

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

Vol. XXVIII.—No. 310.]

JUNE, 1932.

[PRICE 6d.

## THE LIFE-BOAT FLEET

Motor Life-boats, 108 :: Pulling & Sailing Life-boats, 73

### LIVES RESCUED

from the foundation of the Institution in 1824 to  
June 9th, 1932

62,913

## Annual Meeting.

THE Hundred and Eighth Annual Meeting of the Governors of the Institution was held at the Caxton Hall, Westminster, on Friday, 22nd April, at 3 p.m.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by the Mayor of Westminster, Vice-Presidents of the Institution and members of the Committee of Management.

The principal speaker was the Right Hon. Walter Runciman, M.P., President of the Board of Trade and a Vice-President of the Institution, who presented two Medals awarded for gallantry to the Coxswains of Longhope, in the Orkneys, and Portpatrick, Wigtownshire, and awards made during 1931 to a number of honorary workers.

The other speakers were Mr. A. Duff Cooper, D.S.O., M.P., Financial Secretary to the War Office, Sir John Collie, C.M.G., M.D., Mr. Charles G. Ammon, Major Sir Maurice Cameron, K.C.M.G., Mr. Ernest Armstrong, and the Hon. George Colville, Deputy Chairman of the Committee of Management.

Among those who accepted the invitation of the Committee of Management were representatives of seven foreign

countries. They were: Their Excellencies the French Ambassador, the Danish Minister and the Netherlands Minister, representatives of the German and Belgian Ambassadors, the Swedish Naval Attaché, and a representative of the Latvian Minister.

The Mayors and Mayoresses of the following London Boroughs accepted the invitation: Westminster, Fulham, Finsbury, Camberwell, Hammersmith, Battersea, Acton, Marylebone, Lambeth, Paddington, Ilford, Holborn, Bromley, Poplar, Woolwich, West Ham, Wandsworth and Walthamstow.

Among others who accepted the invitation were Sir Robert Hamilton, M.P., for Orkney and Shetland, and Lady Hamilton; Mr. J. H. McKie, M.P. for Galloway; the Lady Diana Cooper; representatives of the Board of Trade, King George's Fund for Sailors, the Navy League, the Mercantile Marine Service Association, the Imperial Merchant Service Guild, the Royal Alfred Aged Merchant Seamen's Institution and the Marine Engineers' Association, an officer and a party of twenty-five boys from the training-ship *Stork*, and a party of Sea Rangers from the Girl Guides Association.

There were also present Honorary Life Governors of the Institution; holders of the Institution's Gold Badge; members of the Central London Women's Committee of the Ladies' Life-boat Guild, and representatives of Branches and Guilds.

The following is a report of the meeting:—

**Sir Godfrey Baring.**

The CHAIRMAN: Your Excellencies, my Lords, Ladies and Gentlemen,—May I commence these proceedings by performing a very pleasant duty, and that is to offer a most cordial welcome to the distinguished representatives of foreign countries who year by year are kind enough to come and honour our proceedings by their presence. I should like also to welcome all our splendid workers in the Life-boat cause who fill this hall year by year to hear what we have done during the past year. (Applause.)

It is now my duty to present the Report of the work of the Life-boat Institution during the year 1931. It is the Hundred and Eighth Report, and if you look at it you will find that during the past year our Life-boats and our Life-boatmen saved 271 lives. That is a slight diminution in number from the previous year, 1930. It is interesting to note that during every single month of the year 1931 some lives were saved by our Life-boats. There is one curious feature in connexion with the record of life-saving, and that is that during the four summer months—June, July, August and September—of the so-called summer of 1931, actually more lives were saved than during the first four months of the year.

During the year sixteen Motor Life-boats were added to our Fleet. That is the largest number of Motor Life-boats which have ever been completed and placed upon the coast in any one year. I am glad to say, and I am sure the Governors will be glad to know, that we are approaching the end of our Motor Life-boat construction programme. It has cost us a great deal of money, because we have, as you know, been anxious to place on the coasts of England, Scotland, Ireland and Wales Motor Life-boats wherever such boats can be usefully employed. But, ladies and gentlemen, that will not be the end of our task. Our oldest Motor Life-boats are twenty years old, and that is almost their maximum of useful life. So that we shall soon have to start the rather onerous task of replacing our Motor Life-boats.

I am glad to say that owing to the strict economy of my colleagues on the Committee of Management the cost of the Life-boat Service shows a diminution of £10,000. Unfortunately, there is another diminution, and that is in our total revenue; but we are not discouraged by it, and we are not surprised at it, considering the terribly difficult times of bad trade and overwhelming taxation. There-

fore I have to report three diminutions: first, in the number of lives saved; secondly, in the cost of the Service, and, thirdly, in our revenue. But there is one thing which has not diminished, and that is the skill, courage and splendid devotion of our Life-boatmen. Those, during the 108 glorious years of the Life-boat Institution's history, have never shown any diminution, and I believe firmly that they never will. (Applause.)

I should like to tell you two cheering incidents which have occurred during the last few months. First, we received about three months ago a letter from a gentleman, and we never had a more welcome letter. He said he had been in the habit of subscribing five shillings a year, but he was afraid that these were very bad times, and that the finances of the Institution would suffer. He was very unwilling to see them suffer, and so, instead of sending the customary five shillings, he was very glad on this occasion to send us £25. (Applause.) That is something like a subscriber, and I hope there are many ladies and gentlemen here who are going to do likewise. (Laughter and applause.)

The other cheering incident was that through the Foreign Office we received a cheque for £25, the proceeds of a Life-boat Bazaar held at Caracas. I am sure you all know where Caracas is; I do, because I have taken the precaution of looking it up. It is the capital of Venezuela. In that capital the English colony organized a Life-boat Bazaar, and with the aid of some generous American citizens, they made £25, and they have sent that as a contribution to the Life-boat funds. (Applause.) That shows that the propaganda of the Life-boat Institution is really world-wide.

I have now, ladies and gentlemen, the honour to submit this Report for your acceptance, and I shall be very glad to answer any questions which may be put on the Report.

As there are no questions and no remarks to be made, I now have to read out the names of those gentlemen who have been nominated as President, Vice-Presidents, Treasurers, and other members of the Committee of Management from the 22nd April, 1932, until the date of the Annual Meeting of the Governors of the Institution in 1933. Also Messrs. Price, Waterhouse & Company as Auditors for the same period. They have all been nominated by myself and no one else has been nominated.

COMMITTEE OF MANAGEMENT.

*President.*

H.R.H. The Prince of Wales, K.G.

*Vice-Presidents.*

The Archbishop of Canterbury.  
The Duke of Atholl.  
The Duke of Montrose.  
The Duke of Portland.  
The Marquis of Ailsa.  
The Marquis of Aberdeen and Temair.  
The Earl of Derby.  
The Rev. the Earl of Devon.

The Earl of Albemarle.  
 The Earl of Lonsdale.  
 Admiral of the Fleet the Earl Jellicoe of Scapa.  
 The Viscount Grey of Fallodon.  
 The Viscount Burnham.  
 Commodore Sir Richard Henry Williams-  
 Bulkeley, Bt., R.N.R.  
 The Lord Southborough.  
 Major-General the Right Hon. John E. B.  
 Seely.  
 The Hon. George Colville.  
 Sir Godfrey Baring, Bt.  
 Sir John G. Cumming.  
 Mr. Leonard Gow.  
 Miss Alice Marshall.  
 Mr. Noel E. Peck.  
 Mr. Walter Runciman, M.P.

*Treasurer.*

The Earl of Harrowby.

*Other Members of the Committee of Management.*

Mr. James Bryce Allan.  
 Mr. Charles G. Ammon.  
 Mr. Ernest Armstrong.  
 Mr. H. Arthur Baker.  
 Rear-Admiral T. P. H. Beamish.  
 Lieut.-Colonel J. Benskin.  
 Mr. Frederick Cavendish Bentinck.  
 The Earl of Brecknock.  
 Professor John Cameron.  
 Major Sir Maurice Cameron.  
 Rear-Admiral Gordon Campbell, M.P.  
 Captain Charles J. P. Cave.  
 Colonel Lord William Cecil.  
 Sir John Collie.  
 Engineer Vice-Admiral Sir Robert B. Dixon.  
 Admiral Sir A. A. M. Duff.  
 Commander Herbert G. Evans, R.N.R.  
 Captain Guy Fanshawe, R.N.  
 Sir Johnston Forbes-Robertson.  
 Mr. George G. Fortescue.  
 Mr. K. Lee Guinness.  
 Admiral Sir Lionel Halsey.  
 Commodore Sir Bertram F. Hayes, R.N.R.  
 (ret.)  
 Sir Frederick Thomas Hopkinson.  
 Captain the Earl Howe, R.N.V.R.  
 Mr. John F. Lamb.  
 Colonel Sir A. Henry McMahon.  
 Commander Sir Harry Mainwaring, Bt.,  
 R.N.V.R.  
 Mr. Algernon Maudslay.  
 Admiral of the Fleet Sir Henry Francis Oliver.  
 Sir Gervais S. C. Rentoul, K.C., M.P.  
 The Rt. Hon. F. O. Roberts.  
 Colonel the Master of Sempill.  
 Colonel R. F. A. Sloane-Stanley.  
 Commander Henry Strong, R.N.R. (ret.)  
 Commander F. F. Tower, late R.N.V.R.  
 General Sir Reginald Wingate, Bt., and ex  
 officio.  
 The Lord Mayor of London.  
 The Admiral Commanding Reserves.  
 The Deputy Master of the Trinity House.  
 The Hydrographer of the Navy.  
 The Chairman of Lloyd's.  
 The Deputy Master, Hon. Company of Master  
 Mariners.  
 I declare all those gentlemen duly elected  
 to their several offices.

**Presentation of Medals for Gallantry.**

The CHAIRMAN : I now call upon the Secretary to read the accounts of the services for which Medals and other awards have been given, and I will then ask the Right Hon. Walter Runciman, M.P., President of the Board of Trade, to present them.

The Secretary then read the accounts of the services, and the Medals and other awards were presented by Mr. Runciman, as follows :—

To COXSWAIN JOHN SWANSON, of Longhope, a Second-service Clasp, to the Silver Medal which he already holds, for the rescue on 9th January, 1932, of eight men of the trawler *Dorbie* of Hull.

To MR. WILLIAM SUTHERLAND, Honorary Secretary of the Longhope Station, an inscribed Barometer, for his energy and initiative in directing operations in the service to the *Dorbie*, from the land.

To COXSWAIN JOHN CAMPBELL, of Portpatrick, Wigtownshire, the Bronze Medal for the rescue on 13th January, 1932, of the crew of eight men of the s.s. *Camlough*, of Belfast.

(A full account of the service of the Portpatrick Motor Life-boat appeared in the last issue of *The Lifeboat*, and a full account of the service by the Longhope Motor Life-boat appears on page 478 of this issue.)

The CHAIRMAN : Before I call on Mr. Runciman to move the first resolution, may I say a word of reassurance to him, that although we have had a most careful search made through Acts of Parliament, we cannot find a single Act of Parliament prohibiting him from standing on this platform and speaking to the Meeting.\* (Laughter.)

**Mr. Runciman.**

The Right Hon. WALTER RUNCIMAN, M.P. : Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen,—I need hardly say that after hearing the record which has been read by the Secretary of the rescues made during the past year, and that representing merely a fraction of the services rendered, it is almost unnecessary for anyone else to make a speech. Far and away the most eloquent advocacy of the Life-boat Cause is to be found in the plain, simple annals of the regular yearly service. The men whom you have had before you this afternoon are samples of the Crews which are to be found on all our 5,000 miles of coast, and I am sure that those who are here, as well as those who are absent, will

\* On the morning of the meeting it had been announced that, owing to an oversight in an Act of Parliament, Mr. Runciman was not entitled to sit in the House of Commons, as President of the Board of Trade, without seeking re-election, and that not having done this, he was not legally a Member of Parliament, and had made himself liable to fines amounting to many thousands of pounds. On the afternoon of the meeting, Mr. Runciman, pending the passing of a special Law to put right the mistake, was not able to take his seat in the House of Commons.

realise that the quality of the Coxswains and Crews of our Life-boats is just as important as the quality of the boats themselves. (Cheers.)

Your Committee of Management have devoted to the construction of the new Fleet all the finest scientific knowledge and technical skill which naval architects and Life-boat builders can command. Their work has been done at very great cost, which, thanks to you and the Local Committees, has been defrayed, while still leaving the Institution in a sound financial position. But that work must continue year by year. There have been enormous improvements made in Life-boat engines during the period of the transformation from oars and sails to engines; but, as Sir Godfrey has already said, Motor Life-boats will not last for ever, and we must re-build this Fleet bit by bit as time goes on and provide every portion of our coasts with the best, fastest and safest boats that we can construct. That is the duty of the Committee.

The Crews have placed their confidence in these boats to a most remarkable degree. My memory goes back to the time when the first of the Motor Life-boats was put into service, and there were some members who thought that the Crews might not have as much confidence in these new-fangled things as they had in the old boats; but I am glad to say, from all we can learn, that throughout our coasts there is now complete confidence in our Motor Life-boats, and that risks are undertaken in them which the men would never have dared to undertake in the old pulling and sailing boats. That is very much to the good.

We in the Board of Trade are also co-operating in the fullest possible degree with the Institution. We are, indeed, partners in the guardianship of the coasts. The Coastguard and the coast-watchers are under the Board of Trade; the Life-boats are under the absolute and complete control of the Institution; and I need hardly say that we work together with the greatest amity and that there never has been a decimal point of friction in the relationship between the Institution and the State Department, as I can certify as head of that Department. (Applause.)

Now we have another good record to note. It is that this past year, with all its disadvantages, was, fortunately, not a year of disasters. The Secretary tells me that there was nothing remarkable about 1931; and yet this year which had nothing remarkable about it, except its lack of sunshine, was a year in which no less than 271 lives were saved. Surely there can be no better testimony to the absolute necessity of maintaining this Institution at its full strength. (Applause.)

