Admiralty

THE LIZARD LIFE-BOAT AT SEA



By courtesy of]

MEDALLISTS AT THE

T. Dawson (North Sunderland); R. Evans, E. Owens, D. Francis, H. Jones, H. Owen (Moelfre);
R. Harris (Torquay)



[Keystone Press Agency Ltd.

THE GENERAL MEETING

Alfie, F. Kirkness (Fraserburgh); J. Gillies (Islay); A. Watson, J. Watson (Cromarty); H. Thomas, Bayham (Christchurch).



By courtesy of]

W. Hourston]

LONGHOPE LIFE-BOAT LAUNCHED DOWN SLIPWAY



By courtesy of]

[South Wales Evening Post

MUMBLES LIFE-BOAT ALONGSIDE LIGHTVESSEL



By courtesy of]

[Scarborough and District Newspapers Ltd.

OAKLEY LIFE-BOAT AT SCARBOROUGH ON EXERCISE

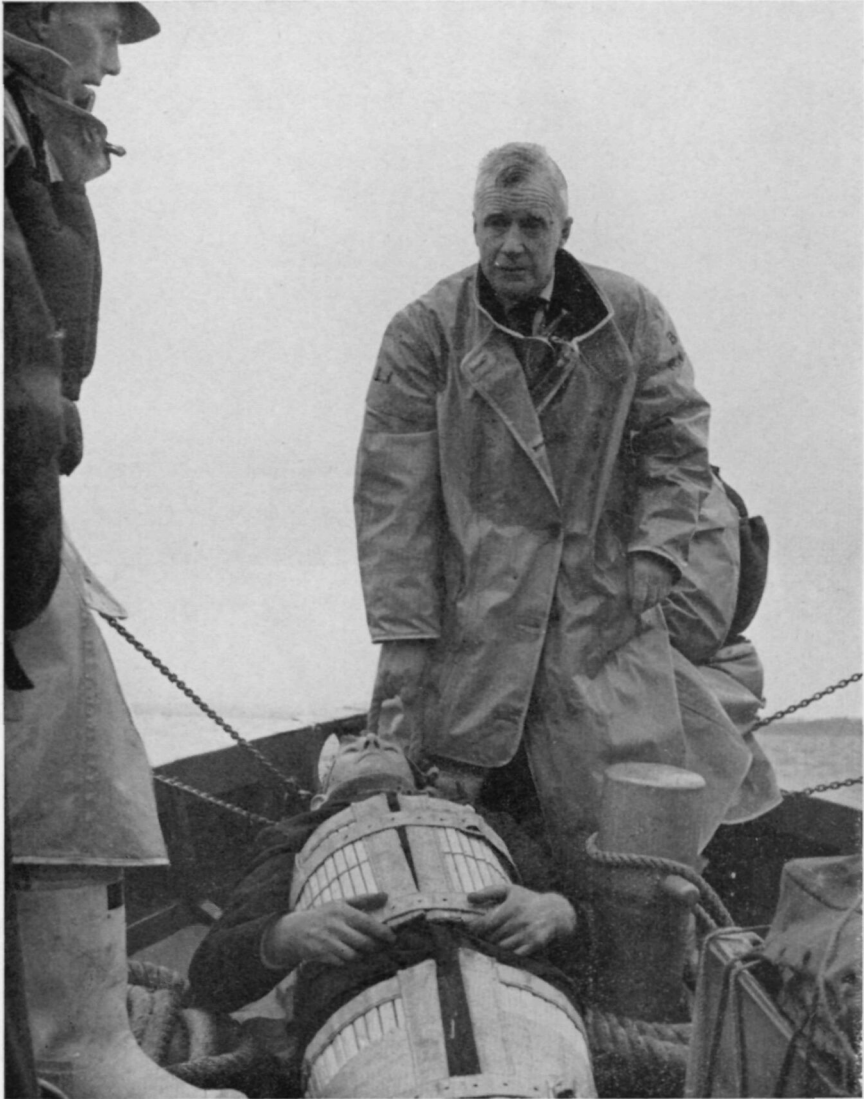


By courtesy of]

[D. M. Smith

WRECK OF THE TRAWLER "CRAIGIEVAR"

(see page 452)



By courtesy of

{The Scotsman

ARBROATH HONORARY MEDICAL ADVISER GIVES INSTRUCTION

YACHT TOWED INTO HARBOUR

Ramsgate, Kent. At 2.34 on the afternoon of the 27th of February, 1960, the east pier watchman told the honorary secretary that a small yacht was in difficulties three and a half miles off Dumpton Gap. At 2.45 the life-boat *Michael and Lily Davis* put out in a moderate south-westerly wind and a choppy sea. The tide was half ebb. The life-boat found the yacht *Acis*, which had a crew of two, with her engine broken down and took her in tow to Ramsgate harbour. The life-boat reached her moorings at 3.45. Rewards to the crew, £8 15s.; rewards to the helpers on shore, 10s.

SALVAGE WORKERS TAKEN OFF MOTOR VESSEL**North Sunderland, Northumberland.**

At 5.27 on the morning of the 29th of February, 1960, the coastguard informed the honorary secretary that a vessel was ashore on Beadnell Point. At 5.45 the life-boat *Grace Darling* was launched one hour after high water in a moderate south-south-easterly wind and a moderate swell. She found the motor vessel *Yewglen* of Glasgow and stood by her. Later she ferried twenty salvage workers ashore who had been jettisoning some of the motor vessel's cargo of cement. Five of the crew of the *Yewglen* walked ashore at low water, and the life-boat reached her station at 5.30 in the evening. Property salvage case.

CREW OF TWO TAKEN OFF FISHING BOAT

Stromness, Orkneys. At 8.20 on the evening of the 29th of February, 1960, the coxswain was told that a fishing boat, with two men on board, was overdue from lobster fishing. The honorary secretary was then informed by the coastguard that a flare had been seen between Costa Head and Noup Head. At 8.39 the life-boat *Archibald and Alexander M. Paterson* was launched in a light south-westerly wind and a smooth sea. The tide was half flood. On reaching the position the life-boat found the fishing yawl *Willowbank* with her engine broken down. Her crew had burnt some of their

clothing to attract attention. They were taken on board the life-boat and given refreshment. The *Willowbank* was taken in tow to a point near Evie pier, where the two men were put into a dinghy, which was moored off the pier, at 12.30. The life-boat then returned to her station, arriving at four o'clock in the morning. Rewards to the crew, £21; rewards to the helpers on shore, £4 6s.

