



# Annual Report 2015-16



**SUPPORTING FISHERMEN AND MARINERS SINCE 1839**



## IMPACT - APPRECIATION FOR GRANTS

A total of £1.4 million was paid in grants during the past year. From the many letters of appreciation received at Central Office, we know how our grants make a real difference to needy seafarers and their families. Extracts from just a few are given below:

*“Thank you so much for your grant which has made life so much easier for me in my time of need and I am truly thankful for that. I am so grateful that there is support there for me and people like myself when you feel you really have nowhere to turn.”*

*“I would like to thank you for the grant I received – it is so much appreciated and helps greatly. Your local agent is a credit so your Society, her visit brings a ray of sunshine to my life since I lost my husband. I hope your Society continues to prosper to help the bereaved.”*

*“I received my cheque from the Shipwrecked Mariners today and I would like to say most sincerely that your grant is most useful in many ways.”*

*“I am writing this letter to thank you so much for the grant you sent me (which was changed into food vouchers). I had a lovely caseworker who organised everything. I am so grateful for all your support and am not sure where I would be right now without your help.”*

*“Thank you ever so much for the cheque for coal. You don't know how much it means to me. I can be warm through the winter now.”*

*“I would like to say thank you very much for the help you gave in clearing my rent arrears. I am in advance now for the first time in years. Money is tight but on the budget I exist on it is now manageable. Christmas was good, just by the relief of going in to the New Year in a different frame of mind. Thank you again.”*

*“I write on behalf of my mother to thank you most sincerely for the funding you provided for her to carry out repairs to her bungalow. The money has been used to make good certain long overdue maintenance, which will make it more weather proof and safe. My late father served in the Merchant Navy in WW11 and he would have been thrilled and delighted with your kindness in providing funding for his much loved wife.”*



## THE SOCIETY'S PURPOSE

**The Shipwrecked Mariners' Society** provides financial help to merchant seafarers, fishermen and their dependants who are in need. We pay an immediate grant to the widow of a serving seafarer who dies, whether death occurs at sea or ashore. Regular grants are paid to former seafarers, their widows and partners, whose circumstances justify on-going support. Special grants are made to meet particular needs in crisis situations. Practical assistance is given to seafarers of any nationality shipwrecked on the coast of the British Isles.

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## OUR PATRON



***Her Royal Highness The Princess Royal***



# SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY

*(Shipwrecked Mariners' Society) Instituted 1839, incorporated 1850 and registered under the Charities Act 1960. Registered charity no.212034*

## Patron

Her Royal Highness The Princess Royal

## President

Admiral Sir George Zambellas GCB DSC DL FRAeS

## Vice-Presidents

Admiral Sir Jonathon Band GCB DL, Mr William Everard CBE

The Rt Hon Lord Brabazon of Tara PC DL, Mr Anthony West DL

## Ex-officio Vice-Presidents

H E The Lt-Governor of the Isle of Man

H E The Lt-Governor of Jersey

H E The Lt-Governor of Guernsey

The Right Hon The Lord Mayor of London

The Right Hon The Lord Provost of Edinburgh

The Right Hon The Lord Provost of Glasgow

The Right Hon The Lord Mayor of Belfast

The Right Hon The Lord Mayor of Cardiff

The Lord Provost of Aberdeen

The Lord Mayor of Birmingham

The Lord Provost of Dundee

The Lord Mayor of Kingston-upon-Hull

The Lord Mayor of Newcastle-upon-Tyne

The Lord Mayor of Plymouth

The Lord Mayor of Portsmouth

The Prime Warden of the Worshipful

Company of Fishmongers

The Master of the Honourable Company  
of Master Mariners

The Deputy Master of Trinity House

## COUNCIL (TRUSTEES)

**Chairman:** Mr George Greenwood\*

**Treasurer:** Mr Richard Coleman FCA\*

Captain Roger Barker

Mrs Jane Clementson\*

Mr Eamonn Delaney KSG\*

Commodore Laurie Hopkins RN

Captain John Hughes FNI

Mr Rob Jardine-Brown

Commodore Mike Mansergh CBE

Captain Nigel Palmer OBE

**Deputy Chairman:** Mr Anthony Fawcett FCA\*

Captain Graham Pepper FNI

Mrs Liz Price

Mr Michael Seymour\*

Captain John Vercoe\*

Mr Tim West

Commander Rosie Wilson OBE RN\*

\*Executive Committee Members

**Bankers:** CAF Bank Ltd, 25 Kings Hill Avenue, Kings Hill, West Malling ME19 4JQ

The Royal Bank of Scotland plc, 44 South Street, Chichester, West Sussex PO19 1DS

**Solicitors:** George Ide LLP, 52 North Street, Chichester, West Sussex PO19 1NQ

Blake Morgan, Harbour Court, Compass Road, Portsmouth PO6 4ST

**Investment Advisers:** Sarasin & Partners LLP, Juxon House 100 St. Paul's Churchyard, London, EC4M 8BU

**Auditors:** Sheen Stickland LLP, 7 East Pallant, Chichester, West Sussex PO19 1TR

**Chief Executive:** Commodore Malcolm Williams CBE RN



## WHERE WE ARE





## OUR NEW PRESIDENT



**Admiral Sir George Zambellas GCB, DSC, DL, FRAeS** completed thirty-five years of military service as First Sea Lord in April 2016. He spent most of his career at sea, initially as a helicopter pilot in frigates and carriers, before commanding the mine hunter HMS CATTISTOCK, and the frigates HMS ARGYLL and HMS CHATHAM. He earned the Distinguished Service Cross in command of HMS CHATHAM in 2000 for operations off Sierra Leone (OPERATION PALLISER). As Amphibious Force Commander he led the maritime force that conducted evacuation operations off Beirut in 2006 (OPERATION HIGHBROW). Ashore, he has been Deputy Flag Officer Sea Training, private secretary to two Chiefs of the Defence Staff, Chief of Staff (Transformation) at the Navy Headquarters and Chief of Staff (Operations) at the UK Joint Headquarters. After a short spell as the Deputy, he was made Commander-in-Chief Fleet in 2012, as well as the NATO Maritime Commander. He led the Senior Service during the 2015 Strategic Defence and Security Review. He is an Elder Brother of Trinity House, a Fellow of the Royal Aeronautical Society, and a Deputy Lieutenant of Dorset. He is married, with three adult sons, and is fanatical about landrovers and lurchers.





