

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXVIII.—No. 308.]

DECEMBER, 1931.

[PRICE 6d.]

THE LIFE-BOAT FLEET

Motor Life-boats, 106 :: Pulling & Sailing Life-boats, 77

LIVES RESCUED

from the foundation of the Institution in 1824 to
November 30th, 1931 - - - - - 62,735

Five Lives Rescued in the Floods.

Unusual Service by the Whitby Life-boat.

A VERY unusual Life-boat Service was carried out on 4th September last, when the No. 2 Life-boat at Whitby, a 34-feet Pulling and Sailing Life-boat, was called out to the rescue of five people trapped in their houses and in danger owing to the overflowing of the River Esk.

Serious floods occurred in Eskdale in July of 1930. They came at night and caused loss of life and widespread damage. This year's floods became dangerous during the day, so that there was longer warning and most of those likely to be in danger were able to get to safety.

There was heavy rain on the Wednesday and Thursday, and much flood water came down Eskdale from the hills. Rain fell in torrents throughout the Friday, 4th September, and the floods rose rapidly. During the morning the river was coming down to Whitby like a mill-race. It brought down whole trees. Many hundreds of boats were in danger, and two were swept away from their moorings and lost.

The water continued to rise, and, as in the previous year, the chief danger was at Ruswarp, one and a half miles

up the valley from Whitby. The road and railway bridge were impassable by 3.30 in the afternoon. An hour and a half later the road to Sleights was 8 feet under water, and the position of the inhabitants of two cottages was so serious that the Chief Officer of Coastguard at Whitby, who was at Ruswarp, telephoned to Whitby and asked for the services of one of the Life-boats. In the floods of last year Life-boatmen had taken a fishing boat by road to Ruswarp, but this year it was felt that no boat but the Life-boat would be of use. The current was estimated to be running at eight knots.

The 34-feet No. 2 Life-boat was got out at 5.40. She was dragged the mile and a half to Ruswarp by road, seventy people giving their help. An hour after leaving Whitby she was launched on the flooded road at the riverside, just below the church. The current was so strong that it was impossible for her Crew to row her against it, but with the Crew at the oars and helpers bearing on a rope, she was, with great difficulty, got half a mile upstream. At one point she grounded on the road, and had to be dragged some

way before she would refloat. Then she was rowed out into mid-stream, anchored, and dropped down to a house, where two women, one of them about ninety years old and bed-ridden, were marooned in the upper story with 10 feet of raging water round them.

Owing to a submerged stone wall, it was impossible for the Life-boat to get alongside the house by about four feet, but fortunately a small boat, with three Whitby fishermen on board, had, half an hour before, been veered down the river by a rope from the shore.

These men were cheering the women by telling them that the Life-boat was on the way. Their boat was useless to bring the women ashore, but it was used as a bridge, and the women were carried across it into the Life-boat. The three fishermen then got on board her; their boat was taken in tow, and the Life-boat was hauled upstream again. During this operation she got athwart a telegraph pole; the small boat was swamped, and the Life-boat had to leave her cable and anchor in the river.

The Life-boat then dropped down the river to the Mill House and rescued two more women and a man from a bedroom window. Here, again, she could not get alongside the house, but a

ladder was placed from the boat to the window, and the three people crawled across it.

The five rescued people were then landed in a garden, and the Life-boat fastened up at the road-side. It was now dark, for the work of rescue had taken over two hours. It had been carried out under great difficulties—the strong current, floating trees and other obstacles, and submerged walls, fences, and hedges. The Life-boat was lucky to have passed through these unaccustomed dangers with no more damage than two small rents in the outside planking on the starboard bow. One of the Crew, however, was injured, being struck and knocked over by the hauling rope.

The usual service rewards were made to the Crew and Helpers; and weekly compensation to the injured man during the time that he was incapacitated. Letters of appreciation were sent to Captain R. W. Milburn, the Chairman, Captain M. Mothersdale, member of the Committee, and Mr. J. W. Foster, the Secretary of the Branch, who were present the whole time, directing operations from the land, and to Captain W. W. Milburn, another member of the Committee, who was on board the Life-boat.

A Welsh Pilot's Gallantry.

THE Institution has awarded an inscribed Aneroid Barometer to Mr. Lionel Hunt, of Barry Dock, Glamorganshire, for his gallantry in rescuing two men from drowning. Mr. Lionel Hunt is a Barry Channel Pilot's assistant, in charge of a motor launch. On the night of 4th March he took a man out to a steamer. There was a strong east wind and a heavy swell, and, in getting back into the launch, the man, Mr. Deacon, who had only one hand, fell into the sea. Mr. Hunt was alone in the launch, but he succeeded in getting a line to Mr. Deacon. The launch was thrown by the swell against the side of the ship; its mast

was snapped off; and the tide, which was running very strongly, quickly carried it away. The night was dark, and the water very cold. For half an hour Mr. Hunt was fighting desperately to get Mr. Deacon—who was a much heavier man and severely handicapped by having only one hand—into the launch. In the end he succeeded, but by then Mr. Deacon was unconscious from the cold, Mr. Hunt himself was completely exhausted, and the launch had been carried by the tide a mile away from the steamer. Mr. Hunt made at once for the pier-head, and Mr. Deacon was brought round by artificial respiration.

The second rescue took place on

The Eskdale Floods.



By courtesy of]

[Ward & Puckrin, Whitby.

The Whitby No. 2 Pulling and Sailing Life-boat on the flooded road below Ruswarp Vicarage on her way to the rescue of two women about half a mile upstream.



By courtesy of]

[Ward & Puckrin, Whitby.

The Life-boat approaching the Mill House, Ruswarp, where two women and one man were rescued.

the night of the 15th June, when a pilot, in boarding a steamer from Mr. Hunt's launch, fell into the sea. In spite of the fact that he was again alone in the launch, and that the pilot could not swim, Mr. Hunt got him safely on board.

The Barometer was presented at the annual meeting of the full Committee of the Barry Branch, and in the absence of Mr. Hunt himself, through sudden illness, was received by his son.

Life-boat Calendar for 1932.



At the Height of the Storm.

From the painting by Mr. Charles Dixon, R.I., presented by the artist to the Institution.

THE Life-boat Calendar for 1932 is now ready. It has on it a reproduction in colours of a painting which Mr. Charles Dixon, R.I., has very kindly done for the Institution called "At the Height of the Storm." It shows a Life-boat making her way to a sailing ship in distress.

The calendar is 11½ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen,

this price including an envelope with each calendar. It weighs, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars should apply at once to the Secretary, Royal National Life-boat Institution, Life-boat House, 42 Grosvenor Gardens, London, S.W.1, and *should enclose with their order a postal order or stamps.* Only such orders can be dealt with.

A New View of the Life-boat Service.

A COPY of a firm's catalogue of tools and machinery has been received ad-

dressed to the Institution's "Machinery and Drowning Department."

Four Inaugural Ceremonies.

St. Peter Port, Boulmer, Cloughy and Clogher Head.

DURING September four Inaugural Ceremonies of Motor Life-boats took place, making a total of twenty-two such ceremonies held this year. The accounts of the other eighteen appeared in the last issue of *The Lifeboat*.

St. Peter Port, Guernsey.

This Ceremony took place on 5th September, when the Lieutenant-Governor of Guernsey, Major-General Lord Ruthven, C.B., C.M.G., D.S.O., on behalf of His Majesty the King, named the new Motor Life-boat *Queen Victoria*. The Institution was represented by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary and Commander E. D. Drury, O.B.E., R.D., R.N.R., the Chief Inspector of Life-boats. The Admiralty was represented by the destroyer H.M.S. *Sardonyx*, from Portsmouth.

The new Life-boat is one of the largest and most powerful in the Institution's fleet. She is of the Barnett (Stromness) type, 51 feet long, with two 60 h.p. engines, giving her a speed of nearly 9 knots. She carries enough petrol to be able to travel 120 miles at full speed without refuelling. She has eight watertight compartments and 160 air-cases; is provided with a cabin, and can take 100 people on board in rough weather.

With the King's permission she has been named *Queen Victoria*, as the result of the Institution's decision in 1887, the year of the Queen's golden jubilee, to place on the coast and maintain in perpetuity, a Life-boat bearing her name. The first *Queen Victoria* was stationed at Bembridge, Isle of Wight, in that year. She was a Pulling and Sailing Life-boat of the self-righting type. In 1902 she was replaced by a 35-feet Life-boat of the same type, and this boat remained at Bembridge until 1922, when she was transferred to Porthoustock, Cornwall. She has now been withdrawn from service. These two Life-boats have rescued 156 lives.

Their most notable service was carried out during the War, when, by a strange coincidence, the second *Queen Victoria*, then stationed at Bembridge, was called out to the help of the military transport *Empress Queen*, which had stranded in a fog on the 3rd February, 1916. A whole gale was blowing and a very heavy sea running. The Coxswain was injured, and the *Queen Victoria* badly damaged, but the work of rescue went on. Four times the Life-boat went out to the wreck, rescuing 110 men, a cat and a dog. For this service the Coxswain received the Institution's Silver Medal for gallantry.

The Ceremony took place on the States barge, to which the Life-boat was moored, and the speeches were carried by amplifiers to the crowds on shore. The *Guernsey Evening Press* wrote of it: "The Ceremony will live long in the memory of the islanders who saw and heard it. It will be visualised as a ceremony in which 10,000 joined in hymns and affirming the prayer . . . the greatest community singing ever heard in the island by far."

The singing was accompanied by the band of the Royal Guernsey Militia, and the Royal Guernsey Light Infantry provided a guard of honour.

Mr. H. H. Randell, Chairman of the St. Peter Port Branch, presided at the Ceremony, and after the Chief Inspector had described the Life-boat, she was formally presented to the Station by Sir Godfrey Baring, Bt., who paid a tribute to the help which the Institution had received from the Guernsey Committee. The Institution had provided Guernsey with the best Life-boat possible and he knew that her Crew would not be found wanting when the hour of trial came.

The Life-boat was accepted by the Bailiff, Mr. A. W. Bell, who traced the island's history of shipwreck and life-saving. The island accepted the Life-boat as a sacred trust. He then formally handed the boat to Mr. H. H. Randell, Chairman of the Branch, who, in receiving her, spoke of the pride

which the Guernsey Committee felt in being associated with the work of the Life-boat Service.

The boat was dedicated by the Rev. T. Davis, M.A., assisted by the Rev. A. E. Claxton, and Lord Ruthven named her *Queen Victoria*.

A Vote of Thanks to the Lieutenant-Governor, the Bailiff and the Chairman was proposed by Sir Godfrey Baring, Bt., and seconded by Lieut.-Colonel C. R. Satterthwaite.

A display of life-saving by means of the line-throwing gun and breeches-buoy was given by the Life-boat, and then, while cruising, she was called to the help of a motor-boat which had got into difficulties through fouling a crab-pot mooring, and was drifting towards the rocks. The rope was cut away from the propeller and the Life-boat towed the motor-boat to safety.

In the evening a ball was held which was attended by His Excellency the Lieutenant-Governor and the representatives of the Institution and the Guernsey Branch. The dance and the collection taken at the Ceremony realised over £55.

Boulmer, Northumberland.

The Duke of Northumberland, the Viscount Grey of Fallodon, K.G., a Vice-President of the Institution, and the Bishop of Newcastle all took part in the Inaugural Ceremony at Boulmer on 12th September.

The Boat is of the light self-righting type, 35 feet long, with a 35 h.p. engine, which can be launched off a carriage. She was originally stationed at Eastbourne, in 1927, and replaced there by a larger boat two years later.

She has been built out of three legacies, from the late Miss Ann Lovelock of Thatcham, Berks., Mr. A. H. Pett, of Hastings, and Miss Helen M. Turner, of Leamington Spa.

The names chosen by the three testators are inscribed inside the boat—*Ann Lovelock*, *A. H. Pett* and *St. Helens*—and the boat herself bears the name *L. P. and St. Helen*.

The Boulmer Station was established in 1825 and its Life-boats have rescued 200 lives.*

The Ceremony took place in boisterous weather in the presence of a big audience from the neighbouring villages and many other places in the county. Colonel the Hon. Harold Robson, J.P., Chairman of the Alnmouth and Boulmer Branch, presided.

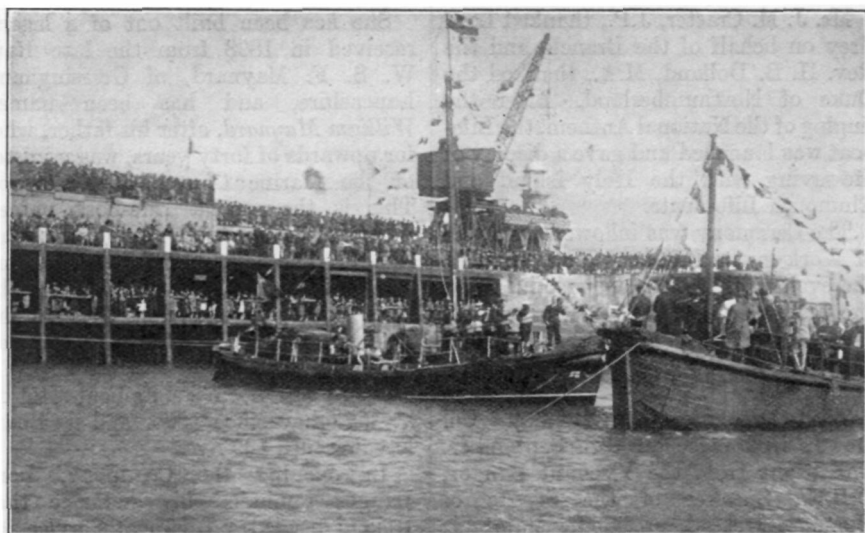
Lord Grey presented the Life-boat to the Station. In doing so he recalled that six years before he had taken part in the celebration of the Centenary of the Station. He then spoke of the splendid spirit shown by both men and women of Boulmer in life-saving, and of the outstanding part taken by the Dukes of Northumberland in the work of the Life-boat Service since the fourth Duke became President in 1851 and reorganised the whole Service. Since that time the Presidents of the Institution had been either Princes of Wales or Dukes of Northumberland.

The Duke of Northumberland, who was making his first public appearance, received the Boat on behalf of the Branch, and said: "It is a great pleasure to me to be present at this Ceremony to-day, more especially when I remember the long association of my family with the Life-boat Institution, and in particular, with the Boulmer Branch of it, and I wish every success to the Boat, to the Crew, and to all those engaged in the splendid work of saving life."

The Bishop of Newcastle (Dr. Harold E. Bilbrough) dedicated the Life-boat, being assisted in the religious part of the ceremony by the Rev. F. H. Durnford, M.A., M.C., Vicar of Longhoughton with Howick. The boat was described by Captain E. S. Carver, R.D., R.N.R., the Superintendent of Stores, but as she had already been named, there was no naming ceremony.

Lord Grey then presented to the Station a Centenary Vellum.* He also presented Certificates of Service which had been awarded by the Institution, on their retirement, to ex-Coxswain R. Stephenson, who had served in the Life-boat for 43 years and George

* A history of the Station will appear in "Centenaries of Life-boat Stations" in the next issue.



ST. PETER PORT INAUGURAL CEREMONY.

The Life-boat and the States Barge.



[By courtesy of]

BOULMER INAUGURAL CEREMONY.

[G. W. Bolton, Amble.

Left to right: The Viscount Grey of Fallodon, K.G., the Duke of Northumberland, the Duchess of Northumberland, the Bishop of Newcastle, Colonel the Hon. Harold Robson, the Chairman of the Branch, and the Rev. F. H. Durnford, M.C.

Stanton, who had served for 50 years.

Mr. J. M. Craster, J.P., thanked Lord Grey on behalf of the Branch, and the Rev. H. B. Dolland, M.A., thanked the Duke of Northumberland. After the singing of the National Anthem, the Life-boat was launched and gave a display of life-saving with the Holy Island and Alnmouth Life-boats.

The Ceremony was followed by a sale of Work in the Life-boat House, and in the evening there was a dance in aid of the funds of the Branch.

Cloughey, Co. Down.

The Ceremony at Cloughey, Co. Down, took place on 19th September. The Right Hon. the Viscount Bangor, O.B.E., Speaker of the Senate of Northern Ireland, presided. Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, presented the Life-boat to the Station. She was welcomed on behalf of the people of Northern Ireland by Mr. J. H. Robb, K.C., M.P., Parliamentary Secretary to the Ministry of Education, dedicated by the Right Rev. J. C. Paton, M.C., D.D., Moderator of the General Assembly, and named by Lady Dixon, D.B.E., First Vice-President of the Belfast Ladies' Life-boat Guild. Among those present were the Right Hon. the Viscount Craigavon, D.L., M.P., Prime Minister, the Right Hon. H. M. Pollock, D.L., M.P., Minister of Finance, the Viscountess Bangor, and Sir Thomas Dixon, Bt., H.M.L.

The new boat is of the light self-righting type, of which twelve have been sent to the coast this year, three of the twelve going to Irish Stations. She weighs only $6\frac{1}{2}$ tons, is 35 feet 6 inches long, and is driven by a 35 h.p. engine, giving her a speed of $7\frac{1}{2}$ knots. She carries enough petrol to be able to travel 116 miles at full speed without refuelling. This type of Life-boat can empty itself of water more quickly than any other type. If a sea breaks on board she can free herself in twelve seconds. If she were capsized, even with a hole in her bottom, she would right herself in four seconds. In rough

weather she can take thirty people on board.

She has been built out of a legacy received in 1898 from the late Rev. W. S. F. Maynard, of Gressingham, Lancashire, and has been named *William Maynard*, after his father, who, for upwards of forty years, was minister of the Marine Church at Liverpool. This is the second Life-boat named *William Maynard* to be built out of this legacy. The first, a Pulling and Sailing Life-boat, was also stationed on the Irish coast, at Skerries, Co. Dublin, from 1903 until 1930, and rescued seventy lives.

There has been a Life-boat Station at Cloughey since 1885, and its Boats have rescued 189 lives.

In opening the Ceremony, Lord Bangor reminded his audience that Ireland needed a Life-boat Service for the protection of her own seamen and fishermen, as well as for the protection of the crews and vessels passing their shores from other parts of the world, and that of twenty-one launches on service last year, eight were to the help of Irish vessels. He also asked Irishmen to remember that they could visit no other country except by sea and to realize what it meant to them that the Institution maintained over forty Life-boats for the protection of shipping on both sides of the Irish Sea.

After the Boat had been described by the District Inspector, Sir Maurice Cameron presented her to the Station. He recalled the service of the Cloughey Pulling and Sailing Life-boat when the brig *Helgoland*, of Plymouth, went ashore and sank on the night of 11th January, 1924, in a strong gale with a heavy sea and blinding hail and sleet. The Coxswain was away. The Second Coxswain, his brother, lay dying. A third brother was watching by his bedside. That brother put duty before everything else. He went out, he took charge of the Life-boat, and the *Helgoland's* crew were rescued, largely through his skilful and daring seamanship. That man, Andrew Young, would be the Coxswain of the new Motor Life-boat.

The Boat was received by Mr.

Two Irish Inaugural Ceremonies.



By courtesy of]

CLOUGHEY.

[The Northern Whig.

Left to right: The Viscount Bangor, Speaker of the Senate, Coxswain Andrew Young, Lady Dixon, D.B.E., the Viscount Craigavon, Prime Minister.



By courtesy of]

CLOGHER HEAD.

[The Irish Times.

Left to right: The Ven. Archdeacon T. R. Brunskill, Lieut.-Commander J. M. Upton, R.D., R.N.R., Inspector of Life-boats, Mrs. R. J. Mulcahy, General R. J. Mulcahy, Sir George Shee, the Very Rev. Canon Lyons, Mr. H. G. Solomon, District Organising Secretary.

E. H. S. Nugent, D.L., J.P., Chairman of the Branch, and was then dedicated by the Moderator of the General Assembly, assisted by the Rev. W. F. Wilkinson, M.A., Rector of Kirkcubbin, and the Rev. David Palmer, B.A., Honorary Secretary of the Station.

In welcoming her on behalf of the people of Northern Ireland, Mr. J. H. Robb appealed to the people to do all in their power to support the noble activities of the Life-boat Service.

Lady Dixon then named the Life-boat, *William Maynard*.

Major C. Blakiston-Houston, D.L., M.P., proposed, Mr. D. D. Reid, M.P., seconded, and Mr. M. McDonald, Chairman of the Branch, and Mr. Thomas Richardson supported the following resolution:

"That this County greatly appreciates the action of the Royal National Life-boat Institution in placing this new Motor Life-boat at Cloughy, and pledges itself to use every endeavour to increase the interest in the heroic work of the Life-boatmen on this coast, and thereby to raise the sum required (£1,100) to maintain the two Motor Life-boats and one Pulling and Sailing Life-boat on the coast of County Down."

A Vote of Thanks to Lady Dixon was proposed by Sir Maurice Cameron and seconded by the Hon. Lady Kennedy, Honorary Secretary of the Belfast Ladies' Life-boat Guild. Sir Thomas Dixon acknowledged the Vote. A Vote of Thanks to Sir Maurice Cameron was proposed by Sir Robert Kennedy, K.C.M.G., and seconded by Mrs. R. J. McMordie, C.B.E., J.P. A Vote of Thanks to Lord Bangor was proposed by Mr. H. G. Solomon, District Organizing Secretary, and seconded by Mr. John Kirkpatrick, C.C.

After the Ceremony the Life-boat was launched.

Clogher Head, Co. Louth.

The Clogher Head Ceremony took place on 22nd September. Sir George Shee, Secretary of the Institution, presented the Motor Life-boat to the Branch. General Richard J. Mulcahy, Minister of Local Government and

Public Health, welcomed the Boat in the name of the people of the Irish Free State, and Mrs. Mulcahy named her.

