

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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THE LIFE-BOAT FLEET

Motor Life-boats, 108 :: Pulling & Sailing Life-boats, 75

LIVES RESCUED

from the foundation of the Institution in 1824 to
February 29th, 1932 - - - - - 62,866

The Life-boat Service in 1931.

ALTHOUGH, during 1931, there were no exceptional gales round the coasts of Great Britain and Ireland, Life-boats were launched on service 276 times, and rescued 212 lives. In this figure are included eleven lives rescued by the Aberdeen Life-saving Apparatus which is maintained by the Institution. In addition, fifty-nine lives were rescued by shore boats and in other ways, for which rescues awards were given by the Institution, making a total of 271 lives rescued. Life-boats also saved or helped to safety twenty-six boats and vessels.

The busiest month was March, when forty-nine lives were rescued, but the noticeable feature of the year was the number of lives rescued during the summer. The number rescued during the first four months of the year was 104, while during June, July, August and September the number was 107.

Up to the end of 1931, from its founding in 1824, the Institution gave rewards for the rescue of 62,756 lives.

Services to Foreign Vessels.

Life-boats went to the help of seventeen foreign vessels, belonging to nine different countries, and forty-nine lives were rescued from them. Four of the

vessels were French, two American, two Spanish, two Dutch, two Latvian, two Swedish, one Danish, one German, and one Greek. Of the four French vessels, one was a naval cutter, the *Mutin*. The Motor Life-boat at St. Peter Port, Guernsey, rescued her crew of seventeen men and saved the vessel, and for this service the Institution received the thanks of the French Government.

The Two Finest Services of the Year.

The two finest services of the year were both performed by Scottish Life-boats in the month of February, the Pulling and Sailing Life-boat at St. Andrews, Fifeshire, and the Motor Life-boat at Thurso, Caithness-shire.

The St. Andrews boat rescued the crew of ten men of the steam trawler *Loch Long*, of Aberdeen, and the Thurso boat the crew of four of the schooner *Pet*, of Chester. Both services were carried out during the night, and both wrecks lay among rocks, with heavy seas breaking, where it was very difficult and dangerous for the Life-boats to reach them. The Life-boats were brought safely through these dangers by the skill and courage of their coxswains. Coxswain Fenton, of St. Andrews, and Coxswain McPhail, of Thurso, were each

awarded the Institution's Bronze Medal.*

A second service clasp to the Bronze Medal, which he already holds was awarded to Mr. J. J. Davies, Sen., the Bowman of the Motor Life-boat at Cromer, for going overboard from the Life-boat to the help of a drowning man, in February, when a fishing boat, which was making for home in a heavy sea, capsized.*

A Life-boat Service Inland.

One of the most interesting services of the year was carried out inland. During the floods at Eskdale at the beginning of September, one of the Whitby Life-boats was taken a mile and a half inland, and launched on the flooded road at Ruswarp. She rescued from the windows of houses five people, including a bedridden woman of ninety. The Life-boat herself was damaged, and one of her crew was injured.†

Sixteen New Motor Life-boats.

No fewer than sixteen new Motor Life-boats were completed and sent to their stations. This is the largest number ever built in one year. Nine of these boats went to the English coast, Bridlington, Redcar and Scarborough in Yorkshire; Padstow and Penlee in Cornwall; Hastings (Sussex); Lytham (Lancashire); Hoylake (Cheshire); and Aldeburgh (Suffolk); three to Scotland, Dunbar (Haddingtonshire); Girvan (Ayrshire); and Kirkcudbright (Kirkcudbrightshire); three to Ireland, Clogher Head (Co. Louth); Cloughey (Co. Down) and Youghal (Co. Cork); and one to Ramsey in the Isle of Man.

A New Type of Motor Life-boat.

Of the sixteen new Motor Life-boats, thirteen were of the new type, 35 feet 6 inches long, which is light enough to be launched off a carriage or the open beach. This new type has enabled the Institution to use motor-power at a large number of Stations where the launching conditions had made it impossible to

place the heavier types of Motor Life-boat. There still remain, however, a number of Stations which present a double problem. Their launching conditions make it impossible to provide them with one of the heavier types of Motor Life-boat. At the same time, the conditions at sea require a larger and heavier type than the light 35 foot 6 inch boats. Another type has therefore been designed which is a development of the Norfolk and Suffolk type, and will be known as the Beach (Aldeburgh) type.

It is 41 feet by 12 feet 5 inches, with two 35 h.p. engines, giving a speed of eight knots. It weighs 16½ tons with gear and crew on board, whereas the 35 feet 6 inch boats weigh under 7 tons. The Beach type will be launched on a semi-permanent slipway of rollers laid on the beach, as it is too heavy to be launched off a carriage. The first of the type went to Aldeburgh in December, and if this experimental boat is a success, it will make it possible to place Motor Life-boats at several important Stations where up to the present the difficulties of launching have made it necessary to retain Pulling and Sailing Life-boats.

Inaugural Ceremonies of Motor Life-boats.

Twenty-two Inaugural Ceremonies of Motor Life-boats were held during the year: nine in England, five in Scotland, five in Ireland, one in Wales, one in the Isle of Man, and one in Guernsey. Among those who took part in these ceremonies were H.R.H. the Princess Royal (H.R.H. Princess Mary, Countess of Harewood), H.R.H. Prince George, President Cosgrave, of the Irish Free State, and General Richard Mulcahy, Minister of Local Government and Public Health in the Irish Free State, the Right Hon. the Viscount Craigavon, P.C., D.L., M.P., Prime Minister of Northern Ireland, the Lieutenant-Governor of the Isle of Man, the Lieutenant-Governor of Guernsey, the Duke of Montrose, Chairman of the Scottish Life-boat Council and a Vice-President of the Institution, the Duke of Northumberland, the Viscount Grey of Fallodon, K.G., P.C., a Vice-President

* These three services were fully described in *The Lifeboat* for last June.

† This service was fully described in *The Lifeboat* for last December.



By courtesy of]

[Charles Clarke, Aldeburgh.

A LAUNCH AT ALDEBURGH IN 1872.

The Pulling and Sailing Life-boat "George Hounsfield." She served from 1870-1890, and rescued 99 lives. She is still at Aldeburgh, and is used as a store on the beach.



THE NEW BEACH (ALDEBURGH) TYPE OF MOTOR LIFE-BOAT.

of the Institution, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Commodore Sir

Richard Williams Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey and a Vice-President of the Institution.

Bronze Medal Service by the Portpatrick Life-boat.

A Twelve Hours' Service in a Whole Gale.

AT 8.25 in the evening of 13th January a wireless message was received by the Coastguard at Portpatrick, Wigtownshire, that a vessel was showing signals of distress off the Mull of Galloway, four and a half miles south-west of the Mull Light. Twenty minutes later the Motor Life-boat *J. and W.* put out. A whole gale was blowing from the west, with a very heavy sea, which was running right into Portpatrick Harbour, and the night was bitterly cold. At no time is Portpatrick an easy harbour in bad weather, for the entrance is only 47 yards wide. On this particular night it was very treacherous with the sea running right in. Indeed, so likely did it seem that the Life-boat would not be able to get away that the District Officer of Coastguard sent the message across to Bangor in Northern Ireland, and the Donaghadee Motor Life-boat was also called out.

The "Camlough's" Ordeal.

The Coxswain, however, took out the Portpatrick Life-boat without hesitation, and got her safely clear of the harbour. That in itself was a very fine feat. Two hours and twenty minutes later the Life-boat found the vessel, the *Camlough*, a 520-ton steamer, of Belfast, with the s.s. *Moyalla* standing by. It was then just after eleven at night. The *Camlough* had left Belfast on the morning of the previous day on her way to Birkenhead. Off the Isle of Man she had developed engine trouble, and the captain had decided to return to Belfast. The weather was then calm, and by the following morning, the 13th, the *Camlough* was fourteen miles off the Irish coast.

Then it came on to blow a gale, and the *Camlough* was steadily driven back

towards the Wigtownshire coast. For six hours she was knocked about the sea, helpless in the gale. At last the *Moyalla* was sighted, answered her signals of distress, and took her in tow. This was at 11.30 on the morning of the 13th. When the Portpatrick Life-boat arrived, nearly twelve hours later, the *Moyalla* was making a seventh attempt to take the *Camlough* in tow. Six times the tow had parted. By the light of the Life-boat's searchlight the tow was made fast. It was the *Moyalla's* last rope, and the Coxswain signalled that he would stand by until the two steamers were in safe waters.

Half an hour after midnight the Donaghadee Motor Life-boat, *William and Laura*, which had been launched ten minutes after Portpatrick, arrived. She also stood by, but after half an hour, her Coxswain, seeing that the services of a second Life-boat were not needed, returned to his Station.

The Seventh Tow Parts.

For five hours the tow held, while the *Moyalla* made for the comparative safety of Luce Bay. Then, for the seventh time, the tow parted. The *Camlough* dropped both anchors, but they would not hold, and she was quickly carried towards the rocks. The Life-boat at once ran in. It was impossible to get under the *Camlough's* lee, owing to the rocks, so the Coxswain anchored and then dropped down, stern first, to the weather side. A line was fired from the Life-boat across the *Camlough*, and by means of a heavier rope the Life-boat was then hauled near enough to her for the steamer's crew to jump aboard with the help of the line. Three of them got safely into the Life-boat.

As the third swung himself down, the Life-boat rose on a sea; the rope went suddenly slack; the man lost his grip and fell into the sea between the steamer and the Life-boat, where he was in danger of being crushed between the two. At grave risk to himself of being crushed also, the Coxswain leant over, and, with the help of the Crew, dragged the man aboard unhurt. The remaining four men of the *Camlough's* crew of eight were then rescued, and the Life-boat drew clear. She had been alongside for fifty minutes, and so skilfully had she been handled that she had not even scratched her paint.

She made for home at full speed against very heavy seas, and reached Portpatrick at 8.30 in the morning. She had been out for nearly twelve hours, and had travelled about seventy miles.

It was a service carried out with great

skill and courage on the part of the Coxswain—who had been at the wheel the whole time—in waters very dangerous in a gale, for the Life-boat was working in the worst of the tide rip where the Solway and North Channel tides meet. Coxswain John Campbell has, therefore, been awarded the Institution's Bronze Medal, and he and each member of the Crew has been awarded £1 more than the usual awards under the Institution's scale. The total awards amount to £27 16s. It is noteworthy that Portpatrick has an unusually young Crew. Coxswain Campbell is thirty years' old, and the average age of the Crew is just over thirty-two years.

Additional awards of £1 each were also made to the Coxswain and Crew of Donaghadee, who were out for over eleven hours. The total awards to Donaghadee amount to £28 9s.

Services of the Life-boats.

Reported to the October, November, December, and January Meetings of the Committee of Management.

October Meeting.

ROSSLARE HARBOUR, CO. WEXFORD.—On 20th September the *Royal Firth*, of Glasgow, a steamer of about 400 tons, struck the Mahon Rock near the Tuskar Lighthouse, while bound from Blyth to Rosslare laden with coals. Shortly after 6 P.M. the vessel was seen from the Life-boat Station, and at about the same time a signal rocket was fired from the Tuskar Lighthouse. Within a few minutes the Motor Life-boat *K.E.C.F.* put out, the sea being moderate, with a moderate N.E. by E. wind blowing. The *Royal Firth* had been abandoned, but the crew of ten, with the captain's wife and baby, were found on the rocks by the Lighthouse. The captain and several members of his crew were taken back to the vessel, and the remainder were taken on board the Life-boat, which, after standing by the steamer for a time, took off the men who had returned to her, and then landed all at Rosslare. On the following morning, at 8.30, the Life-boat again went out and stood by while

salvage operations were in progress, and remained until the *Royal Firth* was taken into safety at 3 P.M.—Permanent Crew. First Service, Rewards, 11s. 6d.; Second Service, Property Salvage Case.

MARGATE, KENT.—A strong N.E. breeze was blowing, with a nasty sea running, on 23rd September, when information that a vessel had stranded on the Margate Sands was received from the Coastguard, and the Motor Life-boat *City of Bradford No. 1*—the Humber Emergency Life-boat doing temporary duty at Margate—put out at 7.50 A.M. The s.s. *Kassar Wiek*, of Hamburg, bound, in ballast, from Nantes to Beckton, was found ashore by the stern, but, with the help of the Life-boat, the vessel was refloated. While the Life-boat was alongside, the steamer rolled down on her and she sustained some damage.—Property Salvage Case.

CROMER, NORFOLK.—In response to information received from the Haisborough Light Vessel, through the Coastguard, the Motor Life-boat *H. F.*

Bailey put out at 3.50 A.M. on 4th October, in fine weather, with a light swell and moderate S.S.W. breeze, to the help of the steam trawler *Le Vieux Tigre*, of Boulogne, which had stranded on the Haisborough Sands, about one mile N.E. from the North Mid-Haisborough Buoy. It was found that she had a crew of seventeen on board, and had lost her propeller. At 7.30 A.M. the *Le Vieux Tigre* was refloated and later a tug arrived and she was taken to Yarmouth with the Life-boat in attendance. Yarmouth was reached at 3.30 P.M., and the Life-boat returned to her station, arriving at 8 P.M.—Property Salvage Case.

November Meeting.

STORNOWAY, ISLAND OF LEWIS.—On 7th October a wireless message was received from the s.s. *East Indian*, of Detroit, U.S.A., that she was putting into Stornoway, as one of her crew had been severely injured. When she arrived, shortly before four on the morning of the 8th, a strong westerly wind was blowing, with rain and a rough sea, and the Motor Life-boat, *William and Harriot*, was launched, as there was no other boat suitable for the service. She brought ashore the injured man and the captain of the *East Indian*, and later took the captain out again. The steamer then continued her voyage to Portland, Maine, whither she was bound with a cargo of wood pulp from Sundsvaal. The Ford Motor Company, of Manchester, gave £11 12s. to the Institution in gratitude for this service.—Rewards, £9 8s.

THURSO, CAITHNESS-SHIRE.—About mid-day on 13th October, the tug *King's Cross* entered Scrabster Harbour and reported that she had been taking the steamer *Athendale*, of North Shields, to Glasgow, to be broken up, but that the tow-rope had parted and the steamer was adrift off Strathy Point. She had lost her about midnight, and burned flares all night, but they had not been seen. A strong W.N.W. gale was blowing with a heavy sea. The Motor Life-boat *H.C.J.* was launched at once and found the steamer, but had great difficulty in getting alongside. She

rescued three of the crew; then the ropes parted. She got alongside again, and rescued the remaining three men. On the way back to her Station she met a strong ebb tide and heavy rain squalls, and arrived at 5.15 P.M.—Rewards, £7 12s.

FLAMBOROUGH, YORKSHIRE.—At eight in the morning of 20th October the No. 2 Pulling and Sailing Life-boat *Matthew Middlewood* was launched in a moderate, but increasing, N.N.E. gale, with a heavy sea, as the motor fishing coble *Britannia*, of Flamborough, had not returned with the rest of the fishing boats. About two miles east of the Head, the Life-boat met the coble and escorted her through the heavy seas to the safety of the bay, to which several large vessels were running for shelter before the gale.—Rewards, £18 15s. 6d.

WHITBY, YORKSHIRE.—On 20th October several of the local fishing boats put out at three in the morning. A moderate N.E. gale came up, with a rough sea, and by 5.30 A.M. the weather was so bad that it was decided to launch the Motor Life-boat *Margaret Harker Smith*. Meeting the *Golden Gate* the Life-boat stood by her until she reached safety, and then, at intervals, escorted home the *Faith*, *Irene* and *Noel II*. As the *Fortunatus* was still out at sea, the Life-boat was kept in readiness, but by the time she arrived, it was impossible for her to make the harbour, so she made for Scarborough, where she was met by the Scarborough Motor Life-boat, and escorted into safety.—Rewards, £12 8s. 3d.

SCARBOROUGH, YORKSHIRE.—At 10.15 A.M. on 20th October information was received from Whitby through the Coastguard that the fishing boat *Fortunatus*, of Whitby, had been warned not to attempt to enter Whitby Harbour on account of the N.E. gale blowing, and was running for Scarborough. The Motor Life-boat *Herbert Joy II*. was promptly launched, and about four and a half miles out she met the fishing boat and escorted her safely into the harbour.—Rewards, £19 6s. 6d.

WALTON-ON-THE-NAZE, ESSEX.—During the afternoon of 24th October

information was received from the Gunfleet Lighthouse that two men had landed there from the small fishing boat *Mary*, of Clacton, as the strong northerly wind and rough sea prevented them from returning to Clacton. They asked for a motor boat to be sent out, and this message was passed to Clacton, but as the boat asked for was not available, the Clacton Motor Life-boat was launched. After she had set out another message was received at Walton, saying that the men had left the Lighthouse in their own boat, and the Walton Motor Life-boat *E.M.E.D.* put out at 5.30 P.M. After a long search she found the men about four miles S. by E. of Clacton in an exhausted state, and took them and their boat to Clacton.—Rewards, £21 1s.

BEMBRIDGE, ISLE OF WIGHT.—About 4.30 P.M. on 24th October, during a strong N.N.E. breeze with a rough sea, information was received through the Coast-guard that the motor boat *Mascot* was in difficulties off Sands Head, and later it was reported that two men from the *Mascot* had come ashore at Seaview and asked that the Life-boat should be sent. The Motor Life-boat *Langham* was launched and found the motor boat with her engine broken down, her sails damaged, and the two men who had remained on board in a state of collapse from sea sickness. She landed the two men and towed their boat to safety.—Rewards, £19 17s. 6d.

PIEL (BARROW), LANCASHIRE.—During a moderate W.N.W. gale with a heavy sea and rain, at about 9.30 P.M. on 29th October, information was received that the open motor fishing boat *Blue Bell*, of Barrow, which had been fishing off Duddon Estuary, had not returned. Anxiety was felt as two other boats which had been with her had reached port. Inquiries through the Police and the Coastguard failed to obtain any news of the missing boat, and the Motor Life-boat *N.T.* put out at 11.45 P.M. The *Blue Bell*, which carried a crew of three, was found about a mile away. Her sails were damaged and she was helpless. The Life-boat towed her to Barrow, and returned to her Station at 2.30 A.M. The rescued

men wrote to the Branch expressing their gratitude for the services of the Life-boat in rescuing both them and their boat.—Rewards, £15 16s. 6d.

BRIDLINGTON, YORKSHIRE. — The Motor Life-boat *Stanhope Smart*, which had gone to the Station in June, was called out, in a moderate southerly gale with a rough sea, and rain, at 11.40 A.M. on the 3rd November, as the fishing boats *Felicity* and *Victory* were out in Bridlington Bay, and the seas were breaking heavily across the harbour entrance. The Life-boat was taken to the North Beach by the tractor, and launched. She escorted each of the boats into harbour, and returned ashore at 3.30 P.M.—Rewards, £10 19s.

FLAMBOROUGH, YORKSHIRE. — As several fishing cobsles had been overtaken by a strong S.S.W. gale with a rough sea on 3rd November, the No. 1 Pulling and Sailing Life-boat *Forester* put out at 9.30 A.M., went in the direction of the fishing grounds, about four miles off, and met the boats returning. Each boat was separately escorted through the danger zone into the shelter of smoother water, and all reached home safely. During the service the Life-boat was struck by a heavy sea, and this, with the strong wind, damaged the mainmast. Temporary repairs were carried out and the Life-boat continued the work of escorting home the fishing boats.—Rewards, £18 15s. 6d.

WALMER, and RAMSGATE, KENT.—The s.s. *Hybert*, of Wilmington, U.S.A., a vessel of some 6,500 tons, stranded on the South Goodwin Sands, about 7.20 A.M. on 6th November, in a light breeze. She had a crew of thirty-six and a general cargo on board, and was bound for Antwerp. She could be seen from Walmer, and the Pulling and Sailing Life-boat *Barbara Fleming* put out and reached the steamer at 9 A.M., having been towed part of the way. Tugs arrived later, and the Life-boat Coxswain was asked to stand by while efforts were made to get the steamer off. These efforts continued the whole of that day and the following day. Late on the night of the 7th the weather conditions

by the wreck changed and when, late on the night of the 7th, the Coastguard reported that a moderate southerly gale was blowing, with a rough sea, the Ramsgate Motor Life-boat *Prudential* was sent out. She reached the steamer at 1.30 on the morning of the 8th. The Walmer Life-boat returned to her Station at noon on the same day. She had then been out for fifty-two hours. During the afternoon the *Ramsgate* Life-boat returned to Ramsgate to refuel, leaving for the Goodwins again at 6.5 P.M., where she remained until the vessel refloated early on the morning of the 9th. A considerable quantity of the *Hybert's* cargo had to be thrown overboard in order to lighten the vessel, and about a dozen tugs took part in the salvage operations. The *Hybert* was very fortunate to get off the Sands, for few vessels remain on them for so long a time and escape destruction.—Rewards, Ramsgate, £38 14s. 6d. ; Walmer, paid by the owners of the steamer.