I would like to say a word or two about the finances of the Institution. The total cost of the Service last year ran to the very large amount of £272,000. (Our minds centre very largely on money nowadays, and I have not been altogether free from anxiety during the last twenty-four hours, but I am glad to think that the vigilance of our Life-boat Stations

far excels the vigilance of the common infomer.) (Laughter.) It is a very remarkable fact that in this past year, probably the very worst that British trade, commerce and finance have ever known, we have been able out of the voluntary contributions of our people to meet the needs of this Institution. This says a great deal for the work of the local Secretaries and the local Committees, to whom we wish to express our profound gratitude. (Applause.) Out of that expenditure, I would remind you that no less than £45,000 was spent last year in rewards, gratuities and pensions to those who actually do the work of rescue. But, Mr. Chairman, that money, so distributed, is not the full reward of what the Life-boatmen receive. They are quite entitled to their pay, to their gratuities and to their pensions; but their greatest satisfaction is that they stand so high in the esteem of their fellow-countrymen. (Applause.)

We do the best we can for them, and they do the best they can not only for us but, let me add, for the ships of all nations. It is a great satisfaction to us to see in this hall this afternoon the representatives of so many peoples who do not fly the British Flag. (Applause.) I am glad to think that they participate in the Life-boat Service with benefit to their crews. Last year was nothing remarkable in the number of foreign vessels which were aided, but yet not less than seventeen received the services of Life-boats, and by those services forty-nine foreign lives were rescued. This is not a remarkable number, but it is typical, and I am glad to think that we have throughout always regarded this Service as a great international service, setting the example of internationalism before Geneva was ever thought of. (Applause.)

There is one satisfaction that we can draw from the whole of this work, and that is that the mettle of our people still remains sound. It is a great comfort to us to feel that it is so fully appreciated by the people of the inland towns and villages, who have no direct knowledge of the services rendered on our coasts. Their imagination is touched by what they read in the press and in our prints. They realize the terrible risks which are run by those who carry on this rescue work, and they one and all appreciate the fact that in these islands we seafaring people are absolutely dependent upon the safety of the seas. That safety is rendered all the more sure by the Life-boat Service, and from every district and from every town almost there come contributions to the Life-boat Institution's funds. (Applause.)

We are fortunate in receiving the very enthusiastic support of the Prince of Wales and other members of the Royal Family, of the foreign Governments, and of the Navy, the Army and the Air Force; and I need hardly say that the Mercantile Marine also co-operate, as indeed they should, for it is in their interests above all that this service is maintained. I would also like to add, with reference to our connexion with foreign countries, that we received last year contribu-

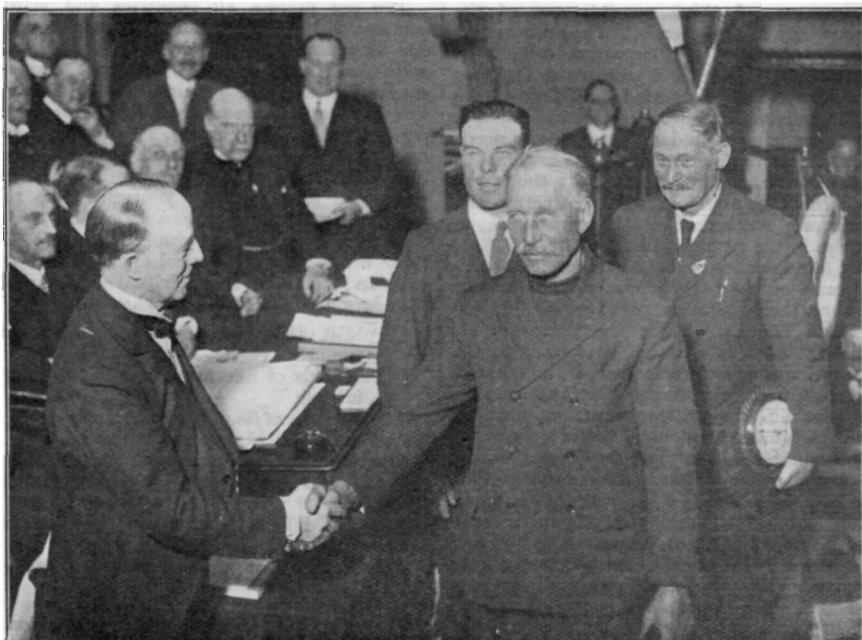


*By courtesy of]*

### **SCOTTISH MEDALLISTS.**

*[Sport and General.*

Left to right: Coxswain John Campbell, of Portpatrick, Mr. William Sutherland, Hon. Secretary, of Longhope, and Coxswain John Swanson, of Longhope.



*By courtesy of]*

### **THE ANNUAL MEETING, 1932.**

*[Central News.*

The Right Hon. Walter Runciman, M.P., shaking hands with Coxswain John Swanson, of Longhope. Behind are Coxswain John Campbell, of Portpatrick, and Mr. William Sutherland, of Longhope.

tions from nearly a hundred foreign ship-owners. (Applause.)

All of this work, both in the country and in the central offices of the Institution, is conducted without State intervention. Far be it from me to belittle the services rendered by those who man our Government Departments, but I have no hesitation in saying that, having seen their work from within over a very long period, and having observed the Life-boat work and the Life-boat administration from without, I give the palm to the Life-boat Institution. Once this Institution loses that element of voluntarism, it will lose one of the qualities which now make it dear to the heart of the British people. (Applause.)

I am sure that in moving this resolution of thanks to the Coxswains and the Crews and to the Local Committees and the Local Secretaries, I do so with your enthusiastic support and in the full belief that the reputation of this Institution is being maintained at its highest level, and that we can rely on the services of all those classes of its members in the coming year, as we have in the past. (Applause.)

The CHAIRMAN: The resolution will be seconded by Sir John Collie, a member of the Committee of Management of the Institution.

#### Sir John Collie.

SIR JOHN COLLIE: Mr. Chairman, your Excellencies, Ladies and Gentlemen,—I feel it a great honour to be asked to second the resolution proposed so ably by one of the most distinguished members of His Majesty's Government. I think possibly one of the reasons why I have been asked to address you this afternoon is that I happen to come from Scotland. We have had within the last two years five medals presented, and four of the recipients have come from my native country. But those who have done these heroic deeds are a small number of those to whom the Institution is indebted. It is only those who reach the V.C. standard who receive medals. There are innumerable other instances of courage in the records of life-saving.

My mind carries me back to a service, which happened on the 20th February, 1931, at our most northerly Station, at Lerwick, in the Shetland Islands. There the Coxswain received a wireless message that a ship, the *Everline*, was a hundred miles off the coast of the most northerly of the Shetland Islands, and that she was drifting with her propeller gone. A hundred gallons of petrol were taken on board the Life-boat, and the Crew stood by. In the morning another message came—but not from the *Everline*. It was that a small ketch had lost its way and was in distress. The Life-boat put out to sea in a blinding snowstorm with a wild south-westerly gale blowing. She found the ketch with six men on board. The captain had lost his compass; he had lost his way; and I think he had lost his head. His boat was taken in tow, and at six o'clock in the evening these six men were safely landed.

The Crew would expect now to have a little

refreshment and rest, and a change of wet clothes. But no; another message had arrived, this time from the *Everline*, that she was drifting towards the rocks. Within an hour the boat was off again.

Between the North and South Shetland Islands there is a narrow sound called the Yell. When the Life-boat reached the Yell the tide was flowing very strongly, the wind was blowing a gale, the night was dark, and the snow was blinding. Her Crew found it impossible, with all their stout hearts, to navigate the sound. They were forced to put into Symbister. Then at last you would have thought that they would have got a little rest. But no. Again they stood by all night, fending the boat off from being broken against the pier. Next morning they found their way through the Yell, and at last they came upon the *Everline*. She had twenty-six souls on board, twenty-five men and one woman. The little Life-boat made its way to the leeward and gradually came alongside. But the *Everline* was pitching and tossing so much that at one moment she was high above the Life-boat, and the next moment the Life-boat was high above her gunwale. By careful, steady seamanship a rope ladder was made fast between the two, and one by one those twenty-six souls, headed by the woman, came safely into the Life-boat. She then made for Lerwick. When she reached it, she had been battling with the waves for twenty-two hours. Think of the endurance, think of the bravery, and, above all, think of the success. (Applause.)

The sea divides all countries and many continents. The Life-boat Service unites in one common brotherhood all classes, all creeds, all nations. The Life-boat Service stands for that lofty spirit of Christianity which dictates the saving of life at personal peril when it is necessary. It is like that mercy which is twice blessed, which blesses him who gives and him who takes. We want you to take upon yourselves the responsibility of the maintenance of this great Service. It is not for you, perhaps, to do these heroic acts of physical endurance; but you can all emulate that spiritual effort which, if it does not save life, saves character.

Would'st thou be here—wait not then  
supinely

For fields of fine romance which no day  
brings;

The finest lives lie oft in doing finely

A multitude of unromantic things.

The heroism of thy true endeavour

Shall gild the commonplace of common  
days,

And God Himself shall guard thy work for  
ever

And crown it with eternity of praise.

(Applause.)

The Chairman then put the resolution: That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the

gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries and Honorary Treasurers.

(The resolution was carried.)

#### Presentations to Honorary Life-governors.

Mr. Runciman then made presentations to honorary workers for long and distinguished service, the Secretary giving particulars in each case of the work for which the award was made, as follows :—

The SECRETARY: An Honorary Life-Governorship is the highest honour which the Institution can confer on its honorary workers, and is given only for very special and distinguished services. A copy of the Vote, inscribed on vellum and signed by His Royal Highness the Prince of Wales, as President of of the Institution, is presented to each Honorary Life-Governor.

Four new Honorary Life-Governors have been appointed since the last Annual Meeting :

#### EDINBURGH

HARRIET, LADY FINDLAY, D.B.E., appointed an Honorary Life-Governor in recognition of her valued services as President of the Ladies' Life-Boat Guild of the Edinburgh, Leith and Granton Branch, and as Honorary Secretary of the Scottish Life-boat Council.

#### BRADFORD.

Mr. FRANCIS LAIDLER, appointed an Honorary Life-Governor in recognition of his valuable services, extending over thirty-one years, in organizing an Annual Matinée at Bradford on behalf of the Institution.

#### NEWEHAVEN (SUSSEX).

Mr. J. J. LINES, appointed an Honorary Life-Governor in recognition of his valuable services as Honorary Secretary of the Newhaven Station Branch for upwards of thirty years.

Lady Findlay, Mr. Laidler and Mr. Lines are unfortunately unable to be present.

#### LONDON.

The Lady ADELAIDE TAYLOUR, appointed an Honorary Life-Governor in recognition of her valued services to the Life-boat Cause for many years.

#### Presentation of Gold Badges.

The SECRETARY: The Gold Badge also is awarded only to honorary workers who have given distinguished service. Since the last Annual Meeting seventeen have been awarded, and the following are present this afternoon to receive their awards :—

#### BERMONDSEY (LONDON).

Mr. OSCAR C. GRIDLEY, in recognition of his valuable co-operation as Honorary Secretary for the last twenty-one years, and previously in connexion with the Life-boat Saturday Fund.

#### BERWICK-ON-TWEED.

Lady FRANCIS GODOLPHIN OSBORNE, in recognition of her long and valuable co-operation as President of the Branch, and President and Honorary Treasurer of the Ladies' Life-boat Guild.

#### BRIGHTON AND HOVE.

Mrs. R. CARPENTER, in recognition of her valuable co-operation as Honorary Secretary and Treasurer of the Ladies' Life-boat Guild.

#### CARLISLE.

Mrs. MARY M. TALBOT CADDOW, in recognition of her valuable co-operation as President of the Branch.

#### KEIGHLEY.

Mrs. R. H. EDMONDSON, in recognition of her long and valuable co-operation as Honorary Secretary of the Branch.

#### MARGATE.

Mr. T. W. GOMM, in recognition of his long and valuable services as Honorary Secretary of the Branch.

#### PORT ERIN (ISLE OF MAN).

Mr. SAMUEL GORRY, in recognition of his valuable co-operation as Honorary Secretary, and previously Honorary Treasurer, of the Branch.

#### PRESTON.

Miss I. E. CROSS, in recognition of her valuable co-operation for many years, the last five as Honorary Secretary of the Ladies' Life-boat Guild.

#### SCARBOROUGH.

Mr. F. P. MORGAN, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

#### WALTON-ON-THAMES (SURREY).

Miss HELEN B. MACGREGOR, in recognition of her valuable co-operation as Honorary Secretary of the Branch.

The CHAIRMAN: The next resolution will be moved by Mr. A. Duff Cooper, D.S.O., M.P., Financial Secretary to the War Office.

#### Mr. Duff Cooper.

Mr. DUFF COOPER: Sir Godfrey Baring, your Excellencies, my Lords, Ladies and Gentlemen,—It is with some diffidence, after the speeches that have been made and the stories we have listened to, that I rise to address this audience. You have heard such tales of heroism, and we have seen this afternoon such real heroes on the platform, that to make a speech on a subject which must command the respect and the enthusiasm of all is a great responsibility for anybody who feels himself ill-equipped for it.

I have a heavy responsibility placed upon me, because I have to propose the health of the ladies, or, in other words, to move the resolution which you will find on the Agenda.

The ladies play a continually increasing part in every form of national activity. I do not think there is any sphere from which they are now excluded, and all of us, even some who in the old days were inclined to look with possible disfavour or with apprehension upon the increased activities of women in national life, are now compelled to admit that wherever they have played a part during these last two generations, they have performed great services to the State and have shown themselves well worthy of the obligations that the State has placed upon them. (Applause.)

I have recently read that in the Soviet Republic, where they have what I think would be called, in modern parlance, an abolition complex, they have gone so far in the abolition of sex as well as of class distinctions that they have now established a great many battalions of women in the Red Army. I have even seen photographs of some of those battalions, and I must say I never saw more attractive troops in my life; but even while looking and while admiring, I could not help feeling that the strength of her right arm and the accuracy of her eye in the command of a rifle would never be the greatest asset or the most formidable weapon at a woman's command. (Laughter.) But in this matter of Life-boats there has been, I understand, no demand amongst the women, who enthusiastically support the cause, actually to man the boats, and I think they have been wise in limiting their activities to another sphere. I think they have realized how much they can do in the other sphere. Nobly according to the men the whole honour of so great a cause, they have shouldered a tremendous part of the burden; and it is remarkable that the Ladies' Life-boat Guild provides something like two-thirds of the whole funds of the Institution. (Applause.)