## CHAIRMAN'S REPORT

It was with great sadness that we learnt of the death of Admiral Sir Peter Abbott in September 2015 after a short illness bravely borne. He had a long and distinguished career in the Royal Navy and we were fortunate to have him first as our Vice-President for six years and then our President for nine and we will remember him as a wise and stalwart supporter of the Society's work.

I am, however, very pleased to be able to announce the appointment of his successor, Admiral Sir George Zambellas GCB DSC DL FRAeS, former First Sea Lord, who becomes our 17th President. We are honoured to have his support. A brief biography can be found on page 5.

**On behalf of the Council I am pleased to report that over the last year we have:**

- Increased our regular grant payment to £728 a year, the equivalent of £14 per week.
- Made regular and one-off grants in 2,010 cases of need amounting to an expenditure of £1.4 million
- Handled 526 new applications for assistance
- Taken on 85 new regular beneficiaries
- Completed 204 three yearly case reviews

Our regular beneficiaries range in age from 42 to 103 with an average of 75 years. The average age of new regular beneficiaries was 70. Forty-eight per cent had fishing backgrounds and 33 per cent merchant navy while the balance had service in both and / or the RN.

Total expenditure amounted to £2 million which with incoming resources of £1.6M (including investment income) gave an operating deficit of £429K compared with £608K last year. However, when realised and unrealised investment gains / losses are taken into account the respective figures were a loss of £1.1 million compared with a gain of £900K. £1.4M or sixty-nine per cent of all our expenditure went on grants to individuals. The generous financial support we receive from Seafarers UK, Trinity House and the Merchant Navy Fund enables us to meet with confidence the long term commitment to our current and future beneficiaries.

Regular grants were paid to 1,614 beneficiaries covering over 1,900 people, including dependants.

These are the bare facts but what do the grants enable their recipients to do? First, to budget with more certainty, 39 per cent of our beneficiaries say they struggle to pay their bills, especially gas and electricity. Clothing, house repairs and replacing worn out or defective household equipment feature high on the list of other uses.

*Mrs E, 66 years old, was on Pension Credit with a net weekly income of £131.20 and no savings. She needed help to purchase a new bed and a washing machine. She had been widowed in 2003 and was still struggling to clear the loan she took out to pay for her husband's funeral. A son had also died a few years ago. We covered the cost of a new bed and took her on as a regular beneficiary.*

**One-off grants totalling £198,000 were made in 396 cases covering 573 people.**

*We paid an Immediate relief grant to Mrs H a widow whose son lived with her and was the main breadwinner. He was lost overboard from his fishing boat.*

Other grants covered essential white goods such as fridges and cookers, beds and bedding, rent deposits, Council Tax and rent arrears, mobility aids such as a stairlift or electric powered vehicles (EPVs) and adaptations for safer living such as converting a bath to a walk-in shower for someone no longer able



to get into the former, repairs to leaking window frames and rotten doors or help with the cost of a new boiler. In some cases our assistance is a factor in helping people to stay in their own homes or in the case of an EPV restoring their mobility and independence. Equally our assistance can give peace of mind as well as practical support.

*"I am writing on behalf of Mr S to say thank you for granting the full sum of £748 to get an orthopaedic mattress, which is much easier on his swollen and painful joints, and a chair. He is also very grateful for the advice on benefits: he is now in receipt of Pension Credit which has boosted his income by £46 per week. He really is immensely grateful that you have been able to make such difference to his life."*

There has been a great deal in the press over the last year about charities trading their supporters' data between themselves. I wish to assure you that this is not something we have ever done. We do not telephone or contact our supporters by e-mail to canvass for funds and we have had in place for a number of years a mechanism for them to let us know if they no longer wish to hear from us.

As part of our risk management we instructed an independent investment consultant to conduct a review of our investment management and trustees took the decision to move our funds to Sarasin and Partners, which was completed in October.

For 165 years we have been making awards for skill and gallantry at sea and the exploits of this year's impressive winners are set out on pages 16 - 22 together with Lord Lewin awards to two of our Honorary Agents for their outstanding work on our behalf.

Julia Allison, our long standing office administrator and stalwart member of our team retired at the end of April after 11 year's service with us. Trustees presented her with the Admiral of the Fleet Sir Julian Oswald Award – an engraved barometer - in recognition of her outstanding contribution to so many aspects of our work. Sylvia White has taken over and we very much welcome her to the Society.

Jane Clementson is standing down as a trustee after 20 years with the Society. A member of the Executive Committee and the Grants Committee, Jane's long standing commitment to the Society has been singularly impressive. She will be missed but is continuing her association by remaining as a Director of the Trading Company.

I am pleased to announce that we have a new Trustee, Commodore Mike Mansergh CBE, who among other appointments in a full naval career, commanded HMS ARK ROYAL. And we have an additional Trading Company Director, Mr David Briggs, who has kindly volunteered to join us after a career spanning shipping, manufacturing and the railways.

Admiral Sir Jonathon Band is standing down as a Vice-President. We will miss his enthusiastic contributions to our activities.

#### **Our key aims for the coming year are:**

- Continuing our enduring task of helping fishermen and mariners and their dependants in need.
- Maintaining the rolling programme of three-yearly reviews.
- Finding new ways to spread the word about what we do to those in need and to those who may wish to support us.
- Increasing our knowledge of additional sources of help, advice and assistance to those in need.

I would like to record my appreciation for the time and energy that my fellow trustees give to oversee the governance of the Society, to our Honorary Agents across the country who put those in need in contact with us, carry out reviews, look after our collecting mines and raise funds on our behalf, and to the head office staff; Malcolm, Stephen, Sami, Alison, Barbara, Joyce and Sylvia who manage our work.

**George Greenwood**





## CHIEF EXECUTIVE'S REPORT

In January I ventured into South Wales and visited Honorary Agents in Penarth, Elizabeth Hughes; in Milford Haven, Christine King; in Newport/Cardiff, Andrew Desmond; in Mumbles, John and Rhiannon Howells who look after the large mine, and Anona Gray in St David's/Solva. I presented Jake Bowman-Davis with his Individual Commendation awarded last year for his excellent judgement and prompt actions as the 16 year old Skipper of the FV Cesca, which was instrumental in saving the lives of his crew.