LERWICK, SHETLAND.—Two boys, in search of driftwood, crossed a ridge of rocks between the mainland and Scottle Holm, about two miles to the North of Lerwick, on 7th November, and were cut off by the rising tide. Their whereabouts was discovered about nine at night. A strong E.S.E. breeze was blowing with a moderate sea and heavy rain, and as no other boat able to rescue them was available, the Motor Life-boat was despatched, with a small boat in tow. She approached to within 60 yards and then sent off the small boat, manned by three men, in the beam of her searchlight. The boys, who were soaked to the skin and in an exhausted state, were rescued and taken on board the Life-boat.—Rewards, £13 2s. 6d.

SHOREHAM, SUSSEX.—On the afternoon of 7th November information that two anglers in a small boat were in distress about one and a half miles off Hove was received by the Coastguard from the Hove Deep Sea Anglers' Club, to whom the boat and the men belonged. A moderate S.S.E. gale was blowing with a rough sea and rain. Within a few minutes the Motor Life-boat *Maria* left, the time then being

4.10 P.M. The Life-boat took the two men on board and returned to Shoreham Harbour with the small boat in tow. A donation of five guineas was sent to the Institution by the Club, and the two men also made a donation.—Rewards, £5 4s.

TOBBAY, DEVON.—During a whole S.W. gale with a rough sea and very heavy rain, information was received from the Torquay Coastguard at about midnight on 10th November that the s.s. *Cilburnum*, of Bilbao, which was sheltering in the Bay, was dragging her anchors. The Torbay Motor Life-boat *George Shee* was launched and found the steamer about half a mile from the Orestone. As the wind veered more to the west she was able to get her anchors up and re-moor in another position. The Life-boat stood by during the operation and then returned to her Station, arriving at 2 A.M.—Rewards, £14 0s. 6d.

GORLESTON, NORFOLK.—The Great Yarmouth and Gorleston Motor Life-boat *John and Mary Meiklam* of *Gladswood* was launched at 1.40 A.M. on 11th November in response to information received through the Coastguard that the Newarp Lightvessel had been firing signals for a vessel in distress. A moderate S.S.W. gale was blowing, with a rough sea. After speaking the Lightvessel for directions, the Life-boat found the s.s. *Oakford*, of London, and the steam tug *Recovery*, about five miles N.N.E. from the Lightvessel. The *Oakford*, which was in tow from London to Grimsby, had broken from the tug, and then let go both anchors, but these had parted and she had driven over Hammonds Knoll. The tug had just succeeded in getting her in tow again when the Life-boat arrived, but the steamer broke adrift once more and hoisted a signal for help. Several drifters responded and one of these, the *Ocean Spray*, of Yarmouth, succeeded in taking the steamer in tow. After a time the rope parted. The *Ocean Spray* made another attempt to get the steamer in tow, but in coming alongside her she hit her stem on. The Life-boat ran alongside the *Ocean Spray* and

found that she had badly damaged her bows. Her crew fixed a tarpaulin over them, but were in fear that she might founder, and the Life-boat stood by her until she reached Yarmouth. Meanwhile, three other drifters had got the *Oakford* in tow and brought her safely in. It was 1.30 P.M. when the Life-boat reached Gorleston again, having then been out in bad weather for twelve hours.—Rewards, £42 5s.

HAUXLEY, NORTHUMBERLAND.—The steam drifter *Mary J. Masson*, of Fraserburgh, stranded in thick weather on the Bondicar Rocks while homeward bound from Yarmouth, where she had been for the herring fishing, and the Pulling and Sailing Life-boat *Mary Andrew* was launched at 8.25 P.M. in a moderate S.E. gale to her help. The vessel had struck in a dangerous position, but fortunately got off early the following morning. The Life-boat stood by all night, and returned to her Station again at 4.30 next morning.—Rewards, £40 12s. 6d.

GORLESTON, NORFOLK.—The steam drifter *Friendly Star*, of Lowestoft, stranded on the North Bank on 14th November, while bound for Yarmouth from the fishing grounds in a dense fog with a light W.S.W. wind. Information that the vessel was burning flares for help was received from the Coastguard at 1.20 A.M., and a few minutes later the Great Yarmouth and Gorleston Motor Life-boat *John and Mary Meiklam of Gladswood* was launched. The master of the drifter was afraid that she had been damaged on a wreck over which she had passed, and the Life-boat stood by until daylight. She then returned to Yarmouth and arranged for a tug to be sent out. With the aid of the tug the drifter refloated on the rising tide and was brought into harbour about noon.—Rewards, £35 12s.

December Meeting.

NEWBIGGIN, NORTHUMBERLAND.—At 8.50 in the morning of 6th November the Pulling and Sailing Life-boat *Arthur R. Daves* was launched in charge of the Second Coxswain to stand by the local motor cibles. A moderate, but in-

creasing, S.S.E. breeze was blowing, with a heavy sea, and off Church Point the seas were very heavy. All the boats got in safely, one, however, landing at Cresswell. The Life-boat returned ashore at 10.30 A.M.—Rewards, £15 17s.

GOURDON, KINCARDINESHIRE.—On 19th November only one fishing boat had put out, the *Mary Henderson*, with three men on board. A moderate S.E. breeze was blowing with a very heavy swell. As at 1.20 P.M. the boat had not returned, and the seas at the harbour entrance were now so heavy as to make it dangerous for any craft to attempt to enter, the Pulling and Sailing Life-boat *Moss* was launched to stand by her. When the fishing boat approached the harbour she was warned off by flares, and put about and made for Stonehaven, which she reached safely. The Life-boat returned ashore at 3.45 P.M.—Rewards, £17 16s.

CROMER, NORFOLK.—The s.s. *Zembra*, of Dunkirk, bound from Hartlepool to Savona, laden with coal, and carrying a crew of twenty-nine, ran aground on the Haisborough Sands, on the night of the 19th November, during a fog. Information was received from the Coastguard the following day, and the Motor Life-boat *H. F. Bailey* put out at 12.30 P.M. in a moderate S. breeze with a smooth sea, reaching the vessel, about four miles S.E. of the Haisborough Light-vessel, at 2.30 P.M. The Coxswain decided to stand by. Later tugs arrived, but their efforts to refloat the steamer failed. The Life-boat stood by all night, and at daylight on the 21st the Coxswain was asked to continue standing by during salvage operations by the tugs. This he did, until 1.30 A.M. on the 22nd, when the *Zembra* was got off the Sands and continued her voyage. The Life-boat returned to her Station at 7.30 A.M., having then been out forty-three hours.—Rewards, £33 2s.; and Property Salvage Case.

PLYMOUTH, DEVON.—During a whole S.E. gale with a heavy sea on 22nd November the yacht *Sus*, of Cowes, with three men on board, got into distress about eight miles W.S.W. of Rame Head. Her signals were seen by

the Coastguard and the Motor Life-boat *Robert and Marcella Beck* put out at 6.55 P.M. and reached the yacht an hour later. It was found to be too dangerous to go alongside her, for she was heaving over to such an extent that at times her masts touched the water, but communication was established by means of the line-throwing gun, and the Life-boat took the *Sus* in tow, reaching Plymouth safely at 11.10 P.M. The crew of the yacht, which was bound from Falmouth to Plymouth, were exhausted, and were taken charge of by the St. John Ambulance Association. This was a smart rescue and the Committee of Management sent a letter to the Branch expressing their appreciation.—Property Salvage Case.

ROSSLARE HARBOUR, CO. WEXFORD.—During a moderate N.W. gale with a ground swell on 27th November, a telephone message was received from the owner of the fishing boat *Kathleen Clare* that his boat was in distress in the North Bay. The Motor Life-boat *K.E.C.F.* was launched at 9.50 P.M. Mr. W. J. B. Moncas, the Honorary Secretary, went with her. She found the fishing boat with her engine broken down, took her in tow and brought her and her crew of three men to Wexford Quay. The Life-boat returned to her Station at 1.50 A.M. The Owner sent a letter of thanks.—Permanent Crew; Rewards, 13s.

THE HUMBER, YORKSHIRE.—At about 2.25 P.M. on 1st December the steam trawler *St. Irene*, of Hull, stranded on the Inner Binks, when returning, in dense fog, from Bear Island. She was seen from the shore and the No. 2 Motor Life-boat *City of Bradford I.* put out. When asked if he required help, the trawler's skipper stated that he had an anchor out, but would be pleased for the Life-boat to stand by. The trawler refloated at 4.40 P.M., and, after thanking the Life-boat crew, proceeded up the Humber.—Permanent Crew.

FILEY, YORKSHIRE.—The motor fishing-boat *Dorothy*, of Filey, put out early in the morning on 4th December, but was compelled to return on account of the weather conditions. At 1.30 P.M.

she again went out to collect her lines. By 4 P.M. a strong westerly gale was blowing with a heavy sea running, and as the *Dorothy* had not returned the Pulling and Sailing Life-boat *Hollon the Third* went out and escorted her into safety, returning to her Station at 5.30 P.M.—Rewards, £23 11s. 6d.

SOUTHWOLD, SUFFOLK.—On 4th December at 12.30 P.M. the Motor Life-boat *Mary Scott* was launched to the help of the motor fishing boat *Emma*, of Southwold, with three men on board, which had been seen by the Coastguard to be flying a distress signal about one mile east of the Coastguard Station. A strong westerly breeze was blowing, with a moderate swell. The Life-boat found that the fishing boat's engine had broken down, and took her in tow, reaching shore at 1.15 P.M.—Rewards, £12 15s.

BLYTH, NORTHUMBERLAND.—At 10.25 A.M. on 4th December the Coastguard informed the Life-boat Authorities by telephone that a boat was flying signals of distress four miles E.N.E. of Seaton Sluice Coastguard Station, and the Motor Life-boat *Joseph Adlam* promptly put out. A strong westerly gale was blowing with a very rough sea. She found that the boat—the motor fishing boat *Sheila*, of Blyth, with three men on board—had had her engine disabled by the water which she had shipped, and that her crew had been taken on board the s.s. *Allegheny*, which by this time was about eight miles off the land. The fishermen were transferred to the Life-boat, which, with the small boat in tow, returned to her Station, arriving at 12.15 P.M.—Rewards, £7 6s. 6d.

SEAHAM, DURHAM.—The Coastguard reported about 4 P.M. on 4th December that the two local fishing boats *Ethel* and *Mother's Joy* were in distress off Seaham, and a few minutes later the Motor Life-boat *Elliot Galer* put out. A whole westerly gale was blowing, with a rough sea. The Life-boat came up with the *Ethel* at 4.45 P.M., took her three men on board, and the boat in tow, and then went in search of *Mother's Joy*, which she luckily found in the

darkness at 5.30 P.M. With six rescued men on board and the two boats in tow, the Life-boat started for home, but the conditions were so bad that the boats had to be cast adrift. The Life-boat reached her Station again at 6.35 P.M.—Rewards, £11 15s. 3d.

GORLESTON, NORFOLK. — On 7th December, with a N.W. breeze blowing and a heavy ground swell on the sands, the Dutch steamer *Friesland*, belonging to Rotterdam, stranded on the east side of the Scroby Sands, west of the Bell Buoy. She was on her way, light, from Rotterdam to Blyth. At 6.40 A.M. the Coastguard telephoned that a vessel was blowing her whistle for help, and the Great Yarmouth and Gorleston Motor Life-boat *John and Mary Meiklam of Gladswood* was launched. She reached the steamer at about 8 A.M., and at the master's request stood by. A large German tug arrived, and about 1 P.M. communication was established between the tug and the steamer. As the tide rose the tug began to tow, and shortly after 7 P.M. the steamer refloated. As her services were no longer required, the Life-boat returned to her Station at 9.10 P.M.—Property Salvage Case.

ALNMOUTH, NORTHUMBERLAND. — On 6th December the s.s. *Yewmount*, of Glasgow, struck some submerged obstruction off the Longstone Light House, while bound from Methil to Treport, with coal. The master made for the coast and ran her ashore in Alnmouth Bay. Information that she was ashore was received by the Life-boat authorities, and the Pulling and Sailing Life-boat *John and Robert C. Mercer* was launched at 9 A.M. A moderate N.W. breeze was blowing, with a moderate sea. The Life-boat stood by for a time and then returned to harbour. Later on the master of the *Yewmount* decided to send seven of his crew of twelve ashore, and they were taken off and landed by the Life-boat. A watch was kept on the steamer during the night. The weather moderated, and by daybreak the steamer was well up on the beach and was almost dry by low water.—Rewards, £27 3s. 6d.

January Meeting.

NORTH SUNDERLAND, NORTHUMBERLAND.—At 4.20 on the afternoon of 15th December the Pulling and Sailing Life-boat *Lizzie Porter* was launched in charge of the Second Coxswain, as the fishing boat *Respect*, of Seahouses, manned by the Life-boat Coxswain and three other men, had not returned with the other fishing boats which had come in during the afternoon. They had had difficulty in making the harbour entrance, as the seas were breaking heavily, and a moderately strong N.E. wind was blowing. After searching for some time the Life-boat found the missing boat about two miles out and escorted her to safety.—Rewards, £24 14s. 6d.

WHITBY, YORKSHIRE.—The Whitby Motor Life-boat *Margaret Harker-Smith* put out in a moderate N.E. breeze with a moderately rough sea at 12.50 P.M. on 15th December, as the sea was growing worse and some anxiety was felt for the small fishing-coble *Lilian*, which was five miles off. When a little way out the Life-boat met the motor boats *Irene* and *Faith* and escorted them in. Putting to sea again she met the *Lilian*, one and a half miles off, and escorted her to safety, returning to the Life-boat Station at 3 P.M.—Rewards, £8 5s. 6d.

LOWESTOFT, SUFFOLK.—At 2.40 P.M. on 18th December the Coastguard reported that the motor fishing boat *Boy Reggie*, of Lowestoft, was in distress near the Holm Sands. A moderate S.W. breeze was blowing with a moderate sea, and as the crew could be seen baling it was evident that immediate help was necessary. The Motor Life-boat *Agnes Cross* was quickly launched and found the fishing-boat leaking badly, with her engine disabled and the crew of two exhausted by their efforts to keep her afloat. They had given up hope of being rescued and had made a raft to be in readiness when their boat sank. They were taken on board the Life-boat, and their boat, which would have been a danger to navigation if left adrift, was taken in tow. When the harbour was reached the boat sank. The men would certainly have been lost had they not

been rescued before darkness came.—Rewards, £19 Os. 6d.

CROMER, NORFOLK.—The s.s. *Vikvall*, of Oskarshamn, Sweden, stranded on the Haisborough Sands, about one mile S.E. of the South Middle Haisborough Buoy, on 24th December, while bound, in ballast, to Hartlepool. The weather was misty, and a strong westerly breeze was blowing with a moderate sea. In response to information received through the Coastguard, the Motor Life-boat *H. F. Bailey* was launched at 12.50 P.M., but the captain of the steamer declined help, saying that he would wait until the next high water. Two tugs arrived and with the Life-boat remained by the steamer. At 4.15 P.M., at the captain's request, the Life-boat established communication between the tugs and the *Vikvall*. Shortly afterwards the steamer refloated and went on her way, the Life-boat returning to her Station at 9.30 P.M.—Property Salvage Case.

MARYPORT, CUMBERLAND.—At about 11.20 A.M. on the 1st January it was reported to the Honorary Secretary that a small ketch was at anchor close to Allonby Bay, and as the weather was squally, with every indication of a heavy gale approaching, she was kept under observation. After a time, as no signals for help were made by the ketch, it was decided that the Life-boat was not needed. By 2 P.M. the weather had become considerably worse; the ketch flew a signal of distress; and the Motor Life-boat *Priscilla Macbean* was launched. A moderate S. to S.W. gale was then blowing, with a very heavy sea, and rain. The ketch was found to be the *Maggie Murray*, of Ayr, bound in ballast from Ramsey to Maryport. Her sails had blown away and her windlass was broken. A Life-boatman was put on board her to help get out a second anchor in the hope that she would ride out the gale. Her crew of two men were then, with some difficulty, taken on board the Life-boat and brought to Maryport.—Rewards, £11 5s. 6d.

BEAUMARIS, ANGLESEY.—At about 8.55 A.M. on 3rd January a message was received from the Coastguard that a

ketch, with a distress signal flying, was dragging her anchors near No. 1 Black Buoy, and was in danger of stranding on the Causeway off Puffin Island. The Motor Life-boat *Frederick Kitchen* was launched in a moderate S.W. gale, with a choppy sea, and found the vessel to be the ketch *Florence*, of Runcorn, bound light to Griffiths Crossing for bricks. She took off the two men on board and landed them at Beaumaris, arriving back at her Station at 10.25 A.M.—Rewards, £8 1s.

SOUTHEND - ON - SEA, ESSEX.—Just after one in the morning of 6th January, the Motor Life-boat *Greater London* was launched in answer to flares. A moderate S.W. gale was blowing, with a very heavy sea. She found the motor barge *Cader Idris*, of Rochester, with the dumb barge *Stanley Margetts* in tow, both in danger of sinking. She got alongside, took two men off the motor barge and one off the dumb barge. Immediately afterwards both barges sank. When the Life-boat arrived back at the pier she found that the Nore Lightship had been firing rockets. After landing the three men, she went out at once to the Nore and then on to the Mouse Lightship, where she was informed that flares had been seen to the N.W. There she found the barge *Lady Mary*, of London, ashore on the Maplin Sands. She stood by the barge until she refloated, and then returned to her Station, arriving at 9 A.M.—Rewards, £23 9s.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—Shortly after four in the morning of 8th December information was received from the Coastguard that a vessel was burning flares. Fifteen minutes later the Motor Life-boat *John and Mary Meiklam* of Gladswood was launched. A fresh S.W. by W. wind was blowing, with a very heavy sea. The Life-boat made for the St. Nicholas Light Vessel, which gave her the position of the flares, and she found the vessel on the Scroby Sands, near the Bell Buoy. She was the ketch *Harwich*, of Norwich, bound from the Humber to Harwich with a cargo of tiles. The Coxswain took the Life-boat as near as possible

in the darkness. The anchor was dropped and the Life-boat veered down on her cable towards the wreck, but, in the heavy sea, she struck the sands heavily and had to haul off again. Three further attempts were made, but she could not get near the vessel. Though the men on board could be heard shouting and the Coxswain was very anxious to get to them at once, he had to wait until daylight. It was then evident that the Life-boat could not get near from the west side of the Sands, so she crossed over to the east. Here she found a little more water, and succeeded in getting close enough for the three men on the ketch to jump. One of them fell into the sea, but a rope was thrown to him and he was hauled aboard. The Life-boat's cable had fouled the wreck and had to be cut. The Life-boat then drew clear of the Sands and made for Gorleston, which she reached at nine in the morning. The rescued men were taken at once to the Mariners' Refuge. The ketch became a total wreck. This was a fine service. A Letter of Congratulation was sent by the Institution to the Branch, and additional monetary rewards were made to the Coxswain and Crew.—Rewards, £46 14s. 6d.

YARMOUTH, ISLE OF WIGHT.—At 3.52 P.M. on 17th December a request was received from the Calshot Air Station that the Motor Life-boat *B.A.S.P.* should be sent to the aid of

the speed boat *Hoity Toity*, which had been seen, by a flying boat, to be in distress some distance from the Needles Lighthouse. There was a heavy ground swell with a fresh N.E. breeze blowing, and visibility was poor. After two hours' searching the Life-boat was still without trace of the missing boat. She spoke the Needles about 7 P.M. and then resumed her search, going further westward. At 8.10 P.M. a small flare was seen and a few minutes later the missing boat was found. Her only occupant was taken into the Life-boat, which, with the boat in tow, arrived at Yarmouth at 9.55 P.M.—Rewards, £14 13s. 3d.

RAMSEY, ISLE OF MAN.—At 1.15 in the afternoon of 5th January, when a whole S.S.W. gale was blowing, with rain and a heavy sea, the Coxswain noticed that the s.s. *Hawthorn*, of Liverpool, which was at anchor in Ramsey Bay, was signalling that a doctor was wanted at once. In view of the weather, no ordinary boat was suitable for the service, and it was decided to send out the Motor Life-boat *Lady Harrison*. The Branch Honorary Secretary and a doctor went out in her. They found that the second engineer had broken several ribs as the result of a fall in the engine room. With great difficulty he was taken into the Life-boat and brought ashore, where he was sent at once to hospital.—Rewards, £13 13s. 6d.

A Windfall.

THE Institution has received, under the will of a civil servant of London, a legacy of ten guineas. The will was made in 1916, but the legacy to the Institution was contained in a codicil

dated 7th December, 1929. That day was the height of the terrible gales of the winter of 1929-30, for on it the wind blew at the highest speed ever recorded in the British Isles, 110 miles an hour.