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

Dunbar, East Lothian.—February 1st.—Rewards, £8 15s.

Teesmouth, Yorkshire.—February 3rd.—Rewards, £24 9s.

Longhope, Orkneys.—February 3rd.—Rewards, £15 13s.

Stornoway, Hebrides.—February 8th.—Rewards, £50 5s.

Gourdon, Kincardineshire.—February 9th.—Rewards, £25 4s.

Montrose, Angus.—February 9th.—Rewards, £19.

Gourdon, Kincardineshire.—February 11th.—Rewards, £17.

Sunderland, Co. Durham.—February 20th.—Rewards, £12 6s.

Troon, Ayrshire.—February 21st.—Rewards, £8 15s.

Selsey, Sussex.—February 24th.—Rewards, £35 13s.

Mumbles, Glamorganshire.—February 25th.—Rewards, £16 4s.

Plymouth, Devon.—February 26th.—Rewards, £8 15s.

Fraserburgh, Aberdeenshire.—February 27th.—Rewards, £22 1s.

Bembridge, Isle of Wight.—February 28th.—Rewards, £15 15s.

MARCH

DURING March life-boats were launched on service 32 times and rescued 19 lives.

FISHING BOATS ESCORTED IN NEAR GALE

North Sunderland, Northumberland. At 1.55 early on the morning of the 4th of March, 1960, the life-boat *Grace Darling* was launched at low water to escort nine local fishing boats to

harbour in bad weather. There was a north-north-westerly wind of nearly gale force and a very rough sea. After escorting the fishing boats the life-boat reached her station at 4.25. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £9 9s.

ESCORT OVER BAR FOR FOUR FISHING VESSELS

Whitby, Yorkshire. At 11.30 on the morning of the 9th of March, 1960, the life-boat *Mary Ann Hepworth*, after completing an engine trial, went to meet four local fishing vessels, which were returning to harbour in a strong east-south-easterly wind and a rough sea. It was two hours before high water. The life-boat stood by until the fishing vessels had crossed the harbour bar safely and reached her station at two o'clock. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £1 16s.

TOW FOR EX-COXSWAIN IN DRIFTING TRAWLER

Ilfracombe, Devon. At two o'clock on the afternoon of the 9th of March, 1960, the life-boat *Robert and Phemia Brown* was launched with the district engineer on board for an engine trial in a moderate easterly wind and a choppy sea. It was one hour before high water. When the boat was off Hangman Point the motor trawler *Deo Gratias* was seen drifting. The life-boat made for the trawler and found that she had lost her rudder. The *Deo Gratias*, which was skippered by a former life-boat coxswain and had two other men on board, was taken in tow to Ilfracombe harbour, which was reached at 4.30. Rewards to the crew, £9 ; rewards to the helpers on shore, £12 17s.

ESCORT FOR FAROE ISLAND FISHING VESSEL

Peterhead, Aberdeenshire. At 3.34 on the afternoon of the 9th of March, 1940, the life-boat *Julia Park Barry of Glasgow* was launched one hour before low water to go to the help of the fishing vessel *St. Jacques* of Vaag, Faroe Islands, which was in difficulties in heavy weather off Buchan Ness. There was a south-easterly gale and the sea was very rough. The life-boat escorted

the fishing vessel into Peterhead harbour and reached her station at 4.50. The owners of the *St. Jacques* made a donation to the Institution's funds. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £2 8s.

FISHING VESSEL TAKEN IN TOW

Valentia, Co. Kerry. At 7.25 on the evening of the 9th of March, 1960, Valentia radio station informed the honorary secretary that the fishing vessel *Ross Corr* had broken down in the mouth of Ballinskelligs Bay. At 7.50 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out in a strong south-easterly wind. There was a moderate sea and the tide was flooding. The life-boat found the fishing vessel, with a crew of five, five miles west of Bolus Head. She took her in tow to Portmagee quay and reached her station at one o'clock in the morning. Rewards to the crew, £15 15s. ; reward to the helper on shore, 17s.

FISHING VESSEL ESCORTED IN GALE

Peterhead, Aberdeenshire. At 10.50 on the evening of the 9th of March, 1960, the life-boat *Julia Park Barry of Glasgow* was launched at high water to go to the help of the local fishing vessel *Animation*, which was in difficulties south of Rattray Head. There was a south-easterly gale with a very rough sea. The life-boat escorted the fishing vessel into Peterhead harbour, reaching her station at 12.15 early on the 10th of March. Rewards to the crew, £9 ; rewards to the helpers on shore, £3 8s.

NINE FISHING VESSELS ESCORTED TO HARBOUR

North Sunderland, Northumberland. At 5.18 on the morning of the 15th of March, 1960, the coastguard informed the honorary secretary that the local fishing fleet were returning to harbour, and as the weather was becoming worse the life-boat *Grace Darling* was launched at 5.35, two hours after high water. A fresh east-south-easterly wind was blowing, and there was a heavy swell. The life-boat escorted nine fishing vessels to harbour and reached

her station at 7.2. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £6 13s.

ESCORT INTO HARBOUR FOR TWO VESSELS

Montrose, Angus. At ten o'clock on the morning of the 15th of March, 1960, conditions at the harbour entrance were very bad. A strong easterly wind was blowing, and the sea was very rough. It was clear that the motor fishing vessels *Angus Rose* and *Rose Mary* would have difficulty in entering, and the life-boat *The Good Hope* was launched at 10.20. Both vessels were safely escorted into harbour on the flood tide, and the life-boat reached her station at 12.55. The owner of the *Angus Rose* made a donation to the Institution's funds. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £2 16s.