Even while I was using those words and saying that women were right to realize their limitations, there occurred to me the name of one who, I suppose, is often quoted at meetings of this nature and wherever the cause of the Life-boats is concerned, that charming and immortal name of Grace Darling. (Applause.) I am unaware how far romance and literature have added to the fame of her performance, but she did really perform not only the task of aiding and assisting, but of manning the boat that went to the help of the distressed. But, as I say, the women have taken their share, and they are taking it, in this extremely practical and useful form of organization, of collection and of contribution; and in these days of hard times, high taxation and small returns, even charity can assume heroic proportions. (Applause.)

I should like to say to the ladies who contribute to this Guild and control it, who lend voluntarily their services to the great work which it is performing, that they are doing no less towards saving life from shipwreck than are those other heroic women who lend a hand to their husbands, their fathers, their sons, and their lovers when the time comes actually to push the boat into the sea in nights of storm and tempest. (Applause.) All the heroism

and devotion of which they are capable, and which those women show, would be useless if the boats were not there for them to launch, if the money was not there behind the boats to build them and keep them in repair. That certainly is a form of ship money to which even John Hampden would not have objected. (Applause.)

We in the inland towns who live in calm, comfort and peace, so far as these dangers at any rate are concerned, should feel ourselves under an obligation to contribute something to the help of those who have so much sterner duties to perform and so many greater risks to face upon the coasts, who are maintaining the great traditions of our country as a seafaring people and as a humane people, and who are ever ready to take all risks to save the lives of those in danger on the sea, whether British subjects or foreign. It is therefore with a great feeling of the honour done me that I propose to the Meeting to-day the resolution which stands in my name. (Applause.)

The CHAIRMAN: The resolution will be seconded by Mr. Charles Ammon, a member of the Committee of Management of the Institution.

#### Mr. C. G. Ammon.

Mr. C. G. AMMON: Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen, after Mr. Duff Cooper's moving of the resolution, which he has done with his usual grace and skill, there is very little left for me to say. I want to join with him in paying my respectful compliments to the ladies for all the work they have done. As Scotland is so much in the picture to-day, and as she has exercised her usual privilege by taking everything that is to be taken—and has earned it as well—may I point out that she has also excelled on a side where we do not always give her credit? It is worthy of note that the Edinburgh Ladies' Guild, led by Lady Findlay, has set a very remarkable example. In 1930 the members of the Edinburgh Guild raised on Life-boat Day no less than £933. Last year, however, they evidently felt that this was not good enough, and so they put forward renewed efforts and raised no less than £1,800. (Applause.)

The records of work that come in to us show that the women workers—apart from such well-worn methods of raising money as bazaars, tea-meetings, sales of work and jumble sales—use some quite novel methods, about which we mere men have been puzzling to know exactly what they mean. For instance, I see that there was an A.B.C. Sale and there was a Chain Tea. I think that we men might get up something like that. But the thing that really puzzled me was a "kitchen shower." I can only suppose it was a burst water-pipe. How you can raise money by a burst water-pipe I don't know, but that "kitchen shower" has certainly been the means of adding to the revenues of the Institution. (Laughter and applause.)

I am sure I am echoing the thoughts of everybody who is in any way associated with



the Institution when I say how grateful we are not only to the Edinburgh Ladies' Life-boat Guild, but to the Guild everywhere, throughout the length and breadth of these islands, for the work of the women.

I am one of those who do not view with alarm the placing of a good many things under the ægis of the State; but I look with a good deal of misgiving on anything that would tend to dry up those avenues of personal endeavour and activity in the cause of charity which call forth the best instincts of our people and, in the case of the Life-boat Service, enable us to perform on generous lines a Service which brings us into much closer personal contact than we could otherwise have with the people who go down to the sea in ships in rough and stormy weather and with those who hold the lines on shore. In the name of the Committee of Management I have much pleasure in seconding the resolution moved by Mr. Duff Cooper. (Applause.)

The Chairman then put the resolution: That this Meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary workers for the Life-boat Cause, and its conviction of the increasing importance of the part which the Guild is destined to play in educating public opinion with regard to the value of the Life-boat Service, and in raising funds therefor.

(The resolution was carried.)

Major Sir Maurice Cameron, K.C.M.G. moved and Mr. Ernest Armstrong seconded the following resolution: That this Meeting do approve and ratify the sale of the old Life-boat Houses at Aberdovey, Skerries, Lowestoft and Robin Hood's Bay, which are no longer required for the purposes of the Institution.

(The resolution was carried.)

#### Sir Godfrey Baring.

The CHAIRMAN: Your Excellencies, my Lords, Ladies and Gentlemen,—There is another pleasant duty which I have to perform, and that is to move that the hearty thanks of this Meeting be given to the Speakers at this, the Hundred and Eighth Annual General Meeting of the Royal National Life-boat Institution.

We are deeply indebted to my friend Mr. Walter Runciman for having come here. We are glad to have found him on a day of comparative leisure (in circumstances beyond his control), and we are deeply indebted to him for the speech which he has delivered to us. It would be impertinent of me to praise Mr. Runciman's speech; but I should like to tell you, in case you do not know, that Mr. Runciman has been for many years a most active member of the Committee of Management. He has rendered us most valuable service; he has often spoken at Life-boat Meetings; he has given us the benefit of his counsel and advice on many occasions, and we owe a deep debt of gratitude to him, not only for his presence here to-day, but for many years' active support and most valuable work. (Applause.)

I should like to add that such is Mr. Runciman's keenness for the Life-boat Cause that he has actually arranged that, while he is President of the Board of Trade, any foreign sailors who are landed from a shipwreck will be entirely exempt from the ten per cent. flat rate while they are in this country. (Laughter.)

Then I should like to make another announcement, and it is this. At their last meeting the Committee of Management unanimously and most enthusiastically elected Mr. Walter Runciman a Vice-President of the Institution. That is the highest honour that we can confer upon any of the members of the Committee of Management. (Applause.)

I am sure you would wish me to offer your most cordial and enthusiastic thanks to Mr. Duff Cooper for having found time to come here and for having delivered that wholly admirable speech. Mr. Duff Cooper, if he will permit me to say so, is not only a rising, but a risen hope of one of the three great political parties. It is extremely kind of Mr. Duff Cooper to come here and help us by his inspiring words. I should also like to thank my colleagues on the Committee of Management, Sir John Collie and Mr. Amman, for the services they have rendered by their excellent speeches. I will now ask the Deputy-Chairman, Mr. Colville, to address you.

The Hon. GEORGE COLVILLE: Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen,—This is not a *pro forma* motion. We really mean it. We really wish to thank the speakers for the speeches they have delivered. They have interested us enormously. I have very much pleasure in seconding the resolution. (Applause.)

The CHAIRMAN: Let us carry that resolution by enthusiastic applause. (Loud applause.)

The Right Hon. WALTER RUNCIMAN: I am authorized by my colleagues on the speakers' list to thank you for the resolution which you have just passed. I know that they would also wish me to say at this moment how glad we have been to find Sir Godfrey Baring in the chair. (Hear, hear.) He is known all over the United Kingdom as the personification of the Life-boat Service; and it is a matter not only for institutional, but for national thanks that he is able to devote so much of his time to its activities. Will you please carry by acclamation your thanks to him. (Loud applause.)

The CHAIRMAN: That concludes the business, ladies and gentlemen. I think this is by two minutes a Meeting which has been conducted in record time.

#### Entertainment of Medallists.

After the meeting the two Medallists and Mr. Sutherland were entertained to tea at the House of Commons by Commander the Hon. A. D. Cochrane, D.S.O., M.P., Deputy-Chairman of the Scottish Life-boat Council. Sir Robert Hamilton, M.P. for Shetland and Orkney, and Mr. J. H. McKie, M.P. for Galloway were also present to receive them.

In the evening they were the guests of Messrs. Moss Empires at the Victoria Palace.

Coxswain Campbell returned to Portpatrick the following morning, but Mr. Sutherland and Coxswain Swanson remained in London until the Monday. On the Satur-

day they were the guests of members of the Shetland and Orkney Society in London, and on the Sunday Mr. Sutherland was entertained by Sir Robert and Lady Hamilton. Coxswain Swanson was also invited, but was prevented by illness from going.

## A Silver Medal Service at Longhope.

ON the night on 9th January signals of a vessel in distress were seen off Tor Ness at the south-west end of the island of Hoy in the Orkneys. She was found later to be the trawler *Dorbie* of Hull. It was then ten minutes past seven. The news was telegraphed to Longhope, and at 7.30 the Motor Life-boat put out. A wind which had been blowing a gale from the South-West had backed to South-South-East and increased. The night was exceptionally dark, with rain and squalls of sleet. It was bitterly cold, and a very heavy and confused sea was running.

The Life-boat searched along the shore by Tor Ness, looking for the wreck with her searchlight, and from time to time burning white flares. But nothing could be seen of the *Dorbie*. Not only did the rain and the sleet squalls make visibility very poor, but the Life-boat was continuously enveloped in spray, and the Crew were blinded by the white glare of their lights on the mist of water round them. Nor could the *Dorbie* do anything to show her position. All her lights had been extinguished when she struck, and she had already burnt up all her flares.

Failing to find any sign of the wreck, Coxswain Swanson thought that possibly the vessel had struck the rocks, fired her distress signals, and then got off again, and that she was at that moment drifting about in the Pentland Firth. This had happened more than once recently. He therefore decided to search the Firth.

Meanwhile Mr. William Sutherland, the Honorary Secretary of the Station, and Mr. W. Marwick, the Chairman, had arrived at Tor Ness, where they found Mr. R. Cutt, a member of the Branch Committee, who lived two miles away at Melsetter, and who had tele-

graphed the news of the wreck. They could see nothing of the wreck, but by the light of torches which they carried they saw a man, who had been washed off the *Dorbie*, lifted by a sea on to the rocks. They seized him and dragged him to safety. Two other men jumped overboard. They, too, were washed ashore and were dragged up alive, but both injured and in a state of collapse.

### Anxiety for the Life-boat.

As time passed and there was no sign of the Life-boat, those on shore grew very anxious for her safety, and Mr. Sutherland hurried to Melsetter and from there telephoned to the Coastguard at Kirkwall, asking for the Life-saving Apparatus. The Coastguard called out the L.S.A. at Stromness, arranging for the Apparatus and its Crew to be sent by the Stromness Motor Life-boat to Longhope Pier, and Mr. Sutherland arranged for a motor to be in readiness for it there. In this way the L.S.A. was sent, but its services were, as it turned out, not required.

The Longhope Motor Life-boat, in the meantime, finding no sign of the wreck afloat, had approached Dunnet Head Shore Signal Station, on the other side of the Pentland Firth, and had morsed her position. This was telephoned to Mr. Sutherland at Melsetter, by way of Kirkwall and Longhope, and he at once sent back a message to Dunnet Head asking that the Life-boat be signalled to return, if possible, to Tor Ness.

Mr. Sutherland, who had hurried several miles over heather and peat bogs, was already dead beat, but he collected some of Mr. Cutt's men at Melsetter, and with bundles of straw they hurried back to Tor Ness. With the straw, and with casks washed up from the *Dorbie*, they made a bonfire to

light up the wreck and guide the Life-boat. By this time the weather had cleared, the wind had eased to a moderate gale and the strong flood tide had also begun to ease.

#### Guided by a Bonfire.

At 10.45 the Life-boat arrived, and by the light of the bonfire approached the wreck. She found her about 150 feet from the cliff, lying over on a rock on her port side, at an angle of 70 degrees. The seas were sweeping over her. Coxswain Swanson anchored to windward, and attempted to veer down on her port side. It was impossible to do it. The rocks, and the masts sticking out, prevented the Life-boat from getting close to the wreck. He weighed anchor; anchored again; and veered down to the starboard side, taking the Life-boat over the rocks into a channel so narrow that it was little more than the width of the boat herself. In this way she got right alongside the wreck, and the remaining eight men of the trawler's crew, by now exhausted from their long exposure, were hauled into the Life-boat. The actual work of rescue took five minutes, but it was one in the morning before the Life-boat reached Longhope again, five and a half hours after she had put out.

It was a dangerous and trying

service skilfully and gallantly carried out, and the Institution has made the following awards:—

To Coxswain JOHN SWANSON, a Second-Service Clasp to his Silver Medal, in recognition of his gallantry and his most skilful handling of the Life-boat. Coxswain Swanson won his Silver Medal for the rescue in January, 1930, of the crew of the Aberdeen steam trawler *Braconmoor*.

To the Motor Mechanic, ROBERT JOHNSTONE, inscribed Binoculars in recognition of the way in which, under circumstances of great difficulty he morsed the message to the Dunnet Head Signal Station and took the reply.

To the Coxswain, Motor Mechanic and each of the other seven members of the Crew, the Thanks of the Institution inscribed on Vellum.

To the Coxswain and each member of the Crew an additional £3 to the usual money rewards, making a reward of £4 17s. 6d. to each man.

To Mr. WILLIAM SUTHERLAND, an inscribed Barometer in recognition of his energy and initiative in directing operations from the land. During the night he walked and ran nearly ten miles in the gale, over heather and peat bogs.

Letters of Thanks were sent to Mr. W. MARWICK, Chairman of the Longhope Branch, to Mr. R. CURT, of Melsetter, and his men, to Miss TAYLOR, the Post-mistress of Longhope, who kept open the telephone exchange nearly all night, and to Mr. D. Mackay, Mr. F. Meiklejohn and Mr. Reid who helped on shore.

Awards amounting to £14 0s. 6d. were made to the Stromness Crew which came to Longhope with the Life-saving Apparatus.