The new Boat is of the same type as the Cloughy Boat, already described, and is one of two boats, both of this type, built out of a legacy from the late Dr. Vernon Blunt, of Birmingham. The other is also stationed on the Irish coast, at Youghal, Co. Cork.

Clogher Head has had a Life-boat Station since 1899, and its Life-boats have rescued fourteen lives.

The whole population of the village was present at the Ceremony and visitors came from nearly fifty miles round. Colonel Thornhill presided, and after the District Inspector had described the Life-boat Sir George Shee formally presented her to the Station. In doing so, he said that Ireland, with eighteen Motor Life-boats in its fleet of twenty-two Life-boats, had a bigger proportion of motor boats than any other part of the British Isles. He paid a tribute to the splendid courage of Irish Life-boatmen who, since 1850, had rescued 3,146 lives from shipwreck.

Mrs. R. O. Hill, wife of the Honorary Secretary of the Station, received the Life-boat, and she was dedicated by the Very Rev. Canon Lyons, P.P., V.F., on behalf of Cardinal MacRory, who was unable to be present, assisted by the Rev. Father Macdonald, P.P., and the Rev. Father Cooley, C.C.

General Mulcahy then welcomed the Life-boat on behalf of the people of the Irish Free State. The Institution, he said, was deserving of the best thanks of Ireland for the provision for life-saving which it had made on the Irish coast. The Government was very glad to avail itself of the Institution's unique experience and to be associated with it in its work. He was very glad that the Irish people were giving it increasing support. While Ireland might not be able to supply all the capital needed to build Life-boats, boat-houses and slipways, he hoped that it would soon be paying for the yearly maintenance of its Stations. General Mulcahy then paid a tribute to Sir George Shee's work as Secretary of the Institution.

Mrs. Mulcahy named the Life-boat *Mary Ann Blunt*.

A Vote of Thanks to Canon Lyons and General and Mrs. Mulcahy was proposed by Sir George Shee and seconded by the Ven. Archdeacon T. R. Brunskill, M.A.

The Mayor of Drogheda (Councillor D. J. Blood) proposed and Mr. Robert Murdock seconded the following resolution :—

“That this County greatly appreciates the action of the Royal National Life-boat Institution in placing this new Motor Life-boat at Clogher Head, and

pledges itself to use every endeavour to increase the interest in the heroic work of the Life-boatmen on this coast, and thereby to raise the sum required (£500) to maintain the two Life-boats on the coast of County Louth.”

A Vote of Thanks to Sir George Shee was proposed by Colonel Thornhill and seconded by Mr. James Davis, and a Vote of Thanks to Colonel Thornhill was proposed by Mr. H. G. Solomon, the District Organizing Secretary. The Life-boat then went out with a number of the visitors on board.

First Aid for the Shipwrecked.

FOR a number of years there has been in Plymouth very close and useful co-operation between the Life-boat Station and the local Division of the St. John Ambulance Brigade, the Brigade turning out whenever the Life-boat receives a call, and standing by to give first aid to any among the shipwrecked or the Life-boat Crew who may come ashore injured.

In 1926 this system of co-operation was extended to the majority of the Institution's Stations in Great Britain. In England and Wales the Institution works in co-operation with the St. John Ambulance Brigade, and at Stations where there is no Division of the Brigade, with the British Red Cross Society. In Scotland it works with the St. Andrew's Ambulance Association.*

The value of this co-operation is shown by the following extracts from reports of the Plymouth and District Division of the St. John Ambulance Association. The first is from the Annual Report for 1929 and the second from the Annual Report for 1930.

“LIFEBOAT CALLS.—The system now in operation round the British Coast for ambulance *personnel* and vehicles to stand by on the shore when the Life-boats go on their errands of mercy originated at Plymouth, so it is fitting that on two more occasions during the

period under review [the year ending 30th September, 1929] this Service has rendered assistance. When, in November of 1928, a steamer was wrecked in Jennycliffe, the first ambulance which went to the Air Station for the survivors who were being landed by rocket apparatus had a perilous journey against the hurricane. Its bonnet was blown off, and some roads were impossible to traverse at the height of the gale. One stretcher case and six other men were brought to Plymouth, whilst another ambulance was on duty in the Docks to receive an injured Life-boatman and seven more of the vessel's crew.

“Two cars turned out during the snowstorm in February when the Plymouth Life-boat did her famous rescue work at the Hope Cove wreck.* Nine seafarers were transported to the Sailors' Home, and the Second Coxswain, who fractured his leg whilst responding in the night to the call, was taken to hospital.

“FOR THE LIFEBOAT. Every service-call for the Life-boat has also been answered by ambulances, survivors being removed either to hospital or to

* The service to the s.s. *Deventia* on 12th February. The steamer had gone ashore on the rocks, and the Life-boat, arriving shortly before six in the morning, found her filling rapidly. She rescued ten of the crew, the other three being rescued from the shore by the Life-saving Apparatus. The Coxswain received the Thanks of the Institution inscribed on Vellum.

* See article “First Aid for the Shipwrecked” in *The Lifeboat* for September, 1926.

the Sailors' Home, as necessary. The wreck of the *Umberleigh* during an eighty miles an hour gale meant a strenuous night, especially for the men and ambulance sent to Staddon Heights! * When, in the morning, several of the crew were transferred to the Life-boat in the breeches buoy, one who was injured received first aid from

* The *Umberleigh*, of London, went ashore on 20th September, 1930. The Plymouth Motor Life-boat stood by and took off eighteen of the crew.

an officer of the Ambulance Service, who went out in the Boat to the wreck. During quarterly practice, instruction in artificial respiration has been given to the crew.

"It is recorded with pride that the new Coxswain of the Plymouth Motor Life-boat, Mr. James Roach, is one of the founder-members of the Ambulance Service, who, although now engaged in another form of humanitarian activities, has never ceased to take a keen interest in first aid."

"The Life-boats must not go Short."

A Subscription Multiplied a Hundred Times.

DURING the financial crisis of this autumn, both before and since the General Election, the Institution has received many letters from subscribers which can best be summarized in the words of one subscriber, who, in sending her usual two guineas, wrote: "Whoever goes short, it must not be the Life-boat Institution."

Space will not allow of quotation from all these very touching and encouraging letters inspired by that feeling, but two in particular deserve to be recorded in this Journal.

The first letter is:—

"I fully realize the magnificent work

that this Institution does, and knowing that in these hard times you may find it difficult to collect all the money you require, I have much pleasure in raising my last year's subscription of 5s. to one of £25 this year."

The second letter is:—

"Yes, it is difficult to make a widow's mites go round in the charitable contributions dear to a heart larger than her income these days—but, where there is still any 'shot in the locker,' the Royal National Life-boat Institution shall not be of the 'impossibles.'"

The Institution's Engines.

At a luncheon of the Rotary Club at Deptford in July last an address was given by the District Organizing Secretary for Greater London. In the course of the address he referred to the fact that the engines used in Life-boats were

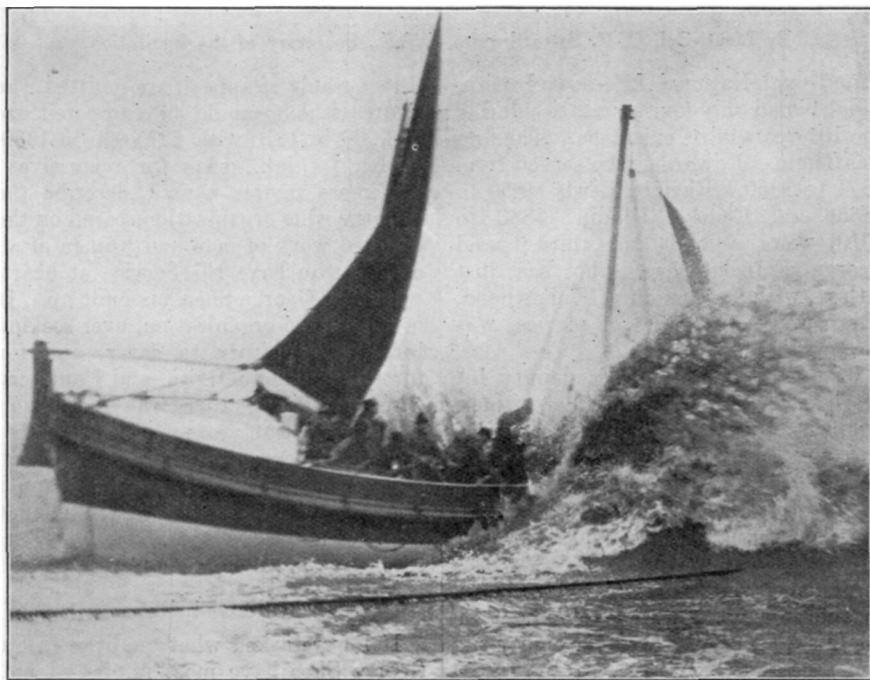
of the Institution's own design. An American Rotarian then said that he had seen the engines for himself, and he was of the opinion that they were "without exception the finest engines in the world."

Rug Making in Aid of the Institution.

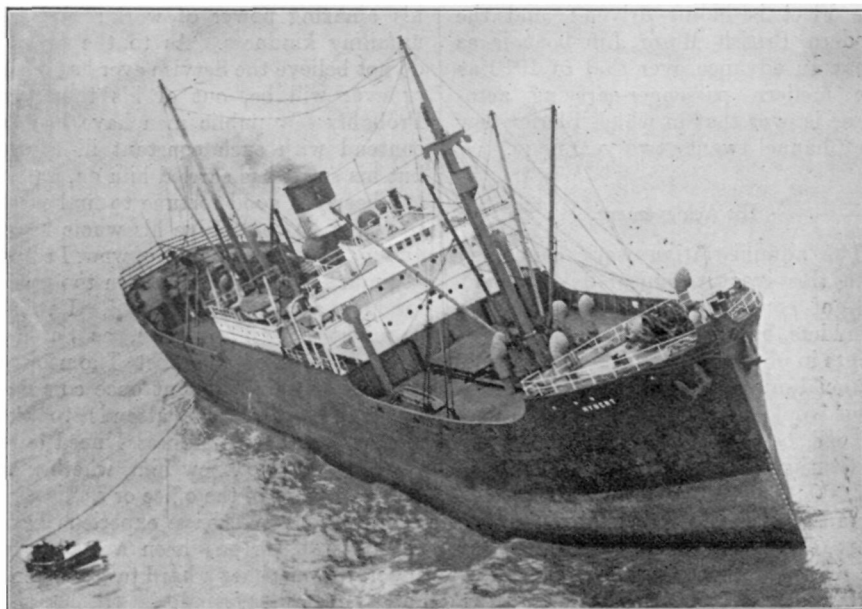
THE Honorary Secretary of the Branch at Cobham, Surrey, Miss Margaret Power, has very kindly offered, in addition to the work which she is doing for the Branch, to make woollen hearth-rugs and slip-mats in aid of the Institution's funds, devoting the whole of the

profits to them. Any readers of *The Lifeboat* who would like to help her to help the Institution by ordering rugs from her should write to her direct at Mount Royal, Old Common, Cobham, Surrey, and she will be glad to give them full particulars.

The Walmer Station.



A LAUNCH.



By courtesy of

A 52 HOURS' SERVICE.

[Planet News.

The American steamer "Hybert" ran on the Goodwins on her way to Antwerp shortly after 7 o'clock on the morning of November 6th, and was refloated in the early morning of the 9th. The Walmer Life-boat stood by from 8 o'clock on the morning of the 6th until noon on the 8th. The Ramsgate Motor Life-boat stood by from the early morning of the 8th till the steamer refloated.

Sir George Shee: An Appreciation.

By Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

THE Royal National Life-boat Institution has had only four secretaries during the 107 years of its existence. The first was Thomas Edwards, who served from 1824 to 1850. Richard Lewis (1850 to 1883) and Charles Dibdin (1883 to 1910) were second and third; and George Francis Shee, who has just retired, with the honour of Knighthood, after twenty-one years of service, was the fourth.

I served as Sir George's deputy for nearly seven years, and I feel it only right that my first article in this *Journal*, after my appointment as his successor, should be a tribute, however inadequate, to his work for the Life-boat Service, and to his qualities as a man and as a friend.

The past twenty-one years have seen an enormously greater development in the Life-boat Service than the eighty-six that preceded them. In 1910 the Institution had nine experimental Motor Life-boats; to-day the greater part of the Fleet is motor driven; and the modern British Motor Life-boat is as great an advance over that of 1910 as the modern passenger-carrying aeroplane is over that in which Blériot flew the Channel twenty-two years ago.

His Achievement.

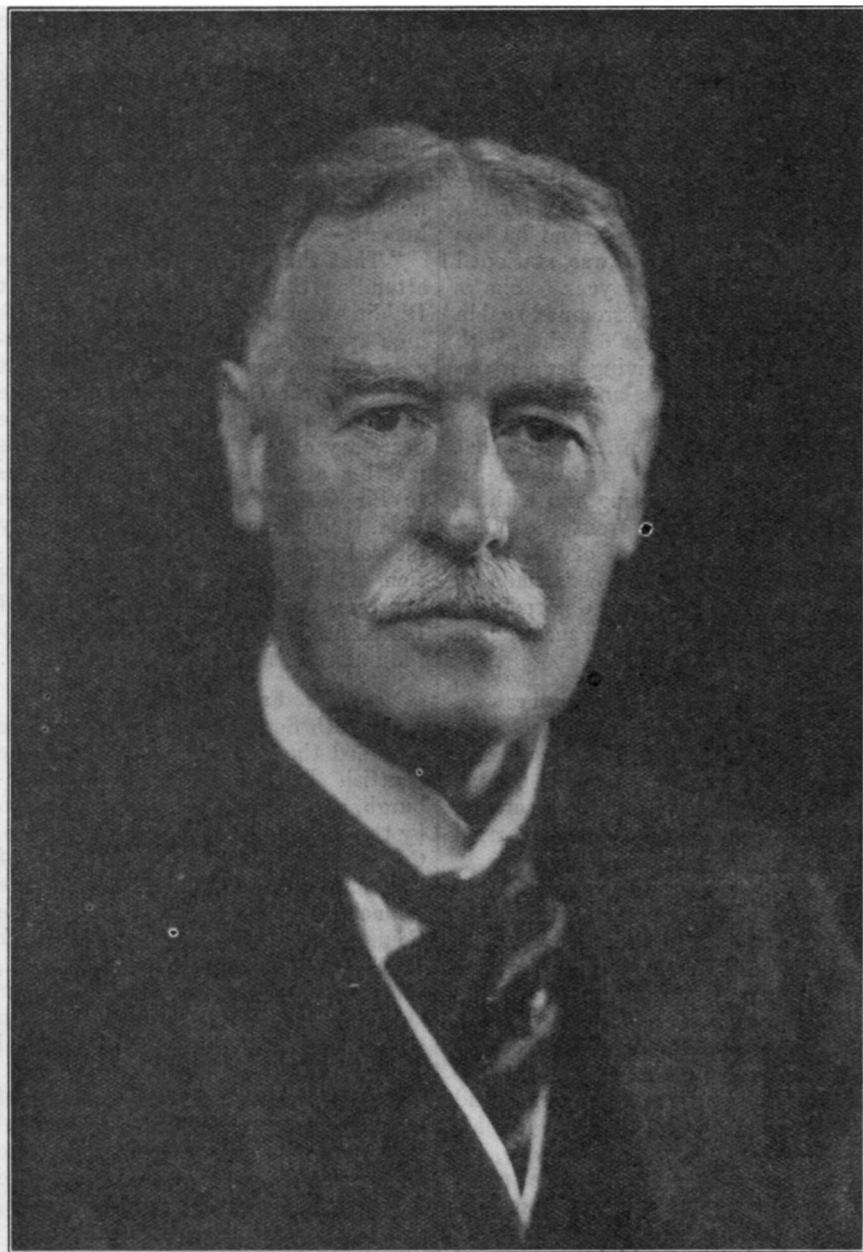
The administrative work connected with this great technical development fell, of course, on Sir George Shee's shoulders, but it will be for his achievements in obtaining from the public that financial support without which development would have been impossible, that he will be mainly remembered. The Institution's income in 1910 was £97,000; in 1930 it was £319,000; but these figures, striking as they are, fall short of showing the full extent of Sir George Shee's achievements. In 1910 nearly £15,000 was raised by the Life-boat Saturday Fund, an independent organisation, and if income from investments, and other receipts not the

direct result of appeal, are omitted, the figures which should be compared are £53,000 in 1910 with £275,000 in 1930. These, I think, speak for themselves; but mere figures cannot describe the country-wide organization, based on the devoted work of men and women of all classes who have the Service at heart, which Sir George Shee has built up. It is a dynamic organization, ever seeking for more territory to cover, and for further fields of activity, and I am very sure that it will carry the Institution through the lean years which, it may be, are still to come. It will be my hope to develop that organization; I would not alter its structure, and I cannot improve its design.

His Enthusiasm.

If I were asked what qualities in Sir George Shee have most impressed me, I would select three: his infectious enthusiasm for the Life-boat Service; his amazing power of work; and his unfailing kindness. As to the first, I do not believe the Service ever has been, or ever will be, out of his thoughts. Probably few public men have had to contend with such constant ill-health, but his spirit has carried him on, and it has been his good fortune to find work to which he could give his whole heart and mind. Of his power of work I could say much. No task has been too great for him, and none too small. I think it might be said of him, as Samuel Johnson said of the poet Thomson—"He has a mind that at once comprehends the vast, and attends to the minute." Of his kindness I need only say that all who knew him, whether in the daily work of the office or as visitors or correspondents, have experienced it. To his staff he has been a leader, a director, sometimes a hard task-master; but, above all, a friend.

That he may have before him many years of happiness is the wish of us all.



By courtesy of]

SIR GEORGE SHEE.
Secretary of the Institution, 1910—1931.

[Janet Jerons.

Tributes to Sir George Shee.

Torbay Motor Life-boat to be Named after Him.

AT their meeting on 17th September the Committee of Management resolved to "mark their high appreciation of Sir George Shee, as Secretary of the Institution for twenty-one years, by naming a Motor Life-boat after him."

Sir George Shee was given the choice of three Motor Life-boats now on the coast, but without names, and he has chosen the Boat which was stationed at Torbay, Devon, last year. She is a Boat of the Barnett (Stromness) cabin type, 51 feet by 13 feet 6 inches, with two 60 h.p. engines, giving her a maximum speed of 9 knots, and a radius of action of 60 miles.

The Committee of Management showed their personal regard for Sir George Shee by presenting him with an inscribed gold watch, from the Vice-Presidents and Members of the Committee. The presentation was made by Sir Godfrey Baring, Bt., Chairman of the Committee, at a special meeting on 8th October.

From the Committee of Management.

At the next meeting, held on 15th October, Sir Godfrey Baring, Bt., Chairman, proposed, the Hon. George Colville, Deputy-Chairman, seconded, and the Committee unanimously carried the following resolution:—

"That the most cordial thanks of the Committee of Management be accorded to Sir George Shee for his long, distinguished and most valuable services to the Royal National Life-Boat Institution, and that this Committee desire to place on record their sense of the notable developments made by the Institution during his Secretaryship, and their very deep appreciation of his devotion to the Life-Boat Service, his untiring zeal on its behalf and the unflinching eloquence with which he has presented its claims to the British people, as well as their very high esteem and regard for him both as an Officer of the Institution and as a friend."

From Ireland.

On 23rd September Sir George Shee attended in Dublin the first Conference

of Life-boat Workers in the Irish Free State, at which Sir Godfrey Baring, Bt., presided. At the end of the morning session Senator Andrew Jameson, Chairman of the Dublin Branch, proposed, Father O'Shea, a Gold Medallist of the Institution, seconded, and the delegates unanimously carried the following resolution:—

"That this meeting of the delegates attending the Life-boat Conference at Dublin desires to place on record its high appreciation of the long and valuable services rendered to the Life-boat Cause by Sir George Shee during the twenty-one years he has been the Secretary of the Institution: that this meeting also offers its congratulations to Sir George on the honour which H.M. the King has been graciously pleased to confer upon him in recognition of his services to humanity, and expresses the sincere hope that he and Lady Shee may be long spared to enjoy the retirement so well deserved."

From Scotland.

On 25th September Sir George Shee attended the bi-annual meeting of the Scottish Life-boat Council in Edinburgh, and was entertained to luncheon by the Council. The Duke of Montrose, C.B., C.V.O., V.D., a Vice-President of the Institution and Chairman of the Council, presided, and on behalf of the Council presented him with a silver coffee set. In making the presentation, the Duke of Montrose spoke of Sir George Shee as "a typical British gentleman who has always put national service first."

On 29th September, at a meeting of the officers and staff of the Institution, Lieut.-Colonel Satterthwaite, the Deputy-Secretary, presented Sir George Shee, on their behalf, with a camera, and a hand-bag for Lady Shee.

From the Dutch Life-boat Societies.

Sir George Shee also received from the North and South Holland Life-saving Society and the South Holland Society for Saving the Shipwrecked a magnificent plate of Delft ware which

had been—so Mr. H. de Booy, Secretary of the North and South Holland Society, wrote—"specially manufactured for you as a product of Dutch art and Dutch industry." On the back was burnt in a design of a Life-boat and an inscription, in Dutch, "To Sir George Shee, in memory of twenty-one years' friendship and co-operation."

This inscription was signed by the two Societies.

From the Board of Trade.