TOW FOR BOAT SENT TO RELIEVE LIGHTHOUSE

Arranmore, Co. Donegal. At 1.15 on the afternoon of the 15th of March, 1960, a message was received from Tory Island lighthouse that the relief boat *Fair Isle*, which had left Bunbeg at 8.30, had not arrived. The life-boat *W. M. Tilson* put out at 2.30. It was low water and the weather was fine, with a light northerly breeze blowing. After searching from Tory Island to Inishbofin Island, the life-boat eventually found the *Fair Isle* about one mile off Bloody Foreland with her engine broken down. She took her in tow to Bunbeg, arriving at eight o'clock. The haze which had persisted throughout the service thickened into fog, and the coxswain decided to remain at Bunbeg overnight. The life-boat left next morning at ten o'clock and reached her station at two o'clock. Rewards to the crew, £32 ; reward to the helper on shore, £1.

TWO LIFE-BOATS PUT OUT TO MOTOR VESSEL

Plymouth, Devon ; and Fowey, Cornwall. At 4.42 on the afternoon of the 18th of March, 1960, the signal station at Longroom informed the honorary secretary of the Plymouth life-boat

station of a report received from the pilot cutter. This stated that the motor vessel *Gazelle* of London, which was off Draystone buoy, needed a tug. At 5.1 the life-boat *Thomas Forehead and Mary Rowse* put out in a strong southeasterly wind and a choppy sea. It was an hour and a half after low water. The pilot cutter later reported that she could find no trace of the casualty off Draystone and that she would look for her towards the mouth of the Yealm river to the east. The life-boat coxswain set a course south and west of Rame Head, as he thought the *Gazelle* might have mistaken her position. A message was then received that the *Gazelle* was under way on one engine and was making four knots towards St. Austell Bay. The Fowey life-boat *Deneys Reitz*, which was on a routine exercise, was informed of what had happened and made for the *Gazelle*. She took her in tow about seven miles east of Pencarrow Head. The *Gazelle's* starboard engine had stopped and her port engine was overheating. As they approached Fowey light the tow rope parted, and the *Gazelle* entered harbour on one engine guided by a parachute flare fired from the life-boat. Fowey life-boat reached her station at 8.55, and Plymouth life-boat at 6.44. Rewards to the crew : Plymouth, £7 10s. ; Fowey, £12 5s.

DOCTOR TAKEN OUT TO DUTCH TANKER

Great Yarmouth and Gorleston, Norfolk. At 10.58 on the morning of the 24th of March, 1960, Lloyd's agent at Great Yarmouth informed the honorary secretary that there was a sick man aboard the Dutch tanker *Mare Novum*, which was proceeding towards Yarmouth Roads. The master had asked for a life-boat to meet him with a doctor. The life-boat *Louise Stephens*, with a doctor on board, was launched at low water at 1.2. There was a fresh easterly wind with a heavy swell. The doctor boarded the tanker and found the patient lying in the engine room with severe internal injuries. He decided the man was in too bad a state to be landed by life-boat. The tanker entered the harbour, where the patient

was taken by ambulance to hospital. The life-boat reached her station at 1.31. Rewards to the crew, £10 ; rewards to the helpers on shore, £2 8s.

SECOND SERVICE ON SAME DAY

Great Yarmouth and Gorleston, Norfolk. At 2.34 on the afternoon of the 24th of March, 1960, the district superintendent of Trinity House at Great Yarmouth informed the honorary secretary that the Trinity House vessel *Triton* was unable to enter harbour to land a sick man from the Smith's Knoll lightvessel, and he asked for the services of the life-boat. At 2.42 the life-boat *Louise Stephens*, which had returned from a service a little more than an hour before, was launched in a fresh easterly wind. There was a heavy swell, and it was two hours after low water. The life-boat met the *Triton* in Yarmouth Roads, embarked the sick man, and landed him at 3.25. The life-boat reached her station at 3.50. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £3 11s.

DOCTOR PUT ABOARD TRAWLER

Aith, Shetlands. At 12.54 on the afternoon of the 25th of March, 1960, the coastguard informed the honorary secretary that a member of the crew of the trawler *Ben Bhrackie* of Aberdeen, which was then twenty-five miles north of Vee Skerries, had been seriously injured. At 1.48 the life-boat *The Rankin* put out, with a doctor on board, in a fresh south-easterly wind and a rough sea. It was one hour after low water. A rendezvous was made to the west of the island of Papa Stour, where the doctor boarded the trawler. As the patient was too ill to be transferred, the doctor remained on board, and the trawler proceeded to Scalloway, where the injured seaman was taken by ambulance to hospital. The life-boat reached her station at 6.25. Rewards to the crew, £14 5s. ; reward to the helper on shore, 12s.

ESCORT FOR FRENCH TRAWLER IN TOW

Peel, Isle of Man. At 1.10 early on the morning of the 26th of March, 1960, the coastguard informed the honorary

secretary that a French trawler was ashore on Peel Island. At 1.40 the life-boat *Helena Harris—Manchester and District XXXI* was launched in a light east-north-easterly breeze. There was a slight swell and the tide was half ebb. The life-boat found the trawler *La Fée des Ondes* of Lorient ashore at Glen Maye with her wheelhouse awash. The French fishery protection cruiser *Le Hardi* was standing by. Six of the trawler's crew of eight landed from a small boat and were taken to Peel by the Peel life-saving apparatus company. The trawler was refloated by the life-boat and then taken in tow by the protection cruiser. After escorting both vessels into Peel the life-boat took the six men to the trawler. She then returned to her station, arriving at nine o'clock. Rewards to the crew, £19 ; rewards to the helpers on shore, £21 10s.

MOTOR BOAT TOWED TO HARBOUR

Dover, Kent. At 2.10 on the afternoon of the 27th of March, 1960, a message was received from the eastern arm of the harbour that the small motor boat *Gladena* of Dover had broken down with engine trouble half a mile south-east of Dover. The life-boat *Southern Africa* put out at 2.25, when the tide was half ebb, in a fresh north-north-easterly wind and a moderate sea. She took the motor boat, which had a crew of four, in tow, and reached her station at 3.10. Rewards to the crew, £10 5s.