## Services of the Life-boats.

### Reported to the February and March Meetings of the Committee of Management.

PORTRUSH, Co. DOWN.—About 10.40 A.M. on 5th December, 1931, a fishing boat was reported to be in difficulties in the Eastern Bay, and the Motor Life-boat, *T.B.B.H.*, was launched in a strong S.W. wind to her help. The boat was found to be disabled. Her propeller had been fouled by a rope. She could not have reached harbour without help, as the wind was blowing off the land, and the Life-boat brought her in.—Rewards, £5 8s. 6d.

NEWCASTLE, Co. DOWN.—The Pulling and Sailing Life-boat, *John Cleland*, was launched at 10.30 P.M. on the

23rd December, 1931, in a strong S.S.W. breeze, with a rough sea, as the Coast-guard had reported that a schooner was in distress in the bay. She was found to be the auxiliary schooner *Volant* of Kilkeel, coal-laden from Birkenhead to Kilkeel, with a crew of four. She had stranded well up the beach and her crew were taken ashore by means of the Life-saving Apparatus. The Life-boat was beached north of the wreck at 1 A.M., and was taken back to her Station by the launching tractor.—Rewards, £30 3s.

CAMPBELTOWN, ARGYLLSHIRE.—On the night of the 27th December, 1931,

information was received from the Coastguard at Southend that distress signals had been seen by the Lighthouse Keeper at Mull of Kintyre, about eight miles S.W. of the Lighthouse. After further inquiry it was decided to send out the Motor Life-boat *City of Glasgow*, and she was launched at 12.39 A.M. on the 28th. A very strong N.W. gale was blowing, with a very heavy sea, and sleet. The Life-boat reached the position given and cruised round for a considerable time, but could find no sign of any vessel in distress. She arrived back at her Station at 6.55 A.M.—Rewards, £20 2s.

SUNDERLAND, DURHAM.—At about 4.45 P.M. on 28th December, 1931, information was received from a fisherman that a small boat, with two men, had been seen drifting helplessly out to sea. A moderate N.N.W. gale was blowing with a rough sea. The Motor Life-boat *Henry Vernon* put out and found the boat to be the *Bee* with two brothers on board. As they were in an exhausted condition and the boat was waterlogged, the men were taken into the Life-boat and the boat was cast adrift.—Rewards, £17 6s. 6d.

FLAMBOROUGH, YORKSHIRE.—On the evening of the 31st December, 1931, prolonged blasts on a steamer's whistle were heard. There was fog and it was assumed that a vessel had run aground, either on the Smethwick Sands or under the South Cliffs. The No. 2 Pulling and Sailing Life-boat *Matthew Middlewood* was launched at 11.15 P.M. A moderate S.W. breeze was blowing, with a heavy sea. The Life-boat searched the cliffs and sands for four hours, but without result. She returned to her Station at 3 A.M. next day.—Rewards, £36 8s. 6d.

TYNEMOUTH, NORTHUMBERLAND.—Information was received at mid-day on the 4th January that a small boat, in which two youths had gone fishing at 4 A.M., was overdue, and the Coastguard at Marsden reported that a small boat about three miles to the E.S.E. appeared to be in difficulties. The Motor Life-boat *Henry Frederick Swan* put out shortly after 1 P.M., in a strong

N.W. breeze with a rough sea, and found a small boat with two men on board, but they did not require help. The missing youths were then found in their small boat sheltering behind the South Pier. They also did not need help, so the Life-boat returned to her Station at 2.30 P.M. The wind had changed suddenly and had it not been for this neither of the boats would have been able to make the harbour without aid.—Rewards, £9 6s. 6d.

ST. DAVID'S, PEMBROKESHIRE.—At 6 P.M. on the 4th January a message was received from the Postmaster of Marloes, through the Coastguard, that a small boat was drifting in St. Bride's Bay. The occupants of the boat were the owner of Skomer Island and another man, who had been to the mainland and were returning during a moderate but squally westerly breeze with a rough swell, when their engine failed. The Motor Life-boat *General Farrell* was launched at 8.45 P.M. and went along the coast where the Coastguard were patrolling. Nothing was found, and the Life-boat, after crossing the bay, and still finding nothing, returned ashore at 5.50 A.M. Later it was learned that the men had reached Littlehaven safely. Mr. J. Soar, the Honorary Secretary, went out in the Life-boat.—Rewards, £19 14s.

TORBAY, DEVON.—On returning to port at about 9 P.M. on the 4th January a drifter reported that another drifter, *Sunbeam*, belonging to Torquay, but fishing from Brixham, had asked her to stand by, as her engine had failed. The *Sunbeam* was then off the Orestone, with three men on board. The other drifter could not remain owing to the heavy sea running, and the strong S.S.W. breeze. About 9.35 P.M. the Motor Life-boat *George Shee* put out to look for the *Sunbeam*, but the wind veered and moderated and this enabled the *Sunbeam* to make Brixham under sail and one engine. The Life-boat was re-called and returned to her Station at 10.35 P.M. While on this service Coxswain Sanders's hand was struck by the steering wheel and the bone of his right thumb split.—Rewards, £14 9s. 6d.

TRON AND GIRVAN, Ayrshire.—Information was received through the Portpatrick Coastguard at about 7.30 P.M. on the 5th January, that flares had been seen off Pladda Point. The Troon Motor Life-boat *Sir David Richmond* and the Girvan Motor Life-boat *Lily Glen, Glasgow* were both launched. A moderate W. breeze was blowing with a moderately rough sea. Although the Life-boats searched a large area thoroughly for several hours, no trace of any vessel in need of help could be found. The Life-boats returned to their Stations about 1 A.M.—Rewards: Troon, £13 11s. 6d.; Girvan, £13 11s. 6d.

TORBAY, SALCOMBE, AND PLYMOUTH, DEVON.—At 11.25 A.M., on the 6th January, the Motor Life-boat *George Shee* left Brixham in a whole S.S.W. gale, with a very heavy sea and rain, as the s.s. *Ingola*, of Glasgow, had sent out an S.O.S. message that she was bearing down on the rocks off Start Point. The message had been intercepted and passed through the Coastguard to the Life-boat Authorities. The S.O.S. was also conveyed to Salcombe and in response the Motor Life-boat *Alfred and Clara Heath* also launched. At 11.42 A.M. the *Ingola* cancelled her distress call, having mistaken seas washing over a steamer off the Start for seas breaking over the rocks. The Torbay Motor Life-boat was re-called when off Berry Head and arrived back at her Station at 12.30 P.M. Coxswain Sanders was in command, although suffering from the injury to his thumb received while out on service two days before.

Salcombe Life-boat was also recalled from Prawle Signal Station, but the weather was very bad indeed, so the Life-boat ran for Dartmouth, and returned to Salcombe the following day. Information of the vessel's position was also given to Plymouth, where the Crew of the Motor Life-boat *Robert and Marcella Beck* assembled, but it was not considered necessary for the boat to go out.—Rewards: Torbay, £7 6s. 6d.; Salcombe, £12 12s.; Plymouth, rewards included in the

£4 7s. 6d. for the launch to the *Trevaylor* on the same date.

TORBAY, PLYMOUTH, AND SALCOMBE, DEVON.—The s.s. *Trevaylor*, of St. Ives, lost her propellor when off the Eddy-stone on 6th January, in a whole S.S.W. gale, with a very heavy sea. She sent out an urgent call for help. It was passed by the Coastguard to the Life-boat Station, and the Motor Life-boat *George Shee* left Brixham at 10 P.M. to go to her help. H.M.S. *Exeter* and tugs from Falmouth also went out. Although she searched through the night, the Life-boat could not find the drifting steamer. Then at dawn she discovered her off the Prawle and stood by until, with the arrival of the tugs, she was no longer in danger. The tugs took her in tow and brought her into Falmouth. The Life-boat made for home again at 11 A.M., reaching her moorings at 1 P.M., after being on service for fifteen hours. The Coxswain, who had hurt his thumb on service two days previously, was in charge. The Plymouth Motor Life-boat *Robert and Marcella Beck* was also called out, but was recalled, and the Salcombe Life-boat Station was informed.—Rewards: Torbay, £22 5s.; Plymouth, £4 7s. 6d.

ST. MARY'S, ISLES OF SCILLY.—A telephone message was received from the Coastguard at 1.53 P.M. on the 6th January that the s.s. *Jersey City*, of Bideford, had broken down and was in distress ten miles off the Bishop Rock. Preparations to launch the Motor Life-boat *Cunard* were at once made, but were cancelled on receipt of a further message that the vessel was off the South Bishops, 115 miles to the northward. The initiative of the Postmaster in enlisting the aid of a passing motorist to deliver the second message saved the expense of a launch.—Rewards, £1 16s.

THE MUMBLES, GLAMORGANSHIRE.—The Coastguard telephoned to the Honorary Secretary at 1.15 A.M. on the 8th January that a steamer, which was found later to be the *Afon Dulais*, of Llanelly, bound for Port Talbot with pig iron, was aground on the Mixon Sands. A light N.N.W. wind was blowing with a ground sea when the Motor

Life-boat *Edward, Prince of Wales* put out. She found the vessel hard and fast, but the crew declined to leave. The Life-boat stood by until, on the flood tide at 2.30 A.M., the steamer refloated and went on her way. The Life-boat returned to her Station at 4.30 A.M.—Rewards, £14 17s.

WHITBY, YORKSHIRE.—At about 1.10 P.M. on the 8th January the Coxswain was informed by a fisherman that a fishing boat had broken down and was blowing towards the shore south of Whitby. The Coastguard confirmed this and added that another fishing boat was going towards her. A strong N.N.W. breeze was blowing, and there was a strong sea breaking along the coast as well as a very strong tide and sea across the harbour entrance. The Motor Life-boat *Margaret Harker-Smith* was launched at 1.45 P.M. and found the Whitby fishing boat *Remembrance* about a mile to the southward in tow of the fishing boat *Fortunas*, which had with difficulty got a second tow rope aboard after the first had parted. Escorted by the Life-boat the *Remembrance* was safely towed into harbour by the *Fortunas*.—Rewards, £8 5s. 6d.

NORTH SUNDERLAND, NORTHUMBERLAND.—In the early morning of the 9th January part of the local fishing fleet put out to the fishing grounds, but after going a few miles five of the boats decided to return on account of the very strong S. wind and short sea. Nine others went on, but later two cut away their gear and ran for port. Conditions were very bad indeed, but they succeeded in making land near Craster. At 1.30 P.M. the Pulling and Sailing Life-boat *Lizzie Porter* was launched to go to the aid of the seven boats still to come. She went south and stood by six of the boats through the roughest water. The last coble would not take the risk of coming through the tide race and made for Craster. When it was learned that this boat had reached safety, the Life-boat was signalled to return and arrived back at her Station at 3.15 P.M.—Rewards, £18 7s.

MARGATE, KENT.—At 9.35 P.M. on the 9th January information was tele-

phoned from the Coastguard at Reculvers that a vessel was burning flares about three-quarters of a mile N.W. from Reculvers. The vessel proved to be the barge *Vicunia*, of London, bound, laden, from Portland to London, with a crew of three on board. As the Life-boat Coxswain was at sea, the Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched in charge of Robert Ladd, one of the survivors of the surf-boat disaster in 1897. The Life-boat found that the vessel was in a sinking condition. Her crew and their dog were already in the ship's boat, which they were keeping afloat by bailing. The men and their dog were taken into the Life-boat and landed at Margate at 12.15 A.M.—Rewards, £16 10s.

SELSEY, SUSSEX, and BEMBRIDGE, ISLE OF WIGHT.—The Selsey Motor Life-boat *Canadian Pacific* was launched in a S.S.W. gale with a rough sea at 3 A.M. on the 10th January in response to red flares from a position about six miles S.S.W. of Selsey Bill. It was found that the signals came from the s.s. *Mango*, of Newry. Her cargo of stone had shifted while she was on a voyage from Crookhaven to Ipswich, and she was on her beam ends. The crew of nine men were rescued by the Life-boat, and the *Mango* eventually went ashore in West Bay, Selsey. After taking the crew on board, the Life-boat made for Portsmouth, where the shipwrecked men were landed. The Life-boat, after her Crew had breakfasted, left for her Station, and arrived at her moorings about 10.30 A.M. She waited for the weather to abate. This did not happen, and as she could not be got up the Slipway, the Coxswain, about 4 P.M., decided to return to Portsmouth. There she was berthed in the Dockyard, and the Crew, after a meal, were taken home in motor cars, two of which were kindly lent. On the following day the Life-boat was brought back to her Station. When the Life-boat reached Portsmouth the second time, her Crew had been out in her for fifteen hours in bad weather. One of the Crew had received slight injuries, and the Life-

boat had been slightly damaged. A Letter of Appreciation was sent by the Institution to the Branch, and additional monetary rewards were made to the Coxswain and Crew.

After the Selsey Motor Life-boat had been launched, information of a vessel in distress reached Bembridge, and the Motor Life-boat *Langham* was launched. She found that the vessel was the *Mango*, and that the Selsey Life-boat had already taken off the crew.—Rewards: Selsey, £44 2s. 9d.; Bembridge, £23 10s.

ST. PETER PORT, GUERNSEY.—During a moderate S.W. to W. gale, with a heavy sea, a message was received at 7.15 P.M. on the 10th January that at 3.15 P.M. the fishing boat *L'Arguemon*, of St. Malo, was in difficulties. The crew of the Motor Life-boat *Queen Victoria* were assembled, but in view of the fact that the message must have come from a vessel in a position to give help, that the message had been sent four hours earlier, and that the position was thirty-five miles from Les Hanois Lighthouse (nearly forty-five miles from St. Peter Port), the Life-boat did not put out. A passing steamer saved one of the crew of *L'Arguemon*, but the remaining two were lost.—Rewards, £1 11s. 6d.

FILEY, YORKSHIRE.—The steam trawler *James Lay*, of London, with a crew of fourteen on board, bound for Hull, laden with fish, grounded on Filey Brigg at about 8 A.M. on the 12th January in a thick fog. The sea was smooth. Cobles endeavoured to refloat the vessel at high water, but were unsuccessful and returned ashore, leaving the crew on board. About 9.15 P.M., by which time a strong S. gale was blowing with a rough sea, the trawler made distress signals, and the Pulling and Sailing Life-boat, *Hollon the Third* put off after consultation with the Coastguard. She reached the trawler, only to find that the men had got ashore. Next night a fisherman, returning ashore in his coble, saw the *James Lay* moving, and made an effort to take off two members of the crew and three youths who had gone on board, but

owing to the rough sea and a moderate S. gale he failed. The Life-boat was again launched at 9.15 P.M. on the 13th, and took off the five men. The vessel was re-floated and went on her way the following morning.—Rewards: First launch, £30 16s.; second launch, £32 4s.