In March I went to the Outer Hebrides to see our Honorary Agent in Stornoway, Finlay Macleod; in Scalpay, David Morrison and in Barra, Roddy Jardine, and met several of our regular beneficiaries, which I always enjoy doing but more importantly it keeps me in touch with their concerns and the observations of our HAs. We have recruited a new caseworking HA for North Somerset, Peter Myers, and he is a very welcome addition to our network.



As well as the Society's own support to individuals in financial need, where more complicated cases arise we can rely on a nexus of associated organisations to help; the Fishermen's Mission, the Queen Victoria Seamen's Rest, the Seafarers' Advice and Information Line (SAIL) and if necessary we can direct them to others whose expertise is more suited to their needs; for example, the Seafarers Hospital Society (SHS) where health or medical issue are involved or the Sailors Families Society where support for the children is paramount.

### These two case show different facets of this co-operation:

*Mr N in his mid-forties with 27 years sea service had been diagnosed with early onset Alzheimer's and this was already affecting his mobility which meant he needed to move from their first floor flat as he was finding it increasingly difficult to manage the stairs. His wife had stopped work to care for him and SAIL were advising on the various benefits that needed to be applied for. The Council weren't prepared to consider a flat swap as the Ns had some rent arrears. With a weekly net income (after housing costs) of £130.20 and with no savings they were unable to clear them so we gave £1,000 towards Council Tax and rent arrears and £300 for some new clothing for Mr N, who had suffered considerable weight loss.*

*Mr X a fisherman with 42 years at sea had been unable to work owing to an injury and was receiving treatment through the Dreadnought Unit at St Thomas' Hospital, which provides priority treatment for seafarers so that they can get back to work as soon as possible. While SHS were covering his travel costs he had used up all his savings on general living expenses and we were able to step in and provide some financial assistance.*

The cost of funerals (£2-3,000) remains a concern and we have eased the eligibility rules for the funeral grant (£300), which was introduced for the first time last year, so if someone meets the criteria for a one-off grant, providing they have received a funeral expenses payment from the DWP, they will qualify.



Universal Credit has now been extended across the country but is confined to simple cases; single people on Jobseeker's Allowance and receiving Housing Benefit with no mortgage and no children. So there is still a long way to go before it is fully implemented.

Loneliness is an issue for some of our beneficiaries and we suggest that they consider joining 'Seafarers Link' specifically designed to appeal to former mariners or Esther Rantzen's 'Silverline' which provides information and advice 24 hrs a day.

We are always looking for new cost-effective ways to get information about us out to potential beneficiaries, particularly those in the Merchant Navy, who do not live in closely-knit communities like the fishermen. The Salvation Army have agreed to publicise our existence to those who seek accommodation and support at their centres.

Fundraising regulation has been much in the news over the last year for understandable reasons. However, we are concerned at the prospect of having to implement an opt-in system for postal communications. This would require us to contact all our supporters – at considerable expense – to ask them if they wish to receive mail from us. This could have a significant impact on our ability to raise funds.

The Trading Company made an increased contribution to the Society this year with a surplus of over £10,000 gift-aided to the Charity and this was achieved in the face of another hike in postal charges and competition from social media. But what was especially gratifying was the generosity of our card buyers whose donations over the year amounted to a splendid £72,000.

This year Honorary Agents opened 20 of our large collecting mines and they yielded over £5,500. The Fleetwood mine has been brought back into service by Frank Pook our new HA there while Graham Saltmarsh has recommissioned the rather tired mine in Rye.

We have recently revamped our website to refresh its appearance and make it more compatible with mobile devices. Prompted by the 100th anniversary of the battle of Jutland I made a short video, which is on the website, about the vital contribution the men of the Mercantile Marine (as it was then known) and the Fishing Fleets made in WW1, and which does not get the recognition it deserves.

Our annual Photographic competition, run on our website and via social media, attracted 356 entrants who submitted 469 pictures with the winning image 'Smooth



Harbour, Porthleven' taken by Bernie Pettersen. We were fortunate to get good coverage in the broadsheets courtesy of our expert judges.

My thanks to my team here for their good humoured application to their work in helping to make life better for our beneficiaries.

**Malcolm Williams**





## THE SUPPORT WE PROVIDE

*The Society fulfils its charitable objectives primarily through a variety of grants: Regular; Special or one-off; Immediate; Death Benefit (to former Life members), Funeral and Shipwreck.*

### The Regular Grant is important for the following reasons:

- It is a significant proportionate increase in a beneficiary's income, aids budgeting and helps recipients avoid arrears or going into debt.
- It establishes an on-going relationship between ourselves through the local Honorary Agent with the beneficiary which is more than just financial and which can be particularly important to those who live alone.
- The regular biannual contact, particularly where cheques are handed out, enables our Honorary Agent to see beneficiaries face-to-face at least twice a year and to discuss financial and other matters of concern.
- The associated three-yearly reviews provide an opportunity to find out if additional assistance is required.
- It is the recipient's decision on how the grant is spent.

### The Special or one-off/crisis grant enables the recipient among other things to:

- Purchase and replace defective white goods and other essential items such as beds and carpets.
- Pay for essential household repairs, for example, to tackle damp problems, thereby helping them to remain in their own homes.
- Remain mobile within the home, for example, through the installation of a stairlift.
- Make adaptations to deal with infirmities and disabilities, for example, to replace a bath with a walk-in shower, or provide a riser / recliner chair.
- Get out of their homes without assistance or with reduced assistance through improved mobility, for example, by providing an electrically powered vehicle.
- Cover the cost of private occupational therapist (OT) reports connected with the above.
- Pay for heating, pay off priority debts (eg. utility bills).
- Buy clothes and shoes.
- Take a rare holiday.