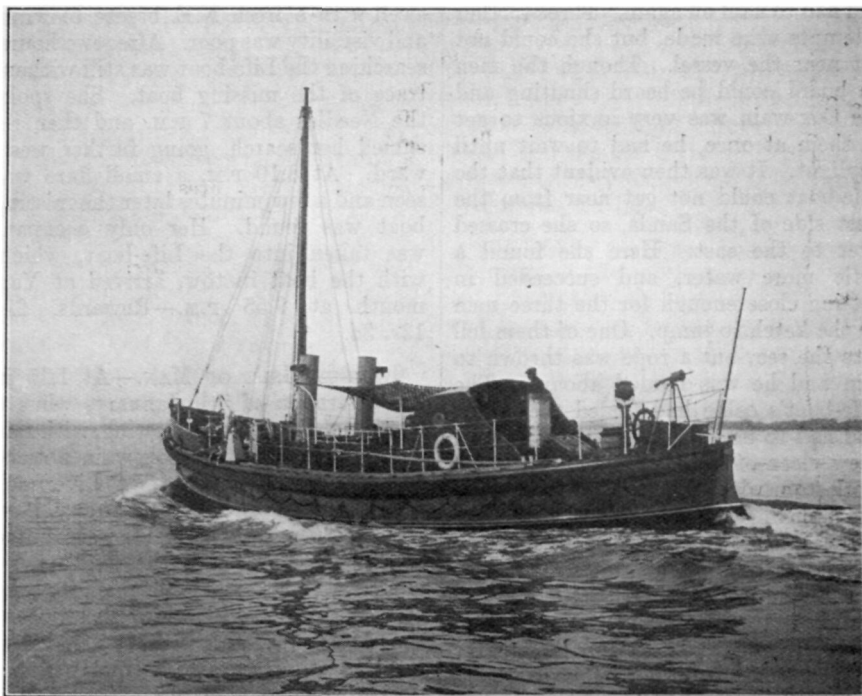
The Life-boat Journal in South America.

THE following is an extract from a letter received from a lady in Palermo, Buenos Aires: "The magazine is most interest-

ing. I pass it on to a gentleman in the camp, who sends it to other isolated Englishmen."

The Motor Life-boats of the Institution.

No. 1.—The 60-foot Barnett Type.



THE 60-FOOT BARNETT TYPE OF MOTOR LIFE-BOAT.

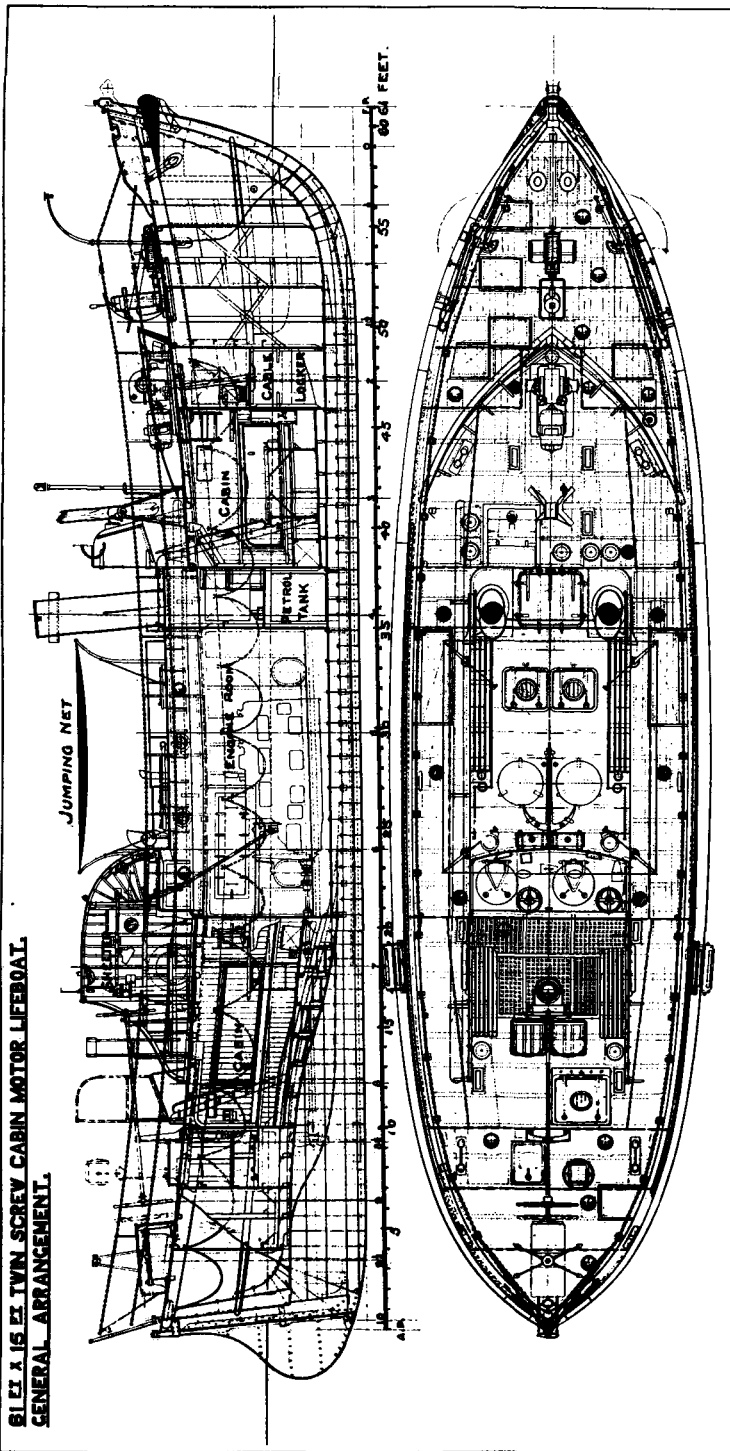
THE 60-foot Barnett type of Motor Life-boat is the largest, fastest and most powerful in the Institution's Fleet, with the exception of the one Motor Life-boat designed and built for the special circumstances of service in the Straits of Dover, with its considerable aeroplane as well as steamer traffic.

The Barnett type was designed in 1923 by Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's Consulting Naval Architect, and was named after him. It marked a very important development in Life-boat design, as it was the first of the Institution's Boats to have twin engines and twin screws. Up to that time the motors had been strictly auxiliary. Every Motor Life-boat carried a full suit of sails, and it was an essential part of the construction of Life-boats with motors that their sailing qualities should not be impaired. The Barnett Boat was the first Motor

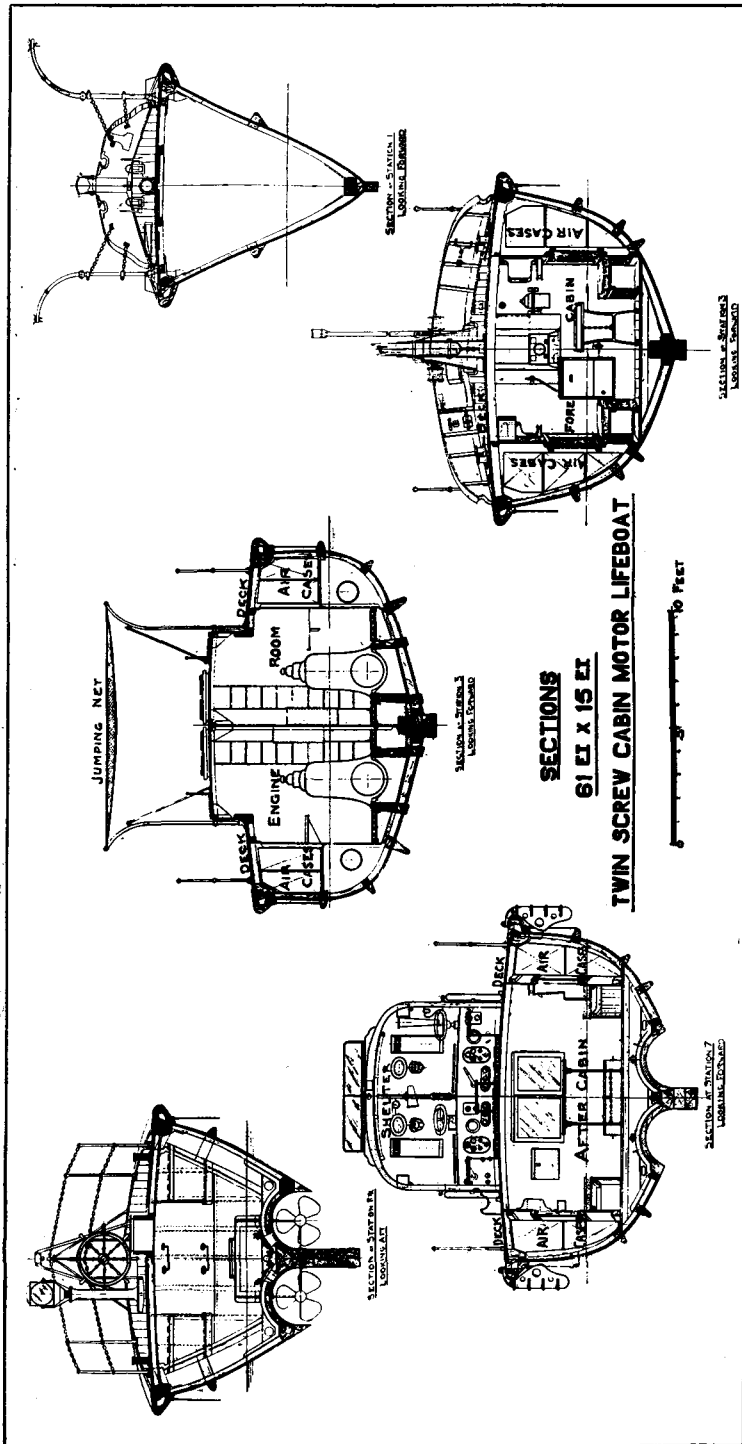
Life-boat dependent solely on its engines, and it carries only a small staysail and trysail for steadying purposes.

It is a type of Life-boat intended only for Stations where long distances may have to be travelled and where the Life-boat can lie afloat. The first of the type was built in 1923, and, after making a tour round the British Isles, went to New Brighton, on the Mersey, where she is now stationed. Barnett Life-boats have also been stationed at Aberdeen, Plymouth and Padstow, and several modifications have been made since the New Brighton Boat was built. The following description is of the later Boats:—

The Barnett Life-boat is 60 feet long by 15 feet wide (except the Boat at Padstow, which is 61 feet by 15 feet), and has a draught of 4 feet 5½ inches. She has a displacement of just over 44 tons, is divided into fourteen water-



This is the plan of the Padstow boat, which is a foot longer than the others of the type, but otherwise is the same.



TWIN SCREW CABIN MOTOR LIFEBOAT

SECTIONS

61 FT X 15 FT

0 5 10 Feet

tight compartments, and is fitted with seventy air cases. She is the first type of Life-boat to be built with cabins, of which she has two, with seating room in them for twenty-four people. In rough weather she can take on board about 130 people altogether.

She is built with skin and keel of teak, ribs of Canadian rock-elm and stem and sternpost of English oak.

She has two six-cylinder 80-h.p. engines in a watertight compartment. Each engine is itself watertight, and will continue to run when the engine-room is flooded and the engine itself entirely submerged, the air-intakes being well above the water-line even when the Boat is waterlogged. The exhausts of the engine, instead of being taken out at the side, as in earlier types of Motor Life-boat (and in the first of this type), are carried up two funnels amidships. This method has been followed also in

later types. The engines give a maximum speed of $9\frac{1}{2}$ knots, the equivalent, in a boat of this size, to a speed of over 30 knots in an Atlantic liner. As with all the Institution's Motor Life-boats, there is a great reserve of power, so that the maximum speed can be maintained even in very severe weather. The boat carries enough petrol to be able to travel 310 miles at full speed.

She is fitted with a life-saving net amidships, into which the shipwrecked can jump—an idea borrowed from the Dutch Life-boat Service. She has a line-throwing gun, an electric search-light and an electric capstan, and is lighted throughout with electricity. She has a fire-extinguishing plant, worked from the deck, which can throw jets of Pyrene fluid to all vital parts of the boat, and she is fitted with an oil spray in the bows for spraying oil on the waves.

The Rye Memorial.

THE memorial to the seventeen Life-boatmen of Rye Harbour—who lost their lives on 15th November, 1928, when the Life-boat, returning from service in a whole gale, capsized as she appeared to be coming into the harbour-mouth with a following sea—was unveiled in Rye Harbour Churchyard on 15th November, 1931, the third anniversary of the disaster.

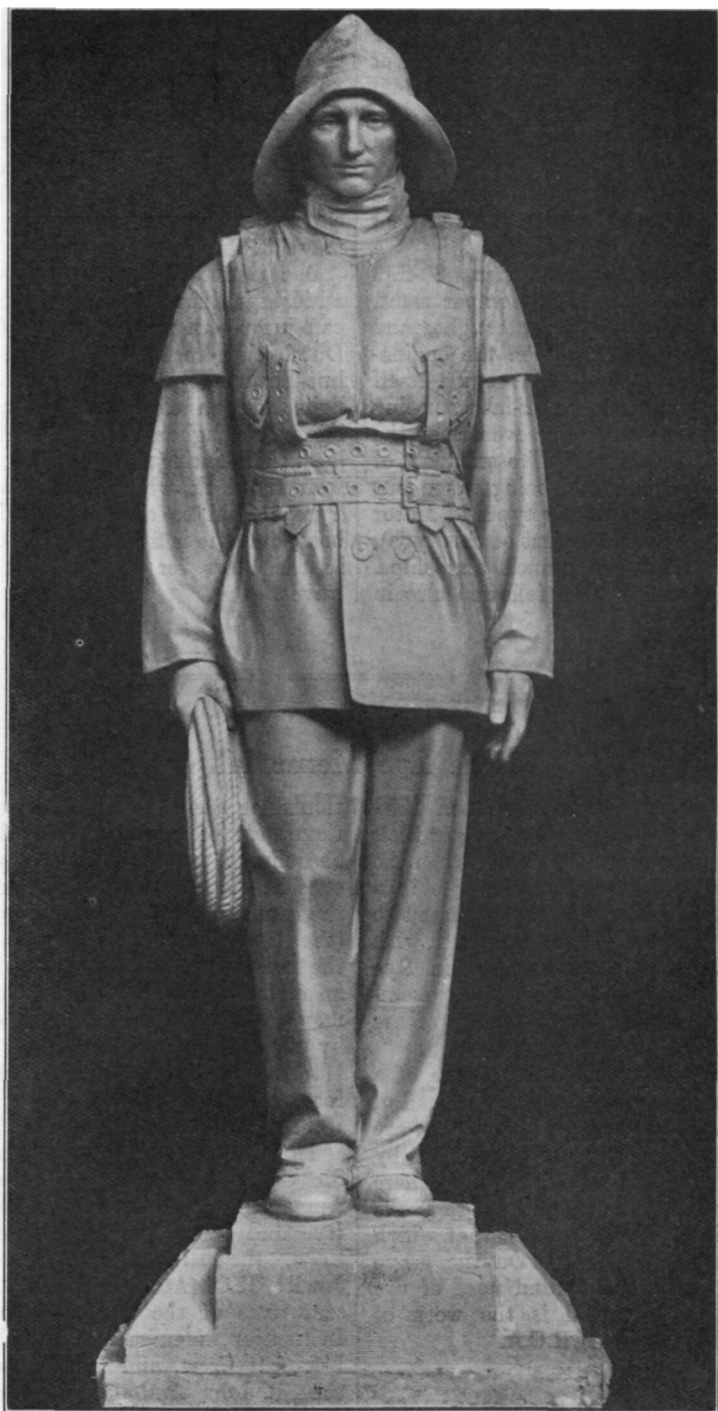
The memorial is a stone figure of a Life-boatman. It stands at the head of the grave where sixteen of the men are buried (one body was never given up by the sea), looking out to the place where the men died. Above the figure is the inscription "We have done that which was our duty to do." On the grave below are the names and ages of the men. The memorial is the work of Mr. J. Wedgwood, A.R.C.A.

The Unveiling Ceremony.

The ceremony of unveiling the memorial, which was covered with the Institu-

tion's flag, took place in the presence of thousands of people. They filled the churchyard, and many had to remain outside. Lord Blanesburgh performed the ceremony, and the Bishop of Lewes (the Right Rev. H. M. Hordern) recited the prayer of dedication and delivered an address in honour of the seventeen men. He was supported in the ceremony by the Rural Dean, the Vicar of Rye Harbour, the Rev. W. W. March, a former Vicar of Rye Harbour, and the Rev. L. G. Barnet.

The Institution was represented by Sir George Shee (its late Secretary). Among those present were the Mayor of Rye and other representatives of the town, the Right Hon. Sir William Jowitt, K.C. (Attorney-General), representatives of the Rye Branch of the Institution, members of the Hastings Life-boat Crew, and representatives of the St. John Ambulance Brigade, the British Legion, Boy Scouts and Girl Guides. The ceremony concluded with the sounding of the Last Post.



THE RYE LIFE-BOATMAN.

The figure which stands on the grave of the 17 Rye Life-boatmen who lost their lives on service on 15th November, 1928. The memorial is the work of Mr. J. Wedgwood, A.R.C.A.

Shoreboat Services.

For which Rewards were given at the October, November, December and January Meetings of the Committee of Management.

ROBIN HOOD'S BAY, YORKSHIRE.—On 3rd September the ex-Coxswain of the Life-boat and three ex-Life-boatmen saw a small skiff with five men on board capsize about 150 yards from the shore. A strong N.E. breeze was blowing and the sea was rough. The four men put off at once in a rowing boat, and were so quickly at the scene of the accident that they rescued all five men. But for their prompt action the men would undoubtedly have been drowned. The rescuers' 20-foot boat was overloaded with nine men on board, and it was not without danger in the rough sea that she was brought ashore.—Rewards, £1 10s.

DEAL, KENT.—On 13th September two amateur fishermen were out in a small paddle punt. A strong N.E. wind was blowing, and with the flood tide a heavy swell got up. The men attempted to land on the beach, but failed, and their punt was washed along the beach and overturned. They were in a very perilous position and would probably have lost their lives, but two men rushed into the breaking seas and hauled them out.—Rewards, £1 10s.

KESSINGLAND, SUFFOLK.—Two boats which were out fishing on 14th October did not return. A freshening N.N.E. wind was blowing, with an increasing sea, and the Second Coxswain of the Life-boat, with another man, put out in an open motor fishing boat. They found that the two fishing boats had been carried to leeward, and took them in tow. In doing so they ran some risk in the rough sea, but they brought the two boats and the four men on board them safely in.—Rewards, 15s., and 1s. for fuel used.

YOUGHAL, Co. CORK.—On the evening of 7th April an open boat, with four men on board, which had been drift-netting for salmon in the river, was capsized by a heavy broken sea off Cleary's Bank. A fresh S.W.

breeze was blowing, and the tide was ebbing. Three of the men managed to cling to the keel of the upturned boat, and the fourth became entangled in the net. Eight men in two other boats, who were fishing about 500 yards away, pulled at once to the rescue, and at some risk succeeded in saving the four men.—Rewards, £3.

ST. MARY'S, ISLES OF SCILLY.—On the evening of 15th September a boy, nine years old, was out in a punt. He fell overboard; the punt drifted away; he could not swim. Another boy, William Robinson, aged fourteen, put off in another punt. He pulled for 250 yards, and arrived just in time to seize the drowning boy under water. At the risk of upsetting his own punt, he dragged him on board.—Reward, a copy of the *édition de luxe* of "Britain's Life-boats," signed by the Prince of Wales.

SKERRIES, Co. DUBLIN.—At six in the morning of the 5th August, Mr. Lauder, a surgeon dentist and a visitor to Skerries, Co. Dublin, saw the yacht *Sammy*, of Kingstown, anchored dangerously near rocks. Her sails were set; half a gale was blowing from the eastward with a heavy sea; and the rocks were dead a-lee of the yacht. The four men on board her were shouting for help. Mr. Lauder hurried off to get help, and with the three other men, Mr. Thompson, a college student of seventeen, Mr. Fullerton, a deaf swimming-club attendant, and Mr. Comerford, a crippled ship's carpenter, succeeded in launching a boat, but found it impossible to pull out of the harbour. Mr. Lauder then got the help of the fishing boat *Ivy*, which went out, taking with her Mr. Lauder, Mr. Fullerton, and Mr. Thompson. When she got near the yacht the two former manned the fishing boat's punt and were veered down to the yacht which was then in grave danger. They got a hawser aboard the yacht, and she was towed to safety.—Rewards:

To Mr. J. W. Lauder, a Letter of Thanks and an inscribed Aneroid Barometer. To Mr. Albert Fullerton, a Letter of Thanks and £2. To Mr. William Thompson, a letter of Thanks and a Framed Life-boat Picture. To Mr. Jack Comerford, a Letter of Thanks and 10s. To Captain W. Donaldson, of the fishing boat *Ivy*, a Letter of Thanks, an inscribed Fisherman's Aneroid Barometer, and 10s. for fuel, etc. To the crew of the *Ivy*, 10s. each to three men.

CHICHESTER HARBOUR, SUSSEX.—The barge *Dell May*, with two men on board, ran aground on a sandbank in the entrance to Chichester Harbour, some distance from the shore, on the 2nd December. Signals for help were seen at about 1.45 P.M. by two men who were on Hayling Island beach. A strong S.W. breeze was blowing with a heavy sea on the sands. The men put off in a small sailing boat. They found that the barge had lost her own boat and was becoming swamped. With

difficulty, and at some risk, they took off the two men from the barge and brought them ashore. They were engaged on the rescue for some three hours.—Rewards, £2.