Finally, Sir George Shee received the following letter from Sir Philip Cunliffe-Lister, M.C., M.P., President of the Board of Trade :—

"Dear Sir George,

"I understand that you are retiring at the end of this month from the post of Secretary of the Royal National Life-boat Institution which you have held since 1910. It would not be right that you should leave office without receiving from the Board of Trade an expression of their recognition of the

great value of the services which you have rendered during your tenure of the post of Secretary in facilitating that close co-operation between the Institution and the Board which is essential for the proper carrying out of the life-saving services on the coasts of this country.

"The Board and their representatives have been happy to work with the Institution in this direction, and I have no doubt that you, as Secretary to the Institution, will have been gratified by those references in the recent Report of the Departmental Committee appointed to enquire into H.M. Coastguard which indicate that every effort has been made on both sides to secure the necessary co-operation.

"It gives me great pleasure to assure you, on behalf of the Board of Trade, how greatly they appreciate the high value of the services which you have rendered to the community in this important field of work.

"Yours sincerely,
" (Signed) P. CUNLIFFE-LISTER."

The New Secretary.

Appointment of Lieutenant-Colonel C. R. Satterthwaite, O.B.E.

THE Committee of Management have appointed Lieutenant-Colonel C. R. Satterthwaite, O.B.E., the Deputy-Secretary, to be Secretary of the Institution in succession to Sir George Shee.

Colonel Satterthwaite was born in 1884, and is a son of Colonel Edward Satterthwaite, C.B., who commanded the Kent Territorial Brigade before the War, and was for over thirty years Secretary to the Committee for General Purposes of the London Stock Exchange.

He was educated at Rugby, where he won a classical scholarship, and from Rugby passed first in the list into the Royal Military Academy at Woolwich. He was a Senior Under Officer in his last term, and passed out at the head of his term with the Pollock Medal and the Sword of Honour.

He was gazetted to the Royal Engineers in 1902, and while serving with them at Hong Kong, travelled in Japan.

On returning home he was appointed an Instructor at the School of Military Engineering at Chatham, and held this appointment until the outbreak of war in August, 1914, when he was sent to Ireland to train a company of the First Hundred Thousand of the New Armies in the 10th Irish Division.

He went with the Division to Gallipoli, and was present at the Suvla Bay landing on August 8th, 1915. He was wounded, and after a month in hospital returned to Gallipoli. He went to Salonika when the 10th Division was moved to that front, but he was invalided home during the winter of 1915. He was appointed to the War Office during his convalescence, and did not serve abroad again, but was engaged, until the end of the War, in Anti-Aircraft Searchlight work, travelling between the War Office and the Western Front.

After the War he was engaged in the

work of transferring many large munition factories to the War Department, for which services he was awarded the O.B.E. in 1919. He was then put in charge of the Architectural Design Branch of the War Office, and retired with the rank of Major in 1922, being then appointed Adviser on Buildings to the Director-General of the Territorial Army. In this capacity he visited almost every county in England, Scotland and Wales. In 1927 he was

promoted Lieutenant-Colonel in the Reserve of Officers.

At the beginning of 1925 the Committee of Management chose Colonel Satterthwaite from among some hundreds of applicants for the post of Deputy-Secretary.

Colonel Satterthwaite has been an enthusiastic player of all outdoor games. At one time he played for the Army and Kent at hockey, and he is a keen skier.

Other Appointments.

Deputy Secretary.

MAJOR A. D. BURNETT BROWN, M.C., has been appointed Deputy-Secretary to succeed Colonel Satterthwaite. He was educated at Haileybury and Corpus Christi College, Oxford, where he held a scholarship and took the degree of M.A. He served with the Oxfordshire and Buckinghamshire Light Infantry in France and Belgium during the War. He was twice wounded, received the Military Cross, and was mentioned in despatches. He is still serving in the Buckinghamshire (Territorial) Battalion of the same regiment. After the War he entered the Home Civil Service, and served in the Treasury until he resigned to enter the service of the Institution.

Publicity Secretary.

MR. CHARLES VINCE, who has been Assistant Secretary for Publicity since 1920, has been appointed Publicity Secretary and Editor of *The Lifeboat*. He was at one time a political leader-writer on the *Birmingham Gazette*, and then Assistant Editor and leader-writer of the weekly review, *The World*. During the War he served in the Royal Sussex Regiment, and, when invalided, was attached to the Intelligence Directorate at the War Office. He has contributed, among other papers, to the *Outlook*, *Spectator*, *Saturday Review*, *New Statesman*, *Nineteenth Century and After* and *London Mercury*. He was a contributor also to *The Times History of the City of London*, writes for *The Times Literary Supplement*, and is the author of several books of essays.

The Hythe Life-boat Crew's Concert.

A CONCERT, largely arranged and carried out by the Crew of the Motor Life-boat, was held at Hythe, Kent, on 29th and 30th January last. The notices warned purchasers of tickets that if a call for the Life-boat came, the concert would be postponed. Fortunately there was nothing to interrupt it, and it was such a success that the Mayor, who presided, described it as the best concert which he had heard in that hall. The two performances brought £60 to the funds of the Branch. The concert has already been reported under "News from the Branches," but it was so successful and

so original that a full description of the part taken in it by the Crew deserves to be given in *The Lifeboat*. The following account of it comes from the *Hythe Reporter*:—

"Whether one attended the concert as the admirer of Hythe's splendid Life-boat Crew, determined not to let such an excellent opportunity of paying a practical tribute to their worth pass by, or merely in search of lively, refreshing and quite unusual entertainment, the result was the same—complete satisfaction and an evening of sheer enjoyment.

"Nothing quite like it had ever been

seen in Hythe before, and the Crew's whimsical and realistic interpretation of the often grim drama of their calling, confined as it was to the necessarily rather narrow limits of the stage, was a masterpiece of ingenuity. No time, thought nor effort had been spared to perfect the lighting and sound effects and scenery, and the result was far in advance of many a professional effort. The shriek and whistle of a malignant wind, the swish and spatter of spray and foam, the terrifying boom of the maroon and deafening crashes of thunder are effects, we discovered, which are not confined to the latest talkie apparatus. . . .

"In their scarlet caps and blue jerseys, and with their strong healthy flavour of the sea—the real thing!—they brought with them a jolly, care-free atmosphere which was the making of the show. . . .

"The programme opened, before the curtain had gone up, with the ringing of a telephone telling the Coxswain of a wreck; we then heard the launching,

in very stormy weather, with thunder and lightning and roaring wind, and, when the curtain went up, we saw the Hythe Life-boat—or an excellent facsimile of it—manned by its crew, going off to an imaginary wreck. It was thrilling to see wave after wave breaking over the bows of the vessel and to see the men drenched by the spray! Having reached the wreck, they stood by, and then, after divesting themselves of their oilskins, they proceeded to give a short sing-song. One of them sang 'The Admiral's Broom'; another recited 'The Life-boat'; a third played a trombone solo, 'When the Lights are Low,' and all the crew joined in singing 'There's a Good Time Coming.'

"During the intervals between the songs one or other of the Crew threw out a line to see if there were any fish to be caught. The 'catch' was a crate of beer. . . .

"The curtain was then lowered for a couple of minutes before the final tableau was presented—the Boat on its way home from the wreck."

Life-boat Conferences.

North Eastern and Irish Free State Districts.

A CONFERENCE of Honorary Workers in the North Eastern District was held at Bridlington on 18th September last. Representatives from thirty-six Branches and Guilds were present, and Mr. H. A. Baker, a member of the Committee of Management, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution, and the District Organizing Secretary. Many of the delegates attended a reception given the evening before by the Mayor and Mayoress of Bridlington.

The Chairman, after thanking the Mayor and the Council for the welcome received, expressed the very cordial thanks of the Committee of Management to the delegates for the work which they were doing for the Life-boat Service.

Lieut.-Colonel Satterthwaite explained the objects of the Conference,

and said that the spirit shown by Life-boat Workers throughout the country made him far from pessimistic as to the future, in spite of the difficult times through which the country was passing.

A general discussion then took place on various items of propaganda, during which the following points were made:—

The desirability of keeping a watch over expenditure on Special Efforts. In certain types of Efforts, such as Concerts, Dances and Theatricals, expenditure was greater than in others, but in no case should the expenses exceed 25 per cent.

Sweepstakes, Ballots and Lotteries, in whatever form they might be put forward, were not approved by the Committee of Management as methods of raising money, and delegates strongly concurred in that ruling.

The great value of the Ladies' Life-

boat Guild and the question of co-operation between the Guild and the Branch. The latter was regarded as a matter which should be settled locally in each case.

The readiness of Headquarters to provide suitable articles for the local Press whenever required, and to give answers to criticisms.

The value of Leaflet No. 10, giving a list of the literature and stores available for the use of Branches on all occasions.

The importance of a good subscription list and of applying for the renewal of all subscriptions and donations each year.

Dances, Whist and Bridge Drives were regarded as successful methods of raising money.

The Talent Fund organized by the Redcar Branch was explained. Each member of the Guild had been given 2s. and asked to use it in such a way as to make as much profit as possible within a given time. The result was that in six weeks £143 was raised, and each sum of 2s. returned. Had the Effort been prolonged, the total would have been still larger.

The excellent results of the Organ Day at Bridlington. A street organ was obtained free of charge and collections made during the day.

The importance of making the Annual Meeting attractive to the general public.

During the interval the delegates were shown films of the Life-boat Stations at Whitby, Scarborough, Cresswell and Spurn Point, and the rescue of the crew of the Hospital ship *Rohilla* off Whitby in 1914.

At the conclusion of the Conference the new Bridlington Motor Life-boat was launched.

Irish Free State District.

The first Conference of Branches in the Irish Free State was held in the Mansion House, Dublin, on the 23rd September. Delegates from nineteen Branches and Guilds were welcomed by the Lord Mayor. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by Senator Jameson, Chairman of the

Dublin Branch, Mrs. Jameson, Father O'Shea, a Gold Medallist of the Institution, Sir George Shee, Secretary of the Institution, the District Inspector of Life-boats, and the District Organizing Secretary.

In opening the Conference the Lord Mayor reminded the delegates that the annual cost of the upkeep of the Life-boat Stations in Ireland was over £11,000, but that under £6,000 was contributed by Ireland. It was necessary to double the contributions from that country if their Life-boats were to be self-supporting, and he commended that object as one worthy of achievement.

After the Chairman had thanked the Lord Mayor for his presence and encouragement, and the delegates, on behalf of the Committee of Management, for the work they were doing for the Life-boat Service, the Secretary gave a brief survey of the work of the Institution, particularly in the Irish Free State.

A general discussion then took place on methods of organization, during which the following points were made:—

The value of the personal touch in connexion with every aspect of the work of the Institution.

The desirability of extending the activities of a Branch so as to include the surrounding district.

The value of Special Efforts in the autumn and winter months in addition to those arranged in the summer.

The provision by Headquarters, free of charge, of all necessary Branch books, literature, badges for Officials of the Branch and Guild, printing of all kinds, etc., etc.

The value of the "Mile of Pennies" collection in small places, to be carried out by means of the rolls of penny tickets provided by the Institution. Each roll contains 500 tickets, and will produce £2 1s. 8d. at a cost of only 4d.

The importance of properly organized House-to-House Collections.

The value of the Life-boat Play and the Life-boat Song in connexion with entertainments and concerts.

The cumulative results of small Efforts, as illustrated by the series of

small Dances at Tuam arranged by farm workers.*

The importance of making use of the films provided by the Institution as a means of general publicity and for raising funds.

The value of Press publicity, and the readiness of the Institution to provide articles whenever required.

The value of lantern lectures, particularly in small places. With the reading provided anyone could give a lecture.

The desirability of having Branch Annual Meetings in the evening and of

* For a special account of these dances, see the next issue.

making them attractive to the general public by arranging a concert or some other form of entertainment.

The educational value of arranging for parties of school children to visit Life-boat Stations, particularly in connexion with the Essay Competition.

At the end of the morning session Senator Jameson moved, Father O'Shea seconded, and the delegates carried with enthusiasm the resolution about Sir George Shee which is quoted on p. 388.

Senator Jameson then presented an Album of Photographs to Sir George Shee, as a souvenir of his visit to County Cork, when the three naming ceremonies took place in July last.

Summary of the Meetings of the Committee of Management.

Thursday, 23rd April, 1931.

SIR GODFREY BARING, Bt., in the Chair.

Reported that H.R.H. PRINCESS LOUISE, DUCHESS OF ARGYLL, Patron of the Ladies' Life-Boat Guild, had expressed her intention of attending the Annual General Meeting on the 13th May, when H.R.H. THE PRINCE OF WALES, K.G., would occupy the Chair.

Received with regret the resignation of the HON. ESMOND HARMSWORTH from the Committee of Management.

Co-opted Sir JOHN COLLIE, C.M.G., M.D., a member of the Committee of Management.

Decided to close the Aberdovey, Brighton, Donna Nook and Robin Hood's Bay Life-boat Stations.

Reported the receipt of the following special contributions :—

	£.	s.	d.
H.R.H. The Duke of Connaught (subscription)	15	0	0
Lloyd's, Members and Subscribers of (collection)	1,408	10	0
Miss H. Bennett (additional donation)	25	0	0
Mr. Alan C. Harris (additional donation)	25	0	0
Miss Hall (additional donation)	20	0	0
<i>To be thanked.</i>			

Paid £30,650 6s. 6d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Awarded the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum, to ANGUS MCPHAIL, Coxswain of the Thurso Motor Life-boat, in recognition of his courageous conduct, promptitude

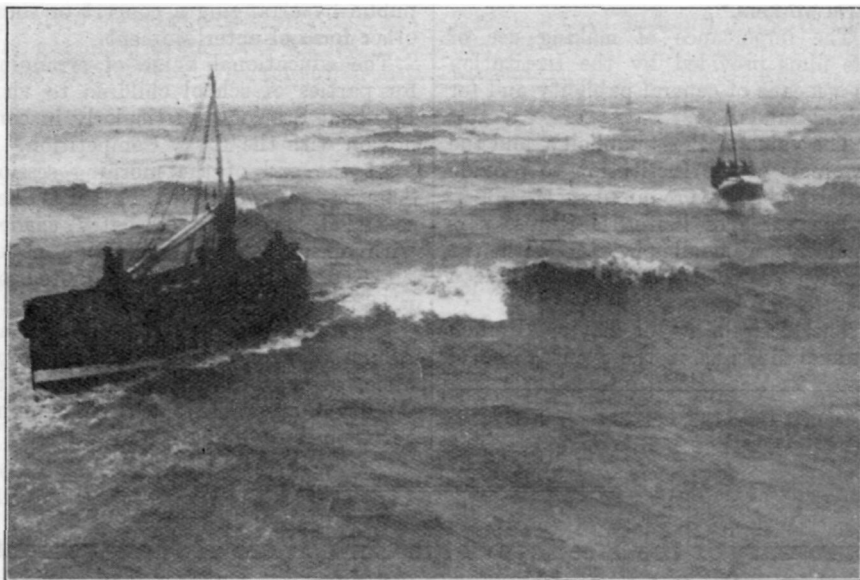
and skilful seamanship when the Life-boat, under his command, rescued the crew, four in number, of the schooner *Pel*, of Chester, which was totally wrecked on Brim's Ness, during a strong S.E. breeze with a heavy ground swell, on the night of the 18th March, 1931; also voted the Thanks of the Institution inscribed on Vellum to ADAM MCLEOD, Second Coxswain, and an additional monetary reward of £1 to the Coxswain, Second Coxswain and other members of the crew.

(A full account of this service appeared in *The Lifeboat* for June, 1931.)

Awarded the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum, to DAVID FENTON, Coxswain of the St. Andrews Pulling and Sailing Life-boat, in recognition of his courageous conduct and skilful seamanship when the Life-boat under his command rescued the crew, ten in number, of the steam trawler *Loch Long*, of Aberdeen, which was wrecked on Balcomie Briggs, Fife Ness, during a strong E.N.E. breeze, with a rough sea and heavy snow squalls, on the night of the 9th March, 1931; also decided that a Letter be sent to the Branch expressing appreciation to all concerned, and granted an additional reward of £1 each to the Coxswain and crew.

(A full account of this service appeared in *The Lifeboat* for June, 1931.)

Directed that a Letter of Appreciation be addressed to the Coxswain and Crew of the Lerwick Motor Life-boat for the services of this boat on the 21st-22nd February when she rescued the crews of the ketch *Nolsoy*, of Thorshaven, and the steamer *Everline*, of Riga; also that Letters of Thanks be sent to Mr. G. T. KAY, Honorary Secretary; Mr. JOHN MASTERSON, District Officer H.M. Coastguard and his Staff; Mr. JOHN WILLIAMSON; and Mr.

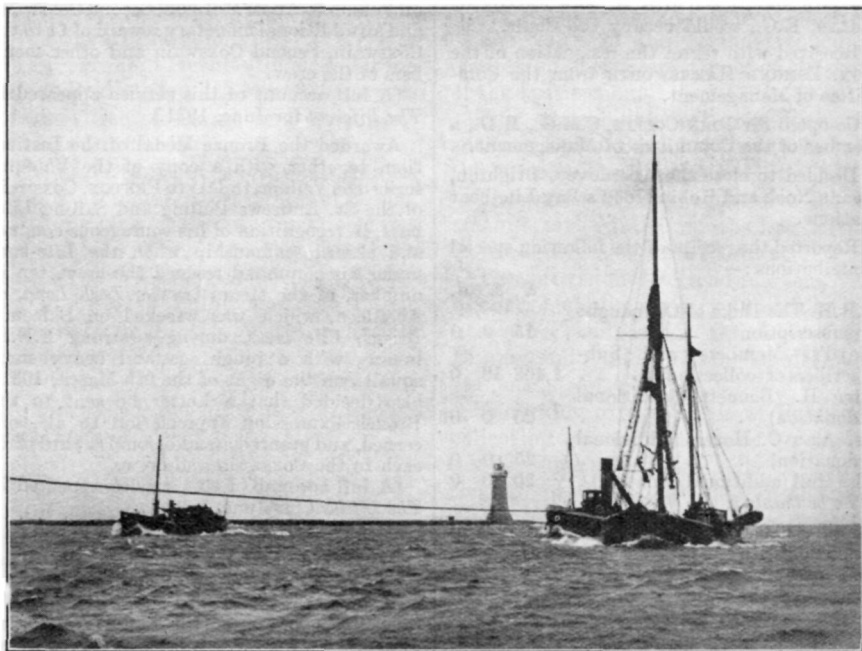


By courtesy of]

[J. N. Woodcock, Bridlington.

TO THE HELP OF A FISHING-BOAT.

The first service of the Bridlington Motor Life-boat on 3rd November, when she was out for four hours in a gale and escorted two fishing-boats into harbour.



By courtesy of]

[Western Morning News.

A DISABLED SCHOONER.

The *Genesta*, of Harwich, on 3rd September, with her sails blown away, in tow of a tug, with the Plymouth Motor Life-boat escorting her.

ALEXANDER R. MANN, Postmaster, Lerwick, and his Staff, for their co-operation.

(A full account of these services appeared in the June issue of *The Lifeboat*.)

Voted £278 5s. 1d. to pay the expenses of the following Life-boat Services:—

February 21-22.—The LERWICK Motor Life-boat rescued the crews of the s.s. *Everline*, and the ketch *Nolsoy*.—Expenses, £34 1s. 4d.

(A full account of these services appeared in the June issue of *The Lifeboat*.)

March 7.—The HUMBER No. 2 Motor Life-boat was launched at 11.30 P.M. in a very rough sea, with a strong easterly wind and snow squalls, in response to distress signals fired by the Bull Light to indicate that an accident had occurred in the vicinity. The Life-boat found a pilot cutter playing her searchlight on a vessel, the s.s. *Tern*, of London. The cutter had taken off the crew of fifteen of the *Tern*, which was in a sinking condition following a collision with the s.s. *City of Malines* while bound, laden, from Hull to London. As the damaged vessel was a danger to navigation the Life-boat remained by her until, at 2.45 A.M., she sank. Bearings of the wreck were taken and then the Life-boat returned ashore with the captain and mate of the *Tern*, who had been transferred to the Life-boat from the pilot cutter. The Life-boat arrived home again at 7 A.M.—Permanent Crew.—Expenses 13s.

March 9.—The ST. ANDREWS Pulling and Sailing Life-boat rescued the crew of ten of the steam trawler *Loch Long* (described above).—Expenses, £47 8s. 6d.

March 9.—The ST. ANDREWS Pulling and Sailing Life-boat put out at 1 P.M., for the second time on the same day, on receipt of a message from the Coastguard that the steam drifter *Titania*, of Buckie, had sprung a leak and gone on the rocks near St. Andrews harbour, while bound from Tayport to Glasgow. A strong easterly breeze was blowing, with a heavy sea and snow showers. The Life-boat, which was lying in the harbour after her return from her first service, quickly reached the drifter, rescued the crew of five, and brought them safely back to harbour.—Expenses, £18 13s.

March 18.—The THURSO Motor Life-boat rescued the crew, four in number, of the schooner *Pet*, of Chester (described above).—Expenses, £14 19s. 6d.

March 28.—The APPLEDORE Motor Life-boat was launched at 6.15 A.M. in thick weather, with a moderate easterly breeze and a moderate sea, to the help of a vessel reported by the Braunton Lighthouse to be in difficulties on the South Tail. She was found to be the Dutch motor ship *Paz I*, of Apeldoorn, laden with asbestos and carrying a crew of five. Although she was not ashore her position was dangerous. The Life-boat put her Second Coxswain aboard, helped her to a place of safety and then handed her over to the pilots. The Life-boat returned to her Station at 8.30 A.M.—Expenses, £14 6s.