## THE IMPACT THAT IT HAS:

- Mr N aged 47 with 20 years at sea suffered a heart attack while at sea and was airlifted off his boat but sadly died in hospital. We provided an immediate relief grant of £1,700 to his widow who was in receipt of child benefit but with no savings and three young children under the age of 12 to look after.
- Mr. U aged 61 with 38 years at sea as a fisherman used to live aboard the boat he was crewing but since being diagnosed with cancer he had lodged with his son and then moved to homeless accommodation. The Council provided him with a flat but he needed most of the basics to make it habitable, difficult on a weekly net income of £67 from Employment and Support Allowance so we provided him with a £1,000 grant which our Honorary Agent disbursed on our behalf.
- Mr T, aged 57, with 34 years at sea is the main carer for his wife. He approached our Honorary Agent to enquire about a pressure relieving bed. Mrs T has terminal lung cancer and spends all her time in bed and this specialist bed was recommended to help ease her pain. With a net weekly income of £255 and no savings they could not afford the £659 cost. We were pleased to be able to assist.
- After nearly drowning when his fishing boat sank Mr C, aged 46 with 27 years at sea, was signed off as mentally unfit for work. He and his wife had tried to keep the mortgage payments and bills up to date but with a net weekly income of £77 they had virtually exhausted their savings. We made a cash grant including premiums for the children (£900) to allow Mr C some time to recover.
- Owing to mental health problems Mr N, aged 47 with 13 years at sea, had been hospitalised and was now back at home working with his GP and being supported by a Community Psychiatric Nurse. While he was in hospital he built up rent arrears of £2,662. Money Advice were working with him but on his income there was no way he could hope to repay this amount. Money Advice made sure his rent was fully rebated and did a full benefits check. We cleared the arrears to secure his home.
- Mr C, aged 79 with over 31 years at sea, was asking for help with a stair-lift. He had recently undergone heart surgery and his wife aged 75, who has long standing arthritis, had recently badly broken her foot and was confined to the upstairs. He had to carry her down the stairs and this was causing a lot of strain on his health. Due to their age and ongoing health issues the stair-lift was going to be of long term benefit to both of them so we covered the cost and approached the Seafarers Hospital Society who contributed an equal amount.
- Mr N aged 77 had spent 24 years at sea. A review of his circumstances noted that owing to dementia his wife now resides in a nursing home. Mr N continues to visit her daily. He relied on his old Electric Powered Vehicle (EPV) to do this and his shopping but the vehicle was becoming very unreliable and was beyond repair. With a net weekly income of £171 and no savings he could not afford a new one so we stepped in with a grant of £1,630 for a replacement.

*Continued overleaf*





## *Continued - The impact that it has:*

- Mr I aged 51 with 15 years at sea was unable to work for at least the next month following a motorcycle accident that had left him with injuries to his hands and leg. He was still waiting for his benefits to come through so we were asked to help with a month's rent of £600, which we covered.
- We advised Mrs O, a widow aged 78 on her benefit entitlement which would increase her weekly income to £224.05, plus additional help towards her rent and council tax. This took her income outside our limits so we had to reject her application but if she followed our advice her weekly income would increase by more than £47: a successful outcome.
- Mr T aged 49 with 27 years sea service was on a net weekly income of £80 with no savings. He had been unable to work since 2008 owing to health problems. Although he had run up some debts he was trying his best to manage these and not get behind with his payments. As his doctor had signed him as permanently unfit for any future work, we awarded him a regular grant.
- Following a serious assault Mr H, aged 52 with 8 years sea service, had been left with a brain injury and due to his vulnerable state had found himself homeless. Social Services found him a flat but on a net weekly net income of £123 and no savings he couldn't afford some of the basics to furnish it. We were pleased to help with a 'setting-up home' grant of £800 which the social worker administered for us.
- Mr N, aged 44 with 28 years sea service, had come ashore to care for his terminally ill mother and following her death had remained at home to give the 24/7 care needed by his disabled adult brother. As his mother and brother had a joint bank account, which was frozen following her death, and while waiting for his benefits to be sorted out he had been using his savings and these were virtually exhausted. The Fisherman's Mission had funded a delivery of heating oil and arranged for food bank vouchers. We refunded £500 to the Mission so they were in a position to offer further immediate assistance if required, with the balance given to Mr N as cash.
- Mr C aged 80 with 24 years at sea had severe mental health issues. He had been badly let down by those that should have supported him. A care package had at last been put in place and the request from our Honorary Agent which we met was for the cost of deep cleaning his whole flat and for replacement furniture and furnishings.
- Mr S, aged 74 with 42 years at sea, had left the sea owing to his wife's health problems and was now acting as her full time carer. We were being asked to help towards a new cooker. With a weekly income of £257 and £129 in savings this would have been a struggle so we covered this and awarded him a regular grant



## FINANCIAL REVIEW

These accounts have been prepared in accordance with the Statement of Recommended Practice: Accounting & Reporting by Charities (SORP) 2015 (FRS 102).

## PRINCIPAL SOURCES OF INCOME

### Overview

Total Operating Income for 2015/16 was £0.8million with expenditure of £2 million. Overall there was a £1.3 million operating deficit compared with £1.5 million last year. The Trustees budget for an operating deficit but plan for this to be offset by income from investments and gains on investment assets. Overall Net Expenditure after returns on investments was £1.1 million as income from investments was partially offset by net losses on valuation, compared to Net Income the previous year of £0.9 million.

### Investments

Investments generate income that is key to supporting our beneficiaries. This year the value of our investments has decreased to £23.2 million from £24.9 million. A total return (TR) policy is operated which requires the investment managers to fund our budgeted yearly operating deficit from either income or capital: the planned TR for 2015/16 was 6% of the portfolio value. The Finance Committee meets annually and additionally as required, and investment performance is monitored by Council quarterly.

### Legacies

Receipts this year at £331,000 were much improved on last year. We are enormously grateful to those who chose to support us in this way, their gift is put to good use in helping the next generation. Legacies are a vital but inherently unpredictable source of income.

### Donations

Public donations through Agencies, which include our collecting mines, and direct to Central Office and from Appeals (see Trading below) amounted to over £136,000. We are most appreciative of the generosity of those who support us in this way. Encouragingly Central Office and Appeal donations continued to grow while Agency income fell this year.

## Grants

Grants from Seafarers UK (SFUK) and Trinity House, London, are essential to our work and we maintain a close dialogue with both organisations so that they are aware of our needs.