ROSSLARE HARBOUR, CO. WEXFORD.—Just after eight in the evening of the 13th September a man swam ashore from the boat *Alice T.*, of Wexford. She had been out on a pleasure trip and had been swamped on the outlying shoals. The man reported that he was one of three on board her, and that the other two were missing. The Motor Life-boat was away undergoing annual overhaul, and Mr. W. J. B. Moncas, Honorary Secretary of the Life-boat Station, Coxswain James Wickham, Mr. J. T. Wickham, Assistant Motor Mechanic, and three other members of the Wickham family at once put out in Coxswain Wickham's own motor boat, *Tern*, taking a small boat in tow. For over three hours they carefully searched the sandbanks, but could find no trace of the missing men. A special letter of thanks was sent.

Fortieth Anniversary of the Service to the "Eider."

ON the night of Sunday, the 31st January, 1892, the four-masted steamer *Eider*, of Bremen, of 4,719 tons, the Norddeutscher Lloyd, stranded on the reef of rocks in the Isle of Wight, known as Atherfield Ledge. There was a thick fog, the weather was stormy, and a very rough sea was running. The *Eider* fired signal rockets, and about 11 o'clock the Atherfield Life-boat went out and brought ashore telegrams from the *Eider's* captain asking for tugs. At daylight the *Eider* again signalled for the Life-boat, which went out and brought ashore some of the mails.

Meanwhile, the Life-boats from the Stations at Bristone Grange and Brooke had arrived on the scene. The captain of the *Eider* decided to land his passengers, and during the day the Life-boats made eighteen trips, bringing ashore 233 persons, specie and mails.

The next day, in the course of eleven journeys, the Life-boats landed 146

persons, mails and specie, and on the two succeeding days they landed more specie, bars of silver, the ship's plate, and the passengers' luggage. Altogether they made forty-one journeys, and brought ashore 379 persons. The captain and some of the crew of the *Eider* remained on board, and in the end the vessel herself was saved, but it was not until nearly two months later that she was towed off the rocks.

Queen Victoria expressed to the Institution her appreciation of this service, the Emperor of Germany presented each of the three Coxswains with a gold watch, bearing his portrait and initials, and gave £200 to the Institution's funds, and the Norddeutscher Lloyd made a donation of 100 guineas. *Punch* celebrated the service with verse and a cartoon, and presented each member of the Crews with a framed copy.

A Silver Medal was awarded by the Institution to one of the Coxswains,

and Clasps to the Silver Medals which they already held to the other two, and the awards to the Crews amounted to £565 10s. The Thanks of the Institution inscribed on Vellum was awarded to the Honorary Secretaries of the three

at the time of the wreck, was on the staff of one of the Isle of Wight papers. A Commemoration Service was held in Brighstone Church, conducted by the Rector of Brooke, the Rev. A. A. P. Winsor, who is also the Hon. Secretary

Mr. Punch to the Life-boatmen.



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Stations. Only one of the Stations, Brooke, still remains. The other two were both closed in 1915.

The fortieth anniversary of this service was celebrated at Brighstone on Saturday, 30th January, the suggestion for the celebration coming from Mr. J. Prosser Chanter, a member of the staff of the Press Association, who,

of the Brooke Life-boat Station. The Archdeacon of the Isle of Wight, the Ven. Robert McKew, D.D., C.B.E., who was Chaplain of the Fleet from 1924 to 1929, delivered the address.

Of those who took part in the service, either as members of the Crews or as Helpers, twenty-one were present, the oldest of them being now seventy-eight

and the youngest sixty-one. Several others were unable to come.

The service was followed by a supper in the Church-hall, at which Mr. Aubrey Wykeham, J.P., D.L., Honorary Secretary of the Isle of Wight Branch, presided, supported by the Archdeacon of the Isle of Wight, the Rector of Brooke, Mr. F. I. M. Bigby, of Southampton, representing the Norddeutscher Lloyd, (which had sent a contribution towards the expenses of the celebration), the Divisional Inspector of Coastguard and members of the Isle of Wight Committee.

Mr. Wykeham proposed the health of the survivors of the Life-boat Crews, and Mr. G. A. Shotter, of Brighthstone, and Mr. W. White, of Atherfield, responded. Mr. Shotter recalled that the first to be taken off the steamer was a baby, who was lowered in a sailor's kitbag and was followed by its mother. Mr. White said that he was there all the time, but could not remember much about it, except the weight of the gold and silver when it was lowered into the Life-boat. Following the supper, there was a sing-song, with the Rector of Brooke at the piano.

Centenaries of Life-boat Stations.

Presentation of Vellums Signed by the Prince of Wales.

TEN Centenary Vellums were presented to Stations during the year 1931, and two more presentations were made in 1930 in addition to the ten previously reported in *The Lifeboat*. This makes a total of fifty-five presented since the Committee of Management decided in May, 1928, "that Life-boat Stations be presented with a Vellum on completion of a hundred years, this Vellum to be hung in the Town Hall, or other public building."

Each Vellum is signed by the Prince of Wales and bears a record expressing the Institution's appreciation of the voluntary work of the Officers and Committee and of the devotion and courage of the Life-boat Crew.

The number of lives rescued and of medals awarded (as given in the following reports) is up to the date of the Ceremony, but it is not in every case possible to give the total of lives from the date of the establishment of the Station, as the early records are not always complete. The medals are in each case all medals awarded to Life-boatmen and others from the foundation of the Institution in 1824.

Boulmer, Northumberland.

The Boulmer Station was established by the Institution in 1825 in response to a request from the Newcastle Shipwreck Association. It has had seven

Life-boats, including the present Motor Life-boat which went there last year. Its second Life-boat was a gift, in 1852, from the fourth Duke of Northumberland, who was at the time President of the Institution. The Boulmer Life-boats have been launched on service eighty-two times and have rescued 200 lives. One Gold and three Silver Medals have been awarded by the Institution for gallantry. In addition awards have been received from the German and French Governments and *La Société des Hospitaliers Sauveteurs Bretons*.

Boulmer celebrated its Centenary in August, 1925, before the Centenary Vellums were instituted. Three thousand visitors came from all parts of Northumberland, and a centenary address was delivered by the Right Hon. the Viscount Grey of Fallodon, K.G.* It was Lord Grey, now a Vice-President of the Institution, who presented the Vellum on 12th September, 1931, at the Inaugural Ceremony of the new Motor Life-boat. The Vellum was received by Colonel the Hon. Harold Robson, Chairman of the Alnmouth and Boulmer Branch.

Donna Nook, Lincolnshire.

The year of the establishment of a Life-boat Station at Donna Nook is not

* See *The Lifeboat* for November, 1925.

known, but that there was a Station there in 1829, maintained by the Lincolnshire Coast Shipwreck Association, appears from the report of the Association for 1845, which gave a list of services performed from 1826 to 1844. Among these is a service by the Donna Nook Life-boat in December, 1829. In 1864 the Lincolnshire Association came into union with the Institution, which placed new Life-boats at its four Stations, including Donna Nook. The Association, however, remained in existence until 1911. In that year it came to an end, and its property was transferred to the Institution. The Donna Nook Station was closed in the spring of 1931. It had had five Life-boats. They were launched on service eighty-five times and rescued 172 lives. One Silver and one Bronze Medal were awarded for gallantry. The Vellum was presented to the local Council on 3rd August, 1931, by the Rev. H. L. Fosbrooke, Chairman of the North Somercotes (Donna Nook) Branch.

Eastbourne, Sussex.

There has been a Life-boat Station at Eastbourne since 1822, and from 1903 until 1924, Eastbourne had two Life-boats, but one was withdrawn in 1924, as a Motor Life-boat had been sent to the Station in 1921. Altogether Eastbourne has had eleven Life-boats, including the present Motor Life-boat. They have been launched on service eighty-seven times and have rescued 132 lives. The Institution has awarded one Gold and two Silver Medals for gallantry. The Vellum was presented by the Chairman of the Branch to the Mayor of Eastbourne in 1930, and has been hung in the Town Hall.

Ilfracombe, Devon.

A Life-boat Station was established at Ilfracombe in 1828. The Institution contributed to the cost of the first boat, and took over the Station in 1866. There have been altogether five Life-boats there, two of these, both named *Co-operator No. 2*, which served from 1886 to 1921, being two of the six Life-boats which have been presented to the Institution by the Central Co-operative

Board, Manchester. Since 1866 there have been seventy-five launches on service and ninety-one lives have been rescued. One Silver Medal has been awarded for gallantry. The Vellum was presented at a concert held in August, 1930, and hangs in the Life-boat House. A centenary Life-boat service was held the following Sunday in the grounds of St. James's Church, and was attended by the Life-boat and the Crew.

The Humber, Yorkshire.

This Station at Spurn Point was established in 1810, being the fourth opened on the Yorkshire coast. It was maintained until 1908 by the Hull Trinity House. In that year it passed under the charge of the Humber Conservancy Board, and then, in 1911, it was taken over by the Institution. No complete records of its work appear to exist before 1911, but an entry in a record book of Hull Trinity House refers to a letter of 18th October, 1854, in which it is stated that upwards of 760 lives had been rescued at Spurn Point from 1810 to 1854. When the Humber Conservancy Board took over the Station in 1908, it was stated that during the previous ten years twenty-five lives and twenty-two vessels had been saved. Since the station was taken over by the Institution in 1911 it has had four Life-boats, two of them being Motor Life-boats, both gifts from Bradford, and bearing its name. Both these boats are now stationed there, one being an emergency boat. Since 1911 there have been 114 launches on service and 107 lives have been rescued. Coxswain Robert Cross, who was appointed in 1912, has twice won the Institution's Silver Medal for gallantry, and once the Bronze Medal. The Vellum was presented to the Station by Sir William Priestley, the Chairman of the Bradford Branch and a Vice-President of the Institution, on 11th July, 1931, on the occasion of the unveiling of the memorial tablet on the Boathouse.*

* An account of this Ceremony appeared in *The Lifeboat* for October, 1931.

Penlee, Cornwall.

There has been a Life-boat stationed in the Penzance district since 1803, when a Station was established at Penzance itself. It remained until 1917. In 1908 a Station was established at Newlyn, but was closed in 1913. The present Station at Penlee was then established. The three Stations between them have had fourteen Life-boats, including the present Motor Life-boat which went to Penlee last year. These Life-boats have been launched on service 125 times and have rescued 324 lives—167 by the Penzance Station, 72 by the Newlyn Station and 85 by the Penlee Station. Two Gold Medals and twenty-six Silver Medals have been awarded for gallantry. In addition, three Silver Medals have been received from the Norwegian Government and a Gold Medal from the French Government. The Vellum was presented by Mrs. Molyneux Favell on 15th August, 1931, at the Inaugural Ceremony of the new Motor Life-boat and was received by Alderman Charles Tregenza, J.P., C.C.

Ramsgate, Kent.

The Ramsgate Station was established in 1802, its first Life-boat being built by Henry Greathead, who, in 1789, had built the *Original* for Tynemouth, the first Life-boat to be stationed on our coasts. In 1863 the Institution stationed a Life-boat at Ramsgate, and from then until 1922 the Station was managed jointly by the Institution and the Board of Trade, the Institution supplying and maintaining the Life-boats, while the Board of Trade bore the cost of maintaining the Station and rewarding the Crew, and placed a tug at the disposal of the Life-boat for towing her out to vessels in distress. In March, 1922, the Institution took over full financial responsibility for the Station, but the Ministry of Transport, which at the same time relieved the Board of Trade of its other duties in connexion with harbours, continued to supply a tug until the end of 1925, when the Institution placed the present Motor Life-boat, *Prudential*, at Ramsgate.

Altogether Ramsgate has had eight Life-boats. Three of them, which were

at the Station from 1877 to 1905, were gifts from the City of Bradford. Since 1865 the Ramsgate Life-boats have rescued no fewer than 1,346 lives. Two Gold Medals and thirty-six Silver Medals have been awarded for gallantry. In addition, Ramsgate has received awards from the President of the United States and the thanks of the German Government.

The Vellum was presented on 17th September, 1931, by Major R. J. P. Wyatt, M.C., the District Organising Secretary, at a special meeting at the Town Hall. The Mayor (Alderman H. Terry) presided, supported by the Mayoress and members of the Council, and personally received the Vellum.

Anglesey Branch.

Following the wreck of the sailing packet *Alert* off Cemlyn on 26th March, 1823, with the loss of 140 lives, efforts were made to establish a Life-boat Service in Anglesey, and in December, 1828, at a meeting at which Mr. R. B. Williams-Bulkeley presided, the Anglesey Shipwreck Association was formed. Until 1853 it maintained the Life-boat Stations in Anglesey, receiving some help from the Institution, but at the same time contributing to the Institution's funds. There have been Life-boat Stations at eleven places on the coast of Anglesey, at Beaumaris, Holyhead, Moelfre, Cemaes, Bull Bay, Cemlyn, Llanddwyn, Penmon, Porth Rhuffyd, Rhoscolyn and Rhosneigr. To-day there are Life-boats at the first four in the list. Beaumaris, Holyhead and Moelfre have Motor Life-boats and Cemaes a Pulling and Sailing Life-boat.

The records show that nearly 1,700 lives have been rescued from shipwreck by the Life-boats of the island, and this figure would, no doubt, be considerably increased if all the early rescues could be traced. No fewer than seventy Medals have been awarded to Anglesey men for gallantry, five Gold Medals, fifty-three Silver Medals and twelve Bronze Medals.

The Vellum was presented on 17th July, 1931, at the Inaugural Ceremony of the new Motor Life-boat at Moelfre, by

Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey, a Vice-President of the Institution and the grandson of Mr. R. B. Williams-Bulkeley, who presided at the meeting at which the Anglesey Shipwreck Association was founded.

Moelfre, Anglesey.

This Station was established in 1830. It has had eight Life-boats, including the Motor Life-boat which was sent there in 1930. Since 1850 its Life-boats have been launched on 108 services and have rescued 309 lives. Two Gold, three Silver and twelve Bronze Medals have been awarded for gallantry. The two Gold and twelve Bronze Medals were awarded in 1927 for one of the finest Life-boat services in the history of the Institution, the service to the ketch *Excel* in October, 1927, when the Life-boat was sailed right over the sinking ketch, was badly damaged, and beat home against the gale in a water-logged condition, with a hole blown in her mainsail, her jib in ribbons, and two men on board who had died during the night. The Vellum was presented at the Inaugural Ceremony of the new Motor Life-boat, on 17th July, 1931, by Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey and a Vice-President of the Institution.

Broughty Ferry (Dundee), Angus.

The Broughty Ferry Station was established in 1830. Another Station on the Firth of Tay was also established in the same year, at Buddon Ness. Both Stations were taken over by the Institution in 1861. In 1894 Buddon Ness was closed. Broughty Ferry has had seven Life-boats, including the present Motor Life-boat which went to the Station in 1921. Buddon Ness had three Life-boats. The record of the two Stations is: Broughty Ferry 100 launches on service; 129 lives rescued. Buddon Ness seventeen launches on service; forty-seven lives rescued. So that between them the two Stations on the Firth of Tay have rescued 176 lives. One Gold Medal, two Silver Medals and

one Bronze Medal have been awarded by the Institution to Life-boatmen and others for gallantry in saving life.

The Centenary was celebrated by a civic reception at the Victoria Art Galleries, Dundee, on 25th March, 1931. Lord Provost G. A. Johnston presided, supported by the Lady Provost, the Duke of Montrose, C.B., C.V.O., V.D., a Vice-President of the Institution and Chairman of the Scottish Life-boat Council, Harriet Lady Findlay, D.B.E., Honorary Secretary of the Council and President of the Edinburgh Ladies' Life-boat Guild, ex-Lord Provost Longair, J.P., D.L., and Mrs. Longair, President of the Dundee Ladies' Life-boat Guild.* The Duke of Montrose presented the Vellum, which was received by Mr. B. L. Nairn, J.P., Vice-President of the Dundee Branch, in the absence of the President. Mr. Nairn then handed the Vellum to the Lord Provost, who gave it into the custody of Mr. W. H. Buist, Convener of the Free Libraries Committee. Lady Findlay presented the Certificate of Service awarded by the Institution to ex-Coxswain Charles Gall on his retirement after thirteen years as Coxswain. In the evening a Centenary Concert was held at which the Duke of Montrose moved a vote of thanks to the artistes, who had given their services, and made an appeal on behalf of the Institution.

On the following Sunday evening, 29th March, a special service of thanksgiving was held in the Dundee Parish Church. It was attended by the Lord Provost and Magistrates, a Company of the Dundee Boys' Brigade, Sea Scouts, Sea Rovers, representatives of the naval branch of the British Legion and representatives of the Life-boat Station.

Fraserburgh, Aberdeenshire.

The Station was established in 1831, being maintained by the town, which made a charge of sixpence per man on all seamen entering the harbour. The Institution had already placed a Life-saving Apparatus there in 1824. In 1858 the Institution sent a Life-boat to Fraserburgh, at the request of the town, and took over the Station. Altogether

* Mrs. Longair died on 1st July, 1931.

it has had nine Life-boats, including the present Motor Life-boat which went there in 1915. There have been 118 launches on service and 170 lives have been rescued. Two Gold and six Silver Medals have been awarded by the Institution for gallantry. The Station has suffered one disaster, the loss, in 1919, of Coxswain Andrew Noble (who had twice been awarded the Silver Medal) and Andrew Farquhar, Acting Second Coxswain when the Life-boat capsized in a whole gale with a very heavy sea. She righted herself at once, and the rest of the Crew were able to get aboard again or to cling to the life-lines, but the Coxswain and Second Coxswain were swept ashore and died shortly afterwards. The Vellum was presented at a special meeting on 11th August, 1931. Mr. J. Wallace Tarras, Honorary Secretary of the Station, presided. Colonel Ian Forbes, D.S.O., presented the Vellum and it was received by Provost Walker. On the morning of the same day Life-boat Day was held, and after dark thousands of people watched, by the light of the Motor Life-boat's searchlight and floodlights in the harbour, a life-saving demonstration carried out by the Life-boat and the

Life-saving Apparatus. An orchestra and a pipe band played during the demonstration.

Newburgh, Aberdeenshire.

Newburgh first had a Life-boat in 1828. In 1877 the Station was taken over by the Institution and re-established. It has had altogether five Life-boats. Since 1877 they have been out on service thirty-two times and have rescued eighty-one lives. Three Silver Medals and one Bronze Medal have been awarded by the Institution for gallantry. The Vellum was presented on 6th February, 1931 by the Duke of Montrose, C.B., C.V.O., V.D., a Vice-President of the Institution and Chairman of the Scottish Life-boat Council, who was accompanied by the Duchess of Montrose. Mr. A. J. Falconer, Chairman of the Branch, presided, and among those present were the Earl and Countess of Caithness and Mr. J. Bryce Allan, a member of the Committee of Management. The Vellum was received by the Chairman and handed over to the custody of the Honorary Secretary of the Station. The meeting was followed by a fancy-dress ball.

Armistice Day, 1931.

LAST year, for the first time, the Great Yarmouth and Gorleston Life-boat was unable to take part in the Armistice Day Service on 11th November. She was called out on service at 1.30 in the morning, and did not return for twelve hours.* In place of the Life-boat Crew, two ex-Coxswains carried the wreath of

poppies and laurel leaves to the Parish Church, and this wreath and the others which were dedicated at the service, were taken out in a pilot cutter, instead of the Life-boat. They were then committed to the sea by the Vicar in honoured memory of the men of the Navy, Merchant Service and Fishing Fleets who gave their lives in the Great War.

* See p. 429.

The Storeyard's Children's Party.

THE Eighth Christmas Party, given to poor children by the staff of the Institution's Storeyard at Broomfield Street, Poplar, with the help of the staff at Headquarters, took place on 19th December at the Bromley Public Hall. One hundred and fifty children were present. After the tea there was an enter-

tainment, which included community singing, conjuring, and a sketch entitled "Maritana Bung, the Pirate's Daughter." At the end, Father Christmas presented each child with a toy and a bag of fruit. Three days later the annual tea was given to 200 children at the special school for the defective in Piggott Street.

Memories of the Sea and the Life-boat Service.

By Mr. Ernest Woolfield, Honorary Secretary of the Kessingland Station.

It was intended to resume the series of "Honorary Workers of the Institution," in which twelve articles have already been

published, the last appearing in The Lifeboat for August, 1927—with an article on the work of Mr. Ernest Woolfield, Honorary Secretary of the Kessingland Station, but Mr. Woolfield's reminiscences of the high seas and of Life-boat work on the east coast are so interesting that it seems much better that he should tell his story himself. He has been Honorary Secretary at Kessingland since 1911. In September, 1930, he resigned and wrote: "Having to give up active Lifeboat work is very sad

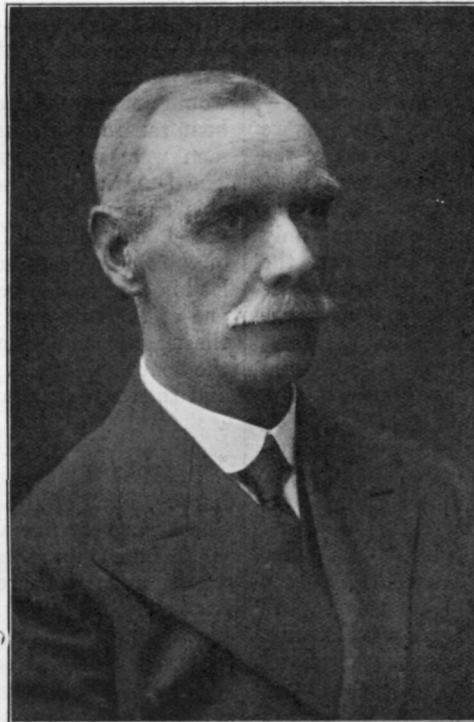
to me, but I am now unable to stand exposure such as to my mind an Honorary Secretary of a Station Branch, who is a sailor, should be prepared to do." But he is still Honorary Secretary. It has been impossible to find a successor to him, and he is very kindly carrying on. Mr. Woolfield was awarded

I was born at Shenstone, Staffs, the only son of John Woolfield and great-nephew of Thomas Robinson Woolfield, who, with the first Lord Brougham, was one of the founders of the popular town of Cannes. Owing to a breakdown in health my father came to the east coast, residing at Sizewell Gap, Suffolk, from 1879 till 1889.