MOTOR VESSEL REFLOATED AFTER GOING AGROUND

Swanage, Dorset. At 10.1 on the night of the 29th of March, 1960, the coastguard told the honorary secretary that the motor vessel *Magrix* of Hull was ashore near St. Aldhelm's Head but was in no immediate danger. At 10.19 the life-boat *R.L.P.* was launched at high water in a gentle east-north-easterly wind and a smooth sea. During the search two parachute flares were used to help in locating the vessel, which was ashore in Chapman's Pool one mile north-north-west of St. Aldhelm's Head. Her bows were well out of the water, and as nothing useful

could be done until the next flood tide the life-boat anchored. H.M.S. *Chichester* and a minesweeper approached and offered assistance, the minesweeper being guided into the area by a parachute flare from the life-boat. The *Magrix's* skipper informed both vessels that a tug had been summoned, and at three o'clock in the morning the tug *Tyne* of Rotterdam arrived from Southampton. The towing gear was passed aboard with the help of the life-boat and the *Magrix* was refloated. When no further help was needed the life-boat returned to her station, arriving at nine o'clock. Rewards to the crew, £29 15s. ; rewards to the helpers on shore, £4 8s.

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

North Sunderland, Northumberland.—March 1st.—Rewards, £23 10s.

Barry Dock, Glamorganshire.—March 2nd.—Rewards, £10 14s.

Beumaris, Anglesey.—March 3rd.—Rewards, £17.

Berwick-upon-Tweed, Northumberland.—March 4th.—Rewards, £17 16s.

Weymouth, Dorset.—March 5th.—Rewards, £8 15s.

Dunbar, East Lothian.—March 6th.—Rewards, £14 5s.

Galway Bay.—March 7th.—Rewards, £17 2s.

Fenit, Co. Kerry.—March 8th.—Rewards, £31 7s.

Campbeltown, Argyllshire.—March 8th.—Rewards, £12 12s.

Southend-on-Sea, Essex.—March 11th.—Rewards, £12 12s.

Walton and Frinton, Essex.—March 15th.—Rewards, £39 2s.

Appledore, Devon.—March 15th.—Rewards, £11 18s.

Campbeltown, Argyllshire.—March 24th.—Rewards, £15 1s.

New Brighton, Cheshire.—March 25th.—Rewards, £8 16s.

Torbay, Devon.—March 30th.—Rewards, £8 18s.

The following account of a service by the Helvick Head, Co. Waterford, life-boat on the 17th of December, 1959, was received too late for inclusion in the March, 1960, number of the *Life-boat*.

At 5.30 in the evening the coxswain told the honorary secretary that a member of the crew aboard a German trawler anchored in Dungarvan Bay needed a doctor. As no other local boat was considered suitable because of the severe weather conditions, the life-boat *H. F. Bailey* put out at 6.15 with a doctor on board. A south-westerly gale was blowing, the sea was very rough, and there were heavy rain squalls. It was high water. After examining the man, who had an abscess on his face, the doctor decided that he should be removed to hospital. The life-boat brought the patient and doctor ashore and reached her station at 7.45. The owners made a donation to the Institution's funds. Rewards to the crew, £8 15s. ; reward to the helper on shore, 12s.

Erratum

IN the March 1960 number of the *Life-boat* it was stated on page 381 that the bronze medal for gallantry had been awarded to Mr. Hugh Owen, of the Moelfre, Anglesey, crew. In fact, Mr. Owen was awarded a second-service clasp to his bronze medal. His first award was for a service carried out almost exactly thirty-two years earlier, when exceptional gales also blew at the end of October.

On the night of the 28th-29th of October, the Moelfre life-boat rescued the crew of three of the ketch *Excel*. Two gold medals were awarded, to Captain Jones, who was in command of the life-boat, and to Second Coxswain William Roberts. Mr. Hugh Owen, who was a member of the crew, therefore has the remarkable distinction of having taken part in two services for which gold medals were awarded.

RECEIPTS AND PAYMENTS ACCOUNT

1958		PAYMENTS.	
£		£	£
	LIFE-BOATS:—		
	New Life-boats for the following Stations: On account—		
	Aberdeen, Aldeburgh, Ballycotton, Dunbar, Islay, Lerwick, Newhaven, Penlee, Scarborough, Teesmouth, Torbay, Walmer, materials for future building and improvements and alterations to existing fleet	156,764	
214,338			
368	Upkeep of Cowes office and store	304	
40,455	Upkeep of and Repairs to Life-boats	44,343	
	Rentals and Maintenance of Radio Equipment and Loud Hailers and Radio Licences	17,104	
19,304	<i>Consulting Naval Architect</i>	—	
86			
		£	
	Salaries of Superintendent Engineer, Surveyor of Life-boats, Inspectors of Machinery, Assistant Surveyors of Life-boats and Machinery, Draughtsmen and Clerical Staff	48,640	
46,972			
14,475	Travelling Expenses	15,415	
3,092	Pensions under the Pension Scheme	3,241	
3,755	Contribution to 1938 Pension Scheme	3,813	
68,294		71,109	
	<i>Less</i> estimated amount chargeable to Life-boat carriages and tractors	2,977	
2,888			
65,406		68,132	
339,957			286,647
	LIFE-BOAT CARRIAGES AND TRACTORS:—		
	New Carriages	16,215	
19,246	Repairs to Carriages	477	
1,017	New Tractors	14,879	
—	Repairs to Tractors	650	
574	Estimated proportion of Life-boats expenses as above	2,977	
2,888			
23,725			35,198
	LIFE-BOAT HOUSES AND SLIPWAYS:—		
	New Construction and Adaptation	88,756	
31,543	Repairs and Maintenance	27,033	
38,737			
70,280			115,789
	LIFE-BOAT STORES		53,628
53,761			
	LIFE-BOAT DEPOT:—		
	Rates, Insurance, Equipment and Repairs	13,925	
10,627	Salaries of Superintendent of Depot, Assistant and Clerical Staff and Wages of Manual Workers	54,721	
52,064	Pensions and Gratuities under the Pension Schemes	2,364	
2,637	Contribution to 1938 Pension Scheme	1,187	
1,455	Provision for additional liability, 1909 Pension Scheme	270	
1,168			
67,951			72,467
	LIFE-BOAT STATIONS:—		
	Conveyance of Life-boats, Carriages, Tractors and Stores; Work to Moorings; Telephones; Postages, etc.	29,873	
28,300	Insurance under National Insurance Acts and against claims at Common Law	6,925	
5,343	Salaries of Assistant Secretaries, etc., of Stations	256	
267			
33,910			37,054
£589,584	Carried forward		£600,783

FOR THE YEAR ENDED 31st DECEMBER, 1959.