## Trading

This has been a good year for Shipwrecked Mariners Trading Limited, the Society's wholly owned trading subsidiary, which continued to sell Christmas, birthday and correspondence cards and related items by mail order through its supplier, Impress Publishing, via the seasonal shop at Central Office, the Honorary Agents and the Chichester Cards for Good Causes outlet. Turnover at £80,000 was 1% down on last year although orders were up by 5%, encouraging given the impact of ever rising postal charges and the growing use of social media. The Company covenanted £10,416 to the Society compared with £9,566 last year. This, together with over £72,000 worth of Appeal related donations means that the Company continues to make a significant contribution to the Society's funds as well as advertising our work to the wider public: our card buyers are our greatest group of supporters. Some of them have been buying our cards for over 50 years and have been very generous in their support of the Society's work. We are continually aiming to increase the number of card buyers.

## EXPENDITURE

### Costs of Raising Funds

These relate largely to the cost of the annual Appeal and wider publicity throughout the year, which is aimed at both potential donors and those who might refer potential beneficiaries to us for assistance.

### Charitable Activities

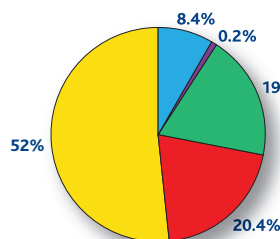
Charitable Activities amounted to £1.8 million, which was 90% of all expenditure. Of this figure £1.4 million, 69% of all expenditure, was on grants to individuals.

## RESERVES POLICY

The Trustees aim to maintain funds as reserves in order to generate the income required to carry out the role of the Charity. Without this the Society would be unable to respond to need to the extent that it does or would have to increase the fundraising activities and associated expenditure and in so doing be largely competing with other charities in the maritime sector. Approximately every five years we conduct an actuarial review against scenarios to determine whether we will have sufficient financial resources to meet the projected demand.



## SUMMARY INCOME AND EXPENDITURE ACCOUNT

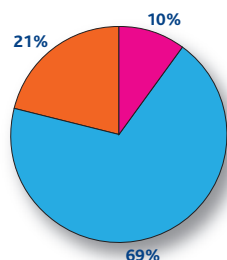


### INCOMING RESOURCES

- ◆ Donations
- ◆ Legacies
- ◆ Grants
- ◆ Other

### TOTAL

	2016	2015
Donations	136,798	146,230
Legacies	331,260	111,792
Grants	309,671	321,791
Other	4,110	3,680
<b>TOTAL</b>	<b>781,839</b>	<b>583,493</b>



### RESOURCES EXPENDED

- ◆ Raising Funds

### CHARITABLE ACTIVITY

- ◆ Grants
- ◆ Other Costs

### TOTAL RESOURCES EXPENDED

### OPERATING DEFICIT

Raising Funds	199,508	211,266
Grants	1,415,809	1,426,057
Other Costs	435,600	434,042
<b>TOTAL RESOURCES EXPENDED</b>	<b>2,050,917</b>	<b>2,071,365</b>
<b>OPERATING DEFICIT</b>	<b>(1,269,078)</b>	<b>(1,487,872)</b>

◆ INCOME FROM INVESTMENT	840,305	879,400
NET GAINS/(LOSSES) ON INVESTMENTS	(703,053)	1,557,050
NET INCOME/(EXPENDITURE)	(1,131,826)	948,578

## SUMMARY BALANCE SHEET

### FIXED ASSETS

Tangible Fixed Assets	28,704	41,153
Investments	23,201,928	24,863,003
Investment Property	1,150,000	900,000

### NET CURRENT ASSETS

566,266	274,568
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### NET ASSETS

24,946,898	26,078,724
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### FUNDS

Restricted	2,912,793	3,170,359
Unrestricted	22,034,105	22,908,365
	24,946,898	26,078,724



## AWARDS FOR SKILL AND GALLANTRY 2016

### THE EDWARD and MAISIE LEWIS AWARD

#### For an outstanding air/sea rescue

*Two rescues in one sortie in extreme conditions were accomplished through the highest standards of crew co-operation, professional skill, flexibility and determination.*



At 0625 on the morning of 16 November 2015 the crew of 'Rescue 193' were tasked to go to the assistance of the Irish Fishing Vessel *Patrick* after she reported an injured crewman requiring urgent evacuation. He had a severely damaged arm which had been crushed in the vessel's hydraulic winch. The crew: Lt Cdr Steven Hopkins (pilot and aircraft commander), Lt Philip Ross, (second pilot), Lt Jason Sawyer (observer) and CPOACMN Mark Shaw (winchman), launched some 25 minutes later. *FV Patrick* was reported to be 140 nautical miles west of Culdrose. The aircraft departed in darkness with

broken cloud at 400 feet and visibility appearing to be good out to sea. Initially sea conditions seemed relatively calm but once beyond 50 nm it quickly became apparent that conditions were deteriorating rapidly. With the approach of 'Storm Barney' a heavy westerly swell was building and the sea state increasing which would make this no simple task.

A radar target, suspected to be the *FV Patrick* was identified in the approximate reported position. The vessel, a 23 metre stern trawler, was pitching and rolling heavily in the increasing swell and the sea state was 7/8. Her stern was inaccessible due to machinery and netting gear making the only viable option a fo'c'sle transfer. This was going to be difficult due to the proximity of a forward mast and stays. Communications with the vessel were eventually established and the skipper indicated that they were familiar with Hi-Line techniques. As she manoeuvred on to the desired transfer heading the vessel rolled heavily and now heading down sea began surfing the swell, pitching and rolling unpredictably with each wave.

A Hi-Line was successfully passed to the vessel and tended by the deck crew but initial attempts to land the winchman on board were aborted as the trawler lurched violently in the swell, pitching sharply, and rolling rapidly out of the pilot's view. The helicopter stood off; still with the Hi-line attached, to await a period of relative calm before attempting a further transfer: this time the winchman was successfully transferred to the deck. The Hi-Line was recovered and the aircraft climbed to allow Mark Shaw to work with the casualty and communicate with the skipper. Having assessed the crewman's injuries and re-dressed the wounds the winchman indicated that he was ready for recovery but given the sea conditions and restricted transfer area it would have to be via a double lift harness rather than the preferred stretcher recovery. The aircraft returned to the transfer area on the fo'c'sle.