My earliest memory of a shipwreck was in the great gale, 18th January,

Inscribed Binoculars in 1922, and the Thanks of the Institution inscribed on Vellum in 1930. Mr. Woolfield also holds

the Silver Medal of the Royal Humane Society for a gallant and resourceful action in saving life on land. One day in 1905 he heard of a well-sinker being in a deep well overcome by foul gas. He borrowed a cycle, rode to the scene a mile away, tied a wet towel round his mouth, was lowered in the well-sinker's bucket, and got the man out. It was thought that the man was dead, but Mr. Woolfield started artificial respiration, and, after about 40 minutes, breathing was restored.



MR. ERNEST WOOLFELD,

Honorary Secretary at Kessingland, Suffolk.

Mrs. Woolfield is Honorary Secretary of the Kessingland Ladies' Life-boat Guild, which, although Kessingland has a population of little over 2,000, is one of the most active Guilds in the country. In 1929 she was awarded the Gold Brooch which is given for long and distinguished honorary service.

1881, when the barque *Palestine*, of West Hartlepool, was driven on to the beach at Sizewell as if she were a small boat. Her two lower topsails were immediately blown out of the bolt-ropes over the cliffs. The crew were able to drop from the bowsprit on to the beach.

I became a cadet on H.M.S. *Worcester*, and when I was home for Christmas leave in 1886, there was a gale from the

south. During the night the wind veered to the north-east and blew very heavy with blinding snow squalls. At about 1 A.M. a Coastguard woke us up with the news that a vessel had stranded on the Inner Shoals 100 yards from the beach in front of our house. My father and I turned out and went to the Coastguard Rocket House. There were only three Coastguards at the Station and we had to carry the gear required—rockets, lines, whips, tripod, etc.—as we could not get the rocket cart out of the house. Three rocket lines were fired over the vessel, but no sign or signal was given from the crew. We could only wait, crouched behind boats on the beach. At about 2.30 A.M. we were joined by two fishermen and a coachman.

Daylight came at last, and we could see that there were two men in the maintop and one man in the foretop of the wreck, a brig (which proved to be the *Magnet*). At about eight o'clock the masts of the brig went over the side. I ran through the snow and sand and hauled in one of the three rocket lines until I saw a man in the breakers. Then I ran into the sea and caught him, but the next wave carried us both away. We were washed up and down the beach until my father, who had also rushed into the sea, caught us, and with help we both got up the beach. The man proved to be a Russian Finn, the only one saved from the wreck. Shortly after I received a personal letter of thanks from Thomas Gray, Secretary to the Board of Trade.

A Coxswain Washed Overboard.

Soon after 3 A.M. we saw flares to the south (we learnt afterwards that it was the schooner *Day Star*, of Ipswich), and my father persuaded the coachman to go on horseback to Dunwich and give information to the Life-boat authorities. At first they were unable to get a crew at Dunwich, and sent a man to Southwold. The Southwold boat was launched; later the Dunwich boat was launched, and both boats proceeded to Thorpe Ness. Craig, the Coxswain of the Southwold boat, was washed overboard, but fortunately some of his crew

were able to save him. The Southwold boat reached the wreck first, and found great difficulty in approaching owing to heavy broken water, but after many efforts she was able to save all the crew with the exception of one old man in the rigging.

In the meantime the Dunwich boat had arrived and on the Coxswain, Isaac Dix, giving an undertaking that he would not leave the man, the Southwold boat ran for Aldeburgh as the rescued men were in a very exhausted state. The Dunwich boat was for a considerable time unable to veer down to the vessel, but at last Dix performed one of the finest deeds man could do. He let his boat come over the vessel's rail; one of the Life-boat crew jumped into the rigging and rescued the last man; the boat hauled back clear of the wreck, and then ran straight on to the beach.

Ten Days of Gale.

In 1887 I joined the four-masted barque, *Falls of Halladale*, of Glasgow. She was a very fine ship, but was somewhat noted for the amount of head winds and bad weather she would encounter. On one passage from Calcutta to New York we had a fine run down the Indian Ocean until we sighted Cape Agulhas; it then came on to blow and it was nearly a month later that we rounded the Cape. For ten days the ship lay with no sail whatever but a tarpaulin in the weather-jigger rigging to keep her head to the sea, her decks being full of water almost the whole of that time. Deckhouse doors, boats and standard compass were smashed. We reached New York a little under six months after leaving Calcutta. My old shipmate and fellow-apprentice, James Sherren,* the eminent surgeon, recently wrote to me as follows: "When I think of what we went through—well, girls could go to sea now!"

After leaving the *Falls of Halladale* I went into steam. Whilst I was in the s.s. *Weardale*, at Malta, a fireman tried to get on board by climbing along a wire spring from the quay to the ship, but

* Mr. James Sherren, C.B.E., F.R.C.S., late Vice-President of the Royal College of Surgeons.

lost his hold. I tried to save him by jumping from the fore-castle head, but failed to get him owing to the mud at the bottom of that part of the harbour. This occurred about one in the morning.

I think it was during the winter of 1892 that the sailing ship *Firth of Cromarty* stranded on the rocks at the foot of the South Foreland. This, again, was a case where the L.S.A. cart could not be taken, so we had to carry all the gear for the Life-saving Apparatus over rocks covered with seaweed, often having bad falls into the sea between the rocks, resulting in many cuts and bruises. A very heavy gale was blowing; the ship rolling badly; and the sails were thundering overhead. Rocket lines were fired over the ship, and the crew were hauled off by means of the tail block and whip. We were unable to use the hawser, and the breeches buoy was worked by the whip only. Each member of the crew was hauled through the broken water. One poor boy was washed out of the breeches buoy and lost, but after some hours we saved all the other members of the crew.

One hears many strange tales of the sea, and I am sure Honorary Secretaries of Station Branches in particular will be interested in the following. The Kessingland Life-boat was launched in answer to flares from the smack *A. J. W.*

on the night of 11th October, 1919. While the Life-boat was being hauled through the broken water the haul-off warp parted and she was nearly driven back to the beach, but sails were got on her and she went away with the wind on the starboard quarter till past Pakefield Gat. Then, as nothing could be seen, she was brought to the wind, close hauled. After she had been sailing in this direction some ten minutes the tack of the fore-lug became unhooked from the bumkin (the cause for this unknown) and the Crew lowered the sail to rehook it. While the sail was down the boat turned so that she had the wind on her port side (the opposite side). The Second Coxswain inquired of the Coxswain if they should pull the boat round again or shift the lug sail over. The Coxswain replied, "If she wants to go this way, let her go." Some five minutes later cries were heard and the smack was found, sunk, with her crew of four men clinging to the masts. They were rescued.

When I asked the Coxswain and some of the Crew for an explanation of the tack of the sail coming unhooked, they solemnly replied: "It was to be!" "It was to be!" *

* An account of this very fine service, for which the Coxswain and Second Coxswain were awarded Silver Medals, and each member of the Crew a Bronze Medal, appeared in *The Lifeboat* for February, 1920.

The "Charterhouse" Life-boat.

IN 1909, one of the first of the Institution's Motor Life-boats was stationed at Fishguard. She was a 40-feet Self-righting Life-boat with a 24 h.p. auxiliary engine, giving her a speed of seven knots. There were then seven Motor Life-boats in the Institution's Fleet. This new Boat was named *Charterhouse*, as her cost had been partly met by contributions from past and present Carthusians.

Very soon after *Charterhouse* had moved from London to Godalming, in 1872, a fund had been started to provide for the cost of a Life-boat, and an annual offertory in Chapel was given to the fund. As a result, the sum of

£1,000 was received by the Institution in 1905 from "Old and Present Carthusians" through the late Mr. F. K. W. Girdlestone, one of the two masters at Charterhouse, the other being the Rev. Gerald Davies, who had started the fund.

Four years later the Boat was built and sent to Fishguard. There, at the Inaugural Ceremony, on 15th December, 1909, she was named *Charterhouse* by Mrs. G. H. Kendall, the headmaster's wife.

A Gold Medal Service.

During her twenty-one years the *Charterhouse* was launched on service

twenty times and rescued forty-seven lives. The outstanding service of her career was one of conspicuous danger and gallantry. On the night of 2nd December, 1920, the Dutch motor schooner *Hermina* was driven on the rocks at the foot of the cliffs in a whole gale and lay there with the seas making a clean breach over her. The Life-boat anchored and veered down, the seas lifting her right into the rigging of the schooner. Seven of the *Hermina's* crew were rescued. It was then found that the Life-boat was leaking, and it was impossible to start the engine. The Life-boat and all on board were in extreme peril. No sooner had she cast off, than her mizzen sail was blown to ribbons, became unhooked, and was lost overboard, leaving her with only the main sail set. If her position was perilous before, it was now almost hopeless; but the Second Coxswain and one of the crew at once crawled out on the forward end box, and, with great seas breaking over them, succeeded in reeving the jib tack so that the jib sail might be set. It was only by the magnificent seamanship and courage of Coxswain John Howells, and the discipline and courage of the whole Crew, that the boat, waterlogged as she was, was brought under sail safely away from a lee shore, with sheer cliffs behind her, in the face of the gale. For this service the Coxswain was awarded the Institution's Gold Medal—the V.C. of the Service—and the Crew Silver and Bronze Medals.

In 1930 the *Charterhouse* was replaced by a larger and more powerful Motor Life-boat, one of the Watson Cabin type, 45 feet 6 inches long with two 40 h.p. engines and twin screws. This new boat is the gift of the Oceanic Steam Navigation Company, and has been named *White Star*.

A Generous Promise.

When the Secretary of the Institution wrote to the school to say that the *Charterhouse* would be withdrawn and sold out of the Service, as the expense would be too great to put her into

sufficiently good order to serve in the Reserve Fleet, an obituary notice of the Boat was published in the *Carthusian*. It concluded thus:—

“Born in the days when Motor Life-boats were in an experimental stage, she thoroughly proved her worth, and has only retired now to make room for a larger and more modern boat. May the spirit of the *Charterhouse* pass into her descendant, and fire her to equal deeds of valour. It is, of course, impossible for *Charterhouse* to regard this as the end of the association with the R.N.L.I., or with Fishguard, and we shall continue to subscribe to the funds of the R.N.L.I. by an annual offertory in Chapel, as well as by contributions by means of the box in Chapel. And we shall continue to regard the Fishguard Life-boat as our own special care, in remembrance of its predecessor. The Life-boat Institution are being asked to send any news of special services performed by this Boat, as they used to do in the days when the Boat was the *Charterhouse*, and this news will be published in the *Carthusian*, as has been done in the past. And, in saying farewell to the *Charterhouse*, we wish a long life of service to her successor, the *White Star*.”

We quote that generous passage with particular pleasure. The promise made to support the new Fishguard Life-boat is already being fulfilled. Up to the end of 1929 the school had contributed towards the *Charterhouse* £1,974 8s. 4d., included in that sum being a legacy of £250 which Mr. Girdlestone generously left to the Institution in his will. During last year the school made three more contributions to the Institution.

The *Charterhouse* has finished her work and has gone, but she will always have an honoured place in the history of the Life-boat Service as one of the Life-boats which proved the value of motor-power in the Institution's Fleet, as a boat which performed one of the outstanding services of the present century and as the only Life-boat presented by and bearing the name of one of our great public schools.

The Liverpool Ball.

H.R.H. THE PRINCE OF WALES, K.G., President of the Institution, attended a Life-boat Ball which was organized by the Port of Liverpool and District Branch and held at the Adelphi Hotel on 4th November. During the day the Prince had visited the Home for Aged Mariners at Wallasey, the Lancashire Sea Training Homes, and the Training Ship *Conway*, and had then presided at the dinner of the Honourable Company of Master Mariners.

His Royal Highness was accompanied to the ball by The Right Hon. the Earl of Derby, K.G., P.C., G.C.B., G.C.V.O., a Vice-President of the Institution and Chairman of the Port of Liverpool and District Branch, and was received by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Mr. Charles Livingston, Deputy-Chairman of the Branch. A guard of honour was provided by the New Brighton and Hoylake Life-boat Crews, including Coxswain George Robinson, of New Brighton, a Silver Medallist of the Institution.

Among those who were present and sat at the Prince's table were the Lord Mayor of Liverpool (Mr. Edwin Thompson), President of the Branch, the Lady Mayoress, Patron of the Liverpool Ladies' Life-boat Guild, Lady Derby and the Lord Mayor of London.

A number of presentations were made to the Prince, including Mrs. Permewan, President of the Liverpool Ladies' Life-boat Guild, Mr. Frank Holt, F.C.A., Honorary Secretary of the Port of Liverpool Branch, Mr. F. W. Irving, A.S.A.A., the Assistant Treasurer, and Miss J. N. Dodge, B.A., the Assistant-Secretary; Mr. Stuart Deacon, the Stipendiary Magistrate, President of the New Brighton Station, Mr. S. S. Jerrett, the Chairman, and Captain B. H. Bullen, the Assistant-Secretary; and Brig-General W. S. Swabey, C.B., C.M.G., C.B.E., District Organizing Secretary.

Some 850 guests were present and were received by Lady Derby, Mrs. Permewan and Sir Godfrey Baring. The ball has realised over £620.

£207 by Photography.

ADMIRAL STUART NICHOLSON, C.B., M.V.O., D.L., who has been Honorary Secretary of the Bude Branch since 1921, and was presented last year with the Gold Badge, has contributed £207 to the funds of the Branch by photography, principally by portraits. As it is thought that other Branches may be interested in this method of raising funds, Admiral Nicholson has kindly given the following particulars of his methods which have been so successful:

"First you must be able to take good portraits, and then you must persuade people to come and be photographed! Start with relatives and friends, and then if your work is good, it will advertise itself and bring in more sitters. A good plan is to take portraits at a garden fête at a small charge, say, 2s.

a head, and if successful, you will probably secure several repeat orders. For studio portraits, cabinet size, I charge 30s. a dozen, or 2s. 6d. each, besides a small charge for the sitting and proofs.

"Any well-lighted room of fair size is suitable for use as a studio, but a portrait lens of long focus is a necessity."

It should be added that the Bude Branch, which was a Station Branch until 1923, and has since been a Financial Branch, has been one of the most successful in raising funds, and one of the most original in finding new methods of doing it. Last year, with its population of under 4,000, it contributed £183, or over eleven pence a head, and in the twelve years since 1920 it has collected nearly £2,000.

A Working Men's Dance.

A REMARKABLE instance of the enthusiastic support given to the Institution by working men and women was recounted by Mr. R. M. Burke, the Honorary Secretary of the Branch at Tuam, Co. Galway, at the Conference of Honorary Secretaries and Workers in the Irish Free State held in Dublin last September.

A number of the men employed on his farm approached him one day in December, 1930, and said that they wished to arrange a dance in aid of the funds of the Institution. They wanted to do everything themselves, and asked for the loan of a barn. Mr. Burke readily agreed, and the preparations went ahead. Admission was 4d. for men and 3d. for women. For an orchestra, one of the men played a concertina. There

were no expenses, and the dance resulted in 15s. being handed to Mr. Burke for the Institution. The evening was so successful that two further dances were arranged on similar lines, and altogether just over £2 was raised.

Mr. Burke also related that when a number of men on the estate were unemployed he realised some of his investments in order to provide work for them by repairing and improving the cottages of his own employees, and also by putting up three cottages for poor people who could not afford to build for themselves or to pay an economic rent. In order to show their gratitude these men insisted upon contributing to the Institution, and gave donations of from 5s. to 10s. each.

Life-boat Carol Singers.

LAST Christmas a number of Branches again arranged carol-singing parties, and they were even more successful than before, particularly in Sussex. East Grinstead (Sussex), which has led the way with this method of helping the Life-boat Service, collected no less than £27, which was £11 more than in the previous year. The Cuckfield (Sussex) Branch sent out a party which sang at Cuckfield, Haywards Heath and Lingfield, and collected £12. Other Branches which again went carol-singing were Leatherhead (Surrey), which had two parties, Tenterden (Kent) and Wolver-

hampton (Staffordshire). Dorking (Surrey), Bishop's Stortford (Hertfordshire) and Wilden (part of the Kidderminster, Worcestershire, Branch) also had parties. The Bognor Regis (Sussex) Carol Party collected over £30, more than twice as much as in the previous year, and again divided it between the Institution and the National Institute for the Blind. The Brockenhurst (Hampshire) Choral Society gave the proceeds of its carol-singing, six guineas, to the Institution, and so did a party of carol-singers at Stevenage (Hertfordshire).

A Hornsey School's Concert and Collection.

A DONATION of £3 13s. has been received from the Campsbourne Road Girls' School, Hornsey, London, and many may like to know how the girls succeeded in collecting such a sum. First, two concerts were given by the Play Centre, and the headmistress reports that they "were organized and carried through by a small group of girls who asked to be allowed to present the concert of their own development for the benefit

of the Institution." The amounts realised—£1 and £1 1s.—were made up entirely of pennies and twopences paid by the children to attend the concerts. Then the girls of Form 2 asked if they might be allowed to borrow the school Life-boat Collecting Box, and each girl in the class took it home in turn and made a collection amongst her own family and friends. The result was £1 12s.

Summary of the Meetings of the Committee of Management.

Thursday, 8th October, 1931.

Special Meeting.

Sir GODFREY BARING, Bt., in the Chair.

Sir GODFREY BARING, Bt., Chairman of the Committee of Management, presented to Sir GEORGE SHEE a Gold Watch from the Vice-Presidents and Members of the Committee of Management as a personal gift in recognition of his signal services as Secretary of the Institution during a period of twenty-one years.

Thursday, 15th October, 1931.

Sir GODFREY BARING, Bt., in the Chair.

Decided that the North Deal Life-boat Station be temporarily closed; also that the Cemaes Life-boat Station be closed in March, 1932.

Passed a Vote of Thanks to Sir GEORGE SHEE for his long, distinguished and most valuable services to the Institution as Secretary for twenty-one years.

Decided that on and after 1st January, 1932, Mr. CHARLES VINCE, Assistant Secretary (Publicity), be designated Publicity Secretary.

Decided that on the retirement of Mr. P. W. GIDNEY, Assistant Secretary (Financial), Mr. W. PAYNE, Staff Clerk, be promoted to the position of Assistant Secretary.

Reported the receipt of the following special contributions:—

| | £ | s. | d. |
|--|----|----|----|
| Ancient Order of Foresters (Annual Donation) | 75 | — | — |
| South Metropolitan Gas Company | 26 | 5 | — |
| —To be thanked. | | | |

Paid £16,532 19s. 8d. 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 11s. 6d. to pay rewards to Helpers in connexion with the Life-boat Services, accounts of which appear on p. 425.

Also voted £119 3s. 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:—Arklow (Motor), Blyth (Motor), Hythe (Motor), Penlee (Motor), Port Erin (Motor), St. Ives, St. Mary's (Motor), Selsey and Bognor (Motor), Sennen Cove (Motor) and Yarmouth, Isle of Wight (Motor).

Passed a further £15 on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighthelm Grange and Caister.

Granted £28 8s. to men for injury in the Life-boat Service at Caister, Cullercoats and Whitby.

Thursday, 19th November, 1931.

THE HON. GEORGE COLVILLE, in the Chair.

Decided to name the Torbay Motor Life-boat "George Shee," in recognition of Sir George Shee's services as Secretary of the Institution for twenty-one years; also produced a letter from Sir George Shee expressing his very warm thanks for the Resolution regarding his services, which the Committee passed at their last meeting.

Reported the receipt of the following special contributions:—

| | £ | s. | d. |
|---|----|----|----|
| Mr. W. E. C. Watkinson (increased subscription) | 25 | 0 | 0 |
| Miss J. Miller (additional donation) | 25 | 0 | 0 |
| Mr. James Bryce Allan (subscription) | 20 | 0 | 0 |
| Southern Railway Company (donation) | 31 | 10 | 0 |
| To be thanked. | | | |

Paid £16,007 0s. 10d. 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 £343 10s. 9d. to pay the rewards of the Life-boat Services, accounts of which appear on pp. 426, 429.