		RECEIPTS.	
1958	£	SUBSCRIPTIONS, DONATIONS, ETC.:—	£
			£
8,578		General Subscriptions to Headquarters	9,459
5,893		" " through Station Branches ..	6,182
25,882		" " through Financial Branches	26,862
17,811		" Donations to Headquarters	28,903
67,472		" " through Station Branches ..	71,040
217,559		" " through Financial Branches ..	217,573
		Contributions from Harbour Authorities towards	
1,800		upkeep of Life-boat Stations	1,800
296		Contribution Boxes to Headquarters	265
22,846		" " through Station Branches ..	21,484
7,510		" " through Financial Branches ..	7,692

375,647			391,260

RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.			
				£	£
1958					
£					
589,584		Brought forward	.. ..		600,783
		COXWAINS, MOTOR MECHANICS AND CREWS:—			
		Cost of Wreck Services, including Rewards to Life-boat			
		Crews and others, Special Rewards and Recognitions,			
13,420		Medals and Vellums	.. ..	15,939	
1,201		Grants to men injured in the Life-boat Service	.. ..	1,037	
124,520		Fees of Coxswains, Bowmen and Signalmen, Wages	.. ..	132,312	
10,002		of Motor Mechanics, etc.	.. ..	10,340	
		Life-boat Crews and Launchers for exercises	.. ..	
		Annuities and Gratuities under the Regulations to	.. ..	
4,403		Coxswains, Bowmen, Signalmen, Part Time and	.. ..	4,545	
		Assistant Motor Mechanics	.. ..	
10,895		Pensions and Grants to Relatives of deceased Life-	.. ..	11,290	
		boatmen and others	.. ..	
3,667		Pensions and Gratuities under the Pension Scheme	.. ..	3,956	
		to Ex-permanent Crews of Life-boats	.. ..	
168,108					179,419
		LIFE-BOAT INSPECTORS:—			
		Salaries of Chief Inspector, Deputy Chief Inspector,			
20,542		Inspectors of Life-boats and Clerical Staff	.. ..	19,602	
6,075		Travelling Expenses	.. ..	4,615	
1,778		Pensions under the Pension Scheme	.. ..	2,296	
2,309		Contribution to 1938 Pension Scheme	.. ..	1,899	
30,704					28,412
		RATES AND REPAIRS OF MECHANICS'			
4,713		COTTAGES, ETC.	.. ..		4,601
			£		
		ADMINISTRATION:—			
		Salaries of Secretary, Assistant Secretary,			
		Personal Assistant to Secretary,			
		Accountant, Internal Auditor, and			
40,923		Clerical Staff	.. ..	43,875	
		Rent, Depreciation, Rates, Lighting,	.. ..	
3,673		Heating, Insurance, etc., of the	.. ..	3,773	
		Institution's Headquarters	.. ..	
5,944		Insurance under National Insurance Acts	.. ..	5,792	
		and against claims at Common Law	.. ..	
2,202		Telephone Operator, Commissionaires	.. ..	2,221	
2,904		and Nightwatchman	.. ..	3,247	
		Telephones, Postages and Parcels	.. ..	
		Travelling Expenses of Committee of	.. ..	
782		Management	.. ..	725	
403		Pensions under the Pension Scheme	.. ..	403	
3,283		Contribution to 1938 Pension Scheme	.. ..	3,542	
		Provision for Additional Liability, 1909	.. ..	
1,520		Pension Scheme	.. ..	—
61,634				63,578	
30,817		Less estimated amount chargeable to			
		raising of funds and publicity	.. ..	31,789	
30,817				31,789	
7,702		Stationery, Office Expenses, Printing and Books	.. ..	7,077	
630		Auditors' Fee	.. ..	630	
1,411		Law Expenses	.. ..	1,764	
1,498		Repairs and improvements to Institution's head-	.. ..	2,545	
		quarters	.. ..	
42,058					43,805
		GRANTS IN CONNEXION WITH CERTAIN			
821		LEGACIES	.. ..		687
—		CONFERENCE OF LIFE-BOAT SOCIETIES	.. ..		815
£835,988		Carried forward	.. ..		£858,521

FOR THE YEAR ENDED 31st DECEMBER, 1959—continued

1958 £	RECEIPTS.		£	£
75,647	Brought forward			391,260
	INCOME FROM INVESTMENTS:—			
75,303	Dividends and Interest on Investments (Less £2,600 tax)	£	79,066	
	<i>Less:—</i>			
439	Interest on certain Trust Funds transferred to Special Purposes Fund	555		
659	Interest on certain endowment funds transferred :			
—	(a) to general subscriptions, etc. ..	659		
—	(b) to General Endowment Fund ..	2,477		
1,098			3,691	
74,205			75,375	
4,581	Income Tax recovered on Dividends		3,795	
78,786				79,170
	SUNDRY RECEIPTS:—			
6,242	Sale of old stores		8,394	
816	Rentals of Freehold and Leasehold Premises		956	
7,058				9,350
61,491	Total Ordinary Receipts			479,780
61,491	Carried forward			£479,780

RECEIPTS AND PAYMENTS ACCOU

1958 £	PAYMENTS.	£	£
835,988	Brought forward		858,5
	RAISING OF FUNDS AND PUBLICITY:—		
8,990	Salaries of Publicity Secretary, Assistant and Clerical Staff and Wages of Manual Workers ..	9,365	
27,136	Salaries of District Organizing Secretaries and Clerical Staff	28,090	
6,733	Travelling Expenses	5,875	
275	Annual General Meeting	265	
12,731	Advertising and Appeals	14,852	
33,645	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	31,963	
5,510	Printing and Binding the Year Book and Life-boat Journal	5,683	
9,006	Salaries and Commissions of Assistant Secretaries, etc. of Branches	9,553	
1,893	Pensions under the Pension Scheme	2,205	
3,479	Contribution to 1938 Pension Scheme	2,913	
1,591	<i>Provision for Additional Liability 1909 Pension Scheme</i>	—	
30,817	Estimated proportion of Administration Expenses as above	31,789	
141,806			142,5
977,794	Total payments		1,001,0
6,673	Transfer to General Endowment Fund being the amount of the year's receipts of gifts and legacies for Endowment Purposes		3,7
49,830	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.		25,1
234,745	arrived at as follows : Receipts in year of gifts and legacies for special purposes	161,300	
184,915	Less payments in year met from gifts and legacies for special purposes (of which £84,929 relates to new life-boats and £51,173 to other items) ..	136,102	
49,830	Transfer to Special Purposes, etc. Fund	£25,198	
10,202	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.		28,1
100,000	arrived at as follows : Estimated average annual cost of replacements falling to be met from general purposes receipts	100,000	
214,338	Deduct payments on account of new life-boats in the year	156,764	
124,540	Less amount met from gifts and legacies for special purposes	84,929	
89,798		71,835	
10,202	Transfer to Reserve	£28,165	
74,185	<i>Balance transferred to General Purposes Fund (see contra)</i>		
£1,118,684			£1,058,2