As this was going on further potential tasking was being received from the ARCC in Kinloss, the details of which were being plotted by Phil Ross. With the Hi-Line being tended once





more by the trawler's crew, several attempts to position for a safe pick up had to be aborted as the vessel continued to be tossed around in the heavy sea. However, the calm, effective and professional con maintained by Jason Sawyer eventually enabled the pilot to position safely to complete the extraction of the winchman, casualty and associated equipment.

Having secured the first casualty the crew switched their focus to a second injured fisherman onboard the French FV *Le Nautille* approximately 45-50nm south of 'Rescue 193's' current position. It was assessed that there was sufficient fuel and that the first casualty was stable and comfortable enough to cope with the additional transit time required for a second evacuation.

'Rescue 193' proceeded to the *Le Nautille's* reported position and eventually established communications with the skipper. A further Hi-Line fo'c'sle transfer was agreed and the vessel directed to an appropriate course to try and minimise the surfing effect of the heavy swell. The available deck area of the *Le Nautille* was a little larger than the *Patrick* and the crew were able to quickly effect a Hi-Line and winch transfer. With Mark Shaw now aboard *Le Nautille* assessing the second casualty, Jason Sawyer continuing to administer care to the first casualty and Phil Ross responsible for communications, fuel calculations and 'go time', crew teamwork was paramount. The second casualty had a hand injury and given the worsening sea conditions the decision was made to carry out a double lift recovery. Once again with calm, precise instructions Jason Sawyer positioned the aircraft to enable a safe pick up.

The aircraft departed the scene and delivered both casualties to the Royal Cornwall Hospital Truro.

The crew of 'Rescue 193' acted commendably as a team throughout both of these testing rescues. Relatively inexperienced in poor weather maritime rescues, Phil Ross coped extremely well in the left hand seat; able to use his initiative and skill to develop a plan for the second recovery whilst the initial rescue from the the FV *Patrick* was underway. Steven Hopkins showed considerable skill and daring in handling the aircraft in very challenging conditions, often with minimal visual references, over a pitching vessel in high winds with a difficult and unpredictable swell. Jason Sawyer was able to calmly con the aircraft and transfer the winchman to the deck on two occasions. Mark Shaw was cool headed, displaying extreme determination and bravery in heavy seas in order to rescue the two injured fishermen.



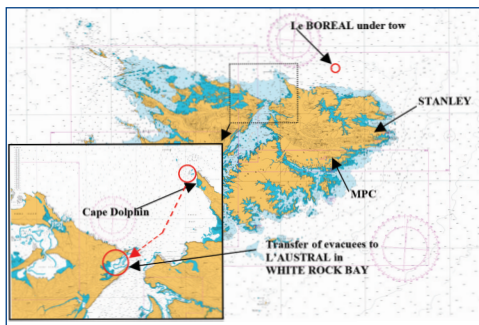


## THE LADY SWAYTHLING TROPHY

### For Outstanding Seamanship

*Judgement, leadership and excellent seamanship ensured that over 200 passengers were brought to safety*

HMS CLYDE, the Royal Navy's Falkland Islands patrol vessel, under the Command of Lieutenant Commander David Gillett RN responded to a distress call from the 10,000-ton cruise ship *Le Boreal* on 18 November 2015. The ship reported suffering a major engine room fire, which caused the loss of all power and left her drifting in heavy seas. A north-westerly gale placed the ship in real danger of grounding on Cape Dolphin, East Falkland. The captain ordered the ship, with 347 passengers and crew, to be abandoned early in the morning of 18 November 2015. According to one source familiar with the operation, passengers were in lifeboats for up to seven hours. Working closely with the Falkland Islands Government, British Forces enacted a major search and rescue plan. Two RAF Search and Rescue helicopters were scrambled, along with two other support helicopters, together with a C130 Hercules and a Voyager aircraft for command and control. HMS CLYDE was dispatched to the scene. The helicopters successfully winched 79 people from the deck of the *Le Boreal* and from two life rafts in the water. HMS CLYDE assisted two further lifeboats with over 200 evacuees on board, ensuring they were brought to safety and *Le Boreal* was brought under tow by two Dutch tugs to the military port at East Cove.



In heavy sea and swell HMS CLYDE transited at full speed to the stricken vessel. Arriving on scene at 0700 it was evident that the cruise ship had taken on water, most probably from the firefighting effort and was listing heavily to port. There were four lifeboats in the water, two small ones whose passengers were being winched to safety by Seaking helicopter and two larger ones, each with over 100 passengers on board. The Seakings were unable to winch directly from these covered lifeboats. A skeleton crew remained on MV *Le Boreal* in an attempt to contain the incident.

HMS CLYDE's Captain considered taking on the passengers from the lifeboats by pilot ladder. However, in the confused swell he was unable to generate a good lee and this idea was discounted following a dummy approach which revealed the flimsy construction of the lifeboats and the high risk that any damage would quickly cause them to take on water. Two attempts were made to pass a tow but the line became detached on both occasions.

HMS CLYDE then launched her Pacific 22 seaboat in gale force winds, with sea state 6 and a confused 3m swell, which would normally be out of limits, and dispatched the Chief Bosun's



Mate, Petty Officer Luke Hallis, to the lifeboats (capable of 5kts) that were rocking uncomfortably 15 miles from land. One of the lifeboat coxswains was highly distressed. Embarking in one of the lifeboats, Luke Hallis immediately imposed his authority on a chaotic situation, calming those around him and showing firm clear leadership and seamanship skills in

regaining control. He established that the fittings would not support a tow. After replenishing one of the lifeboats with fuel and ensuring that the passengers were given food and water, HMS CLYDE escorted the lifeboats for the 15 nautical miles to White Rock Bay, West Falkland - there was no safe landing point at Cape Dolphin. Conditions in the lifeboats were poor with sloshing vomit amongst very tired and distressed passengers. Petty Officer Hallis remained on board the lead lifeboat to coordinated the transit in heavy seas to calmer waters where the passengers were transferred to a sister cruise ship, under the supervision of other members of HMS CLYDE's ship's company. HMS CLYDE's Operations Officer, a native French speaker, provided continuous reassurance to the lifeboats over VHF. No-one was lost and no major injuries were sustained. All 347 passengers and crew were rescued.