Also voted £364 13s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Appledore (Motor), Boulmer (Motor), Brancaster (Pulling and Sailing), Broughty Ferry (Motor), Buckie (Motor), Campbeltown (Motor), Clacton-on-Sea (Motor), Clovelly (Pulling and Sailing), Cromer (Motor), Douglas (Motor), Dover (Motor), Easington, (Pulling and Sailing), Great Yarmouth and Gorleston (Motor), Lowestoft (Motor), The Mumbles (Motor), Newhaven (Motor), Penlee (Motor), Portrush (Motor), Scarborough (Motor), Tenby (Motor), and Torbay (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.

Thursday, 17th December, 1931.

Special Meeting.

THE HON. GEORGE COLVILLE, followed by SIR GODFREY BARING, Bt., in the Chair.

Considered and decided to adopt proposals for amendments to the Charter of the Institution, dealing with rewards for Life-saving services and the sale of lands and buildings.

Thursday, 17th December, 1931.

SIR GODFREY BARING, Bt., in the Chair,

Reported the death of Capt. G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Com-

mittee of Management, and passed a Vote of Sympathy with Mrs. Holloway.*

Resolved that the very cordial thanks of the Committee be accorded to Mr. P. W. Gidney and Mr. A. G. Spaul, lately Assistant Secretary (General and Finance) and Principal Clerk respectively, for their long and valued services to the Institution.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|--|----|----|----|
| Anonymous | 25 | 0 | 0 |
| Walter Runciman & Co. (subscription) | 22 | 1 | 0 |

To be thanked.

Paid £20,687 3s. 3d. 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 an additional monetary reward to each of the crew of the Peel, Isle of Man, Pulling and Sailing Life-boat for an arduous service launch on the 3rd December, when the steam trawler *Pasages* stranded at Jurby Head.

Voted £149 19s. 9d. to pay the rewards for the Life-boat Services accounts of which appear on pp. 429-431.

Also voted £159 5s. 10d. to pay the rewards for the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aberdeen No. 1 (Motor), Appledore (Motor), Blyth (Motor), Boulmer (Motor), Ilfracombe, The Lizard (Motor), Maryport (Motor), Montrose No. 1 (Motor), Newhaven (Motor), Peel (Pulling and Sailing), Penlee (Motor), Ramsey (Motor), Ramsgate (Motor), Rosslare Harbour (Motor), and Yarmouth, I. of W. (Motor).

Passed a further £338 15s. 3d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port Eynon, Port St. Mary, Rhoscelyn, Rye Harbour, St. David's, Troon, and Whitby.

Granted £8 2s. 6d. to men for injury in the Life-boat Service at Broughty Ferry and Walmer.

Voted a compassionate grant of £5 to RICHARD WILLIAMS, ex-Second Coxswain of the Holyhead No. 1 Steam Life-boat, who was compelled to retire, several years ago, owing to ill-health, and is in poor circumstances.

Voted a further compassionate grant of £2 to the widow of LEWIS ROBERTS, who had been a member of the Life-boat crew at Holyhead for many years.

* An obituary notice of Captain Holloway will appear in the next issue.

Decided that the pension which, up to the date of her death, had been paid to Mrs. ROBERTS, of Moelfre, the widow of a Life-boatman who lost his life in the Life-boat Service, be continued to her granddaughter until the end of the year 1931.

Thursday, 31st December, 1931.

Paid £10,945 15s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Passed a further £5 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 £45 10s. to men for injury in the Life-boat Service at Blackpool, Caister, Cardigan, Moelfre, and Newhaven.

Thursday, 14th January, 1932.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. the Princess Royal for her gracious kindness in presenting Christmas gifts, with her personal greeting and good wishes, to the Coxswains and Crews at Bridlington and Scarborough, at which places she attended the Inaugural Ceremonies of the new Motor Life-boats in August, 1931.

Reported that the Right Hon. Walter Runciman, M.P., President of the Board of Trade, had accepted the Chairman's invitation to speak at the Annual Meeting of the Governors in 1932, and that the 22nd April had been suggested as the date.

Co-opted Rear-Admiral Gordon Campbell, V.C., D.S.O., M.P., and Professor John Cameron, M.D., D.Sc., members of the Committee of Management.

Resolved that the Board of Trade be informed that the Committee of Management propose to adopt for future supply the new pattern of Life-belt 5/35, and be asked for any further remarks they may wish to offer.

Decided to close the Port Logan and Ayr Life-boat Stations. Decided also that the Committee's decision regarding the temporary closing of the North Deal Station be adhered to pending consideration of the question of placing a Motor Life-boat at North Deal or Walmer.

Directed that a Letter of Appreciation be addressed to Captain E. S. Carver, R.D., R.N.R., Superintendent of Stores, for the economies he had effected in the administration of the Storeyard.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|----------------------------------|-------|----|----|
| King George's Fund | 1,000 | 0 | 0 |
| Mr. Herbert Jones | 100 | 0 | 0 |
| Major J. F. Church | 50 | 0 | 0 |
| White Star Line | 50 | 0 | 0 |
| Clan Line | 47 | 0 | 0 |
| Blue Star Line | 32 | 0 | 0 |
| Mr. H. J. Cutler | 26 | 5 | 0 |
| Mr. A. Barrett | 26 | 5 | 0 |
| Miss Gertrude Stretton | 20 | 0 | 0 |

To be thanked.

Paid £11,454 18s. 10d. 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 £169 16s. 9d. to pay the rewards for the Life-boat Services accounts of which appear on pp. 431-433.

Also voted £150 18s. to pay the rewards for the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen No. 1 (Motor), Bembridge (Motor), Campbeltown (Motor), Cloughy (Motor), Dunbar (Motor), Dungeness No. 1 (Pulling and Sailing), Eyemouth (Pulling and Sailing), The Humber Nos 1 and 2 (Motor), Hythe (Motor), Peel, Isle of Man, (Pulling and Sailing), Rosslare Harbour (Motor), St. Peter Port (Motor), Stornoway (Motor), Swanage (Motor) and Yarmouth, Isle of Wight (Motor).

Passed a further £5 0s. 7d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Caister and Moelfre.

Granted £19 10s. to a man for injury in the Life-boat Service at Caister.

Seventy Pounds from the "Sea Microcosm."

IN *The Lifeboat* for June, 1929, it was announced that Dorothy Una Ratcliffe-Brotherton, F.R.A.S., F.R.G.S., of Leeds, had very kindly decided to devote the gross profits of the current number of her literary and artistic magazine, *The Microcosm*, to the Life-boat Service. The number was called *The Sea-Microcosm*, and was a most attractive collection of poems, prose, plays, water-colour drawings and photographs all dealing with the sea.

As a result of the sales of this magazine Mrs. Ratcliffe-Brotherton has sent £70 to the Leeds Branch.

Mrs. Ratcliffe-Brotherton has been editing this magazine for the past seventeen years, and has had many distinguished contributors. She devotes each number to a different charity, and since 1921 has contributed to charities some £1,500. This is the second time that she has very kindly devoted a number to the Institution.

News from the Branches.

1st October to 31st December.

Greater London.

ASHFORD.—Flag Whist Drive.

BARKING.—Life-boat in the procession celebrating the incorporation of Barking as a Borough.

BRONDESBURY.—Address to Young People's League by the District Organizing Secretary.

CITY, THE.—Address to Tower Hill Toc H by the District Organizing Secretary.

CLAPHAM.—Whist Drive.

EALING.—Life-boat Day. Battle Whist. Bridge Drive.

HACKNEY.—Sale of Work arranged by

Mrs. Rowland Smith. Lantern Lecture. Life-boat in the Salvation Army's "Harvest of the Sea" Service.

HAMMERSMITH.—Address by Mr. Law at Boy Scouts' Annual Meeting.

HAMPSTEAD.—Address to Kilburn Group Toc H by the District Organizing Secretary.

HAREFIELD.—Dramatic Entertainment.

HAYES.—Annual Meeting on 19th November. Amount collected last year £104, as compared with £111 in the previous year. Christmas Party and Social.

HORNSEY. Lantern Lecture at Stationers' School. Talk to Crouch End Toc H by the District Organizing Secretary. Whist Drive,

with address by the Honorary Secretary, arranged by North Harringay Old Girls' Association. Whist Drive, arranged by Mr. and Mrs. Bennett, with talk by the District Organizing Secretary.

ISLINGTON.—Address to New Clissold Social and Literary Club by the District Organizing Secretary. Lantern Lecture by the District Organizing Secretary at Holy Trinity Church.

LEYTON.—Life-boat in the Mayor's Carnival Procession.

MALDEN.—Lecture to Junior Imperial League.

MITCHAM.—Annual Meeting on 1st October, Captain Brooke-Smith in the chair. Speaker: The District Organizing Secretary. Amount collected last year £110, as compared with £82 in the previous year.

Whist Drive. Dance. Dramatic Entertainment.

ST. ALBANS.—Lantern Lecture at Berklands School. Talk to a Women's Meeting by Miss Silvester, the Hon. Secretary of the Branch. Dance and Bridge Drive.

SOUTH KENSINGTON.—Address to Toc H by the District Organizing Secretary.

TOTTENHAM.—Lantern Lecture by the District Organizing Secretary at Tottenham Congregational Church.

WALTHAMSTOW.—Concerts, with addresses by the District Organizing Secretary.

WILLESDEN.—Presentation to the Keble Memorial School of the Challenge Shield for Greater London in the Life-boat Essay Competition, by the Chairman of the Council, at a meeting of the Council. Lantern Lecture at St. Michael's Church, Cricklewood, by District Organizing Secretary.

WOOD GREEN.—Address to the Rotary Club by the District Organizing Secretary.

North-West of England.

ACCRINGTON.—The Branch has suffered a severe loss by the death at the end of October of Councillor P. H. Holmes, who had been its Hon. Secretary for seven years.

BLACKBURN.—Annual Meeting of the Ladies' Life-boat Guild on 14th October, the Mayoress of Blackburn, President of the Branch, in the chair. Amount collected last year £150, as compared with £161 in the previous year.

BLACKPOOL.—Dinner and Social given by the Mayor of Blackpool to the Life-boat Crew and members of the Branch.

BREDBURY.—Address by the Manchester Branch Secretary at the Weekly Guild Meeting at the Primitive Methodist Chapel.

BRIERCLIFFE.—Performance of the play "Brown Sugar" by the Briercliffe St. James's Dramatic Class.

CARLISLE.—Dance, organized by the Misses D. O. and W. I. Tassell.

CARNFORTH.—Whist Drive.

CULCHETH - WITH - KENYON.—Annual Bridge Drive and Annual Whist Drive.

HEYWOOD.—Annual Meeting on 26th November. Amount collected last year £45, as compared with £64 in the previous year. A Whist Drive followed the meeting.

HINDLEY.—Annual Whist Drive and Dance.

HOLLINGWORTH.—Annual Meeting on 12th November. Amount collected last year £34, as compared with £45 in the previous year.

Ladies' Life-boat Guild Social, at which Mrs. James Maycock was formally elected Hon. Secretary in place of Mrs. Goddard.

HORWICH.—Annual Whist Drive and Dance.

HYDE.—Annual Meeting on 19th October, the Mayor of Hyde, President of the Branch, in the chair. Amount collected last year £93, as compared with £82 in the previous year.

KENDAL.—Annual Meeting on 4th December. Amount collected last year £122, as compared with £120 in the previous year.

KESWICK.—Annual Meeting on 15th December. Amount collected last year £38, as compared with £46 in the previous year.

LANCASTER.—Annual Whist Drive.

LEIGH.—Annual Meeting on 8th December. Amount collected last year £38, as compared with £33 in the previous year. Miss Boardman elected Hon. Secretary of the Ladies' Life-boat Guild in place of Mrs. MacLennan.

LIVERPOOL.—Collection at a Birkenhead Park County Football Match.

WALLASEY AND NEW BRIGHTON.—Whist Drive and Dance at New Brighton, organized by the Ladies' Life-boat Guild.

MANCHESTER, SALFORD AND DISTRICT—

CHORLTON - CUM - HARDY.—Whist Drive, arranged by the Ladies' Life-boat Guild.

CRUMPSALL.—Whist Drive, arranged by the Ladies' Life-boat Guild.

DENTON.—Whist Drive and Dance, organized by the Ladies' Life-boat Guild. The Lancashire Cotton Queen, Miss Lois Heath, was present.

FALLOWFIELD.—A "Bring and Buy Sale," arranged by Mrs. W. R. Douglas, District President. Junior Life-boat Guild's Jumble Sale, followed by an Entertainment arranged by Mrs. Fallows.

GORTON.—"Cotton Costume Ball." Miss Gracie Fields presented the prizes, and Miss Lois Heath, the Lancashire Cotton Queen, also attended. Whist Drive, organized by the District Committee. Dance, organized by the District Committee. Address to a meeting of the St. George's Church Mothers' Union, Abbey Hey.

MOSTON.—Special Meeting. District Committee constituted. Potato Pie Supper, arranged by the District Ladies' Life-boat Guild.

NEW MOSTON.—Dance, arranged by the District Committee. Sir George and Lady Holden attended, and the Lancashire Cotton Queen, Miss Lois Heath.

MOSS SIDE.—Special Meeting, convened by Colonel Sir William Coates, K.C.B. District Committee formed. Address on the work of the Institution by Mr. W. Cuming-Walters, M.A., Editor of the *Manchester City News*, supported by Mr. E. G. D. Living, M.A., North Regional Director of the British Broadcasting Corporation. The following officers were elected: President, Colonel Sir Joseph Nall, D.S.O.; Vice-Presidents, Mr. and Mrs. T. Hyde; Hon. Treasurer and Secretary, Mr. J. W. Bray. Collections at the West End Cinema.

PRESTWICH.—"Cinderella"—A pantomime of dance—arranged by Miss Annie Hayes, N.A.T.D., and Mrs. H. Cantrell Hughes.

SALFORD.—Address by Mr. J. H. Borlase, the Hon. District Superintendent, to the South Salford Women's Co-operative Guild.

STRETFORD.—Special Meeting convened by the Chairman of the Urban District Council (Councillor J. Child, J.P.). District Committee re-constituted and the following officers elected: Patron, Councillor J. Child, J.P.; President, Mrs. E. M. Standing; Vice-Presidents, Major Renwick, M.P., the Rev. E. W. Horrocks, M.A., Councillor Mrs. A. M. Bagley, Councillor A. C. Trythall, and Mr. W. Mair; Hon. Treasurer, Mr. A. Ll. Jones; Hon. Secretary, Mr. Charles Headey.

TRAFFORD ROAD.—Jumble Sale.

WORSLEY, WALKDEN AND DISTRICT.—Whist Drive and Dance, arranged by the District Ladies' Life-boat Guild.

MARYPORT.—Annual Whist Drive and Dance.

MIDDLETON.—Annual Meeting on 23rd November. Amount collected last year £46, as compared with £49 in the previous year.

MORECAMBE AND HEYSHAM.—Special Meeting, with Sir William Priestley, J.P., a Vice-President of the Institution and Chairman of the Bradford Branch, in the chair. Branch re-constituted and the following officers

elected: Patron, Sir William Priestley, J.P.; President, The Mayor of Morecambe; Chairman, Mrs. James Freeman; Vice-Chairman, Mrs. Wolfenden; Hon. Treasurer, Captain C. Blakey; Hon. Secretary, Miss A. Webster. Whist Drive and Dance.

MOTTRAM AND BROADBOTTOM.—Annual Meeting on 8th October. Amount collected last year £15, as compared with £21 in the previous year.

NORTHWICH.—American Tea, arranged by the Branch Committee.

OLDHAM.—Annual Meeting on 7th December, the Mayor of Oldham, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Whist Drive and Dances. "Mile of Pennies," and Collections in Works. Amount collected last year £608, as compared with £319 in the previous year.

ORMSKIRK.—House to House Envelope Collection.

ORRELL.—Annual Meeting on 6th October. Amount collected last year £31, as compared with £36 in the previous year. Whist Drive and Dance.

PORT ERIN.—Annual Meeting on 26th October, Mr. J. R. Bruce, M.Sc., Chairman of the Branch, presiding. Mr. Thomas A. Coole appointed Hon. Secretary of the Branch in the place of Mr. Samuel Gorry, who had been compelled to resign owing to ill-health. Appreciation was expressed of Mr. Gorry's services to the Institution since 1918, and he was elected a Vice-President of the Branch. Amount collected last year £306, as compared with £370 in the previous year.

RAMSBOTTOM.—Annual Meeting on 26th November. Amount collected last year £36, as compared with £45 in the previous year.

Whist Drive and Dance, arranged by the Ladies' Life-boat Guild.

ROMILEY.—Annual Meeting on 10th October. Amount collected last year £56, as compared with £40 in the previous year.

SANDBACH.—"Dance of the Season," arranged by Miss Dorothy Richardson.

SOUTHPORT.—Whist Drive, arranged by Mrs. Hibbott, Mrs. Claff and Mrs. Jump, members of the Ladies' Life-boat Guild Committee.

STOCKPORT.—Whist Drive and Dance.

TINTWISTLE.—Annual Dance.

WARRINGTON.—Annual Meeting on 15th October, the Mayor of Warrington, President of the Branch, in the chair. Amount collected last year £156, as compared with £239 in the previous year.

Entertainment given by Miss Broadbent, Chairman of the Branch.

WESTHOUGHTON.—Whist Drive, organized by the Ladies' Life-boat Guild.

WIGAN.—Annual Meeting on 16th October, the Mayoress of Wigan, President of the Ladies' Life-boat Guild, in the chair. Amount col-

lected last year £114, as compared with £155 in the previous year.

Address by the District Organizing Secretary at a meeting of the Townswomen's Guild.

North-East of England.

BERWICK-ON-TWEED.—Annual Meeting on 20th November. Efforts of the past year: Life-boat Day, Dance. Amount collected last year £186, as compared with £212 in the previous year.

Whist Drive and Dance.

BISHOP AUCKLAND.—Whist Drive. House to House Appeal.

BLAYDON.—Whist Drive and Dance.

BRADFORD.—Annual Life-boat Matinée. Bridge Drive at Burley.

CAWTHORNE.—Whist Drive.

CUDWORTH.—Whist Drive.

DARLINGTON.—Whist Drive.

DERWENT VALLEY.—Annual Dance.

DURHAM CITY.—Chrysanthemum Show.

GATESHEAD.—Annual Meeting on November 23rd. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day, Dance, Garden Fête, Bridge Drives. Amount collected last year £293, as compared with £302 in the previous year.

HALIFAX.—Dramatic Performance by Heath Old Boys' Association.

HARTLEPOOL.—Annual Dance.

HEBDEN BRIDGE.—Life-boat Day.

HECKMONDWIKE.—Bridge and Whist Drive.

HUDDERSFIELD.—Annual Meeting on December 11th. Efforts of the past year: Life-boat Day, Bridge and Whist Drives. Amount collected last year £311, as compared with £319 in the previous year.

Bridge and Whist Drive.

LEEDS.—Life-boat Matinée.

MELTHAM.—Annual Meeting. Efforts of the past year: Life-boat Day, Whist Drive. Amount collected last year £34, as compared with £21 in the previous year.

Whist Drive.

NEWBURN-ON-TYNE.—Annual Meeting on December 7th. Lady Appleby, President, in the chair. Efforts of the past year: House to House Collection. Amount collected last year £21, the same amount as in the previous year.

NEWCASTLE.—Annual Meeting on November 24th. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day, House to House Collection. Amount collected last year £543, as compared with £299 in the previous year.

POCKLINGTON.—Whist Drive.

REDCAR.—Annual Meeting. Efforts of the past year: Life-boat Day, Talent Fund,

Dance. Amount collected last year £321, as compared with £179 in the previous year.

RIPON.—Dinner Table Collection in Cairn Hydro, Harrogate.

SCARBOROUGH.—Bridge Drive. Theatrical Performance by Scarborough Amateur Comedy Players. Bridge Drives.

SEAHAM HARBOUR.—Children's Annual Ball.

SELBY.—Annual Meeting. Efforts of the past year: Dance, Life-boat Day. Amount collected last year £65, as compared with £66 in the previous year.

Social. Bridge Drive.

SOUTH SHIELDS.—Annual Meeting on November 23rd. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day. Amount collected last year £108, as compared with £121 in the previous year.

STAINLAND.—Bridge and Whist Drive. Whist Drive and Dance.

STAMFORDHAM.—Whist Drive and Dance.

TYNEMOUTH.—Annual Meeting on November 24th. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day, Whist Drive. Amount collected last year £230, as compared with £362 in the previous year.

WAKEFIELD.—Annual Meeting. Efforts of the past year: Jumble Sale, Whist Drives, Bridge and Whist Drive, Life-boat Film Collection. Amount collected last year £79, as compared with £119 in the previous year.

Whist Drive.

WEST HARTLEPOOL.—Annual Meeting of the Ladies' Life-boat Guild. Efforts of the past year: Whist Drives, Bridge and Whist Drive. Life-boat Day.

Bridge and Whist Drive.

WHITLEY BAY.—Dramatic Recital and Concert.

Midlands.

ACOCKS GREEN.—Address to Men's Bible Class by the District Organizing Secretary.

BARTON-ON-HUMBER.—Life-boat Day.

BIRMINGHAM.—Annual Meeting of the Ladies' Life-boat Guild, Mrs. Geoffrey Bird, Chairman, presiding. Speakers: The Dowager Countess of Plymouth, President, and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Efforts of the past year: Life-boat Day, Dance, House-to-House and Theatre Collections, Whist Drives.