R THE YEAR ENDED 31st DECEMBER, 1959—continued

		RECEIPTS.			£	£
1958						
£						
11,491		Brought forward				479,780
5,775		LEGACIES FOR GENERAL PURPOSES				328,478
17,266		Total Receipts for General Purposes				<u>808,258</u>
GIFTS AND LEGACIES FOR SPECIAL PURPOSES						
(The capital to be applied in accordance with the directions of the respective donors).						
10,220		Civil Service Life-boat Fund		20,827		
17,485		Special Gifts		81,175		
17,040		Legacies		59,298		
34,745				<u>161,300</u>		161,300
GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES						
(The income therefrom to be applied in accordance with the directions of the respective donors).						
4,673		Gifts		64		
2,000		Legacies		3,700		
6,673				<u>3,764</u>		3,764
18,684		Total Receipts				<u>973,322</u>
—		Transfer from General Purposes Fund				84,880
<u>18,684</u>						<u>£1,058,202</u>

NOTE :—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1959, and of the Branches for the year to 30th September, 1959.

Dr.

	GENERAL ENDOWMENT FUN	
1958	The Income to be applied for the purposes of the Institut	
£		£
234,695	BALANCE AT 31ST DECEMBER, 1959	258,4
<u>£234,695</u>		<u>£258,4</u>
SPECIAL PURPOSES AND MAINTENANCE FUN		
	The Capital to be applied for the purposes of the Institut	
285,593	BALANCE AT 31ST DECEMBER, 1959	311,5
<u>£285,593</u>		<u>£311,5</u>
RESERVE FOR REPLACEMENT OF LIFE-BOAT		
998,558	BALANCE AT 31ST DECEMBER, 1959	1,026,7
<u>£998,558</u>		<u>£1,026,7</u>
GENERAL PURPOSES FUN		
—	TRANSFER TO GENERAL ENDOWMENT FUND BEING UNEXPENDED INTEREST ON CERTAIN FUNDS	17,5
—	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT	84,1
694,296	BALANCE AT 31ST DECEMBER, 1959	592,5
<u>£694,296</u>		<u>£694,1</u>

FOR THE YEAR ENDED 31st DECEMBER 1959	
in accordance with the directions of the respective Donors.	
1958	
£	£
28,022	BALANCE AT 31ST DECEMBER, 1958 234,695
6,673	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 3,764
—	TRANSFER FROM GENERAL PURPOSES FUND AS BELOW 17,525
—	UNEXPENDED INTEREST ON CERTAIN FUNDS 2,477
<u>34,695</u>	<u>£258,461</u>

FOR THE YEAR ENDED 31st DECEMBER 1959	
in accordance with the directions of the respective Donors.	
135,324	BALANCE AT 31ST DECEMBER, 1958 285,593
49,830	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 25,198
439	INTEREST ON UNEXPENDED BALANCES OF CERTAIN FUNDS 555
<u>185,593</u>	<u>£311,346</u>

FOR THE YEAR ENDED 31st DECEMBER 1959	
188,356	BALANCE AT 31ST DECEMBER, 1958 998,558
10,202	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT 28,165
<u>198,558</u>	<u>£1,026,723</u>

FOR THE YEAR ENDED 31st DECEMBER 1959	
518,055	BALANCE AT 31ST DECEMBER, 1958 694,296
2,056	PROFIT ON SALE AND REDEMPTION OF INVESTMENTS 340
74,185	<i>Transfer from Receipts and Payments Account (see contra)</i> —
<u>594,296</u>	<u>£694,636</u>

STATEMENT OF FUNDS AND RELAT

1958 £		£
234,695	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	258,
285,593	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	311,
998,558	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.	1,026,
694,296	GENERAL PURPOSES FUND Of this Fund £133,201 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £459,030 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the Life-boat Fleet and Crews not otherwise covered, and replacements other than Life-boats. Replacements at present contemplated include new construction and adaptation of Life-boat Houses £100,000 and provision of new Carriages and Tractors £100,000.	592,
<u>£2,213,142</u>		<u>£2,188,</u>

(Signed) HOWE,
Chairman.

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

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

SETS, 31st DECEMBER, 1959

1958 £		£	£
	INVESTMENTS at quinquennial valuation on 31st Dec., 1956, or cost if acquired since :—		
	Representing GENERAL ENDOWMENT FUND—		
	Income only available :—		
34,695 ket value 51,256)	British Government Securities (Market value at 31st Dec. 1959, £275,939)	..	258,461
	Representing OTHER FUNDS :—		
24,050	British Government Securities .. .. .	..	1,468,917
30,756	Dominion Government Securities .. .. .	..	30,806
24,924	British Corporation and Public Board Stocks .. .. .	..	124,981
57,862	Sundry Small Investments .. .. .	..	67,776
37,592 ket value 67,387)	(Market value at 31st Dec. 1959, £1,767,904).		1,692,480
72,287 ket value 18,643)	TOTAL INVESTMENTS (Market value at 31st Dec., 1959, £2,043,843)		1,950,941
94,441	FREEHOLD PREMISES (At cost) :— Including Life-boat Depot at Boreham Wood ..		96,604
35,065	LEASEHOLD PREMISES—(At cost <i>less</i> amounts written off) :— Including 42/44 Grosvenor Gardens		36,597
22,885	BRANCH ACCOUNTS :— Balances in hands of Branches, 30th Sept., 1959 ..	£	126,333
74,857 48,028	<i>Less</i> Balance of Remittances between Headquarters and Branches, October to December, 1959 ..	69,770	
63,312	BANK BALANCES		56,563
			48,056
13,142			£2,188,761

counts of the funds with the books and vouchers and find the same to be inspected the deeds of the properties belonging to the Institution.