March 28.—The APPLEDORE Motor Life-boat put out at 8.40 P.M., information having been received from Hartland Coastguard that a ship was ashore at Bull Point in a whole S.E. gale with a heavy sea. Finding nothing at the position given, the Life-boat put into Ilfracombe, where she learned that the casualty was at Lundy Island. She reached Lundy Island at 3.30 A.M. and found the Greek steamer *Taxiarchis*, of Syra, ashore with the Clovelly Life-boat standing by. After remaining for some time, both Life-boats returned, leaving a tug in attendance on the stranded vessel. The Appledore Life-boat reached home again at 12.40 P.M., having been out for sixteen hours. The *Taxiarchis* was badly damaged and her crew landed later with the help of lines.—Expenses, £29 11s.

March 28.—The CLOVELLY Pulling and Sailing Life-boat was launched in a strong S.E. gale with a heavy sea in response to information received from the Coastguard that the Greek steamer *Taxiarchis*, of Syra, was ashore on Lundy Island, some sixteen miles away. Leaving her Station at 9.40 P.M. she found the steamer on the east side of Lundy Island at 12.15 A.M. The steamer was broadside on to the rocks, but her crew refused to leave and the Life-boat stood by. When morning came the Life-boat was unable to approach as the wreck was on a lee shore and a strong gale was blowing with mountainous seas. The Appledore Motor Life-boat and a tug also arrived at the island. The tug remained with the vessel and the Life-boats left for home, the Clovelly boat being towed for some distance by the Appledore Motor Life-boat. The Life-boat did not reach her Station again until 2.30 P.M., having been out for seventeen hours. Later the crew of the *Taxiarchis* were landed on the island by means of lines.—Expenses, £68 1s. 6d.

March 28.—The BOULMER Pulling and Sailing Life-boat was called out shortly before 8 A.M. and stood by five fishing boats which had put to sea early in the morning but had been overtaken by bad weather. Information was received from the Coastguard that a nasty sea was getting up with a strong N.E. breeze, and anxiety was felt for the safety of the men. As the Coxswain was at sea, with most of the regular Crew, a crew was obtained from the available men, including an ex-Coxswain and the Coastguard Officer. The Life-boat pulled out to sea, met the fishing boats and stood by until all had reached safety.—Expenses, £16 15s. 1d.

March 29.—The BEAUMARIS Motor Life-boat saved the cutter yacht *Bluebell*, of Chester, and rescued her occupants, three in number, when she was adrift in Conway Bay, about two miles E.S.E. of Puffin Island, with her sails blown away. Information had been received by telephone from Conway, and the Life-boat put out at 11.55 A.M. in a strong S.E. breeze with a choppy sea. She took the *Bluebell* in tow, and brought her to Beaumaris, arriving at 1.30 P.M. The yacht had only recently been

purchased and her crew were inexperienced in the handling of her.—Expenses, £7 13s.

April 1.—The APPLEDORE Motor Life-boat was launched in a strong S.E. gale with a very rough sea, saved a salmon fishing boat of Appledore, and rescued her crew of five. During the afternoon the boat had been seen, by men ashore, to be in difficulties, and at 2.55 P.M. the Life-boat went out to her. By the time she reached her the boat had been driven into the River Taw and was half full of water. The three men were taken into the Life-boat, the small boat was taken in tow, and the Life-boat brought them back to Appledore, arriving at 5 P.M.—Expenses, £6 11s.

April 13.—The STORNOWAY Motor Life-boat put out at 12.35 A.M. as messages had been received from the Coastguard that the steam trawler *Kingston Turquoise*, of Hull, with a crew of sixteen on board, was making for Stornoway with her bunker coal on fire, in a N.W. breeze, with a moderately rough sea. Earlier the vessel had reported her ability to make port, but later no reply was received to wireless messages. It was feared that the fire might have put the wireless out of action, and the Life-boat set out to meet the trawler. She came up with her near Tiumpian Head and escorted her to Stornoway, where the fire engine took eight hours to extinguish the fire.—Expenses, £8 15s.

April 18.—The BLYTH Motor Life-boat saved the Newbiggin fishing boat *Harold* and rescued her crew of three during a strong N.E. gale with a very rough sea. Shortly before 1 A.M. the Coastguard had reported that a red flare had been seen by the Sow and Pigs Buoy, and the Life-boat was promptly launched. She found the *Harold* with her engine disabled through shipping a lot of water, and unable to make for safety. The Life-boat took her in tow and brought her and her crew into Blyth at 2 A.M.—Expenses, £10 18s.

The following Service was also reported:—

March 21.—The HAUXLEY Pulling and Sailing Life-boat helped the s.s. *Wallace Rose*, of Liverpool, which had stranded during thick weather, with a moderate southerly wind and moderate sea, while bound, laden with a cargo of china clay, from Fowey to Leith. On receipt of information that the vessel was ashore in Druridge Bay, about two miles south of Hauxley, the Life-boat put out at 7 A.M. and reached the steamer at 7.45. She was engaged to help in getting her afloat, and laid out an anchor. Later in the day the steamer was refloated by a steam tug, and the Life-boat returned to her Station, arriving at 5 P.M.—Property Salvage Case.

Also voted £581 11s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Aberdeen (Motor), Angle (Motor), Anstruther, Bridlington, Broughty Ferry (Motor), Clacton-on-Sea (Motor), Cromer (Motor), Dover (Motor), Dungeness, Eastbourne (Motor), Filey, Flamborough No. 1, Flamborough No. 2, Hastings,

Helvick Head (Motor), Ilfracombe, Lerwick (Motor), Llandudno, Margate (Motor), Maryport, Port Erin (Motor), St. Peter Port (Motor), Seaham (Motor), Sennen Cove (Motor), Skegness, Stromness (Motor), Sunderland (Motor), and Torbay (Motor).

Passed a further £15 9s. 2d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, Caister, and Rye Harbour.

Granted £31 7s. 6d. to men for injury in the Life-boat Service at Newhaven and Rhyl.

Granted £5 towards the funeral expenses of ex-Coxswain DAVID THAIN of the Ackergill Life-boat.

Voted £2 to four men for rescuing the only occupant of a small fishing-boat which was in danger of being swamped in the harbour at Youghal, during a strong N.W. gale with a rough sea, on the 11th December, 1930.

Thursday, 15th May, 1931.

SIR GODFREY BARING, Bt., in the Chair.

Reported that H.M. THE KING had graciously approved the proposal that the new Motor Life-boat at St. Peter Port, Guernsey, should be named *Queen Victoria*.

Passed a Vote of Thanks to H.R.H. THE PRINCE OF WALES, K.G., the President, for taking the Chair at the Annual General Meeting held on the 13th instant.

Passed a Vote of Thanks to H.R.H. PRINCESS LOUISE, DUCHESS OF ARGYLL, Patron of the Ladies' Life-boat Guild, for attending the Annual General Meeting.

Decided to postpone the closing of the Brighton Life-boat Station until after the Meeting of the Committee in June, 1931.

Resolved that the Institution would be represented at the International Life-Boat Conference to be held in Holland in June, 1932, under the auspices of the Internationale Conferentie Van Reddingdiensten.

Decided that Mr. P. W. GIDNEY, Financial Assistant Secretary, be permitted to retire on the 9th January, 1932, after forty-three years in the Institution's service.

Paid £16,528 11s. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £5 14s. to pay the expenses of the following Life-boat service:—

May 3rd.—The SOUTHEND - ON - SEA Motor Life-boat was called out on receipt of a message from Canvey Island that the Chapman Light was firing signals for a small boat which was in distress near her. A strong northerly breeze was blowing with a rough sea when, at 2.25 P.M., the Life-boat left the pier-head. She found the small boat *Edna*, of Leigh, with two men on board, alongside the Light. The

men were taken off by the Life-boat and brought to Southend. Before the crew had left the Life-boat a second call was received from the Signal Station at the pier-head that a yacht had capsized in Leigh Bay. The Life-boat left at once, but found that help had already been given and that her services were not required. She returned home, arriving at 5.45 P.M.—Expenses, £5 14s.

The following service was also reported:—

May 4th.—The MARGATE Motor Life-boat rendered assistance to the motor ketch *Sarah Colebrooke*, of Poole, which was in distress off Margate, with a crew of four on board, while bound, with a cargo of bricks, from Antwerp to Erith. About 6 A.M. the vessel had been seen by the Coastguard with a flag flying, but owing to the heavy rain it could not be seen what the flag was. Later the vessel burned flares, and in response the Life-boat put out in a rough sea with a strong N.W. breeze blowing. She found the ketch leaking badly and becoming waterlogged, with her crew almost exhausted. Several Life-boatmen were placed on board, manned the pumps and kept the engine going. Owing to the state of the tide it was impossible to put into Margate Harbour, and the ketch was taken to Whitstable. The Life-boat returned to her Station at 3.30 P.M.—Property Salvage Case.

Voted a pension, under the Institution's Scheme, to the widow of THOMAS WARREN, late Bowman of the Troon Life-boat, who died as a result of exposure when on duty in the Life-boat; and approved a compassionate grant of £5 already made to the widow.

Decided that the weekly allowance being made to RICHARD PAYNE, ex-Coxswain of the Newhaven Life-boat, who had retired on account of illness attributable to Life-boat work, be continued.

Decided that the special weekly allowance now being paid to E. H. TODD, Coxswain of the Rhyl Life-boat, in connexion with injuries received at a launch of the Lift-boat in August, 1930, be continued.

Decided that the special weekly allowance now being paid to HENRY MARCHANT, who has been incapacitated by illness since going out on service in the Newhaven Life-boat in November, 1929, be continued.

Voted a compassionate grant of £5 to W. FISHER, Bowman of the Maryport Life-boat, who was compelled to resign on account of ill-health.

Also voted £21 19s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—

Campbeltown (Motor), St Peter Port (Motor), Sennen Cove (Motor), and Weymouth (Motor).

Passed a further £4 on account of a pension already granted to the dependent relative of a man who lost his life in the Life-boat Service at Caister.

Granted £36 9s. 4d. to men for injury in the Life-boat Service at Hastings, Newhaven, North Deal, and Rhyl.

Thursday, 18th June, 1931.

Sir GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. the DUCHESS OF YORK for graciously visiting several of the depôts on Life-Boat Day in London on the 19th May.

Co-opted General Sir F. R. WINGATE, Bt., and Mr. GEORGE G. FORTESCUE members of the Committee of Management.

Resolved that the Deputy Master of the Honourable Company of Master Mariners be asked to accept co-optation as an *ex-officio* member of the Committee of Management.

Appointed Major A. D. BURNETT BROWN, M.C., Deputy Secretary as from the 1st October.

Reported the receipt of the following special contributions:—

	£	s.	d.
Captain T. P. Hall (Donation)	725	0	0
Mrs. Helen Hodgson (Donation)	100	0	0
Anonymous (Donation)	50	0	0
Miss J. M. Gardiner (Donation)	50	0	0
Mr. Herbert Jones (Donation)	50	0	0
Civil Service Life-boat Fund, Re- payment of Expenses during 1930	2381	13	11
I. O. O. F. Manchester Unity Friendly Society (Annual Dona- tion)	50	0	0
Executors of the late Mr. Otto Beit	1000	0	0
To be thanked.			

Paid £24,485 0s. 6d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Granted additional rewards to the Crew and Helpers of the Aberdeen Life-Saving Apparatus Company for an arduous service on the 2nd June, 1931.

Voted £44 14s. 3d. to pay the expenses of the following Life-saving Apparatus and Life-boat services:—

May 13th.—The MOELFRE Motor Life-boat was launched at 2.30 P.M. in a moderate S.W. gale with a rough sea to the help of the yacht *Hyacinth*, of Kingstown, which had been reported in difficulties, about five miles to the eastward, by the Coast Watcher. She found that the occupants of the yacht were the owner and his wife, that some of the sails had been carried away, and that the motor was not working satisfactorily. The Life-boat escorted her to the Straits. The yacht, which was bound from Kingstown to Beaumaris, had been badly knocked about in the gale.—Expenses, £5 5s. 6d.

May 24th.—The MARGATE Motor Life-boat helped the motor boat *Ann Emily*, of

Westgate, with four on board, during a S.S.W. gale with a very choppy sea, when she was unable to make harbour owing to engine failure. The Life-boat put out at 2.45 p.m., picked up the motor boat near the Long Nose Buoy and towed her to Margate Harbour.—Expenses, £5 15s. 6d.

May 27th.—The FOWEY Motor Life-boat was launched at 3.33 p.m. in a moderate E.S.E. gale, with a rough sea, and heavy rain, and stood by the motor fishing boats *Kenneth* and *Mac* which had been overtaken by the bad weather while fishing in Gerrins Bay. The Coxswain had received a message from the Mewagissey Coastguard that the whole of the fishing fleet had returned with the exception of these two boats. On reaching the bay he found that a motor lugger had put out from Mewagissey and had taken in tow the two fishing boats, which had taken shelter under the headland. The Life-boat accompanied the three boats back into Mewagissey Harbour.—Expenses, £4 9s. 6d.

May 29th.—The HUMBER Motor Life-boat was launched at 9.45 p.m. in a light S. breeze with a moderate sea, as the watchman on duty had reported flares at the mouth of the Humber and a rocket from the Spurn Light Vessel. Proceeding in the direction of the Light Vessel the Life-boat found the Swedish motor fishing vessel *Ella*, of Ockero, with a crew of five on board. She had burst her petrol tank and was leaking badly, and her pumps were not working. A trawler was taking the *Ella* in tow, and the Life-boat remained in attendance until the disabled vessel was safely docked at Grimsby.—Permanent Crew; Expenses, £1 14s.

June 2nd.—The ABERDEEN No. 1 Motor Life-boat was launched at 9.15 a.m. in a moderate northerly wind, with a heavy swell, as the steam drifter *Loyal Friend*, of Lowestoft, while trying to make harbour, had been overpowered by heavy seas and was carried along until she had collided with the North Pier. She was a wooden vessel, had been badly holed, had filled with water, and had grounded, her decks being continually swept by the heavy run of sea. When the Life-boat arrived she found that the Institution's Life-saving Apparatus Company, situated at the North Pier, had already got a line aboard the vessel, so she stood by while the whole crew of eleven were rescued in the breeches buoy.—Expenses, Aberdeen No. 1, £4 7s. 6d.; Life-saving Apparatus, £6 11s.

June 4th.—The new KIRKCUDBRIGHT Motor Life-boat rendered her first life-saving service when she rescued the three occupants of a small boat from the Ross Lighthouse. Information had been received from the Coastguard at Portling that a light-keeper, with his wife and child, had gone to Big Ross for provisions, and on his way back, owing to a moderate easterly gale with a rough sea, was in danger of being blown out to sea. The Life-boat was launched at 9.15 p.m. and on reaching the small boat took her occupants aboard, and later

landed them on Ross Island, returning to her Station at 10.40 p.m.—Expenses, £9 0s. 9d.

June 5th.—The PIEL (BARROW) Motor Life-boat saved the small fishing boat *Seagull*, of Morecambe, which had been reported by the Coastguard at Walney to be adrift about three miles west of the Coastguard Station. A strong E. breeze was blowing with a moderate sea when the Life-boat put out at 4.35 p.m. She came up with the *Seagull* at 5.45 p.m., only to find that there was no one on board. Taking the small boat in tow the Life-boat made for Piel, where she arrived at 8 p.m.—Expenses, £6 17s. 6d.

June 14th.—The HUMBER Motor Life-boat put out at 2.45 p.m. in a moderate S.E. wind with a very rough sea, as a small motor fishing boat, the *Felix*, of Hull, with a crew of two, was in difficulties to the north of the Binks. She had made several unsuccessful attempts to cross them. As the Life-boat was going out, the *Felix* made another and successful effort to get over the Binks. The Life-boat escorted her to smooth water, returning to her Station at 4 p.m.—Permanent Crew; Expenses, 13s.

The following services were also reported:—

May 16th.—The SELSEY AND BOGNOR Motor Life-boat helped the small motor yacht *Greyhound*, of Poole, with two men on board, to make Littlehampton. At 9.20 p.m. the Coastguard had reported signals from a position about five miles W.S.W. of Selsey Bill, and the Life-boat had been promptly launched. The weather was fine with a light W. breeze and smooth sea. On reaching the yacht the Life-boat found that her engine had failed, and took her to Littlehampton. She returned to her Station at 4.45 a.m.—Property Salvage Case.

May 23rd.—The EASINGTON Pulling and Sailing Life-boat helped the steam trawler *Grenada*, of Grimsby, with a crew of nine, which had stranded on the beach at Kilnsea Warren, while homeward bound from the North Sea with fish. Information had been received by messenger, and the Life-boat was launched at 2.15 a.m., after having been taken two miles along the beach to the scene of the wreck. A moderate S.E. breeze was blowing, with a heavy ground swell, and the weather was thick. On reaching the vessel the Life-boat took out an anchor and cable, and the *Grenada* was refloated on the next high water.—Property Salvage Case.

May 24th.—The PETERHEAD Motor Life-boat helped the trawler *Bervie Braes*, of Aberdeen, which, while bound to that port from the fishing ground with a crew of ten on board, had stranded at Scotstoun Head. Information that a vessel was in distress and burning flares for help had been received from the Coastguard, and at 12.15 a.m. the Life-boat put out. She reached the trawler at 1.30 a.m., ran out an anchor, then stood by. Later the Life-boat helped to refloat the vessel, which was able to proceed to Peterhead under her own steam, the Life-boat returning to her Station at 5 a.m. A moderate easterly breeze was blowing with

a heavy swell, and the weather was thick.—Property Salvage Case.

May 25th.—The ARKLOW Motor Life-boat was launched at 4 P.M. in a moderate S. gale with a heavy sea, and rain, saved the motor vessel *Burgh Castle*, of Liverpool, and rescued her crew of three. The vessel, which was bound from Birkenhead to Ballycotton with a cargo of coal, had been first sighted in the morning, four miles south of Arklow Harbour, with her sails blown away and her engine broken down, and had drifted into the bay, where she dropped anchor. A boat put off from the shore, but her help was not accepted. Later, however, distress signals were flown and the Life-boat was launched. She found that the crew had taken to the ship's boat and were in a very exhausted condition. The three men were taken aboard the Life-boat and the vessel was towed into safety.—Property Salvage Case.

May 26th.—The WALTON AND FRINTON Motor Life-boat helped the Grimsby steam trawler *Renovo*, which had stranded on the Longsand, with a crew of nine on board. Shortly after 1 P.M. the Coastguard had reported the casualty, having received the information from the Sunk Light vessel, and the Life-boat put out. When she reached the trawler she was asked to help. She let out an anchor and later effected communication between the trawler and a tug, but the trawler failed to refloat at high tide. On the following day, the 27th, the operations were repeated and this time the vessel got off. She had been ashore since the morning of the 25th and had lost her boat. The Life-boat returned to her Station at 11.30 A.M.—Property Salvage Case.

May 31st.—The FRASERBURGH Motor Life-boat was launched at 4 A.M. in a light E.S.E. wind, with a heavy ground swell and dense fog, on receipt of a message from the Coastguard that a vessel had gone ashore at Cairnbulg. She was the steam trawler *John Donovan*, of North Shields, and had run ashore 100 yards west of Westhaven Pier while bound from Iceland to Aberdeen with a crew of ten on board. With the ebbing tide the vessel became high and dry, so the Life-boat returned to her station after the vessel's captain had been told that she would return when the tide rose. She returned at 10.45 A.M. and stood by for some time. Then, with her help, the *John Donovan* was refloated and continued under her own power to Aberdeen.—Property Salvage Case.

June 3rd.—The FOWEY Motor Life-boat was called out at 1.55 P.M. as the s.s. *Queen of the Fal*, of Falmouth, had run ashore in a fog at Vault Beach, between Gorran Haven and Dodman Head, when bound for Fowey and Looe, with a crew of six and about thirty passengers on board. The sea was smooth with a light but increasing easterly wind. Information of the mishap had been received through the Coastguard. The Life-boat found the steamer between two reefs on a sandy bottom. With the help of the Life-boat and her own engines the *Queen of the Fal* refloated

on the rising tide and was able to proceed to Falmouth. The Life-boat returned to her Station at 5.45 P.M.—Property Salvage Case.

Also voted £126 14s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—

Aberdeen No. 2, Campbeltown (Motor), Cromer (Motor), Fraserburgh (Motor), Hartlepool (Motor), Helvick Head (Motor), Hoylake, The Humber (Motor), Newcastle, Co. Down, North Deal, Port Patrick (Motor), St. Andrews, Selsey and Bognor (Motor), Thurso (Motor), and Wells.

The Donaghadee Motor Life-boat was also launched.

Passed a further £383 1s. 4d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat service at Aldeburgh, Broughty Ferry, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Moelfre, Mumbles, New Brighton, Newhaven, Padstow, Port Eynon, Port St. Mary, Rhoscolyn, Rye Harbour, St. David's, Troon, Walmer, and Whitby.

Granted £80 2s. 6d. to men for injury in the Life-boat Service at Blackpool, Caister, Cardigan, Hastings, Hauxley, Moelfre, Newhaven and North Deal.

Reported the death, at the age of eighty-five, of CHARLES VERRION, the last surviving member of the Crew of the Ramsgate Life-boat which rescued part of the crew of the *Indian Chief* in 1881.

Voted a pension, under the Institution's scheme, to the widow of the late RICHARD PAYNE, Coxswain of the Newhaven Life-boat, who died as a result of injuries received in the Life-boat on the 7th December, 1929, when the crew of ten of the Danish schooner *Mogens Koch* were rescued.

Decided that the special weekly allowance now being paid to E. H. TODD, Coxswain of the Rhyl Life-boat in connexion with injuries received at a launch of the Life-boat in August 1930, be continued.