Lantern Lecture by the District Organizing Secretary. "Heroes of the Sea" film shown.

BOURNBROOK.—Address to Junior Imperial League by the District Organizing Secretary.

SPARKBROOK.—Whist Drive arranged by Mrs. Shakespeare. Collection at Alexandra Theatre.

BRISTOL.—Annual Life-boat Ball.

CLEETHORPES.—Special Meeting of the Ladies' Life-boat Guild. Speaker: The District Organizing Secretary.

COVENTRY.—Collections in connexion with the showing of "The Heroes of the Sea" film.

GLOUCESTER.—Miss Dorothy Ashe appointed Honorary Secretary.

GRANTHAM.—Dr. Robbs appointed Chairman of Branch, with Miss Helen Robbs as Honorary Secretary.

GRIMSBY.—Whist Drive, organized by Mrs. Turnbull.

HAMPTON-IN-ARDEN.—Lecture by the District Organizing Secretary to the Women's Institute.

KIDDERMINSTER.—Life-boat Day. Collections in Works and Cinemas.

LEAMINGTON.—Annual Meeting, Lieut.-General Sir John Keir, K.C.B., D.L., J.P., Chairman, presiding. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution, and the District Organizing Secretary. Amount collected last year £248, as compared with £231 in the previous year.

LEEK.—Life-boat Day.

LITTLE COMPTON.—Lantern Lecture by the District Organizing Secretary.

NORTHAMPTON.—Annual Meeting, the Mayor, President, in the chair. Amount collected last year £266, as compared with £224 in the previous year.

NOTTINGHAM.—Dancing Display, arranged by the Ladies' Life-boat Guild. Dance and Bridge Drive.

OWSTON FERRY.—Concert.

RUGBY.—Collection in connexion with the showing of the "Heroes of the Sea" film. Mr. S. D. Bibb appointed Honorary Secretary.

SCOTHERN.—Whist Drive and Dance.

STOKE-ON-TRENT.—Presentation of Certificates in the Life-boat Essay Competition, and addresses to schools by the District Organizing Secretary.

NEWCASTLE-UNDER-LYME.—Annual Meeting of the Ladies' Life-boat Guild. Speaker: The District Organizing Secretary.

Bridge Drive arranged by Mrs. Mitchell. Special Film Display arranged by the Ladies' Life-boat Guild.

STONE AND ECCLESHALL.—Life-boat Day.

SUTTON-IN-ASHFIELD.—Bridge Drive.

TOWCESTER.—Whist Drive, arranged by Mrs. Whitton. Speaker: The District Organizing Secretary.

WEST BROMWICH.—Mr. John Ault appointed Honorary Secretary.

WOLVERHAMPTON.—Special visit paid by Lieut.-Col. C. R. Satterthwaite, O.B.E.,

Secretary of the Institution, to congratulate Dr. Spencer, Vice-Chairman and Mrs. Spencer on the splendid progress made by the Branch.

WOODHALL SPA.—Mrs. G. Wynne-Finch appointed Hon. Secretary.

WORKSOP.—Life-boat Day.

WRAWBY.—Lantern Lecture by the District Organizing Secretary to the Women's Institute.

South-East of England.

ALDEBURGH.—Annual Meeting on October 14th, Captain F. C. U. Vernon-Wentworth, R.N., C.B., Chairman of the Branch, presiding. Amount collected last year £140, as compared with £155 in the previous year.

ATTLEBOROUGH.—Life-boat Day. Film shown.

BEDFORD.—The Branch has suffered the loss of an old friend and worker by the death in December of its late Hon. Secretary, Mr. H. Fryer-Smith, shortly after his retirement. He was Hon. Secretary for twenty years, having been appointed in 1911. In 1922 he was presented with a Life-boat Picture as a mark of the Institution's gratitude for his services.

BEXHILL-ON-SEA.—Annual Meeting on November 20th, Admiral C. E. Anson, C.B., M.V.O., Chairman of the Branch, presiding. Amount collected last year £140, as compared with £51 in the previous year.

Lantern Lecture at the Gables School.

BIRCHINGTON.—Sale of Work at Beresford Hotel.

BISHOP'S STORTFORD.—Carol Singing.

BOGNOR.—Carol Singing. Lantern Lecture at the Den School.

BRAINTREE.—Life-boat Day.

BRIGHTON.—Films shown at the Palladium Cinema. Bridge Drive. Films shown at Rottingdean School.

BRILL.—Lecture at Chilton Women's Institute by Captain Basil Hall, R.N.

BROADSTAIRS.—Lantern Lectures at the High School, Council School and St. Leonard's School by Mr. C. J. Greene, Hon. Secretary of the Herne Bay Branch.

CAMBERLEY.—Life-boat Day.

CAMBRIDGE.—Presentation by Mr. J. F. Lamb, a member of the Committee of Management, of the Life-boat Picture awarded to Miss Ackers, the Hon. Secretary.

CANTERBURY.—Cathedral Collection. Lantern Lecture at Petham House School. Gramophone Concert, arranged by Messrs. Barrett & Son. Christmas Day Church Collection at Wingham.

CATERHAM.—Bridge Drive, organized by Mrs. Masters at Warlingham.

COBHAM.—House-to-House Collection. Lantern Lecture by the Honorary Secretary to Church of England Junior School.

COLCHESTER.—Lantern Lecture at Holmwood House School.

CRAWLEY.—Address to the Brotherhood by Vice-Admiral C. E. Loring, C.B.

CROMER.—Annual Meeting on November 18th, Mr. E. M. Hansell, Chairman of the Branch, presiding. Amount collected last year £433, as compared with £532 in the previous year.

CUCKFIELD.—Carol Singing in Cuckfield, Haywards Heath and Lindfield.

DARTFORD.—Life-boat day.

EASTBOURNE.—Life-boat Day at Hailsham. Annual Meeting on December 3rd, Mr. Norman S. Holland, Chairman of the Branch, presiding. Efforts of the past year: Life-boat Day, Golden Ball. Amount collected last year £1,415, as compared with £1,631 in the previous year.

EAST GRINSTEAD.—Carol Singing.

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

FOLKESTONE.—Children's New Year's Eve Party at Cheriton. Bridge Drive. Whist Drive at Sandgate.

GODALMING.—Two Bridge Drives.

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

HALESWORTH.—Part proceeds from a Whist Drive organized by the Ranger Guides.

HARWICH.—Life-boat Day.

HASLEMERE.—Lantern Lecture at Amesbury School, Hindhead.

HASTINGS.—Address to the Brotherhood by Sir George Shee, late Secretary of the Institution. Theatricals arranged by students of the Municipal School of Art (half proceeds to the Institution).

HERNE BAY.—Annual Meeting on October 28th, Mr. G. Cursons, M.B.E., J.P., presiding. Amount collected last year £80, as compared with £143 in the previous year.

HIGH WYCOMBE.—Lecture at Speen Women's Institute by Captain Basil Hall, R.N.

HITCHIN.—Lantern Lecture at Caldicott School by Captain H. E. Holme, R.N., Hon. Secretary of the Hemel Hempstead Branch.

KESSINGLAND.—Life-boat Sunday and Ladies' Life-boat Guild New Year's Eve Entertainment.

LEATHERHEAD.—Carol Singing by two parties.

LUTON.—Address to the Brotherhood by Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

MARGATE.—Dinner to Life-boatmen arranged by Mr. T. W. Gomm, the Hon. Secretary, and Mrs. Gomm. Lantern Lecture by the Hon. Secretary at Queen's School, Cliftonville.

MARLOW.—Bridge Drive.

NEWHAVEN.—Annual Meeting on November 24th, Mr. R. W. Dewdney, Chairman of the Branch, presiding. Amount collected last

year £85, as compared with £84 in the previous year.

ROCHESTER.—Address to the Rotary Club by the District Organizing Secretary. Lantern Lecture at Cathedral Choir School.

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

ST. IVES.—Annual Meeting on November 23rd, Mrs. G. G. Wheeler, President of the Branch, in the chair. Amount collected last year £98, as compared with £71 in the previous year.

Life-boat Day.

SANDWICH.—Life-boat Day.

SEAFORD.—Lantern Lecture at Micklefield School. American Tea, with address by the District Organizing Secretary. Christmas Play given by the Choir of Seaford Ladies' College.

SITTINGBOURNE.—Annual Meeting, Admiral H. W. G. Doyne, President, in the chair. Amount collected last year £89.

SLOUGH.—Jumble Sale.

SOUTHBOROUGH.—Address to Toc H by the District Organizing Secretary.

SOUTHEND.—Films shown at Highfield College, Leigh-on-Sea.

STEVENAGE.—Entertainment.

TENTERDEN.—Carol Singing.

TONBRIDGE.—Branch revived after a lapse of two years. Mr. W. W. Wright, Hon. Secretary, and Mr. N. W. Odom, Asst. Hon. Secretary.

TUNBRIDGE WELLS.—Address to the Rotary Club by Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

WADHURST.—Branch reformed. Hon. Secretary, Mr. H. B. Jackson.

WESTERHAM.—Branch formed. Miss Audrey Taylor, Hon. Secretary.

WINDSOR.—Lantern Lecture at Windlesham School.

WOKING.—Lantern Lecture at Hoe Place School.

WORTHING.—Lantern Lecture at Homefield School, and at the Warre School, Broadwater.

South-West of England.

ALDERSHOT.—Presentation of Certificate in the Life-boat Essay Competition.

APPLEDORE.—Annual Meeting at Bideford, Dr. Valentine, President, in the chair. Amount collected last year £308, as compared with £325 in the previous year.

BARNSTAPLE.—Presentation of Certificates in the Life-boat Essay Competition by Lieut.-Col. M. H. Hall, J.P., Chairman, supported by Mrs. C. V. Jewell, the Hon. Secretary of the Branch.

BODMIN.—Life-boat Day.

CHARD.—Life-boat Day, organized by the newly formed Ladies' Life-boat Guild.

CHIPPENHAM.—Private Dance, arranged by Miss Talbot.

DORCHESTER (DORSET).—Annual Life-boat Dance.

FALMOUTH.—Special Meeting of the Branch and Ladies' Life-boat Guild. Speaker: The District Organizing Secretary. Sale of cakes and jam.

LOOE.—Presentation of Certificate in the Life-boat Essay Competition.

LYME REGIS.—Annual Meeting. Amount collected last year £106, as compared with £102 in the previous year.

LYNTON AND LYNMOUTH.—Annual Meeting. Amount collected last year £133, as compared with £183 in the previous year.

OXFORD.—Life-boat Day.

PLYMOUTH.—Annual Meeting of the Branch and Ladies' Life-boat Guild, the Deputy Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Presentation of Certificates won by Plymouth Schools in the Life-boat Essay Competition.

Dancing Revue by Madame Rubie Bailey. Entertainment at Bere Ferrers.

ROMSEY.—Lecture to the Women's Institute at Sheffield English.

TOTNES.—Life-boat Day at Ashburton.

TRURO.—Dance, arranged by Toc H.

WESTON-SUPER-MARE.—Whist Drive, organized by the Ladies' Life-boat Guild.

WEYMOUTH.—Annual Meeting, Major F. H. C. Devenish, J.P., President and Chairman, in the chair. Amount collected last year £267, as compared with £297 in the previous year. Captain Mayo elected Honorary Secretary. Presentation by Branch of clock to Coxswain Herbert Brown on his retirement. Coxswain Brown has received from the Institution a Certificate of Service and a pension.

WINCHESTER.—Dancing Display; Scenes from History and Fiction; and Miniature Garden Competition.

YEOVIL.—Addresses by the District Organizing Secretary to the Rotary Club and to the Women's Fellowship Association.

Scotland.

BANFF, MACDUFF AND WHITEHILLS.—Annual Whist Drive and Dance.

COATBRIDGE.—Whist Drives, organized by the Ladies' Life-boat Guild.

DENNY.—Whist Drive, organized by Miss Shanks, Honorary Secretary of the Branch.

DUMFRIES.—Address given to the Rotary Club by Vice-Admiral Oliver Backhouse, C.B. Lantern Lectures, arranged by Mr. J. W. Pirie, Hon. Secretary of the Branch.

DUNDEE.—Annual Meeting on 22nd December, Mr. B. L. Nairn, Vice-President of the Branch, in the chair. Speakers: The Lord Provost and the Scottish Organizing Secretary. Efforts of the past year: Appeal by the Committee; House-to-House Collection by the Ladies' Life-boat Guild; Centenary Celebrations and Life-boat Week. Amount collected last year £1,793 (including a donation of £1,000

from the trustees of the late Mr. W. Gibson), as compared with £1,179 in the previous year.

Whist Drive arranged for lady collectors in recognition of their services.

EDINBURGH.—Annual Meeting on 26th November, Bailie Wilson McLaren presiding in the absence of the Lord Provost, President of the Branch. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Life-boat Council and a Vice-President of the Institution, the Very Rev. Dr. Charles L. Warr, Dean of the Thistle and Chapel Royal, Admiral Sir John F. E. Green, K.C.M.G., C.B., Mr. James Scott, S.S.C., and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Efforts of the past year: Appeal by Committee; Life-boat Day; Whist and Bridge Drives; Cinema Exhibitions; Golf Tournament; and Jumble Sale. Amount collected last year £3,360, as compared with £2,367 in the previous year.

Stall arranged by Scottish Headquarters Office at the Ideal Homes Exhibition.

ELIE AND DISTRICT.—Annual Meeting of the Branch and Ladies' Life-boat Guild on 18th November. Lady Nairn, President of the Guild, in the chair. Speaker: The Scottish Organizing Secretary, with lantern slides. Efforts of the past year: Daffodil Day; Life-boat Day; Open Air Market and Dances. Amount collected last year £151, as compared with £50 in the previous year.

Whist Drive and Dance, arranged by Mrs. S. E. Alley, Hon. Secretary of the Ladies' Life-boat Guild.

FORFAR.—Life-boat Day.

GLASGOW.—Sale of Work, organized by the Ladies' Life-boat Guild.

GOURDON.—Annual Meeting on 21st October, Mr. Johnston, Chairman of the Branch, in the chair. Amount collected last year £8, as compared with £17 in the previous year.

JOHNSTONE.—Life-boat Day.

KIRKCALDY.—Annual Meeting on 14th October, Sir Robert C. Lockhart, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Appeal by the Committee, and Bridge Drive. Amount collected last year £240, as compared with £193 in the previous year.

KIRKCUDBRIGHT.—Annual Meeting on 11th December, Sir Charles Hope-Dunbar, Bt., President of the Branch, in the chair. Efforts of the past year: Appeal by the Committee and Ladies' Life-boat Guild, and Inaugural Ceremony of new Life-boat. Amount collected last year £111, as compared with £118 in the previous year.

LAURENCEKIRK.—Life-boat Day.

MAYBOLE.—Life-boat Day.

MOTHERWELL.—Life-boat Day.

PAISLEY.—Life-boat Day.

PEEBLES.—Life-boat Day.

ROTHESAY.—Concert, Whist and Bridge Drive, including Lantern Lecture by the Scottish Organizing Secretary.

SELKIRK.—Life-boat Day.

STORNOWAY.—Special Meeting at which a Ladies' Life-boat Guild was formed.

WISHAW.—Life-boat Day.

Ireland.

BELFAST.—Fifth Annual Ball, organized by the Ladies' Life-boat Guild, and held at the Plaza. The guests were received by the Marchioness of Londonderry, D.B.E., President of the Guild, among them being the Duke of Abercorn (the Governor of Northern Ireland), the Viscountess Craigavon (the wife of the Prime Minister), the Viscountess Bangor (wife of the Speaker of the Senate), the Viscountess Charlemont (wife of the Minister of Education), and the Right Hon. H. M. Pollack, M.P., Minister of Finance.

COLERAINE.—Annual Meeting. Speaker: The District Organizing Secretary. Amount collected last year £71, as compared with £62 in the previous year.

Cinema Matinée.

CORK.—Second Annual Life-boat Ball.

DOWNPATRICK.—Concert.

PORTRUSH.—For the fifth year in succession two performances were given at the local cinema of Life-boat films and films lent by Messrs. Metro-Goldwyn. Address by the District Organizing Secretary.

PORTSTEWART.—Whist Drive.

TRALEE.—Life-boat Day.

TUAM.—Life-boat Day and Dance.

YOUGHAL.—Whist Drive, arranged by the new Ladies' Life-boat Guild.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERSYCHAN.—Presentation of the Challenge Shield for Ireland and Wales in the

Life-boat Essay Competition, won by Raymond Hill, of the Abersychan Council School. The presentation was made by Mrs. Percy Jones, of Portnewynydd. Speaker: The District Organizing Secretary. Among those present were the School Managers, and the County and District Councillors.

BARRY.—Presentation of a certificate won in the Life-boat Essay Competition.

CARDIFF.—Presentation by the Lady Mayoress of Certificates won by two Cardiff Schools in the Life-boat Essay Competition.

CONWAY.—Whist Drive.

HAVERFORDWEST. — Presentation of Certificate won in the Life-boat Essay Competition, at a Special Meeting, attended by County and Borough Councillors. Speaker: The District Organizing Secretary.

HIGH ERCELL.—Presentation of Certificate won in the Life-boat Essay Competition.

MILFORD HAVEN.—Life-boat Day.

NEWPORT.—Presentation by the Mayor of two Certificates won in the Life-boat Essay Competition.

PENARTH.—Presentation of Certificate won in the Life-boat Essay Competition by Alderman S. Thomas, J.P.

PONTYPOOL.—Life-boat Day.

SWANSEA.—Presentation by the Mayoress and Mrs. W. Tarr, the Hon. Secretary of the Ladies' Life-boat Guild, of two Certificates won in the Life-boat Essay Competition. Address by the District Organizing Secretary. Concert at the Y.M.C.A.

WHITCHURCH.—Presentation of a Certificate won in the Life-boat Essay Competition, and address by the District Organizing Secretary.

Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in Greater London and the Midlands, 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.

Greater London.

DEPTFORD.

EPSOM.

GREENWICH.

PALMER'S GREEN.

SOUTHGATE.

SOUTHWARK.

STAINES.

SUTTON.

UXBRIDGE.

WILLESDEN.

WOOD GREEN.

Midlands.

LINCOLNSHIRE.—Bourne.

NORTHAMPTONSHIRE.—Daventry and Raund.

STAFFORDSHIRE. — Cradley Heath, Tipton, Stafford and Leek.

WARWICKSHIRE.—Atherstone.

SERVICES OF THE LIFE-BOATS OF THE INSTITUTION DURING 1931.