## INDIVIDUAL COMMENDATION

### Petty Officer Luke Hallis

*Leadership and the highest standards of professionalism and seamanship ensured that over 200 passengers were brought to safety*



HMS CLYDE, the Royal Navy's Falkland Islands patrol vessel, responded to a distress call from the 10,000-ton cruise ship *Le Boreal* on 18 November 2015. The ship reported suffering a major engine room fire, which caused the loss of all power and left her drifting in heavy seas. A north-westerly gale placed the ship in real danger of grounding on Cape Dolphin, East Falkland. The captain ordered the ship, with 347 passengers and crew, to be abandoned early in the morning of 18 November 2015. According to one source familiar with the operation, passengers had been in the lifeboats for up to seven hours.

When HMS CLYDE arrived on scene at 0700 there were four lifeboats in the water, two small ones whose passengers were being winched to safety by Seaking helicopter and two larger covered ones, each with over 100 passengers on board, from which the Seakings were unable to winch.

In the confused swell it was not possible to for HMS CLYDE to get alongside the lifeboats and two unsuccessful attempts were made to pass a tow. She then launched her Pacific 22 seaboat in gale force winds, with sea state 6 and a confused 3m swell, which would normally be out of limits, and dispatched the Chief Bosun's Mate, Petty Officer Luke Hallis, to the lifeboats (capable of 5kts) that were rocking uncomfortably 15 miles from land. One of the lifeboat coxswains was highly distressed. Embarking in one of them, Luke Hallis immediately imposed his authority on a chaotic situation, calming those around him and showing firm clear leadership and seamanship skills in regaining control. He established that the fittings would not support a tow. After one of the lifeboats was replenished with fuel and ensuring that the passengers were given food and water, he co-ordinated their 15 nautical mile transit to the calmer waters and safety of White Rock Bay, West Falkland. Conditions in the lifeboats were poor with sloshing vomit amongst very tired and distressed passengers. Arriving at White Rock Bay the passengers were transferred to a sister cruise ship. No-one was lost and no major injuries were sustained.

## INDIVIDUAL COMMENDATION

### Mr John Hunter of Lagan Search & Rescue Belfast

*A courageous disposition, cool headedness and quick reactions ensured the rescue of a child and the safety of many other migrants*



John Hunter is a leading member of the Lagan SAR Rescue Swimmer Corps and has been a search & rescue volunteer for six years.

Between December 2015 and February this year, volunteer Rescue Swimmers from LSAR were deployed aboard Fast Rescue Craft operating as part of the Migrant Offshore Aid Station in the Eastern Aegean. John Hunter was part of this ongoing search & rescue mission that has seen LSAR volunteers actively involved in the rescue of 246 refugees who were in peril at sea or who were shipwrecked on the jagged shores of the Greek Islands.

John embarked on his 2-week deployment, fulfilling the role with courage, compassion and determination. Over the period of his deployment, he was tasked to recover refugees from stricken vessels that were taking in water and at risk of capsizing; to recover those in peril in the water and to swim through dangerous seas to the rocky coastline to conduct searches for those shipwrecked and injured along normally inaccessible parts of the Greek shoreline.

John was involved in two specific incidents of note. The first involved the rescue of a number of refugees from a stricken boat to the safety of the Fast Rescue Craft, Topaz Responder. This rescue unfolded during the night and was undertaken in darkness with only the spotlight from the rescue craft providing illumination. The sea was choppy with prevailing Force 5 winds and a moderate swell. As the only Rescue Swimmer on board, John had to manually transfer a significant number of casualties from their vessel, which was without power and taking in water, to the safety of the Fast Rescue Craft.





During this rescue, John had to reach out to a mother who was attempting to transfer her baby to the Fast Rescue Craft. Due to the difference in freeboard between the vessels, both rescuer and the baby's mother were at full stretch. This transfer was compounded by the language barrier and the movement of both vessels in the swell. At the moment of transfer, another wave hit the casualty vessel, just as the mother had released the infant. John lunged forward over the guard rail and grasped the infant before it fell into the sea between the two boats. Once the baby was safe, John immediately returned to facilitate the rescue of the remaining migrants. A number of these casualties needed immediate medical care. Once all were safely onboard the Fast Rescue Craft, John reverted to his role of Medic.

The second incident involved a transfer of a number of casualties, including several children, older people, a woman with an unstable fracture to the leg and a heavily pregnant woman. This rescue involved the mothership Topaz Responder. Again, due to the difficulties in language and the fact that the stricken craft was without power, it proved difficult to safely secure it alongside for the transfer. The situation was exacerbated and became life threatening when the casualties surged to one side of the vessel in anticipation of rescue. At this point, the craft was at significant risk of capsizing. Without thought to his own safety, John immediately jumped nearly 3 meters, onto the stricken craft. He immediately took control, reassuring those on board and urging them all to remain seated. This action safeguarded the migrants and enabled John to get lines to the rescue vessel. He then assessed the casualties and assisted in their transfer. He remained calm and collected throughout the incident, despite the obvious risks and the clear distress of the casualties who were screaming and crying out for the duration of the rescue.

*Over the duration of the tour, John was directly involved in the rescue of 142 refugees.*



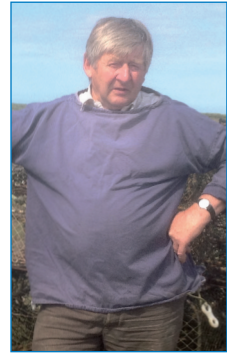
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## THE LORD LEWIN AWARDS 2016

*The Lord Lewin Award is for outstanding service to the Society*

### Mr Cyril Southerland - Brancaster

Cyril, a lifelong Norfolk fisherman, has been active as a 'fundraising' Honorary Agent in Brancaster for 26 years. He regularly raises funds from his local yacht club; through a collecting box sited in the 'Fish Shed' (fresh fish sales) and from giving the occasional 'talk'. On an annual basis he takes special guests for a day's fishing in his boat. He makes no charge for this but rather asks that a donation be sent to SMS. This in itself generates several hundred pounds each year and this year led to a £1,000 donation from The Lady Hind Trust. Last year Cyril built a seat from half a rowing boat which he placed at the foot of his property on the long distance footpath running between Hunstanton and Cromer. He fabricated a box within the seat in which he placed a good quantity of the Society's Christmas Card Appeal brochures. Cyril has been a stalwart supporter of our charity who goes out of his way to actively promote our work. His efforts over many years is deserving of our special recognition.