GREAT YARMOUTH and GORLESTON, NORFOLK.—During a fresh S. gale on 13th January, with a very rough sea, the Coastguard reported, at 7.49 A.M., that a ketch, which was found to be the *Ethel Edith*, of Faversham, carrying a crew of four and bound with maize from London to Great Yarmouth, was in distress about three miles to the southward. The Motor Life-boat *John and Mary Meiklam of Gladswood* was launched. She went alongside the vessel at 8.30 A.M., and put five men on board to help in getting up anchor and in making fast to a tug, the *George Jewson*, which by this time had also arrived. The Life-boat stood by the ketch while the crew hove up the anchor, which took about an hour, and then accompanied the ketch and tug to harbour, which was reached shortly before 11 A.M. While engaged on this service the Life-boat was signalled by the steamer *Grace*, of London, which was sheltering in the roadstead, and, on going alongside was asked to land a man. With some difficulty he was taken into the Life-boat. The steamer was bound for Blyth from Ostend, and just before leaving Ostend the man had learnt that his wife had died. He was very grateful for the help given which enabled him to reach home much sooner than he would otherwise have done.—Property Salvage Case.

LOWESTOFT, SUFFOLK.—During a whole S. by E. gale, with a very heavy sea and rain, on the 13th January, the Coxswain was at the Coastguard Look-out, when, at 10.25 A.M., a message was received from Gorleston that a vessel off Corton was firing a signal for help. The Motor Life-boat *Agnes Cross* was promptly launched and found the vessel to be the barge *Servic*, of London, carrying a crew of three. Her anchors had been dragging and she had been swept by heavy seas, but when the

Life-boat arrived the anchors were holding. The Life-boat stood by until a tug took the barge in tow, and then returned to her Station, arriving at 12.30 P.M.—Rewards, £20 18s. 6d.

CROMER, NORFOLK.—In response to information received from the Coast-guard, the Motor Life-boat *H. F. Bailey* was launched at 11.15 A.M. on the 13th January in a strong W.S.W. breeze, with a moderate sea, and went out to the Haisborough Sands. Finding nothing, the Life-boat returned to her Station; she then went off again and spoke to the s.s. *Aina* of Ventpils, which was about two miles to the N.N.E. The master stated that his vessel had been aground on the Haisborough Sands, but had re-floated, and that he did not require any help. The Life-boat returned to her Station at 4.40 P.M.—Rewards, £12 7s. 6d.

BLYTH, NORTHUMBERLAND.—Shortly after noon on the 13th January information was received from Cresswell, through the Blyth Coastguard, that a small steamer was lying about one mile east of Cresswell broadside on to the sea and drifting. She was not showing signals of distress, but she appeared to be in need of help. A strong W.S.W. gale was blowing, with a heavy sea. The Motor Life-boat *Joseph Adlam* put out, but when she reached the position given, she found that the steamer had gone. She had been seen to get under way by the Coastguard at Cresswell, who signalled the Life-boat to return home.—Rewards, £8 5s. 6d.

PORTPATRICK, WIGTOWNSHIRE and DONAGHADEE, Co. DOWN.—The Portpatrick Motor Life-boat *J. and W.*, and the Donaghadee Motor Life-boat *William and Laura* were both launched on the 13th January to the s.s. *Camlough*, of Belfast, the Portpatrick Life-boat rescuing her crew of eight.—Rewards: Portpatrick, £27 16s.; Donaghadee, £28 1s. (A full account of this service, for which Coxswain Campbell, of Portpatrick, was awarded the Bronze Medal, appeared on page 424 of *The Life-boat* for February.)

BROUGHTY FERRY, ANGUS.—At 1.30 A.M. on the morning of the 14th January,

the police informed the Coastguard that the motor yawl *Falcon*, of Broughty Ferry, was adrift somewhere in the Tay with fifteen men on board. She had left Tayport at 10 P.M. the previous night for Broughty Ferry, and there was no sign of her. A strong S.W. gale was blowing with a heavy sea. The Motor Life-boat *John Ryburn* was called out, but just as she was about to leave, the missing vessel's lights were seen approaching, and the Life-boat Crew were dismissed.—Rewards, 18s.

PETERHEAD, ABERDEENSHIRE.—During a whole S.S.W. gale with a heavy sea on the 14th January, the Coxswain was at the Life-boat Station, when, at 12.30 P.M., he received information from the Coastguard that the small fishing boat *Thistle*, of Peterhead, with two men on board, was in distress at Kirton Head, about five miles to the north of Peterhead. The Motor Life-boat *Duke of Connaught* promptly went out and found the boat with her engine broken down, her tiller lost, and her halyards fouled, so that the crew could not work the sail. Taking the fishing boat in tow, the Life-boat returned to Peterhead Harbour, which was reached at 2 P.M.—Rewards, £8 5s. 6d.

BEAUMARIS, ANGLESEY.—On 14th January a man from Dinmor Quarry saw an aeroplane apparently nose-dive either on to Puffin Island or into the sea, and reported it to the Coastguard, who notified the Life-boat Station. This was at 3.30 P.M. The Motor Life-boat *Frederick Kitchen* was promptly launched. A whole S.W. gale was blowing, with a steep breaking sea. The Life-boat cruised round the island, but could find no sign of the aeroplane. In the meantime the Coastguard learned that the machine had landed safely near Chester, and re-called the Life-boat. The pilot of the aeroplane, the Hon. Mrs. Victor Bruce, wrote and expressed her thanks for the action taken.—Rewards, £12 1s. 6d.

TEIGNMOUTH, DEVONSHIRE.—At 10.15 P.M. on the 14th January the Coastguard informed the Honorary Secretary that a small drifter appeared to be in difficulties about five miles



S.E. of Dawlish, so the Life-boat Coxswain remained in readiness for some time at the Station in case the Life-boat should be needed.—Rewards, 5s.

SOUTHEND-ON-SEA, ESSEX. — At 3.10 A.M. on the 15th January information was telephoned from the Pier Head that flares had been seen about one and a half miles from the pier in the direction of the Lowway Buoy. Putting off in a moderate S.W. gale, with a very heavy sea and rain, the Motor Life-boat *Greater London* found the barge *Conqueror*, of Rochester, laden with sand and carrying a crew of two. She was nearly under water and leaking very badly. Her crew were at once taken off and the Life-boat returned to her Station, arriving at 4.20 A.M.—Rewards, £17 17s.

LYTHAM - ST. ANNE'S, LANCASHIRE— At about 11.30 A.M. on the 15th January the Coxswain was informed by fishermen, who had just returned, that the local shrimping boat *Jenny*, with only one man on board, was flying a distress signal. In a moderate S. to S.W. gale, with a rough sea and rain, the Motor Life-boat *J.H.W.* was launched. This was her first service. She found the boat at anchor in a dangerous position near Salters Buoy, at the mouth of the River Ribble, with a shrimp bag flying as a signal of distress. After towing her to smoother water, the Life-boat put one of her Crew on board to help the man in the boat, and then towed her to her moorings. The Life-boat returned at 2 P.M.—Rewards, £6 17s. 6d.

GREAT YARMOUTH and GORLESTON, NORFOLK.—At 5 A.M. on the 16th January the Coastguard reported to the Honorary Secretary that a vessel was ashore about a quarter of a mile north of Britannia Pier. The Motor Life-boat *John and Mary Meiklam of Gladwood* was launched in a fresh S.S.W. breeze, with a rough sea, and found that the vessel was the auxiliary motor vessel *Hawarden Castle*, of Chester, which had gone ashore on the main while bound, laden, from Boston to Ostend. Her captain told the Coxswain that he had struck some sub-

merged wreckage, had broken a pipe and carried away a seacock, and, as water was coming in rapidly, had had to beach his vessel. As he did not require any help the Life-boat returned to her Station, arriving at 12.40 P.M.—Rewards, £21 8s.

APPLEDORE, DEVON.—Just after the Motor Life-boat *V.C.S.* had returned from exercise on the 18th January, a vessel was seen to be drifting into the broken water on the North Tail with another vessel trying to help her. As it was clear that the other vessel could do nothing, the Life-boat put out again at 1.30 P.M. She found the vessel in distress to be the ketch *Bessie Gould*, of Barnstaple, in ballast, bound from Braunton to Bridgwater, with a crew of three. She was in difficulties with her engine disabled. A moderate S.S.W. breeze was blowing with a rough sea. It was difficult to get alongside, so a line was got on board. The ketch was then got clear of the broken water, and, with the help of her sails, taken to Appledore. But for the help of the Life-boat, the ketch, which was broadside on to the shore when the Life-boat reached her, would probably have been wrecked.—Property Salvage Case.

CAMPBELTOWN, ARGYLLSHIRE.—The Honorary Secretary received a telephone message from the Kildonan Coastguard at 3.55 A.M. on the 21st January to the effect that a ship was ashore on West Bennen Head, Isle of Arran, and the Motor Life-boat *City of Glasgow* was launched. A strong S.W. breeze was blowing, with a rough sea. The Life-boat found that the vessel was the s.s. *Glenaan*, of Belfast, bound light from Belfast to Glasgow, and that she had run ashore in the fog. As the crew were already safe on shore, the Life-boat returned home, reaching her Station at 8.30 A.M.—Rewards, £17 11s. 6d.

THE HUMBER, YORKSHIRE.—At 9 A.M. on 27th January the Life-boat Motor Mechanic and Bowman put out in the boarding dinghy to run the Life-boat's engines, and hang out riding lights. As they were rowing out to the moorings a dense fog settled. They

missed the Life-boat and drifted out to sea. After a time anxiety was felt for their safety, and the remainder of the Life-boat Crew, thinking that they might have landed, searched the beach, but without result. The Motor Life-boat *City of Bradford I.* was then launched and went in the direction of the Binks, searched the coast for about seven miles to the north and returned on a zig-zag course, still without avail. Inquiry was made at the Royal Naval Signal Station by semaphore, where it was learned that the men had not returned, and that there had been a collision twenty-one miles N. by E. of Spurn. It was now 2.30 P.M., and the fog was lifting. The Life-boat made for the Spurn Lightvessel, and just as it arrived a steam trawler was seen making for the Humber with the Life-boat's dinghy in tow. She had picked the men up eight miles north of the Lightvessel. After taking the two men on board, the Coxswain made for the scene of the collision, but nothing was seen, and after cruising round for some time, the Life-boat returned to her Station, arriving back at 8.30 P.M. It was afterwards learned that the s.s. *Larchwood* and s.s. *Burma* had been in collision without loss of life.—Permanent Crew.

FLAMBOROUGH, YORKSHIRE.—During the morning of the 2nd February a moderate N. breeze was blowing with a very heavy sea running. Several returning fishing boats only succeeded in landing at great risk, and two were nearly capsized. The No. 1 Pulling and Sailing Life-boat *Forester* was therefore launched at 1 P.M. to stand by the remaining boats as they came in. This she did, the last boat arriving safely at 5 P.M.—Rewards, £18 15s. 6d.

#### March Meeting.

ALDEBURGH, SUFFOLK.—Shortly before 10 A.M. on 9th January information was received through the Coastguard that a steamer was ashore on Sizewell Bank, about half a mile N.W. of the Sizewell Bank Buoy. She was found later to be the s.s. *Polaris*, of Stockholm, carrying a crew of twenty-three, and bound from Stockholm to Rochester

with a cargo of paper pulp. There was fog at the time, but the sea was smooth, with a light increasing S.S.W. breeze. At 10.7 A.M. the Motor Life-boat *Abdy Beauclerk* went out. The Coxswain and some of the Life-boat Crew boarded the steamer. They helped to get a tow rope on board from a tug which had arrived, and then took a hand in jettisoning cargo. Later the Life-boat took soundings round the ship, which eventually floated at the top of the flood tide at 11.20 A.M. After accompanying the *Polaris* for some distance the Life-boat returned to her Station at 1.10 P.M.—Property Salvage Case.

LONGHOPE and STROMNESS, ORKNEY.—On 9th January the Hull trawler *Dorbie* was wrecked, and eight men of the crew were rescued by the Longhope Life-boat. The Stromness Life-boat was also launched.—Rewards: Longhope, £44 5s. 6d; Stromness, £14 0s. 6d. (A full account of this service appears on p. 478 of this issue.)

TORBAY, DEVON.—On January 14th the Coastguard reported what appeared to them to be the sudden disappearance of a small yacht off the Skerries Bell Buoy. The time was then 5.35 P.M., and the Motor Life-boat *George Shee* put out. A S.W. breeze was blowing which increased to a whole gale with a very heavy sea. She searched until about 2 A.M., and then returned to harbour, but was held in readiness to put out again at daylight. Before she put out further enquiries were made, and information was then received from the Coastguard that the vessel was at anchor in Torquay Harbour. The yacht was the *Ahto*, of Esthonia, manned by two brothers, who were on a world cruise. She had made Torquay Harbour unnoticed and unreported at about 7.30 P.M., while the Life-boat was searching for her in the gale. Coxswain W. G. Sanders, who had injured his thumb badly while on service on 4th January, was in charge of the Life-boat.—Rewards, £14 9s. 6d.

RAMSGATE, KENT.—At 8.20 A.M. on 30th January a message was received from the Coastguard Station that the East Goodwin Light Vessel had reported a steamer ashore to the N.W. of the

Light Vessel. The Motor Life-boat *Prudential* put out and found the vessel to be the s.s. *Sojourner*, of Newcastle, carrying a crew of eleven, and bound from Holland to Portsmouth with a cargo of potatoes and onions. The weather was very thick and the sea was smooth. Several boats from Deal went to the steamer, but their help was declined by the Captain, who, however, accepted the services of some of the Life-boat Crew to help in jettisoning part of the cargo. The Life-boat stood by until the steamer got off at 4 A.M. the following morning and went on her way. After being on service for about twenty-four hours the Life-boat reached her Station again at 8 A.M.—Property Salvage Case.