Voted a Letter of Thanks and £1 to Mr. E. BROOKE-WILLIAMS, Board of Trade Watchman-in-Charge at Lulworth Cove, for putting off in an 8-foot dinghy and rescuing a man and a small boy whose small sailing boat had capsized on the 17th April. The weather was squally, with a rough heavy swell. Mr. Brooke-Williams got them aboard his boat, but found that it was rapidly filling with water, as a hole had been knocked in her while she was being launched. She was headed for a near-by ledge of rocks, and, as the three scrambled ashore, she sank. Mr. Brooke-Williams then put out again in a motor boat and retrieved the sailing boat, which was drifting out to sea.

Voted £1 17s. 6d. to five men for putting off in an open boat in a strong W. breeze with a rough sea and rain, with the intention of helping a Lighthouse Keeper of Pladda Light-

house, who, when returning from the shore in a small boat, had been carried to leeward by the heavy sea, and was in danger. Fortunately help was not required as the small boat landed safely under Dippin Point.

Wednesday, 1st July, 1931.

Special Meeting.

SIR GODFREY BARING, BT., in the Chair.

Approved stock transactions on behalf of the Staff Superannuation and Provident Fund.

Thursday, 16th July, 1931.

SIR GODFREY BARING, BT., in the Chair.

Passed a Vote of Thanks to H.R.H. the PRINCE GEORGE, K.G., for his kindness in attending the Inaugural Ceremony of the Newhaven Motor Life-boat and naming her, on the 7th July.

Passed a Vote of Thanks to PRESIDENT COSGRAVE for his kindness in attending the Inaugural Ceremonies of the new Motor Life-boats at Ballycotton, Courtmacsherry, and Youghal, on the 7th July. Also passed a Vote of Thanks to Mrs. COSGRAVE for her kindness in attending the Ceremonies and naming the boats.

Co-opted the Deputy Master of the Honourable Company of Master Mariners an *ex-officio* member of the Committee of Management.

Decided to establish a Life-boat Station at Castlebay, Barra Island, in the Hebrides, the Station to be known as "Barra Island."

Decided to close the Balcary, Campbeltown No. 2, and Hunstanton Life-boat Stations.

Reported the receipt of the following special contributions :—

	£	s.	d.
Miss C. Thackeray, Guildford	100	0	0
Sir George Sutton, Beckenham	25	0	0
<i>To be thanked.</i>			

Paid £24,633 9s. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £44 17s. to pay the expenses of the following Life-boat services :—

June 17th.—The CAISTER-ON-SEA Pulling and Sailing Life-boat was launched at 4 P.M. and stood by the fishing smack *Samaritan*, of Lowestoft, which had stranded on the North Barber Sands while outward bound with a crew of three on board. Seeing the vessel strike the sands the Coxswain called out the Life-boat. The Cockle Lightship also fired signals. When the Life-boat reached the vessel the Master declined help, so the Life-boat remained standing by until the *Samaritan* refloated at 6.20 P.M.—Expenses, £22 3s.

June 20th.—The NEWHAVEN Motor Life-boat was called out at 1.35 A.M. in response to a message received from the Coastguard that a trawler about two miles S.E. of Newhaven was

continually showing flares. The Life-boat found the motor trawler *Our Boys*, of Newhaven, on fire. Her crew of three, however, had been taken off by the trawler *Fiscary*. The men were transferred to the Life-boat, which then returned to Newhaven, where she arrived at 2.50 A.M. The weather at the time was fine with a moderate sea and light S.E. breeze.—Expenses, £12 13s.

June 27th.—The COURTMACSHERRY Motor Life-boat saved the ketch *Ivy P.*, of Dublin, and rescued her crew of four, when she was in danger of being driven ashore in thick weather with a moderate S.S.W. wind blowing and a moderate sea. Information of the vessel's position had been received by telephone from the Coast-watcher at Rosscarbery, and the Life-boat left at 8.10 A.M. for Dirke Bay, three miles east of Galley Head. The *Ivy P.* was found very close to the rocks, on which she would certainly have been wrecked but for the help of the Life-boat in getting her clear. She was able to proceed on her voyage to Rosscarbery.—Expenses, £4 10s. 6d.

July 8th.—The PETERHEAD Motor Life-boat put to sea at 2.5 P.M. in response to a message received from the Coastguard, and went to Scotstown Head, where, in a thick fog with a moderate N.N.E. wind blowing and a moderate sea, the Fraserburgh steam drifter *Shepherd Boy* had stranded. The Life-boat remained in attendance until the vessel refloated and the Master stated that she was making no water. The *Shepherd Boy* proceeded to Fraserburgh under her own steam, and the Life-boat returned to her Station, arriving at 3.30 P.M.—Expenses, £5 10s. 6d.

Also voted £84 18s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Douglas (Motor), Hoylake, Longhope (Motor), Lyme Regis, The Mumbles (Motor), New Brighton No. 1, Newhaven (Motor), Portrush (Motor), Rhyl, Sennen Cove (Motor), and Swanage (Motor).

Passed a further £26 13s. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat service at Brighstone Grange, Caister and Troon.

Granted £10 to men for injury in the Life-boat service at Newhaven and Port Logan.

Decided that the special weekly allowance now being paid to E. H. TODD, Coxswain of the Rhyl Life-boat, in connexion with injuries received at a launch of the Life-boat in August, 1930, be continued.

Decided that the special weekly allowance now being paid to H. MARCHANT, Winchman and Life-boatman of the Newhaven Life-boat, in connexion with illness after a launch of the Life-boat on the 12th November, 1929, be continued.

Voted a compassionate grant of £3 to Mrs. BLAKELY, widow of an old Life-boatman at Southend-on-Sea, in view of her ill-health and straitened circumstances.

Voted a grant of £15 towards the funeral expenses of the late Coxswain RICHARD PAYNE, of Newhaven. Coxswain Payne was injured while on service in the Life-boat in December, 1929, and had been in receipt of a special weekly allowance from the Institution up till the time of his death, when his widow was granted a pension.

Voted a special gratuity of £52 to DAN MURPHY on the termination of his appointment as Storekeeper at the Kingstown Branch Store.

Directed that a Letter of Thanks be addressed to Mr. LIONEL HUNT for saving life on the 4th March and the 15th June. (A full account of his services appears on p. 374; see also Summary of the September Meeting of the Committee.)

Voted 15s. to Coxswain GEORGE ROBINSON, of the New Brighton Life-boat, and a member of the Crew, who, accompanied by the permanent Motor Mechanic, put off in the motor boarding dinghy in a moderate N.W. breeze, with a choppy sea, as the ferryboat captain had reported that flares had been seen on the Burbo Bank. It was found that a fishing boat was ashore on the Bank, but in no danger, and that the men aboard her were trying to light a stove, which was flaring up. The men did not want any help.

Voted £1 1s. to seven men and addressed a Letter of Thanks to them and to the Local Honorary Secretary, a Doctor and a Police Constable, for searching in three boats for three young men whose swamped boat had been washed ashore at Coverack, on the 23rd June. Also granted 12s. for the hire of the boats. The boat, the *Ancara*, had left Bishop's Quay on the 22nd for Falmouth, and was found in a waterlogged condition off the Manacle Rocks. The search was carried out in fine weather, but no trace of the three men was found.

Voted 15s. to two men for putting off in a motor boat and rescuing the two occupants of a rowing boat who were in difficulties owing to the loss of an oar, off Pentwyn Point, Llandudno, in a strong S.S.W. breeze, with a moderate sea, on the 24th May. The rowing boat was towed back to shore.

Tuesday, 25th August, 1931.

Paid £20,820 16s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Thursday, 17th September, 1931.

SIR GODFREY BARING, BT., in the Chair.

Passed a Vote of Thanks to H. R. H. PRINCESS MARY, Countess of Harewood, for her kindness in attending the Inaugural Ceremonies of the new Motor Life-boats at Bridlington and Scarborough, and naming the boats on the 5th August.

Passed a Vote of Thanks to LORD RUTHVEN, C.B., C.M.G., D.S.O., Lieutenant-Governor

of Guernsey, for attending the Inaugural Ceremony of the St. Peter Port Motor Life-boat and naming the boat on the 5th September, in accordance with the request of H.M. THE KING.

Passed a Vote of Thanks to SIR CLAUDE HILL, K.C.S.I., C.I.E., Lieutenant-Governor of the Isle of Man, for his kindness in attending the Inaugural Ceremony of the new Motor Life-boat at Ramsey, and naming the boat on the 16th July.

Reported that VICE-ADMIRAL HENRY W. PARKER, C.B., C.M.G., had been appointed Admiral Commanding Reserves vice Admiral Sir John D. Kelly, and thus becomes an *ex-officio* member of the Committee of Management.

The Chairman presented to Mr. ALBANY WARD the Gold Pendant awarded him in recognition of his valuable work on behalf of the Institution.

Decided to name a Life-boat after SIR GEORGE SHEE in high appreciation of his services as Secretary of the Institution for twenty-one years.

Reported the receipt of the following special contributions:—

	£	s.	d.
White Star Line S.S. Co., Ltd. (donation)	50	0	0
Cunard S.S. Co., Ltd. (donation)	40	0	0
Mrs. H. Moser, Sway, Hants. (donation)	27	5	0
Anonymous, W. A. F., per Anstruther Branch (donation)	20	0	0
<i>To be thanked.</i>			

Paid £15,740 2s. 11d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Granted additional rewards to the crew and helpers of the Hastings Motor Life-boat for an arduous service launch on the 8th August. (This service is described below.)

Directed that a Letter of Appreciation be addressed to Captain W. J. OXLEY, Honorary Secretary of the Walton-on-the-Naze Motor Life-boat Station, for his persistent efforts to obtain correct information on the occasion of the Life-boat launch on the 24th August. (This service is described below.)

Directed that a Letter of Appreciation be addressed to Commander S. B. MAINGUY, R.N., Vice-President of the St. Peter Port Branch, who accompanied the Life-boat on service on the 24th August. (This service is described below.)

Directed that Letters of Appreciation be addressed to Captains R. W. MILBURN, W. MILBURN, and M. MOTHERSDALE, members of the Committee of the Whitby Branch, and to Mr. W. J. FOSTER, Branch Assistant Secretary, for their zeal and co-operation on the occasion of the launch of the Whitby No. 2 Life-boat on the 4th September. (This service is described on page 373.)

Voted £312 16s. 7d. to pay the expenses of the following Life-boat services:—

July 8th-10th.—The THURSO Motor Life-boat was launched at 9.45 A.M. on the 8th, on information from the Coastguard that the steam trawler *Akranes*, of Grimsby, had stranded near St. John's Point, Pentland Firth, while homeward bound with a cargo of fish from Iceland, and rescued the crew of fourteen. There was a dense fog, and an increasing North-Westerly wind was blowing, with a moderate swell. The Life-boat reached the trawler at 11.10 A.M., and was asked to stand by. This she did, and later she helped to run out an anchor, and to effect communication with another trawler. At high water an effort was made to refloat the *Akranes*, but without success. The Life-boat then put into Mey, and after the crew had got some food, left again at 8 P.M. The weather began to get worse, and the vessel was rolling and grinding heavily. About 10.30 P.M. she fired rockets, and her crew were taken off. The Life-boat returned to her Station at 2 A.M. the following morning. The trawler's crew returned to her later, and then, about twenty-four hours after the Life-boat had brought them ashore, at 3 A.M. on the 10th, another message was received from the Coastguard saying that the trawler was asking for immediate help. A moderate Northerly breeze was blowing with a heavy swell. The Life-boat reached the trawler at 4.30 A.M., and, dropping anchor, veered down alongside and took off eight of the crew. Four others were taken off by means of the Scarfskerry Life-saving Apparatus. The Captain and Mate decided to remain on board till a tug arrived, and the Life-boat returned to Thurso, reaching her Station again at 7.40 A.M.—Expenses, £32 17s. 7d.

July 18th.—The LLANDUDNO Pulling and Sailing Life-boat was launched at 7.15 A.M. in a strong N.W. wind, with a rough sea, as information had been received from the Rhyl Coastguard that a yacht was dragging her anchors. About one and a half miles east of Rhyl Pier she found the yacht *Frosette*, of Liverpool, with two persons on board. Although they refused help, the Coxswain considered it advisable to stand by until the flood tide made. Later she escorted the *Frosette* to Rhyl, and then returned to her Station, which was reached at 8 P.M.—Expenses, £25 18s.

July 20th.—The LERWICK Motor Life-boat stood by the Aberdeen steam trawler *Sanguine*, which, with a crew of ten on board, ran on the rocks at Little Rumble, Yell Sound, Shetland, while outward bound on a fishing voyage. A strong W. to N.W. breeze was blowing, but the sea was smooth when, at 4.45 P.M., information of the casualty was received from the Coastguard. The Life-boat reached the trawler at 8.35 P.M., and as the crew did not wish to leave she stood by and gave assistance by laying out an anchor and going to Mossbank with messages. On the following day H.M.S. *Dee* arrived on the scene

at 5.30 P.M., and the Life-boat, her services no longer required, made for home, which was reached at 8.30 P.M.—Expenses, £17 18s. 6d.

July 25th.—The SOUTHEND-ON-SEA Motor Life-boat was launched at 3.30 P.M., in a very strong S.S.W. breeze, with a heavy sea, and landed five persons from the yacht *Dorothy*, of Southampton, which was in difficulties and eventually ran ashore east of the pier-head. The yacht was found bumping very heavily, and the Life-boat dropped anchor and veered down to her. With great difficulty the five persons were taken aboard the Life-boat and then the *Dorothy* was hauled off the sandbank and towed back to Southend, which was reached at 5 P.M.—Expenses, £5 5s.

August 1st.—The FRASERBURGH Motor Life-boat was launched at 9.40 A.M., in hazy weather with a light N.W. wind and a smooth sea, in response to a message from the Coastguard, and stood by the Lowestoft drifter *Constant Hope*, which, with a crew of nine on board, had stranded in Whitelink Bay. She found that another vessel, belonging to the same company as the *Constant Hope*, was standing by. She had already got a rope on board to tow her off. The Life-boat remained until the *Constant Hope* refloated, and then returned home, arriving at 11.10 A.M.—Expenses, £4 12s. 6d.

August 2nd.—The SHOREHAM HARBOUR Motor Life-boat saved the sailing boat *Winnie II*, of Hove, and rescued the two men on board. The boat had been seen, about 4.30 P.M., two miles south of Shoreham, with her mainsail split, drifting out to sea, and in danger of capsizing. The weather was fine, but a strong N.N.E. breeze was blowing, with a moderate sea. The Life-boat took the boat and the two men to Hove.—Expenses, £4 13s. 6d.

August 3rd.—The LONGHOPE Motor Life-boat was launched at 7.30 P.M. in a moderate W. breeze, and a very dense fog, as a message had been received from the Kirkwall Coastguard that a drifter was ashore between Dunnet Head and Scarfskerry. She found the steam drifter *Exchequer*, of Banff, which had run ashore, while bound for the fishing grounds, and the drifter *Solstice* standing by. The Life-boat remained in attendance, until, with the flood tide, the drifter refloated. As her propeller was broken, she was taken in tow to Scrabster by the *Solstice*. The Life-boat returned to her Station at 10.50 P.M.—Expenses, £9 16s.

August 3rd.—The PWLLHELI Motor Life-boat, while out at exercise, in a fresh E.N.E. breeze, with a moderate sea, saw a small launch making signals for help. She found her to be the *Elsie*, of Pwllheli, out for pleasure and fishing, with a party of five on board. She had been disabled by the loss of her rudder, and was about three-quarters of a mile S.W. of the Gimblet Rock. The Life-boat took her in tow and brought her into Pwllheli Harbour.—Expenses, £2 13s.

August 8th.—The CLACTON-ON-SEA Motor Life-boat was called out at 3.10 P.M.

in a moderate S.W. gale, with a rough sea, to the aid of two men in the motor boat *Grace Darling*, of Holland-on-Sea, which was engaged on work in connexion with the construction of a new sewer outfall at Holland Haven. As the men had been out since 6 A.M. and were unable to get back, the contractors had asked for advice. In response the Life-boat was launched, and brought the two men ashore at 4.45 P.M.—Expenses, £5 8s. 6d.

August 8th.—The HASTINGS Motor Life-boat carried out her first life-saving service, when, in a moderate S.W. gale with a heavy sea, she rescued a man and two women from the yacht *Falcon*. The *Falcon* was on a pleasure trip, and was making for Newhaven, when she was compelled by heavy weather to anchor off Hastings in a dangerous position, near rocks, about 100 yards east of the pier. About noon she hoisted a distress signal, and the Life-boat was promptly launched to her aid. Owing to the rough sea, it was impossible for the Life-boat to remain alongside the yacht, and the man and two women had to jump into the sea and be hauled into the Life-boat. This was a good service. The tide was low, which made the launch difficult, both crew and helpers being buried by the seas, and the Life-boat was skilfully handled. Later the *Falcon* drove ashore and became a total wreck.—Expenses, £22 8s. 6d.

August 10th.—The BALLYCOTTON Motor Life-boat, while out for a trial run for the testing of her machinery, helped into harbour the yacht *Ailsa*, of Southampton. The yacht had been seen off Ballycotton Island, rolling heavily and shipping water. A strong N.W. breeze was blowing and the sea was rough; and as the weather was becoming worse, the Life-boat went to her help. The *Ailsa* was bound for Bantry from Falmouth, and had a party of four men and two women on board.—Expenses, £3 4s. 6d.

August 16th.—The TEIGNMOUTH Pulling and Sailing Life-boat was launched at 4.30 P.M. in a moderate S.W. gale, with a rough sea, as it had been reported that a schooner, with her canvas blown away, was in danger of driving ashore between Teignmouth and Exmouth. She was the schooner *M. R. Kirby*, of London, bound from Bridgness to St. Ives, carrying a crew of seven and a passenger, a small boy. At the Master's request the boy was taken aboard the Life-boat, which then signalled for a tug. The tug arrived at about 10 P.M., and the schooner was taken in tow to Dartmouth.—Expenses, £15 14s. 6d.

August 20th.—The DUNBAR Motor Life-boat was launched at 9 P.M. in a strong N.E. breeze, with a rough sea, and heavy rain, saved the motor fishing boat *Swift*, of Dunbar, and rescued her crew of three. The *Swift* had put out earlier in the day, but as she had not returned by nightfall, great anxiety was felt for her safety, and the Life-boat went out in search of her. It was found that she had had engine trouble and was in danger of drifting on to the rocks, but in spite of this her crew of

three refused at first to leave her. Later, however, they were taken aboard the Life-boat, which then returned to her Station with the *Swift* in tow. The Life-boat's searchlight proved of great value, both in picking up the boat, and making the harbour entrance safely. Despite the drenching rain and late hour, a very large crowd assembled on the quay and gave the Life-boatmen a great reception on their return at 10.10 P.M. with the rescued men.—Expenses, £9 1s.

August 24th.—The PLYMOUTH Motor Life-boat was launched at 5.10 P.M. in a whole easterly gale, with a very heavy sea and rain, and stood by the schooner *Genesta*, of Harwich, which was in distress while on a voyage with a cargo of stone. She carried five persons, including the Captain's wife and child. A message had been received from the King's Harbour Master that the schooner was drifting shorewards, four miles S.W. of Rame Head, having carried away all her sails, and that she was flying signals of distress. The Life-boat found on arrival that the steamer *Lady Emerald* had got a rope aboard the *Genesta* and was endeavouring to tow her into Plymouth. At the request of the schooner's Captain, the Life-boat stood by, and then accompanied both vessels back to safety. The Life-boat arrived back at her Station at 8.30 P.M.—Expenses, £6 19s. 6d.

August 24th.—The YARMOUTH, Isle of Wight, Motor Life-boat was launched at 2 P.M., in a moderate E. gale, with a heavy sea and rain, and helped the yacht *Patience*. Earlier in the day the yacht had been seen anchored near Hurst Lighthouse, flying a signal indicating that she wanted a tug, but as the wind and sea increased, and no tug appeared, the Life-boat went out and, at the owner's request, stood by. When the tug arrived, the Life-boat passed a hawser aboard from the *Patience*, and during this operation sustained some damage to her fender. Then the tug towed the yacht towards Southampton, and the Life-boat returned to her Station, arriving back at 3.20 P.M.—Expenses, £3 19s.

August 24th.—The FOWEY Motor Life-boat was launched in a strong E. by S. gale, with a very heavy sea, at about 11 A.M., when information was received from the Coastguard that a trawler was in a dangerous position close to the rocks at Hemmick Beach. The Life-boat found her to be the French trawler *G. V. E. Leonge*, but, although her position would become perilous should the wind shift to the southward, the crew declined the Life-boat's aid. Owing to the state of the weather, the Coxswain decided to remain by the trawler for a time. After about three hours the wind shifted to the northward, and as the vessel was then quite safe, the Life-boat returned to her Station, arriving at 7 P.M.—Expenses, £4 9s. 6d.

August 24th.—The KINGSTOWN Motor Life-boat was launched at 11.15 A.M. in a moderate S.E. gale with a heavy sea, as information had been received from the Civic Guard at Bray that a Dublin hobbler was in

difficulty off Bray Head. The hobbler had missed an incoming steamer and was endeavouring to return to Dublin. She was found off Dalkey, and was half full of water, but her crew of four declined the aid of the Life-boat. The Life-boat, however, escorted the hobbler part of the way to Dublin, which she eventually reached safely.—Expenses, £5 15s.

August 24th.—The ST. PETER PORT Motor Life-boat saved the French naval cutter *Mutin*, and rescued her crew, seventeen in number. A strong E.N.E. gale was blowing with a rough sea. The *Mutin* failed to make the harbour and dropped anchor, but the anchors would not hold, and she made signals of distress. The Life-boat was launched at 8.30 P.M., found her perilously near the Oyster Rocks, and with great difficulty took her in tow. Three times the hawser parted, but each time just after the Life-boat had brought the cutter clear of dangerous rocks. The cutter then made sail for Jersey, and the Life-boat returned to harbour, after having been out for over two hours. She had reached the *Mutin* less than half an hour after the distress signals were seen, and but for her prompt help the cutter would certainly have been lost, and most probably the seventeen men of her crew.—Expenses, £9 3s.