### Senior Superintendant Tim Jenkins - Lowestoft

A larger than life Welshman, Senior Superintendant Tim Jenkins joined the Fishermen's Mission in 2007 and concurrently became one of our Honorary Agents. Since then has worked tirelessly on behalf of both our organisations supporting local Fishermen and their dependants. This reflects his deep Christian calling. Over the past three years Tim has sent us 131 new applications and has completed 58 reviews on our behalf.

Tim covers five separate areas for SMS completing applications, reviews and delivering cheques. There are 65 Shipwrecked Mariner regular beneficiaries supported by him along with many individuals who receive one-off grants of white goods, household items and other forms of financial support. He always seeks to go beyond the symptoms of an apparent problem to the causes of distress or hardship and leaves no stone unturned in providing what he sees as the right level of support required, including health checks. It's Tim's efficiency that really makes him stand out. We often get a phone call from him from a beneficiary's house and in the next post a completed application will arrive with all the additional information we have requested so that we can act quickly.

As well as all the hard work Tim does for SMS and the Fishermen's Mission he has also on several occasions taken the time to support new Fishermen's Mission staff with the SMS application process. Tim is well respected by SMS staff, his Mission colleagues and the fishermen he serves.

He gives pastoral support to the bereaved and conducts many funerals with great sensitivity. On behalf of the Mission he also pioneered the distribution of Personal Flotation Devices to fishermen. His work on behalf of fishermen, mariners and their dependants is deserving of our special recognition.





## The Contribution of the Merchant Navy and Fishing Fleets in WWI

Many may be unaware that on Tower Hill, London, there is a monument which lists the names of 11,900 Merchant Seamen and Fishermen who died in WWI and have no known grave but the sea.

From 1914 to 1918, the Mercantile Marine continued to export manufactured goods and coal from Britain and brought in the raw materials required for manufacturing, as well as other essentials including food, munitions and troops. Fishing continued, but not in the North Sea.

Losses were severe. In August 1915, 84 British Merchant ships and Fishing Vessels were sunk, by April 1917, losses had risen to 210 vessels, with over 1,130 lives lost in that month alone.

Despite its wartime contribution, it was not until 2000 that the Merchant Navy was allowed to join the official march past the Cenotaph, although the Merchant Navy's Red Ensign had been flown on the Whitehall monument since 1919.

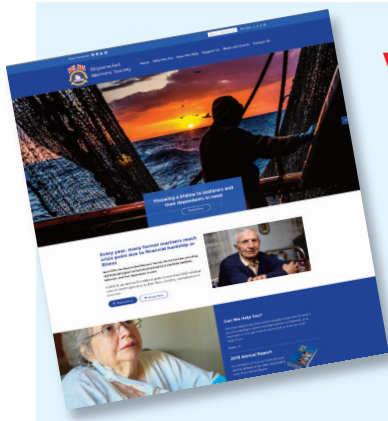
During, and following, the war years – mines were no respectors of peace – the Shipwrecked Mariners' Society helped over 50,000 sailors, Merchant Navy and Fishermen, by providing clothing, food, accommodation and rail warrants for them to get back home to their loved ones. It also gave financial assistance to the widows, orphans and aged parents for whom the loss of the only breadwinner was devastating.

To commemorate and raise awareness of the Merchant Navy and Fishing Fleets contribution to WWI, the Shipwrecked Mariners' Society has produced a video featuring its Chief Executive, Commodore Malcolm Williams, filmed at the National Museum of the Royal Navy's 36 Hours Jutland 1916 Exhibition in Portsmouth.

The video can be viewed on the Society's website:

<http://shipwreckedmariners.org.uk/who-we-are/wartime-contribution/contribution-merchant-navy-fishing-fleets-wwi/>

Watch the WWI video now:



## WEBSITE AND SOCIAL MEDIA

The Society's website has been completely refreshed to improve the format, content and ease of navigation - and it's mobile friendly too - so take a look. It's regularly updated with latest news, and along with our social media channels, is the fastest way to keep up-to-date with what's happening here at Central Office and around the Country. So please, 'Like' us on Facebook and follow us on Twitter – and check out our YouTube Channel too!

# Help us to Help Them

*There are many ways you can help us to provide a lifeline for seafarers and their families in need:*

## BY MAKING A DONATION

Donations, however large or small, may be sent to Central Office at any time.

## BY MAKING YOUR GIFTS TAX EFFECTIVE

Providing you pay income tax or capital gains tax, all your donations can be treated as Gift Aid. This means that for every £1 that you donate, the Society can claim an additional 25 pence from the taxman. It is only necessary to sign one form to cover all donations until you notify us otherwise. Please complete and return the attached reply card.

## REGULAR GIVING BY STANDING ORDER

If you would like to make a regular donation by banker's order please let us know and we will send you the necessary form. The Society very much appreciates such regular support, which provides a steady source of income and helps us plan for the future.

## BY REMEMBERING THE SOCIETY IN YOUR WILL

If you are making, or renewing your Will please remember the needs of our seafarers and their widows in financial distress. Your gift could make a real difference to them for years to come. You may wish to consider either:

- A residuary legacy - which means you leave the Shipwrecked Mariners' Society all or part of your estate once other gifts to family and friends have been distributed or
- A pecuniary legacy - which is a fixed sum of money.

**Please let us know if you would like further advice on legacies.**

**Support Shipwrecked Mariners on**



**Do you, or someone you know, use eBay to sell unwanted items?**

If so, the Shipwrecked Mariners' Society is able to accept donations from the sale of your goods. You can easily choose what percentage of the funds raised through your auction that you would like the Society to receive when you compile your listing, so please give us a thought and help us generate funds – however small – from this revenue source.





## SHIPWRECKED MARINERS' SOCIETY

1 North Pallant, Chichester, West Sussex PO19 1TL

Tel: (01243) 789329/787761 Fax: (01243) 530853

E-mail: [general@shipwreckedmariners.org.uk](mailto:general@shipwreckedmariners.org.uk)

Web: [www.shipwreckedmariners.org.uk](http://www.shipwreckedmariners.org.uk)

*Shipwrecked Mariners' Society is supported financially by:*