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

Obituary

COUNTESS MOUNTBATTEN

Lady Mountbatten, C.I., G.B.E., D.C.V.O., wife of Admiral of the Fleet Earl Mountbatten of Burma, died on the 21st of February, 1960, at the age of 58. The wide range of charitable work with which she was closely associated for many years, and to which she devoted so much energy, thought and skill, included the life-boat service.

Lady Mountbatten became a vice-president of the Ladies' Life-boat Guild in 1925 and was elected its president in 1944, a post she still held at the time of her death. In 1950 she named the new Dover life-boat, and in 1957 she presented medals for gallantry and other awards at the Institution's annual general meeting. She took an active part in the organisation of a number of social activities designed to raise money for the life-boat service, particularly those arranged by the Central London Women's Committee. She was the guest of honour at the last ball organised by that committee.

SIR FREDERICK BOWHILL

Air Chief Marshal Sir Fredrick Bowhill, G.B.E., K.C.B., C.M.G., D.S.O. and Bar, died on the 12th of March, 1960, at the age of 79. He had a most distinguished career lasting some fifty years in the Merchant Navy, the Royal Naval Air Service and the Royal Air Force, and was A.O.C.-in-C., Coastal Command, and later A.O.C.-in-C., Transport Command.

As Master of the Honourable Company of Master Mariners he had been a member of the Committee of Management of the Institution *ex-officio* since 1945.

LORD AMMON

Lord Ammon died on the 2nd of April, 1960, at the age of 86. Among the many important posts in public life which he held were those of Chairman of the London County Council and of the National Dock Labour Board. He was a deputy speaker in the House of Lords and served as a Labour Member of Parliament from 1922 to 1931 and from 1935 to 1944.

Lord Ammon became a member of the Committee of Management of the Institution in 1926 and was appointed a vice-president in 1947. He served on the General Purposes, Finance and Establishment Committees.

CAPTAIN W. J. OLIVER

Captain W. J. Oliver, M.C., who was district organising secretary for the north-east of England from 1928 until 1952, died on the 18th of March, 1960, at the age of 72.

Captain Oliver and his family had a long association with the Sunderland life-boat station. His father was appointed *honorary secretary* there in May 1900, and Captain Oliver succeeded him as *honorary secretary* in 1920, continuing to fill the post until his appointment as district organising secretary.

Eagle Book of Ships

THE *Eagle Book of Ships and Boats* (Hulton Press, 15/-), which is excellently produced and illustrated, has been published at a most reasonable price. It includes sections on the Royal Navy, the Merchant Navy, safety at sea and sailing. The section on safety at sea has been written by Mr. John Fisher, who after describing in easily comprehensible terms some of the major problems of navigation and the

system of radar, goes on to deal briefly with lighthouses, lightships and life-boats. Other chapters are concerned with the problems of communication at sea and salvage, and some of the most famous examples of shipwreck and of mysteries, such as that of the *Mary Celeste*, are described. Within the limits of the space available to him Mr. Fisher has produced an admirably clear and readable summary.

Awards to Honorary Workers

Honorary Life Governor

The following have been appointed honorary life-governors of the Institution and presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent as President of the Institution.

DR. JOSEPH SOAR, M.B.E., Mus.Doc., D.L., in recognition of the valuable help which he has given to the life-boat service as honorary secretary of the St. David's life-boat station since 1926.

MRS. A. L. WARREN PEARL, C.B.E., in recognition of the valuable help which she has given to the life-boat service through the Central London Ladies' Life-boat Guild and the Chelsea Branch for a large number of years.

Thanks of the Institution on Vellum

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

MR. SYDNEY TAYLOR, O.B.E., Lowestoft.

THE VERY REV. FATHER THOMAS VARLEY, P.P., Galway Bay.

Binoculars

The binocular glass with an inscription has been awarded to the following honorary secretaries of life-boat stations :

MR. CECIL F. BAKER, F.R.I.C.S., Eastbourne.

MR. E. R. COPEMAN, A.M.I.Mech.E., Teesmouth.

CAPTAIN H. H. DAVIES, Hoylake.

MR. T. DOWNING, Barrow.

MR. J. M. EDNEY, Berwick-upon-Tweed.

MR. KIERAN O'DRISCOLL, Valentia.

MR. A. I. TART, Dungeness.

Bar to the Gold Badge

The bar to the gold badge has been awarded to :

MRS. HILDA BROWN, M.B.E., Honorary Secretary, Withernsea Guild.

MRS. E. POPPE, Chairman and Honorary Secretary, Isle of Sheppey Branch.

Gold Badge

The gold badge has been awarded to :

MR. ARMOUR-HANNAY, President, Cupar Guild.

MRS. E. ASHWORTH, Chairman, Ashton-under-Lyne Guild.

MR. GREIG CARSTAIRS, President, Airdrie Branch.

LADY OLWEN ELIZABETH CAREY EVANS, President and Chairman, South Caernarvonshire Guild.

MR. B. V. HOWELL, Honorary Secretary, Pwllheli life-boat station.

MR. G. S. LUCKIN, Honorary Secretary, Dunmow Branch. (Since deceased).

PROVOST A. P. MACGRORY, J.P., Honorary Secretary, Campbeltown life-boat station.

MISS M. N. MACINNES, Honorary Secretary, Fort William Guild.

MRS. L. M. MCINNES, Honorary Secretary, Cupar Guild.

MR. I. W. MCINNES, M.A., LL.B., W.S., Honorary Secretary and Treasurer, Cupar Branch.

MISS M. MCKAY, Honorary Secretary, Burnley Branch.

MRS. C. K. MOIR, Moffat Guild.

MR. R. O. GLEN RIDDELL, Honorary Treasurer, Rhayader Branch.

MR. W. SUTHERLAND, M.B.E., President, Falkirk Branch.

Silver Badge

The silver badge has been awarded to :

MRS. R. ACHESON, Larne.

MRS. I. ANDERSON, Chelsea.

MRS. F. M. BICKLE, Bere Ferrers (Plymouth).

MISS V. F. BOYER, Peterborough.