August 26th.—The YOUGHAL Motor Life-boat rescued two of the crew of three of a salmon yawl which had capsized in a strong E.S.E. breeze. As it was Regatta Day, the opportunity had been taken to exercise the Life-boat. She was, therefore, quickly available, when the yawl, which was engaged in a race, met with an accident. A shore boat also went out to the endangered men and succeeded in picking up one of them, the others being taken into the Life-boat from the keel of their upturned boat. This first life-saving service of the new Motor Life-boat was witnessed and cheered by the public, who had assembled to see the regatta.—Expenses, £3 17s. 6d.

August 29th.—The MARGATE Motor Life-boat (the Humber Emergency Life-boat *City of Bradford I*, on temporary duty), was called out at 11.25 A.M., in a strong E. breeze, with a rough sea, on receipt of information from the Coastguard that a motor yacht was flying a distress signal off White Ness, Kingsgate. When the Life-boat arrived she found that a motor boat was already on the scene, and was prepared to take the yacht in tow. The yacht was the *Spray*, bound from Ramsgate to Richmond, with the owner and his wife on board, the engine had broken down, and the anchor had carried away. In tow of the motor boat the yacht reached Margate Harbour, with the Life-boat in attendance.—Expenses, £6 13s.

August 29th.—The SENNEN COVE Motor Life-boat saved a small boat of Priests Cove and rescued her three occupants in a moderate Easterly gale with a rough sea. Information had been received from St. Just, through the Coastguard, about 2 P.M., that the boat appeared to be in difficulties. This was almost immediately followed by another message

stating that the men were on the Brissons Rocks, near Cape Cornwall. The Life-boat was promptly launched and found the men on a rock which would have been covered at high water. The men were taken off by the Life-boat, and their boat, with her boom broken and her sail damaged, was towed into safety.—Expenses, £6 12s. 6d.

Sept. 1st.—The TYNEMOUTH Motor Life-boat was launched at 8.50 A.M. in a dense fog, with a moderate E. breeze and smooth sea, as information had been received from the Coastguard that a steam-drifter was ashore at the end of the south pier. When the Life-boat reached the position given, she found that the vessel was the drifter *Ex Fortis*, of Lowestoft, but she was in no immediate danger, and, at the request of the Master, the Life-boat took three of his crew to Shields to obtain ropes. On returning to her Station, the Life-boat learned that another Lowestoft boat, the *Nil Desperandum*, had stranded near Marsden. She went out at once, only to find that the boat did not require help. While making for home, the Life-boat saw two other vessels ashore, although in no danger. In case of need, she remained in readiness until the evening, by which time all the vessels had reached harbour safely.—Expenses, £5 18s.

Sept. 4th.—The WHITBY NO. 2 Pulling and Sailing Life-boat rendered a most unusual service in rescuing five persons from houses surrounded by water, due to the River Esk overflowing her banks at Ruswarp. (A full account of this service appears on page 373.)—Expenses, £68 8s.

Sept. 5th.—The SHOREHAM HARBOUR Motor Life-boat saved a small outboard motor boat and her sole occupant. Two men had intended to go out in the boat for a pleasure trip, but she was carried away after being launched with only one on board. As the tide was ebbing and there was a moderately strong N.N.W. breeze with a rough sea, the small boat was being rapidly carried out to sea. The engine could not be started and the boat was becoming waterlogged. The man who had been left behind realized his companion's danger and called out the Life-boat, which picked up both the man and the boat when they were about one mile off the harbour and brought them safely ashore.—Expenses, £4 13s. 6d.

Sept. 5th.—The FILEY Pulling and Sailing Life-boat was launched in a strong N.E. gale with a very heavy sea and rain, as the motor coble *Heather*—which had put out to haul her crab pots at 5.30 A.M., and was between Filey Brigg and Grinstead Bay at 7.40 A.M.—was encountering very bad seas. Accompanied by the Life-boat the coble reached port in safety.—Expenses, £14 12s. 6d.

Sept. 5th.—The FLAMBOROUGH NO. 2 Life-boat put out in a moderate N.E. gale, with a heavy sea, at 8.30 A.M., as anxiety was felt for the safety of the coble *Quest*, which was fishing for crabs about five miles S. by E. from Flamborough Head. The Life-boat

escorted her back safely under the lee of the Head, where many larger vessels were running for shelter.—Expenses, £12 4s. 6d.

The following service was also reported:—August 24th.—The WALTON AND FRINTON Motor Life-boat was launched in a strong E.N.E. gale with a very heavy sea at 6.15 P.M., saved the yacht *Marine*, of Ipswich, and rescued her occupants, four in number. Information that a yacht was ashore on the Pie Sands had been received from the Coastguard, and as the weather was growing worse the Life-boat put out. She found the yacht, riding heavily to her anchor and making water. The crew asked for help to save the vessel, and she was eventually brought into safety by the Life-boat.—Property Salvage Case.

Also voted £179 4s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Arklow (Motor), Barry Dock (Motor), Blyth (Motor), Bridlington (Motor), Clacton-on-Sea (Motor), Douglas (Motor), Falmouth (Motor), Hilbre Island, Holy Island No. 1 (Motor), Hoylake, Longhope (Motor), Margate (Motor), Padstow No. 1 (Motor), Piel (Barrow) (Motor), Ramsgate (Motor), Scarborough (Motor), Southend-on-Sea (Motor), Stromness (Motor), Sunderland (Motor), Teignmouth, Tenby (Motor), Tyne-mouth (Motor), Wells, and Yarmouth, Isle of Wight (Motor).

Passed a further £352 2s. 10d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. David's, Troon, and Whitby.

Granted £93 4s. 6d. to men for injury in the Life-boat Service at Angle, Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, Rhyl, and Walmer.

Voted a compassionate grant of £5 to DAVID MARR, ex-Coxswain of the North Berwick Life-boat, who is now in a very bad state of health, to which his Life-boat service partly contributed.

Decided that the special weekly allowance now being paid to HENRY MARCHANT, who has been incapacitated by illness since going out on service in the Newhaven Life-boat in November, 1929, be continued.

Decided that the special weekly allowance now being paid to JAMES BULITTUDE, an ex-member of the crew of the Caister Life-boat who was injured at a launch in November, 1929, be continued.

Voted an Aneroid Barometer, suitably inscribed, to LIONEL HUNT for saving life at Barry Dock on the 4th March and 15th June. (A description of these services will be found on page 374.)

Directed that Letters of Appreciation in addition to the monetary awards already

granted be addressed to Messrs. Ian D. McLeod, and Roderick C. H. McAulay for rescuing the six occupants of a wagonette, on the 27th December, 1930, at Benbecula, Hebrides. (A description of this service will be found in the Committee of Management summary for March.)

Voted £1 4s. to the Dungeness Second Coxswain and two Life-boatmen, for putting off in a motor fishing boat, in a moderate S.W. breeze, with a choppy sea, on the 15th August, to search for a flying-boat reported by the Coastguard to have been forced down in the sea some miles off Dungeness. The men searched a large area from 2 P.M. to 8 P.M. but could find nothing, and it was learnt later that the flying-boat had managed to reach her base at Felixstowe in safety. Also granted 5s. for fuel consumed.

Voted £3 to four men for rescuing three other men whose boat had capsized in a moderate N.E. gale with a heavy broken sea, at Wicklow, on the 19th April. Two boats, each with a crew of four, put off in competition for the work of berthing a steamer which was entering Wicklow Harbour, and the successful boat got alongside her in broken water and put one man aboard. Their boat then capsized and the remaining three men were thrown into the water. The other boat, which had turned back, immediately put about and with considerable difficulty and at great risk got the men into their boat and landed them safely at Wicklow. But for the promptitude shown by the salvors, these three lives would certainly have been lost.

Voted £12 to the crew of a large motor fishing coble for putting out from Bridlington on the 14th June, in a S.E. gale, with a heavy sea and hail showers, and, at great risk, rescuing the crew of three of the yacht *Olivet*, of Hull, which had had her mast carried away and was in serious difficulties, while on passage from Scarborough to Bridlington. The yacht had been seen by a Flamborough fisherman to be experiencing such heavy weather that he telephoned a warning to Bridlington. The salvors at once went out to meet the yacht. As the coble approached her the *Olivet* let go an anchor, and the rescuers got a line aboard. Then the three men on board jumped into the sea and were hauled to the coble. A little later the yacht's cable parted, and she was washed ashore and smashed to pieces.

Voted £1 to a man aged seventy-two and a boy of fifteen for putting off from Whitburn in a small rowing boat to the rescue of a man and four boys whose fishing coble had capsized about half a mile off shore in a squally S.W. wind, with a moderate sea, on the 26th June. Leading Seaman Bell, R.N.V.R. had seen the coble upset when he was on the top of the cliffs. He scrambled down the cliff face and waded into the sea to give the alarm to the rescuers, who immediately rowed out and pulled aboard four of the five in the water. The fifth, a boy of six, was also picked up, but he was found to be dead. The rescued

were then transferred to a motor-boat which had by then arrived, and they were landed in safety. Besides the awards it was directed that a Letter should be sent to the Officer Commanding the Tyne Division R.N.V.R., commending the Leading Seaman for his prompt action.

Voted £1 17s. 6d. to five men for putting off from Eyemouth in a motor fishing boat, on the 9th July, in a strong N. wind with a very heavy sea, and rescuing two men in a small open boat who had been seen to have broken an oar and to be in difficulties off the harbour. The assembly signal was fired for the Life-boat, but meanwhile the owner of the motor boat had collected a crew, launched, and brought the small boat safely into harbour.

Voted £2 5s. to six men for putting off in a motor launch, in a moderate W. gale, with a rough sea, on 2nd July, and rescuing at some risk the two occupants of the yacht *Mystic*, of Fleetwood, which had grounded off the mouth of the Conway River on sandbanks about two miles from the mainland and had been swamped. The men had been seen on the sandbanks, and then they were seen to take to the water. Under the direction of the Conway Police Superintendent the rescue party was organized. After going about one and a half miles, the motor launch found the two men lashed to tanks, one man being unconscious. With some difficulty they were got aboard, and the launch made for Conway with all speed, where medical aid was at hand, and after two hours' treatment both men recovered. Besides the awards it was directed that a Letter should be addressed to the County Police Authority, commending the prompt measures taken by Superintendent T. J. Pritchard; and granted 5s. for restoratives, and 2s. 6d. for fuel used.

Voted £1 4s. to the Life-boat Coxswain and Second Coxswain and two Life-boatmen of Llandudno for putting off in a motor launch on the 16th August and rescuing the crew of three of the fishing boat *St. Dennis*, of Llan-

dudno, which was in difficulties outside Llandudno Bay in a moderate Westerly gale, with a rough sea. The three men, who were in a very exhausted condition, were taken aboard the motor launch, and their boat was taken in tow. Also granted 3s. for fuel used.

Voted 15s. to the Coxswain and Second Coxswain of the New Brighton Motor Life-boat who, accompanied by the Permanent Motor Mechanic, put off at 10.50 p.m. on the 25th August in the Life-boat's motor boarding boat, in a moderate breeze, with a moderate sea, and landed two injured seamen. A collision had occurred in the Mersey between the S.S. *Mayflower*, of Liverpool, and the S.S. *St. Mingo* of Dublin, and the *St. Mingo* had been sunk. Six of her crew of eight were picked up by the other vessel, and as two of them were badly injured, the motor boarding boat took them ashore, where an ambulance was waiting to carry them to hospital. The motor boarding boat was then taken out again to search for the missing members of the crew, unfortunately without success.

Voted 3s. 6d. to the Coxswain of the New Brighton Motor Life-boat for putting off in the Life-boat's motor boarding boat, with the Permanent Motor Mechanic, on the 14th September, on receipt of a telephone message from the Perch Rock Coastguard that a man had been surrounded by the tide on the Burbo Bank. There was no wind, and the sea was smooth. The Banks were searched, but no trace of a man could be found, and the motor boat returned to New Brighton after having been out for one and a quarter hours.

Voted 7s. 6d. to the Second Coxswain of the Porthoustock Life-boat for putting off in his motor fishing boat at 9.30 p.m. on the 3rd August, after the Honorary Secretary had received a message from the Coastguard that a small sailing boat trying to make Porthallow appeared to be in difficulties. The Second Coxswain went out in the direction indicated, but gave up the search after one and a half hours, having seen no boat in distress.

Awards to Coxswains and Life-boatmen.

To WALTER FAIRBAIRN, on his retirement, after serving for 34½ years as Coxswain of the Dunbar and Skateraw Life-boats, a Coxswain's Certificate of Service, and a Pension.

To WILLIAM H. MARTIN, on his retirement, after serving for 30½ years as Coxswain of the Minehead Life-boat, a Coxswain's Certificate of Service, and a Pension.

To ANDREW TOSE, on his retirement, after serving for 27½ years as Coxswain, and previously 5½ years as Second Coxswain of the Runswick Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN CORIN, on his retirement, after serving for 26½ years as Coxswain, and previously 5½ years as Second Coxswain of

the Coverack Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN INNES, on his retirement, after serving for 23½ years as Coxswain, and previously 11 years as Second Coxswain of the Newburgh Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN WILSON, on his retirement, after serving for 20½ years as Coxswain of the St. Abbs Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN H. WILLIAMS, on his retirement, after serving for 19½ years as Coxswain, and previously 6½ years as Bowman of the Tenby Life-boat, a Coxswain's Certificate of Service, and a Pension.

To WILLIAM NOBLE, on his retirement, after serving for 12½ years as Coxswain of the Fraserburgh Life-boat, a Coxswain's Certificate of Service, and a Pension.

To WILLIAM H. STEER, on his retirement, after serving for 11 years as Coxswain of the Port Isaac Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN DUNSTONE, on his retirement, after serving for 9½ years as Coxswain of the Falmouth Life-boat, a Gratuity.

To THOMAS M. KELLY, on his retirement, after serving for 50 years as a member of the Crews of the Whitby and Uppang Life-boats, a Coxswain's Certificate of Service and a Pension. During this period he served as Coxswain of the Whitby (Motor) for 8 years, Coxswain of the Nos. 1 and 2 for 3 years, Assistant Mechanic (Motor) for 1 year, Second Coxswain of the Uppang Life-boat for 21 years, and Bowman, Uppang, for 6½ years.

To JOSEPH O. TOMLINSON, on his retirement, after serving for 50 years as a member of the Crews of the Whitby and Uppang Life-boats, a Coxswain's Certificate of Service and a Pension. During this period he served as Coxswain of the Whitby Nos. 1 and 2 Life-boats for 8 years, Second Coxswain, Whitby (Motor) for 4 years, and Bowman, Uppang, for 20 years.

To HERBERT BROWN, on his retirement, after serving for 5½ years as Coxswain 5½ years as Second Coxswain, and previously 9½ years as Bowman of the Weymouth Life-boat, a Coxswain's Certificate of Service, and a Pension.

To GEORGE S. RICHARDS, on his retirement, after serving for 5 years as Coxswain, 39½ years as Second Coxswain, and previously 7 years as a member of the Crew of the Lynmouth Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JAMES MURPHY, on his retirement, after serving for 3½ years as Coxswain, and previously 20½ years as Second Coxswain of the Newcastle (Co. Down) Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN M. WILLIAMS, on his retirement, after serving as Coxswain, and previously for 17 years as a member of the Crew of the Aberdovey Life-boat, a Life-boatman's Certificate of Service.

On the closing of the Abersoch Life-boat Station, the following awards were granted—

To GRIFFITHS P. THOMAS, who served for 26½ years as Coxswain, and previously 22½ years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To HUMPHREY ROBERTS, who served for 26½ years as Second Coxswain, and previously 23 years as a member of the Crew, a Life-boatman's Certificate of Service and a Pension.

To JOHN EVANS, who served for 34 years as Bowman, and previously 14½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To the following members of the Crew, Life-boatmen's Certificates of Service were awarded. The figures after the names denote years of Service.

OWEN JONES (44½).
JOHN THOMAS (39½).
LLEWELYN HOOKES (26½).
TOMMY HOOKES (26½).
EVAN EVANS (26½).
RICHARD OWEN (26½).
DAVID OWEN (26½).
BOB ROBERTS (17½).
JOHN O. JONES (17½).
RICHARD JONES (17½).
HUMPHREY ROBERTS, Jr. (17½).
JOHN OWEN (17½).
JOHN GRIFFITH (17½).
HUGH ROBERTS (17½).

On the closing of the Criccieth Life-boat Station, the following awards were granted—

To JOHN E. WILLIAMS, who served for 4½ years as Coxswain, 5 years as Second Coxswain and previously 15 years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To JOHN M. ELLIS, who served for 4½ years as Second Coxswain, 3½ years as Bowman, and previously 16½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Gratuity.

To JOHN R. JONES, who served for 18½ years as Shore Signalmán, a Pension.

To ROBERT EVANS, who served for 4½ years as Bowman, and previously 20 years as a member of the Crew, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service were awarded to the following, the figures after the names denote years of service :—

GRIFFITH DAVIES (24½).
GRIFFITH H. GRIFFITH (24½).
EDWARD JONES (24½).
DAVID WILLIAMS (24½).

On the closing of the Robin Hood's Bay Life-boat Station, the following awards were granted :—

To OLIVER STORM, who served for 5½ years as Coxswain, and previously 38 years as a member of the Crew, a Life-boatman's Certificate of Service, and a Gratuity.

To REUBEN STORM, who served for 10½ years as Second Coxswain, and previously 38½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To EDWIN COLLINSON, who served for 10½ years as Bowman, and previously 2½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

Life-boatmen's Certificates of Service were awarded to the following, the figures after the names denote years of service :—

RICHARD BEDLINGTON (16½).
 WILLIAM BEEDLE (13½).
 REUBEN BULMER (22½).
 ELLIOTT DUKE (15½).
 HENRY DUKE (27).
 GREENUP HARRISON (24½).
 JOHN MARTIN (10½).
 THOMAS MOORSON (19½).
 GILBERT SCREETON (13).
 WILLIAM SCREETON (16).
 RICHARD SHIPMAN (13½).
 JOHN SKELTON (27).
 WILLIAM SMITH (20½).
 THOMAS STORM (37).
 REUBEN STORM (39).

To THOMAS PATTEN, on his retirement, after serving for 27½ years as Second Coxswain, and previously 20½ years as a member of the Crew of the Runswick Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To STEPHEN S. BIGNELL, on his retirement, after serving for 19½ years as Second Coxswain, ¾ year as Bowman, and previously 25 years as a member of the Crew of the Appledore Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To JOHN SLADE, on his retirement, after serving for 19½ years as Second Coxswain, and previously 11 years as Bowman of the Minehead Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To RALPH T. STAFFORD, on his retirement, after serving for 18 years as Second Coxswain, and previously 2 years as a member of the Crew of the Sunderland Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To JOSEPH TATE, on his retirement, after serving for 14½ years as Second Coxswain, 10½ years as Bowman, and previously 18½ years as a member of the Crew of the Kings-town (Dun Laoghaire) Life-boat, a Life-boatman's Certificate of Service, and a Gratuity.

To JOHN ROSE, on his retirement, after serving for 15½ years as Bowman, and previously 38½ years as a member of the Crew of the Lowestoft Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To HUGH RAE, on his retirement, after serving for 15½ years as Bowman, and previously 4½ years as a member of the Crew of the St. Abbs Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM OATEN, on his retirement, after serving for 12½ years as Bowman of the Port Isaac Life-boat, a Pension.

To JOSEPH TAYLOR, on his retirement, after serving for 11½ years as Bowman, and previously 40½ years as a member of the Crew of the Runswick Life-boat, a Life-

boatman's Certificate of Service, and a Pension.

To EDWARD R. BELL, who had retired, after serving for 11 years as Bowman, and previously 14 years as a member of the Crew of the Aberdovey Life-boat, a Life-boatman's Certificate of Service.

To SAM WILLIAMS, on his retirement, after serving for 10½ years as Bowman, and previously 34½ years as a member of the Crew of the Llanddulas Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM FISHER, on his retirement, on account of ill-health, after serving for 3 years as Bowman, and previously 34 years as a member of the Crew of the Maryport Life-boat, a Life-boatman's Certificate of Service, and a Compassionate Grant.

To ELLIS WILLIAMS, on his retirement, after serving as Bowman, and previously for 11 years as a member of the Crew of the Aberdovey Life-boat, a Life-boatman's Certificate of Service.

To RICHARD BURGESS and to GEORGE YENDLE, on their retirement, after serving for 44½ years as members of the Crew of the Lynmouth Life-boat, Life-boatman's Certificates of Service.

Life-boatmen's Certificates of Service were awarded to the following Life-boatmen at Blackpool, on their retirement. The figures after the names denote years of Service :—

RICHARD PARKINSON (39).
 JAMES BARROW (34).
 WILLIAM SMITH (34).
 THOMAS BAMBER (34).

Life-boatmen's Certificates of Service were awarded to the following Life-boatmen of Poole and Bournemouth. The figures after the names denote years of Service :—

GEORGE STOUT (49).
 HARRY BROWN (49).
 RICHARD HAYES (47).
 WILLIAM GOULD (47).
 WILLIAM CARTRIDGE (40).

To THOMAS GRAPES and to GEORGE DEBBAGE, who retired, on the closing of the Station, after serving for 45 and 16 years respectively as members of the Crew of the Palling Life-boat, Life-boatmen's Certificates of Service.

To RICHARD BODILLY, who retired after serving for 22 years as a member of the Crew of the St. Mary's Life-boat, a Life-boatman's Certificate of Service.