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|---------|--------------------|--|---------------------------------|
| Jan. 6. | 7.15 a.m. | S.S. <i>Nurtureton</i> , of Newcastle. Dungeness No. 1 Pulling and Sailing Life-boat stood by vessel. | |
| „ 12. | 5.0 p.m. | Motor fishing boat <i>Dawn</i> , of Banff. Whitehills Pulling and Sailing Life-boat escorted boat into harbour. | |
| „ 15. | 8.20 p.m. | A motor fishing boat of Stromness. Stromness Motor Life-boat rendered assistance. | |
| „ 21. | 11.25 p.m. | Steam trawler <i>Cransdale</i> , of Aberdeen. Peterhead Motor Life-boat | 9 |
| „ 22. | 3.0 p.m. | S.S. <i>Ardri</i> , of Beaumaris. Fenit Motor Life-boat rendered assistance. | |
| „ 27. | 4.50 p.m. | S.S. <i>Montalto</i> , of Belfast. The Mumbles Motor Life-boat stood by vessel. | |
| „ 29. | 11.20 a.m. | Six fishing cobles, of Boulmer. Boulmer Pulling and Sailing Life-boat stood by cobles. | |
| „ 30. | 1.30 p.m. | S.S. <i>Lady Louth</i> , of Dublin. Lytham Pulling and Sailing Life-boat stood by vessel. | |
| Feb. 1. | 1.35 a.m. | S.S. <i>Uribitarte</i> , of Bilbao. Holyhead Motor Life-boat stood by vessel. | |
| „ 1. | 9.0 a.m. | S.S. <i>Uribitarte</i> , of Bilbao. Holyhead Motor Life-boat rendered assistance. | |
| „ 3. | 2.50 p.m. | Motor fishing cobles <i>Mizpah</i> , <i>Sceptre</i> , <i>Golden Gate</i> , and <i>Fife's Own</i> , of Scarborough. Scarborough Motor Life-boat escorted cobles into harbour. | |
| „ 4. | 2.55 p.m. | Motor fishing boat <i>Margaret and William</i> , of Blyth. Blyth Motor Life-boat rendered assistance. | |
| „ 4. | 10.10 p.m. | Steam trawler <i>Ben Roy</i> , of Aberdeen. Newbiggin Pulling and Sailing Life-boat rendered assistance. | |
| „ 12. | 9.40 a.m. | Boat of schooner <i>Warons</i> , of Riga. Holyhead Motor Life-boat landed 3 from a hulk. | |
| „ 13. | 9.15 a.m. | Eight motor fishing cobles, of Filey. Filey Pulling and Sailing Life-boat stood by cobles. | |
| „ 13. | 9.40 a.m. | Motor fishing boat <i>Argo</i> , of Scarborough. Scarborough Motor Life-boat escorted boat into harbour. | |
| „ 13. | 1.0 p.m. | Fishing coble <i>Irene</i> , of North Shields. Tynemouth Motor Life-boat stood by coble. | |
| „ 17. | 3.20 p.m. | Motor fishing boat <i>Welcome Home</i> , of Sheringham. Cromer Motor Life-boat | 1 |
| „ 18. | 6.20 p.m. | Barge <i>Genesta</i> , of Cowes. Poole and Bournemouth Pulling and Sailing Life-boat rendered assistance. | |
| „ 20. | 10.50 a.m. | Motor fishing boat <i>Joyce</i> , of Blyth. Blyth Motor Life-boat stood by boat. | |
| „ 21. | 2.30 p.m. | Ketch <i>Nolsoy</i> , of Thorshavn. Lerwick Motor Life-boat saved vessel and rescued. | 6 |
| „ 21. | 7.15 p.m. | S.S. <i>Everline</i> , of Riga. Lerwick Motor Life-boat | 26 |
| „ 25. | 7.50 a.m. | Tug <i>Mumbles</i> , of Swansea. The Mumbles Motor Life-boat stood by vessel. | |
| „ 25. | 5.40 p.m. | S.S. <i>Benmohr</i> , of Leith. Salcombe Motor Life-boat stood by vessel. | |
| „ 27. | 8.30 a.m. | Ten fishing vessels, of Whitby. Whitby Motor Life-boat escorted vessels into harbour. | |

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|---------|-----------------------|---|---------------------------------------|
| Mar. 1. | 2.0 p.m. | Two men marooned on Lady Island. Troon Motor Life-boat landed 2. | |
| „ 1. | 8.30 a.m. | Motor fishing coble <i>Topsy</i> , of Whitby. Whitby No. 2 Pulling and Sailing Life-boat escorted coble into harbour. | |
| „ 1. | Midnight. | Boat of tanker <i>Pass of Ballater</i> , of London. Southend-on-Sea Motor Life-boat landed 10. | |
| „ 4. | 6.50 p.m. | Fishing boat <i>Brothers</i> , of Liverpool. Hoylake Pulling and Sailing Life-boat saved boat and rescued | 2 |
| „ 5. | 8.0 p.m. | Schooner <i>Maud Mary</i> , of Bideford. Rosslare Harbour Motor Life-boat saved boat and rescued. | 3 |
| „ 6. | 2.30 p.m. | Motor fishing boat <i>Thistle</i> , of Passage. Dunmore East Motor Life-boat saved boat and rescued | 3 |
| „ 7. | 11.30 p.m. | S.S. <i>Tern</i> , of London. The Humber No. 2 Motor Life-boat landed 2. | |
| „ 9. | 2.30 a.m. | Steam trawler <i>Loch Long</i> , of Aberdeen. St. Andrews Pulling and Sailing Life-boat | 10 |
| „ 9. | 1.15 p.m. | Steam drifter <i>Titania</i> , of Buckie. St. Andrews Pulling and Sailing Life-boat | 5 |
| „ 10. | 11.40 a.m. | Motor fishing coble <i>S. B. Colin</i> , of Scarborough. Scarborough Motor Life-boat escorted coble into harbour. | |
| „ 13. | 7.40 p.m. | Steam drifter <i>Sunnyvale</i> , of Peterhead. Stromness Motor Life-boat assisted to save vessel and rescue | 10 |
| „ 18. | 10.0 p.m. | Schooner <i>Pet</i> , of Chester. Thurso Motor Life-boat | 4 |
| „ 21. | 7.0 a.m. | S.S. <i>Wallace Rose</i> , of Liverpool. Hauxley Pulling and Sailing Life-boat rendered assistance. | |
| „ 28. | 6.15 a.m. | Motor vessel <i>Pax I</i> , of Appledore. Appledore Motor Life-boat rendered assistance. | |
| „ 28. | 7.48 a.m. | Five motor fishing cobles, of Boulmer. Boulmer Pulling and Sailing Life-boat stood by cobles. | |
| „ 28. | 8.40 p.m. | S.S. <i>Taxiarchis</i> , of Syra. Appledore Motor Life-boat stood by vessel. | |
| „ 28. | 9.40 p.m. | S.S. <i>Taxiarchis</i> , of Syra. Clovelly Pulling and Sailing Life-boat stood by vessel. | |
| „ 29. | 11.55 a.m. | Yacht <i>Bluebell</i> , of Conway. Beaumaris Motor Life-boat saved vessel and rescued. | 3 |
| Apl. 1. | 2.55 p.m. | A salmon fishing boat of Appledore. Appledore Motor Life-boat saved boat and rescued | 5 |
| „ 13. | 12.35 a.m. | Steam trawler <i>Kingston Turquoise</i> , of Hull. Stornoway Motor Life-boat escorted vessel into harbour. | |
| „ 18. | 1.10 a.m. | Motor fishing boat <i>Harold</i> , of Newbiggin. Blyth Motor Life-boat saved boat and rescued | 3 |
| May 3. | 2.25 p.m. | The small boat <i>Edna</i> , of Leigh. Southend-on-Sea Motor Life-boat landed 2. | |
| „ 4. | 6.40 a.m. | Motor ketch <i>Sarah Colebrooke</i> , of Poole. Margate Motor Life-boat rendered assistance. | |
| „ 13. | 2.30 p.m. | Yacht <i>Hyacinth</i> , of Kingstown. Moelfre Motor Life-boat escorted yacht to safety. | |
| „ 16. | 9.45 a.m. | Motor yacht <i>Greyhound</i> , of Poole. Selsey and Bognor Motor Life-boat rendered assistance. | |
| „ 23. | 12.15 a.m. | Steam trawler <i>Bervie Braes</i> , of Aberdeen. Peterhead Motor Life-boat assisted to save vessel. | |
| „ 23. | 2.15 a.m. | Steam trawler <i>Grenada</i> , of Grimsby. Easington Pulling and Sailing Life-boat rendered assistance. | |

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|---------|--------------------|--|---------------------------------|
| May 24. | 2.45 p.m. | Motor boat <i>Ann Emily</i> , of Westgate. Margate Motor Life-boat rendered assistance. | |
| „ 25. | 4.0 p.m. | Motor vessel <i>Burgh Castle</i> , of Liverpool. Arklow Motor Life-boat saved vessel and rescued | 3 |
| „ 26. | 1.26 p.m. | Steam trawler <i>Renovo</i> , of Grimsby. Walton-on-the-Naze Motor Life-boat rendered assistance. | |
| „ 27. | 3.33 p.m. | Motor fishing boats <i>Kenneth</i> and <i>Mac</i> , of Mevagissey. Fowey Motor Life-boat stood by boats. | |
| „ 29. | 9.45 p.m. | Motor fishing vessel <i>Ella</i> , of Ockero. The Humber No. 1 Motor Life-boat stood by vessel. | |
| „ 31. | 4.0 a.m. | Steam trawler <i>John Donovan</i> , of North Shields. Fraserburgh Motor Life-boat rendered assistance. | |
| June 2. | 9.25 a.m. | Steam drifter <i>Loyal Friend</i> , of Lowestoft. Aberdeen No. 1 Motor Life-boat stood by vessel. | |
| * „ 2. | — | Steam drifter <i>Loyal Friend</i> , of Lowestoft. Aberdeen (North Pier) Life-saving Apparatus | 11 |
| „ 3. | 1.55 p.m. | S.S. <i>Queen of the Fal</i> , of Falmouth. Fowey Motor Life-boat rendered assistance. | |
| „ 4. | 9.15 p.m. | A small boat of Ross Lighthouse. Kirkcudbright Motor Life-boat | 3 |
| „ 5. | 4.35 p.m. | Fishing boat <i>Seagull</i> , of Morecambe. Piel (Barrow) Motor Life-boat saved boat. | |
| „ 14. | 2.45 p.m. | Motor fishing coble <i>Felix</i> , of Hull. The Humber No. 1 Motor Life-boat escorted coble into safety. | |
| „ 17. | 4.0 p.m. | Fishing smack <i>Samaritan</i> , of Lowestoft. Caister Pulling and Sailing Life-boat stood by vessel. | |
| „ 20. | 1.35 a.m. | Motor trawler <i>Our Boys</i> , of Newhaven. Newhaven Motor Life-boat landed 3. | |
| „ 27. | 8.10 a.m. | Ketch <i>Ivy P</i> , of Dublin. Courtmæsherry Harbour Motor Life-boat saved vessel and rescued | 4 |
| July 8. | 9.45 a.m. | Steam trawler <i>Akranes</i> , of Grimsby. Thurso Motor Life-boat rendered assistance and rescued. | 14 |
| „ 8. | 2.5 p.m. | Steam drifter <i>Shepherd Boy</i> , of Fraserburgh. Peterhead Motor Life-boat stood by vessel. | |
| „ 10. | 3.0 a.m. | Steam trawler <i>Akranes</i> , of Grimsby. Thurso Motor Life-boat landed 8. | |
| „ 18. | 7.15 a.m. | Yacht <i>Fröslette</i> , of Liverpool. Llandudno Pulling and Sailing Life-boat stood by and escorted yacht into harbour. | |
| „ 20. | 6.5 p.m. | Steam trawler <i>Sanguine</i> , of Aberdeen. Lerwick Motor Life-boat stood by vessel. | |
| „ 25. | 3.30 p.m. | Yacht <i>Dorothy</i> , of Southampton. Southend-on-Sea Motor Life-boat landed 5. | |
| Aug. 1. | 9.40 a.m. | Steam drifter <i>Constant Hope</i> , of Lowestoft. Fraserburgh Motor Life-boat stood by vessel. | |
| „ 2. | 4.55 p.m. | Sailing boat <i>Winnie II.</i> , of Hove. Shoreham Harbour Motor Life-boat saved boat and rescued. | 2 |
| „ 2. | 7.30 p.m. | Steam drifter <i>Exchequer</i> , of Banff. Longhope Motor Life-boat stood by vessel. | |
| „ 3. | 10.0 a.m. | Launch <i>Elsie</i> , of Pwllheli. Pwllheli Motor Life-boat assisted vessel into harbour. | |
| „ 8. | 12.12 p.m. | Yacht <i>Falcon</i> . Hastings Motor Life-boat | 3 |

* Aberdeen is the only place where the Institution maintains the Life-saving Apparatus, which, at other places, is maintained by the Board of Trade.

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|----------|--------------------|---|---------------------------------|
| Aug. 8. | 3.10 p.m. | Motor boat <i>Grace Darling</i> , of Holland-on-Sea. Clacton-on-Sea Motor Life-boat landed 2. | |
| „ 10. | 11.15 a.m. | Yacht <i>Ailsa</i> , of Southampton. Ballycotton Motor Life-boat assisted yacht into harbour. | |
| „ 16. | 4.30 p.m. | Schooner <i>M. R. Kirby</i> , of London. Teignmouth Pulling and Sailing Life-boat landed 1. | |
| „ 20. | 9.0 p.m. | Motor fishing boat <i>Swift</i> , of Dunbar. Dunbar Motor Life-boat saved boat and rescued | 3 |
| „ 24. | 11.15 a.m. | A yawl, of Dublin. Kingstown Motor Life-boat escorted boat. | |
| „ 24. | 11.20 a.m. | French trawler <i>G. V. E. Leonge</i> . Fowey Motor Life-boat stood by vessel. | |
| „ 24. | 2.0 p.m. | Yacht <i>Patience</i> . Yarmouth, Isle of Wight, Motor Life-boat rendered assistance. | |
| „ 24. | 5.10 p.m. | Ketch <i>Genesta</i> , of Harwich. Plymouth Motor Life-boat stood by vessel. | |
| „ 24. | 6.15 p.m. | Yacht <i>Marine</i> , of Ipswich. Walton-on-the-Naze Motor Life-boat saved vessel and rescued | 4 |
| „ 24. | 8.30 p.m. | French naval vessel <i>Mutin</i> . St. Peter Port Motor Life-boat saved vessel and rescued. | 17 |
| „ 26. | 2.30 p.m. | A yawl, of Youghal. Youghal Motor Life-boat | 2 |
| „ 29. | 11.25 a.m. | Motor yacht <i>Spray</i> . Margate Motor Life-boat escorted vessel into harbour. | |
| „ 29. | 2.20 p.m. | Small boat, of Priest's Cove. Sennen Cove Motor Life-boat saved boat and rescued | 3 |
| Sept. 1. | 8.50 a.m. | Steam drifter <i>Ex Fortis</i> , of Lowestoft. Tynemouth Motor Life-boat rendered assistance. | |
| „ 4. | 6.35 p.m. | Residents of Ruswarp rescued from houses surrounded owing to the flooding of the River Esk. Whitby No. 2 Pulling and Sailing Life-boat | 5 |
| „ 5. | 7.50 a.m. | Motor fishing coble <i>Heather</i> , of Filey. Filey Pulling and Sailing Life-boat stood by coble. | |
| „ 5. | 8.30 a.m. | Motor fishing coble <i>Quest</i> , of Hull. Flamborough No. 2 Pulling and Sailing Life-boat stood by coble. | |
| „ 5. | 6.1 p.m. | Outboard motor boat. Shoreham Harbour Motor Life-boat saved boat and rescued | 1 |
| „ 20. | 6.45 p.m. | S.S. <i>Royal Firth</i> , of Glasgow. Rosslare Harbour Motor Life-boat | 12 |
| „ 21. | 8.30 a.m. | S.S. <i>Royal Firth</i> , of Glasgow. Rosslare Harbour Motor Life-boat rendered assistance. | |
| „ 23. | 7.50 a.m. | S.S. <i>Kassar Weik</i> , of Hamburg. Margate Motor Life-boat rendered assistance. | |
| Oct. 4. | 3.50 a.m. | Steam trawler <i>Le Vieux Tigre</i> , of Boulogne. Cromer Motor Life-boat rendered assistance. | |
| „ 8. | 4.5 a.m. | Motor vessel <i>East Indian</i> , of Detroit. Stornaway Motor Life-boat landed an injured man. | |
| „ 13. | 12.4 p.m. | S.S. <i>Athendale</i> , of North Shields. Thurso Motor Life-boat . . . | 6 |
| „ 20. | 5.30 a.m. | Motor fishing boats, <i>Faith</i> , <i>Golden Gate</i> , <i>Irene</i> and <i>Noel II.</i> , of Whitby. Whitby Motor Life-boat escorted boats into safety. | |
| „ 20. | 8.0 a.m. | Motor fishing coble <i>Brittania</i> , of Flamborough. Flamborough No. 2 Pulling and Sailing Life-boat escorted coble into safety. | |
| „ 20. | 10.40 a.m. | Motor fishing boat <i>Fortunatus</i> , of Whitby. Scarborough Motor Life-boat escorted boat into safety. | |
| „ 24. | 5.0 p.m. | Motor boat <i>Mascot</i> . Bembridge Motor Life-boat saved boat and landed 2. | |

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|----------|--------------------|---|---------------------------------|
| Oct. 24. | 5.30 p.m. | Small boat <i>Mary</i> , of Clacton-on-Sea. Walton-on-the-Naze Motor Life-boat saved boat and rescued | 2 |
| „ 29. | 11.45 p.m. | Motor fishing boat <i>Bluebell</i> , of Barrow. Piel (Barrow) Motor Life-boat saved boat and rescued. | 3 |
| Nov. 3. | 9.30 a.m. | Five fishing cobles of Flamborough. Flamborough No. 1 Pulling and Sailing Life-boat escorted cobles. | |
| „ 3. | 11.40 a.m. | Fishing boats <i>Felicity</i> and <i>Victory</i> , of Bridlington. Bridlington Motor Life-boat escorted boats into harbour. | |
| „ 6. | 7.57 a.m. | S.S. <i>Hybert</i> , of Wilmington, U.S.A. Walmer Pulling and Sailing Life-boat rendered assistance. | |
| „ 6. | 8.50 a.m. | Motor fishing cobles of Newbiggin. Newbiggin Pulling and Sailing Life-boat stood by cobles. | |
| „ 7. | 4.10 p.m. | Boat No. 6 Deep Sea Anglers of Hove. Shoreham Harbour Motor Life-boat saved boat and rescued | 2 |
| „ 7. | 11.0 p.m. | Two youths cut off by tide on Scottle Holm. Lerwick Motor Life-boat rescued | 2 |
| „ 7. | 11.2 p.m. | S.S. <i>Hybert</i> , of Wilmington, U.S.A. Ramsgate Motor Life-boat stood by vessel. | |
| „ 10. | Midnight. | S.S. <i>Cilurnum</i> , of Bilbao. Torbay Motor Life-boat stood by vessel. | |
| „ 11. | 1.40 a.m. | S.S. <i>Oakford</i> , of London, Steam Tug <i>Recovery</i> , of Grimsby, Steam Drifter <i>Ocean Spray</i> , of Yarmouth. Great Yarmouth and Gorleston Motor Life-boat stood by vessels. | |
| „ 13. | 8.25 p.m. | Steam drifter <i>Mary J. Masson</i> , of Fraserburgh. Hauxley Pulling and Sailing Life-boat stood by vessel. | |
| „ 14. | 1.33 a.m. | Steam drifter <i>Friendly Star</i> , of Lowestoft. Great Yarmouth and Gorleston Motor Life-boat stood by vessel. | |
| „ 19. | 1.20 p.m. | Fishing boat <i>Mary Henderson</i> , of Gourdon. Gourdon Pulling and Sailing Life-boat stood by boat. | |
| „ 20. | 12.30 p.m. | S.S. <i>Zembra</i> , of Dunkirk. Cromer Motor Life-boat stood by vessel. | |
| „ 22. | 6.55 p.m. | Yacht <i>Sus</i> , of Cowes. Plymouth Motor Life-boat saved vessel and rescued | 3 |
| „ 27. | 9.50 p.m. | Fishing boat <i>Kathleen Clare</i> , of Wexford. Rosslare Harbour Motor Life-boat saved boat and rescued | 3 |
| Dec. 1. | 2.40 p.m. | Steam trawler <i>St. Irene</i> , of Hull. The Humber No. 2 Motor Life-boat stood by vessel. | |
| „ 4. | 10.40 a.m. | Motor fishing boat <i>Sheila</i> , of Blyth. Blyth Motor Life-boat landed 3. | |
| „ 4. | 4.0 p.m. | Motor fishing coble <i>Dorothy</i> , of Filey. Filey Pulling and Sailing Life-boat escorted coble into safety. | |
| „ 4. | 4.15 p.m. | Fishing boats <i>Ethel</i> and <i>Mother's Joy</i> , of Seaham. Seaham Motor Life-boat | 6 |
| „ 4. | 12.30 p.m. | Motor fishing boat <i>Emma</i> , of Southwold. Southwold Motor Life-boat rendered assistance. | |
| „ 5. | 10.40 p.m. | A fishing boat of Portrush. Portrush Motor Life-boat assisted boat. | |
| „ 6. | 9.0 a.m. | S.S. <i>Yewmount</i> , of Glasgow. Alnmouth Pulling and Sailing Life-boat landed 7. | |
| „ 7. | 6.55 a.m. | S.S. <i>Friesland</i> , of Rotterdam. Great Yarmouth and Gorleston Motor Life-boat rendered assistance. | |
| „ 7. | 4.27 a.m. | Ketch <i>Harwich</i> , of Harwich. Great Yarmouth and Gorleston Motor Life-boat | 3 |
| „ 15. | 4.20 p.m. | Fishing boat <i>Respect</i> , of Sea Houses. North Sunderland Pulling and Sailing Life-boat escorted coble into harbour. | |

| 1931. | Time of Launching. | | Persons rescued from shipwreck. |
|---|-----------------------|--|---------------------------------------|
| Dec. 15. | 12.50 p.m. | Motor fishing boats <i>Faith</i> and <i>Irene</i> and fishing coble <i>Lilian</i> , of Whitby. Whitby Motor Life-boat escorted fishing craft into harbour. | |
| „ 17. | 4.15 p.m. | Motor speed boat <i>Hoity Toity</i> , of Christchurch. Yarmouth (I. of W.) Motor Life-boat saved boat and rescued | 1 |
| „ 18. | 2.49 p.m. | Motor fishing boat <i>Boy Reggie</i> , of Lowestoft. Lowestoft Motor Life-boat saved boat and rescued | 2 |
| „ 24. | 12.50 p.m. | S.S. <i>Vikvall</i> , of Oskarshamn, Sweden. Cromer Motor Life-boat rendered assistance. | |
| „ 28. | 5.15 p.m. | Rowing boat <i>Bee</i> , of Sunderland. Sunderland Motor Life-boat | 2 |
| <p style="text-align: center;">Total lives rescued from shipwreck by the Life-boats and the Institution's Life-saving Apparatus at Aberdeen, in 1931, in addition to which the Life-boats saved, or assisted to save, 26 vessels and boats</p> | | | 212 |
| <p>Life-boats also took 51 persons off vessels as a precautionary measure and landed them.</p> | | | |
| <p>Rewards were also granted by the Institution in the same period for rescuing from shipwreck, by means of shore-boats and in other ways,</p> | | | 59 |
| <p style="text-align: center;">Total of Lives Rescued in 1931</p> | | | 271 |

Notice.

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To Our Readers.

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