THURSO, CAITHNESS-SHIRE.—At 12.20 A.M. on 3rd February, during a very thick fog, word was received that a vessel was making signals of distress, and the Motor Life-boat *H. C. J.* was launched. The Hull trawler *Arragonite*, with a crew of fifteen on board, was found on the rocky shore of Murkle Bay, having stranded while homeward bound from the Faroes laden with fish. At her master's request the Life-boat ran out an anchor for her, and as the tide rose the trawler was able to haul herself off. A Life-boatman was then put on board to pilot her clear of the surrounding shoals. But for the help given by the Life-boat Crew it is probable that the vessel would have been washed further in shore by the flood tide and swell and would have become a wreck.—Property Salvage Case.

FILEY, and SCARBOROUGH, YORKSHIRE.—At 6.30 A.M. on 8th February, the steam trawler *Johannesburg*, of Scarborough, ran ashore on the north side of Filey Brigg. She had a crew of nine on board. Information was given by the Coastguard and the Filey Pulling and Sailing Life-boat *Hollon the Third* was launched. When she reached the trawler the crew declined to leave her and the Life-boat returned at 9.15 A.M. By 1 P.M. a strong northerly gale was blowing, with a very heavy sea, and the Life-boat went again. There were now on board the trawler, in addition to her

crew, twenty-one local men who had gone out in their cibles but were unable to get off again. The men declined to leave so the Life-boat stood by, and sent a message asking for the Scarborough Motor Life-boat *Herbert Joy II.* to come out, as conditions were very bad and the trawler was in a dangerous position. About 3 P.M. the men decided to leave the trawler and twenty-eight were, with very great difficulty and danger, owing to the rolling of the vessel, taken into the Filey Life-boat. When the Scarborough Motor Life-boat arrived the two men remaining on board were also taken off. Shortly afterwards the *Johannesburg* was washed off the Brigg. The two members of the crew in the Scarborough Life-boat, together with two Life-boatmen, returned to the trawler. Her engineers were also put on board her from the Filey Life-boat, and the trawler, which was in danger of sinking at any moment, was escorted to the Filey Sands by the Scarborough Life-boat and there beached. This was a smart service by the Filey Life-boat and a Letter of Appreciation was sent to the Branch.—Rewards: Filey, £31 15s.; Scarborough, Property Salvage Case.

TORBAY, DEVON.—At daybreak on 10th February the s.s. *E. Rose*, of Great Yarmouth, bound, in ballast, from Plymouth to Boston, Lincs., with a crew of six on board, was seen by the Coxswain to be in difficulties dangerously near a lee shore between Goodrington and Broadsands. A strong E.N.E. gale was blowing with a heavy sea, and the weather was very cold, with snow showers. By 8 A.M. the vessel's position was so perilous that the Motor Life-boat *George Shee* was launched. She went to Goodrington, where the steamer had, by this time, been skilfully beached in order to avoid being driven on the rocks. After standing by for nearly two hours the Life-boat returned to her Station as the crew did not wish to leave the steamer and the Life-saving Apparatus Company had fired a line over her from the shore.—Rewards, £7 6s. 6d.

CLACTON-ON-SEA, ESSEX.—The Crew of the Motor Life-boat *Edward Z.*

*Dresden* were assembled at 2.28 A.M. on 10th February, as the Coastguard had reported that the s.s. *Urla*, of London, was aground on the Gunfleet Sands. At 2.50, however, news was received from North Foreland Radio, through the Coastguard, that the *Urla* had refloated, and the Crew were dismissed.—Rewards, £1 13s. 6d.

PORTPATRICK, WIGTOWNSHIRE.—At about 4 P.M. on 10th February information was received from fishermen that the motor fishing boat *Morning Star*, with a crew of three on board, including John Campbell, the Life-boat Coxswain, was two hours overdue. A strong S.E. breeze was blowing with a moderate sea, and the weather was very cold. As no trace of the boat could be seen it was evident that some mishap had befallen her, and the Motor Life-boat *J. and W.* was despatched to search. She found the boat, disabled by engine trouble, eight miles north of Portpatrick, drifting about helplessly with night coming on. The Life-boat took the *Morning Star* in tow, and brought her safely to harbour. The Second Coxswain had charge of the Life-boat, and the Branch Chairman was on board.—Rewards, £9 19s. 6d.

SCARBOROUGH, YORKSHIRE.—During the morning of 12th February, while four boats were at sea line fishing and crab catching, a heavy sea got up at the back of the pier, which made it dangerous for the boats to enter the harbour. The weather was very cold with snow showers and a moderate easterly wind blowing. At 11.20 A.M. the Motor Life-boat *Herbert Joy II.* was launched, found the coble *Our Maggie* and the keel-boat *Albatross* at the back of the pier and escorted them into the harbour. The Life-boat again put to sea at about 2 P.M., met the boats *Gloria* of Bridlington and *Fife's Own* one and a half miles east of Scarborough and escorted them to safety.—Rewards, £20 3s.

RUNSWICK, YORKSHIRE.—At about midnight on 15-16th February the steam trawler *Jeanne*, of Ostend, struck the Keldar Steel, an outlying reef near Kettleless, while bound home, with a cargo of fish, from the fishing grounds.

She carried a crew of fourteen. She was seen by the Coastguard at Kettleless Point. The Life-boat Station was informed, and the Pulling and Sailing Life-boat *Hester Rothschild* was launched to her help. A moderate N. wind was blowing, with a very heavy sea, and there was a thick fog. The Life-boat was manoeuvred with great difficulty alongside the *Jeanne* only to find that the crew had already abandoned her. By the light of flares men could be seen on the beach under the cliffs but it was impossible to get to them with the Life-boat. All haste was made back to the Station, and the Coxswain sent a search party by the cliffs to the scene of the wreck. After a four and a half mile scramble over rocks and cliffs the party found the *Jeanne's* crew. They were in desperate plight, for they were very scantily clad and were suffering from exposure. Of the crew of fourteen three men had been drowned or had died from subsequent exposure, for the small ship's boat, to which they had taken only a few minutes before the arrival of the Life-boat, had capsized and thrown all of them into the sea. The eleven survivors were helped up the cliffs by the Life-boat party and the crew of the Kettleless L.S.A. Company which had arrived a little later. But for the prompt action of the Coxswain in sending the search party the eleven men would undoubtedly have died, for they could never have found their way up the strange cliffs in the dark. The Institution sent a Letter of Congratulation to the Coxswain. He was also presented with an inscribed gold chronometer by the owners of the *Jeanne*.—Rewards, £45 19s. 6d.

BEMBRIDGE, ISLE OF WIGHT. — Shortly after 9.30 A.M. on 17th February, the Coastguard telephoned that a seaplane had made a forced descent at sea, about a mile east of Foreland Lookout. Signals for help were also seen. The Motor Life-boat *Langham* was launched in a fresh easterly wind with a moderate sea. She found that the seaplane was a Government machine, S.1502, carrying out experiments, and that she had been damaged and disabled when she alighted.

THE WRECK OF THE TRAWLER JEANNE.



*By courtesy of]*

**The trawler and the remains of her boat.**

*[Topical Press.*



*By courtesy of]*

**Coming up the cliffs.**

*[Northern Echo, Darlington.*

(For an account of this service, see opposite page.)

Three men were on board her, and the pilot asked the Life-boat to tow her out of broken water. With the machine in tow the Life-boat made for Lee-on-Solent. Air Force launches met her, but the pilot declined to change his tow as he feared it would be dangerous owing to the damaged state of the seaplane.—The Commanding Officer at Lee-on-Solent thanked the Life-boat Crew. He also sent a letter of thanks.—Rewards, £8 10s.

APPLEDORE, DEVON.—At 8.35 P.M. on the 18th February, information was received from the Coastguard that rocket signals had been seen between Peppercombe and Clovelly, but that nothing further was known. The motor Life-boat *V.C.S.* was launched at 9.15 P.M., in a moderate E. breeze, to investigate the signals. After cruising in a large area without seeing any vessel in distress she returned to her Station, having been out for about five hours.—Rewards, £19 5s.

ST. PETER PORT, GUERNSEY.—At about 6.35 P.M. on 19th February, a telephone message was received from the Rockmount Hotel that signals of distress had been seen in a position approximately four miles N.W. of Hanois Lighthouse. This was confirmed from another source, and the Motor Life-boat *Queen Victoria*, put off at 7.5 P.M. A strong N.E. breeze was blowing, with a moderate sea. It was found that the signals came from French naval vessels exercising, and the Life-boat returned to her Station at 11.45 P.M.—Rewards, £15 10s. 6d.

ROSSLARE HARBOUR, CO. WEXFORD.—On 22nd February the *Happy Harry*, a schooner belonging to Whitehaven, bound, laden, from Glasgow to Wexford with a crew of four on board, ran ashore on the North Dogger Bank. She was seen by the Harbour Master, who telephoned to the Life-boat Station at 5.25 P.M. The Motor Life-boat *K.E.C.F.*, was launched in a rough sea, with a freshening N.E. breeze. She found that the vessel was in no immediate danger and that the crew did not wish to leave her. As, however, the schooner was in an exposed position,

which would have been very dangerous if the wind had shifted, the Life-boat stood by until after high water, when the danger was past, and then returned to her Station, arriving at 8.45 P.M.—Permanent Crew, Rewards, £2 6s. 6d.

BLAKENEY AND WELLS, NORFOLK.—At 9.5 P.M. on 22nd February, the Blakeney Coxswain was informed by the Coastguard that a flare had been seen between Blakeney and Wells. The Pulling and Sailing Life-boat *Caroline* was launched at 9.45 P.M. in a moderate N.W. breeze, with a moderate sea, but on reaching the bar she found that owing to the ebb tide there was not enough water to get over, nor could the boat return to her moorings. She waited until 5 A.M. next morning, when the tide had risen sufficiently. Meanwhile the Wells Pulling and Sailing Life-boat *Baltic* had been launched at 10 P.M. She searched along the coast for about eight miles, and then went out to sea, but was unable to find any vessel in need of help. She returned to her Station at 5 A.M.—Rewards, Blakeney, £15 1s.; Wells, £41 5s. 6d.

DOVER, KENT.—The French steamer *Capitaine Bonelli*, reported to the Ramsgate Coastguard at about 9.10 P.M., on 23rd February, that an explosion had been heard five miles E. of the South Goodwin Lightvessel. This information was passed to the Life-boat Coxswain at Dover, and the Motor Life-boat *Sir William Hillary* was sent out. She left her moorings at 9.40 P.M. in a light N.W. breeze, with a slight sea, but she could find no sign of a vessel in distress. She then spoke the Lightvessel which informed the Coxswain that a trawler had been ashore on the South Goodwin Sands but had refloated. The Life-boat returned to her Station, arriving back at 11.45 P.M.—Rewards, £3 15s.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—The Motor Life-boat *John and Mary Meiklam of Gladswood* was launched at 4.40 A.M. on 28th February, in a fresh easterly gale with a very heavy sea, on receipt of information from the Coastguard that the St. Nicholas Lightvessel was firing signal

rockets. The Life-saving Apparatus was also called out. The Life-boat went to the St. Nicholas Lightvessel, and then to the Cockle Lightvessel. There the Coxswain learned that a steamer was burning flares somewhere S.W. of the Cockle. Eventually the Life-boat found the vessel aground on the outer bank at Hemsby. She was the s.s. *Castle Galleon*, of Newcastle, bound, light, from Ipswich to Blyth. The Life-boat let go her anchor and veered down to the steamer, but while she was doing this a heavy sea lifted the steamer over the outer bank, and she went ashore on the main. The Life-Saving Apparatus then fired a line over her from the shore and the Life-boat stood by while the crew of thirteen were taken ashore.—Rewards, £35 7s. 6d.

HOYLAKE, CHESHIRE.—At about 11 A.M. on 28th February the Hoylake Coastguard reported that a small motor boat was at anchor or aground near Spencers Spit, and that they were keeping her under observation. Later they reported that the boat had disappeared, and at 1.56 P.M. the Motor Life-boat *Oldham* put off to search for her. A strong breeze was blowing, with a choppy sea. After searching without result the Life-boat put into Hilbre where she found the boat—the *Jupiter*, of Liverpool—safely anchored. The Coxswain was informed that she had anchored at Spencers Spit; while on passage from Liverpool to Hilbre, but had not been in danger or in need of help. The Life-boat returned to her Station at 4.30 P.M. — Rewards, £12 9s.

TORBAY, DEVON.—The Crew of the Motor Life-boat *George Shee* were assembled at 11 P.M. on 28th February as the Coastguard had reported to the Coxswain that a vessel—which was found later to be the motor trawler *May*, of Ostend, bound for the fishing grounds—was anchored in a dangerous position off Livermead. A fresh easterly gale was blowing, with a heavy sea. The trawler had first been seen and her danger reported by Mr. Ben Stedham, whose house overlooks the place where the *May* was anchored. The Life-boat Station got into touch with him by telephone, and he gave valuable help by keeping the trawler under observation all night and keeping in touch with the Coxswain. At daybreak the trawler sought shelter in Brixham Harbour and the Life-boat Crew were dismissed. A Letter of Thanks was sent to Mr. Stedham and his son.—Rewards, £4 8s.

WHITBY, YORKSHIRE.—Information was given to the Life-boat Coxswain shortly before 1 o'clock on the afternoon of 29th February that the motor fishing boat *Pilot Me* had broken down about three miles N.N.W. of Whitby. A strong N.E. to E. breeze was blowing, and although another boat could be seen taking the *Pilot Me* in tow, it was decided to send out the Motor Life-boat *Margaret Harker-Smith*, as there was a rough and broken sea at the harbour entrance. She was launched at 1.30 P.M., came up with the disabled boat about two miles off, in tow of the *Fortunatus*, and escorted the boats through the broken sea into the harbour.—Rewards, £8 5s. 6d.

### Shoreboat Services.

For which Rewards were given at the February, March, and April Meetings of the Committee of Management.