To EBENEZER McLENNAN, on his retirement, after serving for 24½ years as Shore Signalman of the Montrose Life-boat, a Pension.

To SAMUEL SHEPPARD, on his retirement, after serving for 19½ years as Shore Signalman of the Lynmouth Life-boat, a Pension.

To WILLIAM MITCHELL, on his retirement, after serving for 10½ years as Shore Signalman of the Girvan Life-boat, a Pension.

Obituary.

DURING the past year the Institution has lost many who have done distinguished service as members of Life-boat Crews or who have given it long and generous help as honorary workers. The Life-boat Service is very much poorer by their deaths.

Mr. Arthur Simmons, of New Brighton.

Mr. Arthur Simmons, of New Brighton, Cheshire, who died on 6th January last, was the First Engineer of the first of the Institution's Steam Life-boats, the *Duke of Northumberland*, and he served as an engineer for twenty-seven years. He was appointed to the *Duke of Northumberland* when she was completed in 1890 and stationed at Harwich. He went with her when she was transferred to Holyhead and then to New Brighton. In 1897 she returned to Holyhead and was replaced at New Brighton by the *Queen*. Mr. Simmons was transferred to the latter Boat and served in her until 1917. In that year he was injured on service and retired with a pension and a gratuity. In 1895 he had been awarded the Institution's Silver Medal, for general services.

Mr. E. J. Bluett, Isles of Scilly.

Mr. Edmund J. Bluett, who died on 11th January last, was Honorary Secretary of the Scilly Islands Branch for thirty-six years. He was appointed in May, 1882, and retired in September, 1918. During those thirty-six years the Life-boats at St. Mary's, Isles of Scilly, rescued 128 lives. Mr. Bluett was presented with Inscribed Binoculars in 1892, the Institution's Decoration (now replaced by the Gold Badge) in 1902, and the Thanks of the Institution inscribed on Vellum on his retirement.

Coxswain Samuel Brown, of Winterton.

Coxswain Samuel Brown, of Winterton, Norfolk, who died on 11th January last, at the age of sixty-five, joined the Life-boat Crew at Winterton, Norfolk, in 1884, when he was eighteen years old. He was appointed Second Coxswain in January, 1907, and Coxswain in December, 1910. He served as Coxswain for nine years, retiring in 1919 on account

of ill-health, the result of Life-boat service. In addition to his retiring pension, he received two special gratuities amounting to £80, and in 1921 the Institution granted him a special weekly allowance of ten shillings. During his thirty-five years of service the Winterton Life-boat was launched 247 times and rescued 356 lives.

Coxswain Mann, of Aldeburgh.

Coxswain C. D. Mann, of Aldeburgh, died on 15th February last, at the age of sixty. He came of a family of Life-boatmen. Both his grandfather and father served in the Aldeburgh Boat before him, and he succeeded his father as Second Coxswain in 1903. Fourteen years later he was appointed Coxswain, and he served as Coxswain for twelve years, retiring in 1929. He was presented with a Certificate of Service and received a pension. During the War, from August, 1914, to November, 1918, he took part in twenty-two services.

Coxswain Walter Pestell, of Palling.

Coxswain Walter Pestell, of Palling, Norfolk, who died on 25th February, at the age of eighty-five, joined the Palling Life-boat Crew at the age of eighteen. Six years later, in 1870, he was appointed Coxswain, and served until 1899, when he retired at the age of fifty-three. During the twenty-nine years of his Coxswainship the Palling Station rescued 445 lives from shipwreck. Coxswain Pestell was awarded the Silver Medal, for general services, in 1893, and a Clasp to the Medal when he retired.

Coxswain Richard Payne, of Newhaven.

By the death, on 3rd June last, of Coxswain Richard Payne, of Newhaven, at the age of fifty-seven, the Institution loses one of its most distinguished Coxswains. He was appointed Bowman in 1911. A year later he became Second Coxswain, and the following year he was promoted to Coxswain. That was in July, 1913, and he remained Coxswain for seventeen years, retiring at the end of 1930, as a result of injuries on service. Coxswain Payne was com-

mended for his good judgment in the service to the London barge *Crete-rampart* in November, 1920, a service on which he was injured, and he won both the Bronze and Silver Medals for his skill and gallantry. The Bronze Medal was awarded for the service to the tug *Richmere*, of Newhaven, in a whole gale in November, 1924. The tug was driven ashore when going to the help of the cross-Channel steamer *Dieppe*, and her crew were in imminent peril. The tug was lying in a position which made it very dangerous to approach her, but the Motor Life-boat was splendidly handled by Coxswain Payne, and the four men on board were rescued in spite of the fact that the Life-boat was severely damaged by the tug rolling on top of her. Then, damaged though the Life-boat was, Coxswain Payne put out again and stood by the *Dieppe* until she refloated. His last and greatest service was in the terrible gales of the winter of 1929-30, when the Motor Life-boat rescued the crew of the Danish schooner *Mogens Koch*, in December, in a gale with gusts at over eighty miles an hour. On the return journey she had to fight her way against wind and sea and tide. One huge wave broke in the boat. It stove in the shelter and knocked down every man on board, and Coxswain Payne, who was at the wheel, was seriously hurt in the back, but he stuck to his post until the end. From that injury he never recovered, and he retired at the end of 1930, receiving a Certificate of Service, a pension and a special allowance. The Institution was represented at the funeral by Sir George Shee, the Secretary, and by Captain R. L. Hamer, R.N., Deputy-Chief Inspector of Life-boats. As Coxswain Payne's death was the result of injury on Life-boat service, his widow has been pensioned under the Institution's scheme, as if he had been a petty officer in the Navy, or a non-commissioned officer in the Army, who had been killed in action.

Mrs. Longair, of Dundee.

By the death on the 15th July of Mrs. Longair, wife of ex-Lord Provost Longair, of Dundee, in her 84th year,

the Institution has lost one of its oldest and most valued workers in Scotland. Her interest in the Life-boat Service began many years ago. She was closely associated with its work first through the Ladies' Auxiliary of the Life-boat Saturday Fund, and then through the Institution's Branch at Dundee. In May of this year she received a present from her friends to mark her semi-jubilee as President of the Dundee Ladies' Auxiliary, which, in 1922, became the Dundee Ladies' Life-boat Guild, and just before her death the Institution awarded her the Gold Brooch, which is given for long and distinguished honorary services.

Mr. Wright Griggs, of Hythe.

Mr. Wright Griggs, of Hythe, Kent, who died on 18th September last, at the age of sixty-nine, was a member of a family whose name is very familiar in the history of the Hythe Life-boat Station. He went to sea as a boy, and then as a young man succeeded to his father's fishing business at Hythe. He was a member of the Hythe Life-boat Crew for many years, and was one of the Crew on 11th November, 1891, when the Life-boat was launched to the *Benvenue*, of Glasgow, and capsized before she could get clear of the surf. Of the twenty men on board the Life-boat, all but one got ashore; the Life-boat, which was washed ashore, was launched again, and the twenty-seven survivors of the *Benvenue's* crew of thirty-two were rescued. In 1908 Mr. Wright Griggs was appointed Second Coxswain. He had retired when, in 1917, the Life-boat was called out, at midnight, on the 1st April, to the ketch *Mazeppa*, of Harwich, but volunteered to take the place of the Second Coxswain. With great difficulty the two men on board the ketch were saved, and Coxswain Dearman and Acting Second Coxswain Griggs were both awarded the Bronze Medal. Mr. Griggs also received a number of other awards for gallantry in saving life. The present Coxswain at Hythe, Henry Griggs, who holds the Institution's Silver Medal, is his son. The Second Coxswain and Motor Mechanic are also his sons, and one of his nephews is a member of the Crew.

News from the Branches.

1st July to 30th September.

Greater London.

PRESENTATION of awards for Greater London and the South-east of England in the Life-boat Essay Competition, by Sir Malcolm Campbell, the Mayor of Westminster presiding. (See full report in last issue of *The Lifeboat*.)

BARNET (HERTS.).—Address to the Rotary Club by the District Organizing Secretary.

DEPTFORD.—Address to the Rotary Club by the District Organizing Secretary.

ENFIELD.—Address to the Rotary Club by the District Organizing Secretary.

MITCHAM.—Social. Address by the District Organizing Secretary.

PADDINGTON.—Garden Party by Sir John Collie, C.M.G., a member of the Committee of Management. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

ST. ALBANS (HERTS.).—Life-boat Day. Tabernacle Mothers' Meeting: Address by Miss Silvester, the Honorary Secretary.

LEWISHAM (SYDENHAM).—Talk to Toc H by the District Organizing Secretary.

WALTHAMSTOW.—Presentation by the Mayoress of the Challenge Shield in the Life-boat Essay Competition, won by Frederick Tombs, of Winns Avenue Boys' School, the Mayor presiding. Address by Sir John Collie, C.M.G., a member of the Committee of Management.

Garden Party given by Mr. Eben Clarke, F.C.A., Chairman. Presentation to Mr. George B. Dixon, the Honorary Secretary, of the framed Life-boat Picture awarded to him by the Institution, and an arm-chair presented to him by the Committee of the Branch.

WIMBLEDON.—Garden Party.

North-West of England.

ACCRINGTON (LANCS.).—Life-boat Day.

BOLTON (LANCS.).—Annual Whist Drive, organized by the Ladies' Life-boat Guild. Life-boat Day.

BLACKPOOL (LANCS.).—Life-boat Day.

BRIERCLIFFE (LANCS.).—House-to-House Collection.

BURNLEY (LANCS.).—Life-boat Day.

CARNFORTH (LANCS.).—Life-boat Tea. Life-boat Day.

CASTLETOWN (ISLE OF MAN), CHORLEY (LANCS.).—Life-boat Days.

COLNE (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 22nd September.

COPPULL (LANCS.), DOUGLAS (ISLE OF MAN), GARSTANG (LANCS.).—Life-boat Days.

HAYDOCK AND ASHTON-IN-MAKERFIELD (LANCS.).—Collections at the Scala Cinema, Ashton-in-Makerfield, in connexion with the film, "Heroes of the Sea."

HOLME (LANCS.).—House-to-House Collection.

HORWICH (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 22nd September.

HYDE (CHESHIRE).—Social Evening.

LANCASTER.—Garden Fête, organized by the Ladies' Life-boat Guild.

LIVERPOOL.—Collections at Cinemas in connexion with the film, "Heroes of the Sea."

Annual Meeting of the Ladies' Life-boat Guild on 4th September, the Mayor presiding, supported by the Mayoress, President of the Guild, Mr. S. S. Jerrett, Chairman of the New Brighton Station, and Mrs. Murray Douglas, Chairman of the Guild. Presentation of the Gold Brooch and Record of Thanks awarded by the Institution to Mrs. E. G. Parkinson, late Chairman of the Guild.

BIRKENHEAD.—Presentation by Sir Godfrey Baring, Bt., Chairman of the

Committee of Management, of the Challenge Shield for the North-West of England in the Life-boat Essay Competition won by Theresa Keaney, of Our Lady's Girls' School, Birkenhead.

WALLASEY.—Collections at the Capitol Cinema in connexion with the film, "Heroes of the Sea."

LYTHAM-ST. ANNES (LANCS.).—Life-boat Day at St. Annes.

MANCHESTER, SALFORD AND DISTRICT.—Collections at Cinemas in connexion with the film, "Heroes of the Sea." Garden Party and Floral Fête at the Manchester University Athletic Grounds.

"Indoor Fête," opened by Mrs. Henry Bronnert, at the Sali Lobel Studios, Manchester (by the kind permission of Miss Sali Lobel). The Rt. Rev. the Lord Bishop of Salford attended the function in the afternoon. Dancing and Fencing Displays were kindly arranged by Miss Lobel, and Messrs. Roland & Rivkin, Ltd., of Manchester, gave two Mannequin Parades. There was an exhibition and sale of Rumanian hand-worked goods, Stalls, Side-shows, Conjuror, and many other attractions, followed by a Ball, Cabaret, and Whist Drive.

CHEETHAM HILL.—Collections at the Premier Cinema in connexion with the film, "Heroes of the Sea."

CHORLTON-CUM-HARDY. — First Annual Meeting of the Guild and Birthday Tea. Collections at the Savoy Picture House in connexion with the film, "Heroes of the Sea."

DENTON.—Collections at the Denton Palace in connexion with the film, "Heroes of the Sea."

PRESTWICH AND HEATON PARK.—Annual Meeting of the Ladies' Life-boat Guild on 30th June. Jumble Sale arranged by the Ladies' Life-boat Guild.

RUSHOLME.—Collection at the Casino Cinema in connexion with the film, "Heroes of the Sea."

WORSLEY, WALKDEN AND DISTRICT.—Special Meeting, at which the Ladies' Life-boat Guild was re-constituted.

MARYPORT (CUMBERLAND).—Address to Toc H by the Branch Honorary Secretary and Treasurer.

MORECAMBE (LANCS.), NANTWICH (CHESHIRE), NELSON (LANCS.), NEWTON-IN-MAKERFIELD (LANCS.). — Life-boat Days.

PEEL (ISLE OF MAN).—Sacred Service. Life-boat Day. Gymkhana.

PIEL (BARROW) LANCS.—Life-boat Day.

PORT ERIN (ISLE OF MAN).—Dinner-table Collection. Sacred Service. Life-boat Day.

PORT ST. MARY (ISLE OF MAN).—Sacred Service. Dinner-table Collection. Life-boat Day.

PRESTON.—House-to-House Collection at Longton and Penwortham, and Life-boat Day at Longridge.

RAMSEY (ISLE OF MAN).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Life-boat Day. Dinner-table Collection.

SABDEN (LANCS.).—House-to-House Collection.

SEASCALE (CUMBERLAND).—Life-boat Day.

STANDISH (LANCS.).—House-to-House Collection. Bridge Drive arranged by Mrs. Dickinson, Honorary Treasurer of the Ladies' Life-boat Guild.

TRAWDEN (LANCS.).—House-to-House Collection.

WARRINGTON (LANCS.), WHALEY BRIDGE (CHESHIRE), WIDNES (LANCS.), AND ULVERSTON (LANCS.).—Life-boat Days.

North-East of England.

BARNARD CASTLE (DURHAM).—Mystery Tea.

BERWICK (NORTHUMBERLAND). — Annual Meeting of the Ladies' Life-boat Guild, Lady Francis Osborne, President, in the chair. Life-boat Day.

BOLTON-ON-DEARNE (YORKS.).—Life-boat Day.

BOULMER (NORTHUMBERLAND). — Inaugural Ceremony of the new Motor

Life-boat. (See special report on p. 378.)
Sale of Work.

BRADFORD.—Bring and Buy Sale.

See also HUMBER.

BRIDLINGTON (YORKS.).—Inaugural Ceremony by H.R.H. the Princess Mary, Countess of Harewood, of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

Life-boat Day.

CONISBROUGH (YORKS.). — Whist Drive.

CRESSWELL (NORTHUMBERLAND). — Garden Fête.

DARLINGTON (DURHAM).— Garden Fête and Whist Drive.

DEWSBURY (YORKS.). — House-to-House Collection.

FLAMBOROUGH (YORKS.), GOOLE (YORKS.), AND HAUXLEY (NORTHUMBERLAND).—Life-boat Days.

HIPPERHOLME AND LIGHTCLIFFE (YORKS.).—Garden Fête.

HORNSEA (YORKS.) AND HUDDERSFIELD (YORKS.).—Life-boat Days.

HUMBER (YORKS.).—Unveiling of tablet recording the gift of £2,000 from the late Mr. S. C. Helm, of Bradford, towards the cost of Boathouse. Ceremony arranged by the Bradford Branch. (See special report in the last issue of *The Lifeboat*.)

KEIGHLEY (YORKS.).—Annual Meeting, the Mayor, President of the Branch, in the chair. Efforts of the past year: Works' Appeal, Life-boat Day. Amount collected last year £273, as compared with £304 in the previous year.

KNOTTINGLEY (YORKS.).—Life-boat Day.

LEEDS.—Collection at County Cricket Match. Life-boat Day at Tadcaster. Whist Drive and Dance at Morley. Whist Drive at Holbeck.

MALTON (YORKS.).—Life-boat Day.

MARKET WEIGHTON (YORKS.).—Life-boat Day.

MORPETH (NORTHUMBERLAND).—Performance of Life-boat Play, "Their Business in Great Waters." Bring and Buy Sale. Concert.

NEWCASTLE - UPON - TYNE (NORTHUMBERLAND). — Life-boat Day at Gosforth.

NORTH SUNDERLAND (NORTHUMBERLAND), ROBIN HOOD'S BAY (YORKS.).—Life-boat Days.

ROTHERHAM (YORKS.).—Annual Meeting, the Mayor, Patron of the Branch, presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day. Amount collected last year, £170 as compared with £158 in the previous year.

SCARBOROUGH (YORKS.).—Inaugural Ceremony by H.R.H. the Princess Mary, Countess of Harewood, of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

Annual Meeting of the Ladies' Life-boat Guild, the Mayor presiding. Efforts of the past year: Whist and Bridge Drives, Concert. Amount raised last year, £121.

Life-boat Day.

SEAHAM (DURHAM).—Bridge Drive.

SEDBERGH (YORKS.).—Drawing-room Meeting.

SHEFFIELD, SOWERBY BRIDGE (YORKS.), SOUTH SHIELDS (DURHAM), STOCKTON (DURHAM), SUNDERLAND (DURHAM), WATH - UPON - DEARNE (YORKS.), WEST HARTLEPOOL (DURHAM), WHITBY (YORKS.). — Life-boat Days.

Midlands.

ALCESTER (WARWICK).—Cinema Collection in connexion with the film, "Heroes of the Sea."

ALFORD (LINCS.) AND ASHBY-DE-LA-ZOUCH (LEICESTER).—Life-boat Days.

BIRMINGHAM.—Life-boat Day, with a Life-boat taken through the streets escorted by Police Bands and First Troop Birmingham Sea Cadets. Addresses by the District Organizing Secretary to members of the Queen's College School of Commerce, the Bromford Branch of the British Legion, the Sisterhood at Yardley, and the Moseley Road Congregational Church Sisterhood. Three wireless Life-boat talks by the District Organizing Secretary during

the Children's Hour. "Heroes of the Sea" film shown at the Forum and Robin Hood Theatres, Astoria Picture House, Summerhill Palace, Erdington, Aston Cross Picture House, Alhambra, and Edgbaston Picture House, with collections.

BOSTON (LINCS.), BREEDON-ON-HILL (LEICS.), BRIGG (LINCS.).—Life-boat Days.

BRISTOL (GLOS.).—Cinema Collection in connexion with the film, "Heroes of the Sea." Life-boat Day at Portishead.

CIRENCESTER (GLOS.).—Life-boat Day.

COVENTRY (WARWICK).—Presentation of Certificates won in the Life-boat Essay Competition, by the Mayor of Coventry, accompanied by the Director of Education and Branch Officials. At each school a donation was handed to the Mayor by one of the children towards the funds of the Institution.

Life-boat Day. Broadcast talk on Coventry Branch, arranged by the District Organizing Secretary. Collections at Cinemas in connexion with the film, "Heroes of the Sea."

DROITWICH (WORCESTER). — Life-boat Day.

GLOSSOP AND HADFIELD (DERBYSHIRE).—House-to-House Collection.

GLOUCESTER.—Life-boat Day.

GRIMSBY AND CLEETHORPES (LINCS.).—Cleethorpes: Annual Meeting of the Ladies' Life-boat Guild. Life-boat Day.

HALESOWEN (WORCESTER), HORNCASTLE (LINCS.).—Life-boat Days.

LEAMINGTON (WARWICK).—Opening of the new Regal Cinema. Presentation to Mr. and Mrs. Devis of the Framed Record of Thanks awarded to them by the Institution.

LEICESTER.—Collection at Cinema in connexion with the film, "Heroes of the Sea." Life-boat Day.

LINCOLN.—Life-boat Day.

LOUGHBOROUGH (LEICESTER). — "Heroes of the Sea" film shown, with collection.

LYE AND WOLLESCOTE (WORCESTER),

MABLETHORPE (LINCS.), AND MANSFIELD (NOTTS.).—Life-boat Days.

NORTHAMPTON.—Cinema Collections in connexion with the film, "Heroes of the Sea."

NORTON CANES (STAFFS.), NOTTINGHAM COUNTY, OLDRURY AND LANGLEY (WORCS.), RIPLEY (DERBYSHIRE), RUGELEY (STAFFS.), ROTHWELL (NORTHANTS), SCUNTHORPE (LINCS.), SHIRLEY (WARWICK), SKEGNESS (LINCS.), SPILSBY (LINCS.) (Burgh le Marsh), AND STAMFORD (LINCS.).—Life-boat Days.

STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME (STAFFS.).—Cinema Collections in connexion with the film, "Heroes of the Sea." Life-boat Day.

SUTTON COLDFIELD (WARWICK).—American Tea, arranged by Miss A. Tonks in the grounds at the Rookery. Lady Steel-Maitland performed the opening ceremony.

SUTTON-ON-SEA (LINCS.) AND WOODHALL SPA (LINCS.).—Life-boat Days.

Addresses by the District Organizing Secretary at Dorridge and Tamworth.

South-East of England.

ALDEBURGH (SUFFOLK), BEDFORD, BEXHILL (SUSSEX), AND BIRCHINGTON (KENT).—Life-boat Days.

BLAKENEY (NORFOLK). — Annual Meeting, Mr. Ellis Turner, Chairman, presiding. Amount collected last year, £63, as compared with £54 in the previous year.

Life-boat Day and Theatricals.

BLETCHLEY (BUCKS.).—Life-boat Day. Collections at Cinema in connexion with the film, "Heroes of the Sea."

BOGNOR (SUSSEX).—Life-boat Day.