MRS. M. J. BROWNLOW, Farnworth.

MRS. E. J. CARTER, Carshalton.

MR. J. E. CHALCRAFT, Henley-on-Thames.

MISS M. F. CLARK, Lake District.

MISS M. F. CLARK, Rainford.

MRS. M. W. CROSTHWAIT, Bangor, Co. Down.

MR. A. L. CUNNINGHAM, J.P., Falkirk.

MRS. D. DIBB, Honley.

MR. F. DOW, Kelso.

MRS. B. DUNSEATH, Bangor, Co. Down.

MR. E. B. C. DYCKHOFF, Cheadle, Gatley and Heald Green.

MR. W. S. EDWARDS, Tenby.

MISS E. A. EVERARD, Greenhithe.

MRS. V. M. FISHER, Wellington, Salop.

MRS. H. GIBBONS, Wimborne (Poole).

MRS. B. GOLBY, Kenilworth.

MRS. E. GREEN, Cheadle Hulme.

MISS G. J. GREENSIDES, Withernsea.

MR. E. HERON, Carshalton.

MR. H. R. HOFLER, Galway (Town).

REAR ADMIRAL F. E. P. HUTTON, C.B., Colchester.

MRS. G. E. JACKSON, Wakefield.

MISS H. H. JEWELL, Clovelly.

MRS. R. KINGSTON, Howth.

MRS. L. E. KNIGHT, Warminster.

MRS. E. H. LELAND, Bangor, Co. Down.

MRS. M. J. W. LORD, Radcliffe.

MR. H. LOWE, B.Sc., Rainford.

MRS. J. LUCAS, Barking.

MISS G. MACDONALD, Peebles.

MRS. M. MALPASS, Long Eaton.

MRS. A. Y. MCCLUNG, Troon.

SURGEON COMMANDER F. J. MCKENNA, R.N., Ashford, Kent.

MR. H. J. MCMEEKIN, Sligo.

MRS. A. L. MEGAW, Belfast.

MRS. F. C. MELBOURNE, Burton-on-Trent.

MRS. A. E. MEREDITH, Tandragee.

MR. R. MORRISON, Fort William.

MRS. F. M. MULLIGAN, Gourdon.

MRS. A. I. NABB, Thornton Cleveleys.

MRS. P. M. NIBLOCK, Grappenhall (Warrington).

MRS. H. S. ODDIE, Wallasey (Liverpool).

MRS. I. PICKEN, Much Wenlock.

MRS. G. PLATT, Kington.
 MRS. P. J. C. POTTS, Bredbury.
 MISS E. PRINGLE, Bedlington.
 MRS. A. RADCLIFFE, Huddersfield.
 MRS. SCOTT RAGLESS, Bognor Regis.
 MRS. E. A. RANGER, Newhaven.
 MRS. R. A. REID, Peterhead.
 MRS. M. G. ROCH, Pembroke.
 MRS. H. M. SARGANT, Seaford.
 MRS. D. A. SAUNDERS, Llanelly.
 MRS. E. E. SAYER, Newhaven.

MRS. I. SELF, Washington.
 MRS. E. M. SHACKLETON, Rochdale.
 MRS. M. SHERIDAN, Leeds.
 MRS. L. E. SIMPSON, Belfast.
 MRS. F. SMALLEY, Bamber Bridge.
 MRS. E. B. SMITH, Redcar.
 MRS. L. E. STEVENSON, Ripon.
 MRS. D. E. TORR, Southport.
 MRS. M. WALKER, Menai Bridge.
 MISS J. WHITCHER, Cowes.
 MR. G. H. WICKENS, Isle of Wight.

Award for Bravest Act of Lifesaving

THE Maud Smith award for the bravest act of life-saving by a member of a life-boat crew in 1959 has been won by Coxswain Richard Evans of Moelfre for the rescue of the crew of the coaster *Hindlea*, which went aground in a

hurricane on the 27th of October, 1959. A full account of this service, for which Coxswain Evans was awarded the Institution's gold medal for gallantry, appeared in the March 1960 number of the *Life-boat* on page 380.

New Year Honours

AMONG those associated with the life-boat service on whom honours were bestowed in the New Year's Honours list were:—

K.B. MR. E. M. COOPER-KEY, M.P., a member of the Committee of Management.

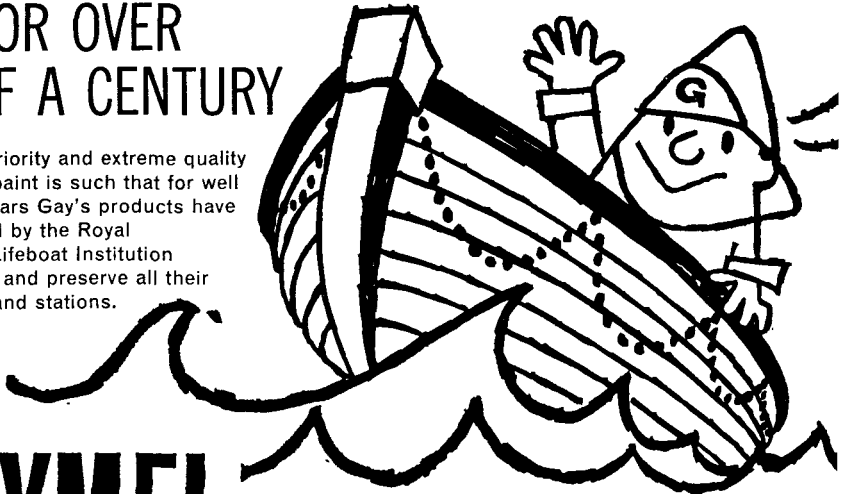
K.B.E. VICE-ADMIRAL W. K. EDDEN, C.B., O.B.E., a member of the Committee of Management *ex-officio*.

C.B.E. MR. H. A. J. SILLEY, President of the Falmouth branch.

M.B.E. MRS. N. A. ROOKE, Office Registrar, Life-boat House.

PROTECTED
 BY GAY'S PAINTS
 FOR OVER
 HALF A CENTURY

The superiority and extreme quality of Gay's paint is such that for well over 50 years Gay's products have been used by the Royal National Lifeboat Institution to protect and preserve all their lifeboats and stations.



GAYMEL THE PROFESSIONAL PAINT