TALMINE, SUTHERLANDSHIRE.—At 4 A.M. on the 23rd December, 1931, the motor vessel *Dora*, of Wick, while anchored in Loch Eriboll, was forced by a south-westerly gale and heavy seas to cut her cable and run before the gale to Talmine, where she arrived at 8 A.M. With two anchors down she rode the

gale, which had continued and increased, until 11 o'clock on the morning of the 28th. Then one cable parted and the remaining anchor dragged. She obtained more ground tackle from men on shore and was again anchored. At 6 A.M. on the 29th the gale increased to hurricane force, all cables parted and

the vessel drove ashore and rapidly broke up. Peter Mackay, who had been watching her from the shore, secured a line thrown from the vessel, and with great difficulty he and five other men rescued the crew of three. They were often breast high in the sea and ran the risk of being washed away and drowned.—Rewards, £7 10s.

EYEMOUTH, BERWICKSHIRE.— The small fishing boat *Sea Nymph*, when off the Hurkur Rock on the 18th January, got into difficulties. Her engine had broken down. A very strong off-shore wind was blowing with a choppy sea; and as she had no sails, she was in danger of being swamped or blown out to sea. Her signals for help were seen

from the shore and the motor boat *Olive Branch*, manned by five men, immediately put off and towed her into safety.—Rewards, £1 17s. 6d.

SCARBOROUGH, YORKSHIRE.—About mid-day on the 11th March the motor fishing coble, *Hilda*, of Scarborough, while making for harbour, in a moderate E.S.E. gale with a rough sea, got into difficulties and was in danger of being swamped. As the Motor Life-boat was out in another direction, helping another coble, a Bridlington motor keel boat put out with six men aboard and helped the *Hilda* into safety.—Rewards, £2 5s.; also granted 30s. to cover the cost of a long line which was lost, and 3s. 6d. for fuel used.

### Life-boat Days in 1931.

In 1931 no fewer than 686 Branches held Life-boat Days, as compared with 672 in 1930 and 616 in 1929. The actual number of Days was still larger, for many Branches cover a wide area and include several districts, each of which holds its own Day.

Though the number of days was larger, the sum obtained by this form of appeal was smaller. That is not surprising in view of the increasing industrial depression and unemployment during the year. The amount raised last year was £41,363, as compared with £45,590 in 1930 and £43,520 in 1929. That is a decrease of £4,227 on 1930 and £2,157 on 1929.

The number of emblems disposed of was 5,005,473. That is to say, over five million people contributed to the Life-boat Service in response to these appeals alone. The number was, however, smaller by 353,227 than in 1930.

There has also been a decline in the average amount received for each Day. It was £71 in 1929, £68 in 1930, and £60 in 1931.

In 1929, on an average, it took 117 people to contribute each pound; in 1930 it took 118 people, and in 1931 it took 121 people. That is to say, the average contribution last year was just under twopence a head.

Permission to hold Days was refused in only 34 places, but that is an increase of eight on 1930.

The above figures justify, if any justification is necessary, the continuation of a form of appeal which is the most economical, and which reaches thousands of people who would have no other opportunity of contributing.

They show also that there is a good deal of exaggeration in the suggestions which are freely made that the public is tired and impatient of Flag Days. It is clear that it willingly and generously responds when the appeal is made on behalf of a great national charity like the Life-boats.

#### A Mayor's Appeal.

Those members of the public who feel any impatience at being appealed to in this way, and those Life-boat workers who are afraid of finding the public impatient, we recommend to read the very kind and sensible letter which the Mayor of Bath sent to the local Press, announcing that it had been decided to give permission for fifteen Flag Days. He wrote:—

“There is, on the part of some of the public, a resentment of Flag Days, generally, but may I emphasise that, if these Flag Days were not held, the



poorer folk who are willing to give their pence to the good work would not have the opportunity of doing so, and amounts ranging say from 1d. to 1s. would never be collected.

"May I point out further, that if there was a Flag Day every Saturday (fifty-two) for the whole year and people only gave one penny, their total subscription would be 4s. 4d. for the year. There are, however, only fifteen days on the list.

"It should be easy for everyone to be courteous to the collectors, whose duties

are often very hard, especially when the weather is bad, and a penny subscribed in this way and an emblem worn means that they will not be accosted again that day to contribute, but will have the smile of the other collectors as they pass them by.

"So when the days come along, do not say 'Bother, another Flag Day,' but, if you cannot give more than one penny, please do so, wear your emblem, and prevent unhappiness of yourself and the collectors."

### Duke of Northumberland's Life-boat Essay Competition, 1932.

THE Duke of Northumberland's Life-boat Essay Competition was held this year for the twelfth time. The number of schools taking part in the competition was 2,249, as compared with 2,354 in 1931. The number of schools which took part in the inter-school competition was 1,252, as compared with 1,471 in 1931. The number of schools which wrote essays without entering for the inter-school competition was 997, as compared with 883 in 1931.

The Institution, as in previous years, offered for competition a Challenge Shield and thirty-five individual prizes in each of the eight districts into which Great Britain and Ireland are divided for the purposes of the competition. Those schools which did not enter the competition for the inter-school competition, and those which were not successful in it, each receive a certificate for presentation to the writer of the best essay in the school.

Of the eight districts, the North-West comes first with 367 schools, as compared with 308 in 1931 (212 entering for the inter-school competition). The North-East comes second with 332, as compared with 334 (166 entering for the inter-school competition). London, which was first last year, is third with 321 schools, as compared with 386 (201 entering for the inter-school competition). The South-East of England is fourth with 300 schools, as compared with 358 (185 entering for the inter-

school competition). The Midlands is fifth with 285, as compared with 301 (163 entering for the inter-school competition). Scotland is sixth with 264 schools, as compared with 237 (110 entering for the inter-school competition). Ireland and Wales (including Shropshire, Hereford and Monmouth) are seventh with 238, as compared with 265 (124 entering for the inter-school competition). The South-West of England is again eighth, with 142 schools, as compared with 165 (91 entering for the inter-school competition).

Thus in the North-West of England and Scotland there is again an increase in the number of schools. In all the other districts there is a small decline on last year, but, except in London and the South-West, the number is larger than in 1930. In every district the number entering for the inter-school competition is smaller, except in the North-West, where there is a slight increase.

#### The Essays.

The subject was: "What are the qualities which make a good Life-boatman?" The judges all speak in praise of the high general standard of the essays, and we cannot do better than quote the following description of them by one of the judges: "They give ample proof that the youthful essayists appreciate to the full the qualities that go to the making of the good Life-

boatman. Courage, devotion to duty, self-sacrifice, the sense of responsibility, sympathy, perseverance, activity, vigilance, experience, strength (moral and physical), promptness, readiness, initiative, coolness, resource—all these qualities and others, to the sum total of well over a score, are dealt with in the various essays. And some of the writers are very strict. Let there be awaiting but one of the qualities they enumerate and the Life-boatman stands condemned. He may be a good Life-boatman, but he is not the perfect, the ideal Life-boatman. Youth can be stern in its summing-up.

“The age of chivalry is not gone. Many of the boys contrive—let the irrelevance be pardoned—to introduce a word of praise for the heroines as well as the heroes of the Life-boat—the women who, ‘when a Life-boat is about to depart, help to push the heavy boat into the water, often standing deep in the boiling surge.’”

#### “Tight Lips and a Granite Face.”

Many of the essayists found very quaint and charming phrases to describe those high qualities of body, heart and mind which they expect the Life-boatman to have.

“A Life-boatman must be a tight-lipped and granite-faced man to wrest victims from the stormy seas.”

“He must have the body of a Spartan and the endurance of a horse.”

“He must have a strong heart and he must not be insane. If he had a weak heart he will often be sick, and maybe he would die in a bad storm, and if he was insane he would not know what to do and when to do it.”

The need for courage is very originally expressed.

“Would the Life-boatman scream and probably swoon? No! Assuredly not. He would be like a goat in a stable which is on fire; he would try to seek some way of escape.”

What could be more telling than this homely simile! “A weak and scared man would shrink from that sort of job like flannel does from washing.”

And what more charming than this tribute in terms evidently of the writer’s

own struggles to be brave? “A man who is afraid to go upstairs in the dark would not do for a Life-boatman.”

In this, as in previous competitions, the courage needed in getting up in the middle of the night has impressed the essayists. “Most people have a certain amount of courage, but hardly anyone would appreciate the job of rising in the small hours of the morning to man the Life-boat.” But this year another form of courageous asceticism has roused the admiration of one writer. “They have to be men who are not afraid of leaving any kind of meals.”

#### The Learned Life-boatman.

The scholar is notorious for being absent-minded, careless and slow, but one essayist has quite another idea of the effect of learning on character. “Life-boatmen should be learned because they should hurry when going to a rescue.”

Yet another sees humour as one of the chief qualities of a good Life-boatman. “The Life-boatman has to be a joker or else he will fail to keep wrecked people from crying. If he starts to tell jokes the people will forget about their misery and enjoy themselves.”

He must also know how to sing. “Life-boatmen go out to a storm singing. They are busy men. If they were lazy they would be kicked out.”

As has already been pointed out, the wives of the Life-boatmen are not forgotten, though certainly it is stretching the meaning of “quality” rather far to describe a wife as one. “One of the qualities to make a good Life-boatman is to have a good and helpful wife.” “He must have a good wife or someone similar to get off his wet things.”

#### “Incomplete without a Halo.”

Several writers can hardly find words strong enough to describe their admiration, and one essayist ingeniously combines a tribute to the Life-boatman’s courage with a reminder of the perils of his calling.

“Who knows, when they come home a wreath of flowers might have taken the place of the wreath of laurels which in imagination adorns the brow of every man in the service.”

"He is a great example to mankind," says another, "one could almost imagine him incomplete without a halo." But all these fine qualities are best summed up by the essayist who describes him simply as "the good Samaritan of the sea."

#### The Best Essay in Great Britain and Ireland.

Among the eight essays which won the Challenge Shields the judges had no hesitation in awarding the prize for the best essay of all to Barbara Bull, of Leesland Girls' School, Gosport, Hants. Bessie Beedie, of St. Augustine's School, Langloan, Coatbridge, Lanark, the youngest of the shield winners, was, with the handicap for age, a very good second.

#### A Shield Won Outright.

In past years several schools have succeeded in winning a Challenge Shield two years running. This year, for the first time, a school has won a shield for the third year in succession, and the shield now becomes its property. The school which has this honour is the Spon Street Boys' School, Coventry.

#### Successful Towns.

Portsmouth has beaten every other town in the number of prizewinners. It has won seven certificates. Liverpool and Stoke-on-Trent have again been successful, though less successful than last year. Each has five winners. So have Birkenhead and Belfast. In Scotland the Orkneys and Shetlands are again prominent with five winners. In the South-West, Gosport holds the Challenge Shield for the second year in succession (last year it was won by a boys' School), and in the Midlands Coventry has not only won the Challenge Shield outright, but has three other schools among the winners.

#### Girls and Boys.

It has been a girls' year. For the second year running the best essay of all comes from a girl; and girls have now won this special prize seven times to five times by boys. In the North-West of England girls hold the first five places. The eight Challenge Shields are

divided equally between girls and boys, but of the total of 276 prizewinners 154 are girls and 122 boys.

#### The Awards.

Barbara Bull, as the writer of the best essay, will be presented with a copy of the five-guinea edition of "Britain's Life-boats," by Major A. J. Dawson, signed by the Prince of Wales, and a certificate. Each of the other seven winners of the Challenge Shields will receive a copy of the two-guinea edition of "Britain's Life-boats," and a certificate. The schools will hold the Shields for a year (except Spon Street Boys' School, Coventry, which has won its Shield outright), and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prizewinners will each receive a certificate.

#### Our Thanks to the Teachers.

The Institution wishes very gratefully to acknowledge the help of the Education Authorities, not only by giving permission for the competition to be held, but in many cases by circulating the particulars and drawing attention to it in other ways. To the teachers also the Institution offers its warmest thanks, for without their cordial co-operation the competition would be impossible.

Below will be found the names of the eight Challenge Shield winners, and the best essay. The full list of winners is printed as a separate leaflet and will be sent, with a copy of this *Journal*, to each of the schools which entered for the inter-school competition.

#### Winners of the Challenge Shields.

LONDON.—George Richards, St. Mary's Boys' School, Arragon Road, Twickenham, Middlesex.

NORTH-WEST OF ENGLAND.—Helena Rotherham, Manor Road Senior Girls' School, Wallasey, Cheshire.

NORTH-EAST OF ENGLAND.—Edna E. Harbottle, North Council Girls' School, Whitley Bay.

MIDLANDS.—Sidney C. Attridge, Spon Street Boys' School, Coventry.

SOUTH-EAST OF ENGLAND.—Douglas E. Dack, Central School, Melton Constable, Norfolk.

SOUTH-WEST OF ENGLAND.—Barbara Bull, Leesland Girls' School, Gosport, Hants.

SCOTLAND.—Bessie Beedie, St. Augustine's School, Langloan, Coatbridge.

IRELAND AND WALES.—Eric Channell, Wood Memorial Boys' School, Saltney, Flintshire.

## The Best Essay.

By BARBARA BULL (14½), Leesland Girls' School, Gosport, Hants.

### The Qualities that make a Good Life-boatman.

THE Vikings of old were children of the sea, loving the waves they fought and conquered, but as cruel as the surging waters they sailed. Their swords ran red with blood, and their very name rang with the fear of death.

The Vikings of to-day—our Life-boatmen—they, too, are sons of the deep, but in place of pillage and sorrow, they bring life and hope.

These saviours of the shipwrecked stand tall and strong, stalwart as the rugged oaks of England, but physical prowess alone is not enough. They must love the sea, and know its thousand moods—the call of the ocean, perhaps handed down from those valiant Nordic pirates of long ago, must be in their veins. Brave they must be, and fearless, to venture out through the raging of the storm, through the flying spray and great foam-crested breakers to the succour of their fellow men at the mercy of the warring elements.

The man that risks his life to lessen the dreadful toll taken year by year by the merciless sea, must not only be courageous but unselfish and self-sacrificing, ready to offer the greatest sacrifice of all, that of his own life for another.