BOXMOOR AND HEMEL HEMPSTEAD (HERTS.).—Lecture by Captain H. E. Holme, R.N., the Hon. Secretary, to the Women's Institute at Aldbury.

BRANCASTER (NORFOLK), BURY ST. EDMUNDS (SUFFOLK), AND CAISTER (NORFOLK).—Life-boat Days.

CATERHAM (SURREY).—Garden Party.

CHATTERIS (CAMBS.).—Life-boat Day.

CHELMSFORD (ESSEX).—Collection at

Witham in connexion with the film, "Heroes of the Sea."

BURNHAM-ON-CROUCH.—Life-boat Day.

MALDON.—House-to-House Collection.

CHICHESTER (SUSSEX).—House-to-House Collection.

CHIPPERFIELD (HERTS.).—Sale of Work. American Tea. Rummage Sale.

CHORLEY WOOD (HERTS.).—Lawn Tennis Tournament.

CLACTON-ON-SEA (ESSEX).—Life-boat Day and Life-boat Sunday.

CROMER (NORFOLK).—Life-boat Days at Cromer and Mundesley.

DARTFORD (KENT).—Lecture by Mr. Percy Kemp at Sutton-at-Hone.

DOVER (KENT).—Life-boat Day.

EASTBOURNE (SUSSEX).—Life-boat Day, and Presentation by the Mayor of the Certificate won in the Life-boat Essay Competition by an Eastbourne girl.

FAVERSHAM (KENT), FELIXSTOWE (SUFFOLK), FOLKESTONE (KENT), AND GT. YARMOUTH AND GORLESTON (NORFOLK).—Life-boat Days.

HASBOROUGH (NORFOLK).—Life-boat Days at Bacton, North Walsham, Stalham and Wroxham. Dance.

HASTINGS (SUSSEX).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

HAVERHILL (SUFFOLK), HERNE BAY (KENT), HUNSTANTON (NORFOLK), HYTHE (KENT), LITTLEHAMPTON (SUSSEX), LOWESTOFT (SUFFOLK).—Life-boat Days.

MARGATE (KENT).—Life-boat Day. Films shown at Margate College.

NEWHAVEN (SUSSEX).—Life-boat Inaugural Ceremony by H.R.H. the Prince George, K.G., and presentation to Mr. Lines, the Honorary Secretary. (See special report in the last issue of *The Lifeboat*.)

Life-boat Day.

NEWPORT PAGNELL (BUCKS.).—Life-boat Day.

RAMSGATE (KENT).—Presentation of Centenary Vellum. (Special report in next issue.) Life-boat Day.

ROCHESTER (KENT).—Address to the Chatham Rotary Club by Sir George Shee, Secretary of the Institution. Life-boat Day.

SELSEY (SUSSEX) AND SHERINGHAM (NORFOLK).—Life-boat Days.

SITTINGBOURNE (KENT).—Address by Miss Hopkins, Honorary Secretary of the Folkestone Women's Auxiliary, to the Brotherhood. Swimming Gala. Life-boat Day and Procession.

SOUTHEND-ON-SEA (ESSEX).—Collection at the Rivoli Cinema in connexion with the film, "Heroes of the Sea." Life-boat Day. Canvey Island Life-boat Day.

SOUTHWOLD (SUFFOLK).—Lantern lecture by the Rev. A. M. Peckham, Chairman of the Harrow Branch. Life-boat Day.

SUDBURY (SUFFOLK) AND UCKFIELD (SUSSEX).—Life-boat Days.

WALTON AND FRINTON (ESSEX).—Life-boat Day. Sports and Gala. Life-boat Sunday. Collections at Cinema in connexion with the film, "Heroes of the Sea."

WESTGATE-ON-SEA (KENT).—Life-boat Day.

WINDSOR (BERKS.).—House-to-House Collection.

WOLVERTON (BUCKS.) AND WORTHING (SUSSEX).—Life-boat Days.

Addresses by Captain Basil Hall, R.N., at Brill, Chesham and Amersham, Great Missenden, and High Wycombe.

South-West of England.

ABINGDON (BERKS.), ALDERSHOT (HANTS.), AND ANDOVER (HANTS.).—Life-boat Days.

APPLEDORE (DEVON).

BIDEFORD.—Ladies' Life-boat Guild formed. Mrs. Lefroy elected President; Miss Lloyd, Honorary Secretary. Life-boat Day, organized by Lady Irwin.

AXMINSTER (DEVON).—Life-boat Day at Colyton.

BANBURY (OXON.).—Life-boat Day, organized by the Mayor and Mayoress.

BASINGSTOKE (HANTS.).—Life-boat Day.

BATH (SOMERSET).—Collection in connexion with the film, "Heroes of the Sea," shown at Beau Nash Picture House. Life-boat Day at Midsomer Norton.

BRIDPORT (DORSET).—Presentation of Life-boat Essay Certificate. Life-boat Day.

BRIXHAM (DEVON).—Life-boat Day and Entertainment.

BUDE (CORNWALL), BURNHAM-ON-SEA (SOMERSET), AND CALNE (WILTS.).—Life-boat Days.

CHIPPENHAM (WILTS.).—Life-boat Day. Life-boat Day and film display at Corsham.

CLEDON (SOMERSET).—Life-boat Day.

COVERACK (CORNWALL).—Life-boat Day and Dance.

COWES, EAST AND WEST (ISLE OF WIGHT), CREDITON (DEVON), AND DARTMOUTH (DEVON).—Life-boat Days.

EXETER (DEVON).—Special Meeting at the Guildhall, with the Mayor, Vice-President of the Branch, in the chair. Speaker: Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

EXMOUTH AND BUDLEIGH SALTERTON (DEVON), FALMOUTH (CORNWALL), FARNBOROUGH (HANTS.), FOWEY (CORNWALL), FROME (SOMERSET), AND FRESHWATER (ISLE OF WIGHT).—Life-boat Days.

FRADDON (CORNWALL).—Presentation of Certificate in the Life-boat Essay Competition.

GILLINGHAM (DORSET).—Life-boat Day.

GOSPORT (HANTS.).—Presentation of Life-boat Essay Certificates to two schools.

GUERNSEY (CHANNEL ISLANDS).—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 377.) Life-boat Day.

HENLEY-ON-THAMES (OXON.).—Life-boat Day at Shiplake.

ILFRACOMBE (DEVON).—Meeting at Watermouth Castle by invitation of Mrs. Penn-Curzon. Speaker: The District Organizing Secretary. Ladies' Life-boat Guild formed. Life-boat Day, organized by the newly-formed Guild.

ISLE OF WIGHT.—Villages' Life-boat Day.

LIZARD (CORNWALL).—Presentation to Mr. C. M. Hart, the Honorary Secretary, by Colonel the Master of Sempill, a member of the Committee of Management, of the Gold Pendant awarded by the Committee of Management in recognition of his services as Honorary Secretary for 21 years. Life-boat Day.

LOOE (CORNWALL).—Life-boat Day at Liskeard.

LYME REGIS (DORSET), LYMINGTON (HANTS.), MELKSHAM (WILTS.), MINEHEAD (SOMERSET), AND NEWBURY (BERKS.).—Life-boat Days.

LYNMOUTH (DEVON).—Life-boat Day and Dance.

NEWQUAY (CORNWALL).—Life-boat Day, with procession and launch of the Life-boat.

OKEHAMPTON (DEVON).—Life-boat Day.

PADSTOW (CORNWALL).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

PAIGNTON (DEVON).—Life-boat Day.

PENZANCE (CORNWALL).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

PETERSFIELD (HANTS).—Life-boat Day.

LISS.—Life-boat Day.

POOLE, BOURNEMOUTH, CHRISTCHURCH AND WIMBORNE (HANTS).

BOURNEMOUTH.—"At Home," in St. Peter's Hall, with entertainment and special orchestra, given by Lt.-Colonel V. D. Stenhouse, Hon. Secretary, and Mrs. Stenhouse, to meet Lady Lyle, President of the Ladies' Life-boat Guild. Life-boat Day.

PORT ISAAC (CORNWALL), RINGWOOD (HANTS), AND ROMSEY (HANTS).—Life-boat Days.

RYDE (ISLE OF WIGHT).—Annual Meeting of the Ladies' Life-boat Guild, Lady Daly presiding. Speaker: The District Organizing Secretary.

ST. IVES (CORNWALL), SANDOWN (ISLE OF WIGHT), AND SEATON (DEVON).—Life-boat Days.

SALISBURY (WILTS.).—Fête at Cranborne, arranged by Commander and Mrs. Monro; opened by Lady Baker; address by the District Organizing Secretary. Life-boat Day at Fordingbridge.

SANDOWN (ISLE OF WIGHT) AND SHANKLIN (ISLE OF WIGHT).—Life-boat Days.

SCILLY ISLES (CORNWALL).—Life-boat Day and Concert.

SENNEN COVE (CORNWALL).—Life-boat Day and Dance.

SIDMOUTH (DEVON).—Life-boat Days at Ottery-St.-Mary and Sidbury.

SWANAGE (DORSET), SWINDON (WILTS.), TAVISTOCK (DEVON), AND TEIGNMOUTH (DEVON).—Life-boat Days.

SWAY (HANTS).—Garden Fête, organized by Mrs. Moser, jointly for the Institution and the British Sailors Society.

TORQUAY (DEVON).—Collection in connexion with the film, "Heroes of the Sea," at Burlington Cinema. Life-boat Day.

TRURO (CORNWALL).—Life-boat Day at Chacewater.

VENTNOR (ISLE OF WIGHT).—Life-boat Day.

WADEBRIDGE (CORNWALL), WATCHET (SOMERSET), AND WOODSTOCK (OXON.).—Life-boat Days.

WESTON-SUPER-MARE (SOMERSET).—Annual Meeting of the Ladies' Life-boat Guild, Mrs. Porcher, President, in the chair. Speaker: The District Organizing Secretary. Life-boat Day.

WEYMOUTH (DORSET).—Life-boat Day at Weymouth and Lulworth, Life-

boat Day and Cinema Collections at Portland.

YEOVIL (SOMERSET).—Life-boat Days at Martock and in villages.

Scotland.

Half-yearly Meeting of the Scottish Life-boat Council at Edinburgh, on 25th September, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman, presiding. The meeting was preceded by a Complimentary Luncheon to Sir George Shee, Secretary of the Institution, on the occasion of his retirement, and a presentation was made to him by the Duke of Montrose, on behalf of the Council. (See "Tributes to Sir George Shee," on p. 388.)

ANNAN (DUMFRIES-SHIRE), ANSTRUTHER (FIFESHIRE), ARBROATH (FORFARSHIRE), ARDRISHAIG (ARGYLLSHIRE) AND AYR.—Life-boat Days.

BANFF (BANFFSHIRE).—Life-boat Days.

BRECHIN (FORFARSHIRE), BUCKIE (BANFFSHIRE), AND BUCKHAVEN (FIFESHIRE).—Life-boat Days.

BURNTISLAND (FIFESHIRE).—Whist Drive, organized by the Ex-Service Men's Club. Life-boat Day. Life-boat Day at Aberdour.

COATBRIDGE (LANARKSHIRE).—Life-boat Day.

CROMARTY (CROMARTY).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

CULLEN (BANFFSHIRE), CULROSS (FIFESHIRE), DUMBARTON AND DUMFRIES.—Life-boat Days.

DUNFERMLINE (FIFESHIRE).—Dramatic Entertainment, organized by the Unitas Dramatic Club of the Dunfermline Co-operative Society. Social and Musical Evening, organized by the Committee. Dance. Life-boat Day.

DUNBAR (HADDINGTONSHIRE).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

DUNOON (ARGYLLSHIRE).—Life-boat Day.

EASTER ROSS (ROSS-SHIRE).—Display of Country Dancing, arranged by Miss B. Mackenzie, the Hon. Secretary, Mrs. Monro, of Allan, presiding. Life-boat Days at Portmahomack and Fearn.

EDINBURGH.—Open Golf Tournament at Longniddry, arranged by Mrs. Core-Greenshields, Vice-President of the Edinburgh Ladies' Life-boat Guild.

ELIE (FIFESHIRE).—Life-boat Day. Fancy Dress Dance, organized by Mrs. S. E. Alley, Hon. Secretary Ladies' Life-boat Guild. Children's Dance, arranged by Miss Jean Bell, Master Robin Bell and Miss Pat Barlow. "Open Air Market," organized by Miss Paxton, at Lundin Links.

FORTROSE (ROSS-SHIRE). — Life-boat Day.

FRASERBURGH (ABERDEENSHIRE).—Presentation of Centenary Vellum. (Special report in next issue.) Life-boat Day.

GIRVAN (AYRSHIRE), GRANTOWN-ON-SPEY (ELGIN), HAWICK (ROXBURGH-SHIRE), INVERARY (ARGYLLSHIRE), INVERGORDON (ROSS-SHIRE), INVERNESS, ISLE OF ARRAN (BUTE), ISLE OF SKYE (INVERNESS), JEDBURGH (ROXBURGH), KINGUSSIE (INVERNESS), AND KINGHORN (FIFESHIRE). — Life-boat Days.

KIRKCUDBRIGHT.—Inaugural Ceremony of the new Motor Life-boat. (See special report in last issue of *The Lifeboat*.) Lecture on the Scottish National War Memorial by Major Blackburn, K.O.S.B., O.B.E., followed by a Musical Entertainment, arranged by Miss Duncan, of Danevale, Joint Hon. Secretary of the Stewartry of Kirkcudbright Ladies' Life-boat Guild.

KIRKINTILLOCH (DUMBARTONSHIRE).—Life-boat Day. Life-boat Day at Lenzie.

KYLE (ROSS-SHIRE), LARGS (AYRSHIRE), LOCHGILPHEAD (ARGYLLSHIRE), LOCKERBIE (DUMFRIES), LERWICK (SHETLAND), LOCHMABEN (DUMFRIES), LOSSIEMOUTH (ELGIN), MACDUFF (BANFFSHIRE), MARKINCH (FIFESHIRE), MONTROSE (FORFARSHIRE), NAIRN, NEWTONMORE (INVERNESS), AND NORTH BERWICK (HADDINGTON).—Life-boat Day.

OBAN (ARGYLLSHIRE). — Life-boat Days.

PERTH.—Annual Meeting on the 16th September, the Rev. P. R. Landreth, Chairman of the Branch, presiding. Speaker: Commander Sir Guy Moncreiffe, Bt., R.N. Efforts of the past year. Appeal by the Committee and Life-boat Days in thirty-eight centres. Amount collected last year, £341, as compared with £469 in the previous year.

PETERHEAD (ABERDEENSHIRE). — Dance, organized by a Committee representing the Peterhead Herring Trade. Life-boat Day.

PORTPATRICK (WIGTOWNSHIRE). — Inaugural Ceremony of the new Motor Life-boat. (See special report in last issue of *The Lifeboat*.) Life-boat Day.

SCOTSCALDER (CAITHNESS), STONEHAVEN (KINCARDINE), STRANRAER (WIGTOWNSHIRE), SUTHERLAND (SUTHERLANDSHIRE), AND THURSO (CAITHNESS-SHIRE).—Life-boat Day.

Ireland.

ARMAGH (CO. ARMAGH).—Annual Meeting, the Dean of Armagh presiding. Speaker: The District Organizing Secretary. Amount collected last year, £35, as compared with £55 in the previous year. Life-boat Day.

BALBRIGGAN (DUBLIN). — Life-boat Day.

BALLYCOTTON (CORK).—Inaugural Ceremony of the New Motor Life-boat (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

BLACKROCK (DUBLIN), BRAY (WICKLOW), BUNCRANA (DONEGAL), AND CASTLETOWNSEND (CORK). — Life-boat Days.

CLOGHER HEAD (CO. DOWN).—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 382.) Life-boat Day.

CLONES (MONAGHAN) AND CLONMEL (TIPPERARY).—Life-boat Days.

CLOUGHY (CO. DOWN).—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 380.) Life-boat Day.

COLERAINE (LONDONDERRY).—Life-boat Day.

CORK.—Annual Meeting, Mr. J. J. Horgan, Chairman, presiding. Speaker: The District Organizing Secretary. Amount collected last year, £462, as compared with £396 in the previous year. Life-boat Day.

COURTMACSHERRY (CORK). — Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Life-boat Day. Dance.

DONAGHADEE (Co. DOWN). — Life-boat Day.

DUBLIN.—First Conference of Life-boat Workers in the Irish Free State. (See special report on p. 392.)

DUNDALK (LOUTH), ENNIS (CLARE), GALWAY (GALWAY), GREYSTONES (WICKLOW), HOWTH (DUBLIN), LARNE (ANTRIM), LISBURN (ANTRIM), LONGFORD (LONGFORD), MIDLETON (CORK), AND MILTOWN MALBAY (CLARE).—Life-boat Days.

NEWCASTLE (Co. DOWN).—Life-boat Day and Dance.

NEWTOWNARDS (DOWN), PORTRUSH (ANTRIM), PORT STEWART (LONDONDERRY), SKERRIES (DUBLIN), SKIBBEREEN (CORK), TANDRAGEE (ARMAGH), TRAMORE (WATERFORD), WEXFORD (WEXFORD), AND WHITEHEAD (ANTRIM).—Life-boat Days.

YOUGHAL (CORK).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Cinema Collection. Life-boat Day.

Wales.

(Including Herefordshire and Shropshire.)

ABERAYRON (CARDIGAN).—Life-boat Day.

ABERYSTWYTH (CARDIGAN). — Life-boat Day. Dinner Table Collection.

ABERDOVEY (MERIONETH).—Life-boat Day. Dinner Table Collection. Dance.

ABERGELE AND LLANDDULAS (DENBIGH), BANGOR (FLINT), BARMOUTH (MERIONETH), BARRY (GLAMORGAN), BORTH (CARDIGAN), BRIDGNORTH (SALOP), BUCKLEY (FLINT), CARDIFF AND PENARTH (GLAMORGAN), AND CEMAES (ANGLESEY).—Life-boat Days.

CHURCH STRETTON (SALOP).—Life-boat Day and Garden Fête.

COLWYN BAY (DENBIGH), CONWAY (CAERNARVON), CRICCIETH (CAERNARVON), FISHGUARD AND GOODWICK (PEMBROKE), HARLECH (MERIONETH), HAVERFORDWEST (PEMBROKE), LEOMINSTER (HEREFORD), AND LLANDRINDOD WELLS (RADNOR).—Life-boat Days.

LLANDUDNO (CAERNARVON).—Life-boat Day. Dinner Table Collection.

LLANDILO (CARMARTHEN), LLANFAIRFECHAN (CAERNARVON), LUDLOW (SALOP), MOLD (FLINT), MONMOUTH (MONMOUTH), NEW QUAY (CARDIGAN), NEWTOWN (MONTGOMERY), PENMAENMAWR (CAERNARVON), PORTHCAWL (GLAMORGAN), PRESTATYN (FLINT), AND PWLLHELI (CAERNARVON).—Life-boat Days.

RHAYADER (RADNOR), RHYL (FLINT), AND ST. DAVID'S (PEMBROKE).—Life-boat Days.

SOUTH CAERNARVONSHIRE.—Garden Fête, with speeches by Dame Margaret Lloyd George, J.P., President of the Ladies' Life-boat Guild, the Lord-Lieutenant, the Mayor of Pwllheli and Lieut.-Col. C.R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. Life-boat Day at Morfa Nevin.

TENBY (PEMBROKE), TOWYN (MERIONETH), AND WELLINGTON (SALOP).—Life-boat Days.

Four addresses to Schools by the District Organizing Secretary when presenting prizes in the Life-boat Essay Competition.

Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in the South-east and South-west of England, and would be very grateful to any readers of *The Lifeboat* who could help it to do this, either

personally or by putting it in touch with those who might be able to help.

South-East of England.

BEDFORDSHIRE.—Luton and Dunstable.

BUCKINGHAMSHIRE.—Buckingham.

ESSEX.—Romford.

HERTFORDSHIRE.—Rickmansworth.

KENT.—Broadstairs and Rainham.

SUFFOLK.—Newmarket.

SURREY.—Chertsey and Addlestone.

South-West of England.

BERKSHIRE.—Wantage.

CORNWALL.—Camborne.

SOMERSET.—Shepton Mallet.

WILTSHIRE.—Malmesbury.

Articles Held Over.

OWING to lack of space the following articles and reports are held over until the next issue: "Memories of the Sea and the Life-boat Service," by Mr. Ernest Woolfield, Honorary Secretary of the Kessingland Station, "Centenaries of Life-boat Stations," "Prince of Wales at the Liverpool Ball," "The 'Charterhouse' Life-boat," "£207 by Photography," "£70 from the 'Sea Microcosm,'" "A Working Men's Dance," "A Hornsey School Concert and Collection," "Special Gifts," "Awards to Honorary Workers," and Obituary Notices of the late Mrs. Hodgetts, of Lewisham, and Mrs. E. S. Raymond, of Llandudno.

Notice.

All Honorary Secretaries of Branches and Ladies' Life-boat Guilds and all subscribers of ten shillings and over are entitled to receive THE LIFEBOAT quarterly free.

All contributions for the Institution should be sent either to the Honorary Secretary of the local Branch or Guild or to the Secretary, Royal National Life-boat Institution, Life-boat House, 42, Grosvenor Gardens, London, S.W. 1.

All inquiries about the work of the Institution or about the Journal should be addressed to the Secretary.

To Our Readers.

This Journal is the current record of the work of the Institution, and the chief means by which it keeps its honorary workers, subscribers and the general public informed of its activities. You will therefore be helping the Institution if, when you have read this number, you will kindly *pass it on to a friend*; unless, of course, you are keeping a complete set of the Journals.

The next number of "The Lifeboat" will be published in February, 1932.