Those gnarled, rough hands, horny and seasoned by hard work and weather, must be capable of the gentleness of a woman, tenderly

handling the injured, or soothing children stricken with the fear of death. Calm in the most dangerous ordeal, on their alertness depends the safety of their precious cargo, so hardly won from the ravening grey-green jaws of the leaping billows. The willing hands and quick wits of the Life-boatmen have cheated the black teeth of the rocks of many a shipwrecked crew.

To sally out into the black midnight when the screaming wind is whipping the water into a white seething turmoil, to leave a home and children behind, and, watched by the straining eyes of anxious women, to go to the help of some stranded vessel, needs great strength of purpose, without which strength of body would avail nothing. They must have a cheery word for the frightened, some comfort for the bereaved, and a smile for each panic-stricken child.

They must have no thought of self, but stake all on the safety of the mariners who need their help on the waste of storm-tossed ocean, and show the chivalry of those knights of old renown that ride in endless fame down the pages of history.

Setting out with a smile into the exhilaration of a fight against the merciless forces of Nature, these splendid heroes show the eternal spirit of England, the spirit which makes her the greatest little country in the world.

## A New Life-boat Book.

A NEW book on the Life-boat Service is to appear in the autumn. It will be by Major-General the Right Hon. J. E. Bernard Seely, C.B., C.M.G., D.S.O., a Vice-President of the Institution, and will have a foreword by H.R.H. The Prince of Wales, K.G., the President.

No man is better fitted to write such a book than General Seely. He brings to it a unique experience. He has been a member of the Committee of Management for thirty years. He has been a member of the Brooke, Isle of Wight, Life-boat Crew for nearly forty years. This will be a book on Life-boatmen by one of themselves.

Like Lieut.-Colonel Sir William

Hillary, Bt., the founder of the Institution, General Seely is soldier, life-boatman and author. His book called "Adventure" was published two years ago. It was followed last year by "Fear and be Slain."

The book will be published by Messrs. Hodder and Stoughton, in two editions—one, with a paper cover, at 1s., and another, with a cloth cover, at 2s. 6d. Honorary Secretaries of Branches will be able to obtain copies from the Institution at the wholesale rate, for sale at Life-boat Houses and at Bazaars and other Life-boat functions. Further particulars of the book will be given in the September issue.

### The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1931.

£	s.	d.	
32	18	0	Construction and Repair of Life-boats, Carriages and Tractors.
16	15	0	Payments to Life-boat Crews; Rewards for Wreck Services; Retaining Fees; Wages; Payments for Exercises; Grants to Injured Men and Pensions.
14	15	0	Propaganda and Publicity, in connexion with Headquarters and over 1,000 Branches.
12	12	0	Provision, Custody and Inspection of Life-boat Stores.
7	15	0	Construction and Repair of Life-boat Houses and Slipways.
4	10	0	Amount spent locally at Life-boat Stations.
3	15	0	Technical Supervision and Inspection of Life-boat Stations.
4	10	0	Administration.
2	10	0	Expenses of move to new Headquarters.
<u>£100</u>	<u>0</u>	<u>0</u>	

(For full Statement of Expenditure, see pages 512—514.)

### The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1931.

£	s.	d.	
43	14	0	Subscriptions, Donations, and Life-boat Days.
33	15	0	Legacies.
3	14	0	Special Gifts.
16	14	0	Income from Investments.
1	0	0	Life-boat Funds.
1	3	0	Sales.
<u>£100</u>	<u>0</u>	<u>0</u>	

(For full Statement of Income, see pages 512—514.)

## Mr. Harry Hargood, O.B.E., D.L., J.P.

By the death on 4th March of Mr. Harry Hargood, O.B.E., D.L., J.P., of Worthing, a Vice-President of the Institution, the Life-boat Service has lost its oldest and one of its most loyal and distinguished friends. Mr. Hargood died within a few days of his ninetieth birthday. Through that long life, a life to the end full of energy and activity—his great interest was the Life-boat Service.

He came of a seafaring family and he was fond of telling how the sight of a wreck when he was a small boy was the beginning of that interest which was destined to continue for some eighty years. He was a boy of ten when a Life-boat was placed at Worthing, largely as a result of the efforts and generosity of his father, Captain (later Admiral) Hargood. When the Station was taken over by the Institution in 1865, and a Worthing Branch was formed, Mr. Hargood's name appears, with his father's, in the first list of subscribers. He was elected Chairman of the Branch in 1872, and remained its Chairman until 1919. He then became President of the Branch, a post which he held until 1923. In 1908 he became a member of the Committee of Management of the Institution, and in 1923 he was appointed a Vice-President. Until September, 1931, just six months before his death, he travelled regularly from Worthing to attend the monthly meetings

of the Committee in London. Thus, his service to the Institution, begun as a subscriber in 1865, continued for sixty-six years. In the whole history of the Institution there can be no other example of such long and active devotion to its work.

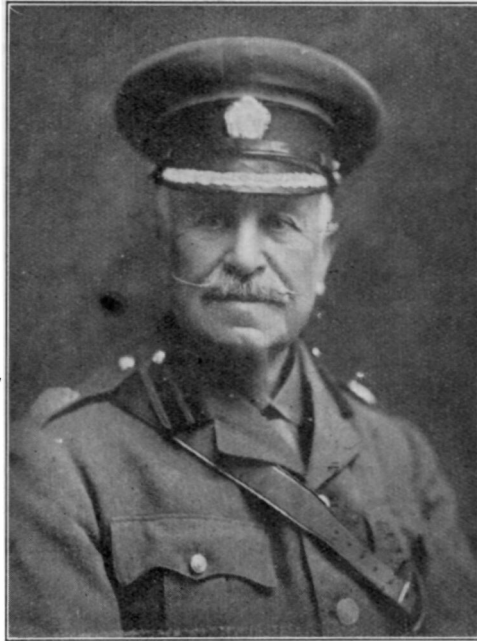
Mr. Hargood was born in Worthing. He lived all his life there. He gave himself without stint to the service of the town—to its administration, its public life, its charities, its sport. But

ever those who knew best his services to Worthing, realized that the Worthing Life-boat Station, and the Life-boat Service as a whole, had his chief devotion. What the spirit of that devotion was one story will show. In the days when Worthing still had a fishing fleet, Mr. Hargood never went to bed until the news reached him that all the boats were safely in.

A fortnight after Mr. Har-

good's death, Mrs. Hargood died. They had been married sixty-four years.

In his will Mr. Hargood left to the town of Worthing many interesting relics of his own association with the Life-boat Service and his family's association with the Navy. Among them are relics of his uncle, Admiral Sir William Hargood, G.C.B., K.H., who commanded the *Bellisle* at the battle of Trafalgar, and of his own brother, who served in the Indian Mutiny. To the Institution he left the sum of £750 to be



**MR. HARRY HARGOOD, O.B.E., D.L., J.P.**

A Vice-President of the Institution.

invested, the income from it to take the place of his annual subscription. Thus the name of Harry Hargood, which first appeared in the Institution's

Report in 1865, will still appear each year in memory of his life-long and generous devotion to the Life-boat Service.

### Obituary.

IN addition to Mr. Hargood, whose death is recorded on the opposite page, the Committee of Management have recently lost two valued colleagues by the deaths of Sir William Priestley, a Vice-President of the Institution and Chairman of the Bradford Branch, and Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management.

#### Sir William Priestley.

Sir William Priestley, J.P., who died on March 25, a few days before his seventy-third birthday, was one of the Institution's most generous and influential friends in the north of England. The head of a big business of dress fabric manufacturers, he devoted a great part of his life to public affairs. He was Mayor of Bradford, an Alderman of the City Council, the first chairman of its Education Committee, and one of the city's Members of Parliament for twelve years. In the midst of these many activities he was still able to give much time and interest to the work of the Bradford Branch of the Institution. He was elected a Vice-President of the Branch in 1905, and he became its Chairman in 1916, a position which he still held at the time of his death. It was largely due to his influence and personal efforts, for more than a quarter of a century, that Bradford has been conspicuous for its generous support. Besides its large annual contribution to the funds of the Institution, it has in recent years raised two special Life-boat funds, and two boats bearing the name of Bradford are on the coast. For her help in raising the second of these funds *Lady Priestley* was presented with the Gold Brooch of the Institution in 1926. Sir William Priestley himself was appointed a Vice-President of the Institution in 1926, in

recognition of his notable services to the Life-boat Cause.

#### Captain G. C. Holloway, O.B.E., R.D., R.N.R.

Captain Graham C. Holloway, O.B.E., R.D., R.N.R., who died on 10th December, 1931, was appointed a Member of the Committee of Management in 1922. He brought to the work of the Institution considerable experience in the Mercantile Marine, having been in the service of the Peninsular and Oriental Steam Navigation Company for fourteen years. He was a very active member of the Committee. In addition to that, he took a great interest in the work of the Folkestone Branch, and during the winter of 1930-31 he visited the principal Sea Training Ships, and gave lectures to them on the Life-boat Service.

\* \* \* \*

The Institution has also lost recently a distinguished Coxswain and several of its oldest and most valued honorary workers.

#### Coxswain Andrew Cunningham, of Crail.

Coxswain Andrew Cunningham, of Crail, Fifeshire, who died on 15th December, 1931, had been an officer of the Life-boat for twenty-seven years. In 1892, at the age of twenty-nine, he was appointed Bowman. Three years later he became second Coxswain, and in 1906 he was appointed Coxswain. He served as Coxswain for thirteen years, retiring in 1919, with a pension. The Station was established in 1884, and closed in 1923, and the eighty-four lives rescued by the Station were all rescued during Andrew Cunningham's Coxwainship. His outstanding service, in which he showed great courage and for which he was awarded the Silver Medal, was the rescue during the war of fifty-four

lives from the torpedo-boat destroyer *Success*. The destroyer was driven ashore in a gale on the night of 27th December, 1914. The Life-boat herself was badly holed on the rocks which surrounded the wreck, and Coxswain Cunningham himself, and one of the Crew, were washed out of the Life-boat, but were hauled back again. In spite of this he succeeded, with his damaged boat, in taking twenty men off the destroyer. When these had been landed, he twice put out again and rescued another thirty-four. The St. Andrews Life-boat then arrived and rescued the remaining thirteen men. At the Scottish Life-boat Assembly held in Edinburgh in November, 1929, Coxswain Cunningham was one of the Silver Medallists presented to the Prince of Wales.

**Mrs. Hodgetts, of Lewisham.**

Mrs. Hodgetts, of Lewisham, who died on 19th September, 1931, after a short illness, was one of the oldest of the Institution's honorary workers. She was Honorary Treasurer of the Lewisham, Lee and Eltham Ladies' Auxiliary of the Life-boat Saturday Fund, and when the organization of that Fund was taken over by the Institution in 1911, she became Honorary Secretary and Treasurer of its Lewisham Branch. She held that post until her death. During those twenty years she collected for the Life-boat Service £2,445 15s. 2d. That was the gross sum raised by the Branch, for Mrs. Hodgetts would deduct nothing for postage and other expenses, paying these herself. In 1924 she was awarded the Framed Life-boat Picture, as a small mark of the Institution's gratitude for her help.

**Mrs. E. S. Raymond, of Llandudno.**

Mrs. Eleanor Stephens Raymond, of Llandudno, Caernarvonshire, who died at the end of September, 1931, was a member of the Branch Committee at Llandudno, and Honorary Secretary of the Ladies' Life-boat Guild. She had been associated with the work of the Life-boat Service for nearly forty years. Her husband, the Rev. John Raymond, was Honorary Secretary of the Station from 1890 until 1922, when he resigned,

on account of ill-health, shortly before his death—and was awarded the Inscribed Binoculars and the Gold Pendant. When the Ladies' Life-boat Guild was formed in 1921, Mrs. Raymond became the Honorary Secretary at Llandudno, and held that position until her death. During the ten years from 1922 to 1931, the Llandudno Guild collected over £5,000. Mrs. Raymond was awarded in 1927 the Gold Brooch, which is given for long and distinguished honorary service for the Institution.

**Captain W. R. Graham, of Cemaes, Anglesey.**

Captain W. R. Graham, of Cemaes, who died last February, had been Honorary Secretary of the Cemaes Bay District since 1921. Before that he had been the Honorary Treasurer for many years. He was an enthusiastic worker, organizing several special efforts every year, with the result that he had collected in this small place about £500 in the last ten years. In 1931 he was awarded the Gold Badge, which is given only for conspicuous honorary work.

**Major-General J. Boughey, of Brancaster.**

Major-General J. Boughey, of Brancaster, Norfolk, who died on 20th February, in his eighty-eighth year, was Honorary Secretary of the Station from 1907 until his death. In recognition of his services, he was awarded Binoculars in 1920.

**Mrs. Walter, of Southampton.**

Mrs. Walter, of Southampton, died in April, only a month after she had resigned the Honorary Secretaryship of the Southampton Branch, on account of ill-health and advancing years. She was in her eighty-seventh year. Mrs. Walter had been the Honorary Secretary since 1924, but she had worked for the Institution for thirty-eight years, during part of which time she had been the Honorary Secretary of the Southampton Life-boat Saturday Fund. In 1930 she was awarded the Gold Brooch, which is given only for conspicuous honorary services.

**Mr. J. G. Oldfield, of Whitehaven.**

Mr. J. G. Oldfield, of Whitehaven, Cumberland, who died in May, was the



Honorary Secretary of the Whitehaven Station from 1890 to 1925, when it was closed. Since then he has been the Honorary Treasurer of the Financial

Branch. In recognition of his services, he was awarded Binoculars in 1900, and the Thanks of the Institution inscribed on Vellum in 1925.

## Meetings of the Committee of Management.

**Thursday, February 11th, 1932.**

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

Mrs. Helen Davis, 100 £1 Preference shares in the Lady Workers' Homes Ltd.

	£	s.	d.
Miss Overend . . . . .	100	0	0
Great Western Railway . . . . .	70	0	0
Miss Whittaker . . . . .	50	0	0
Mr. C. E. W. Lambert. . . . .	25	0	0
Prudential Assurance Co., Ltd. . . . .	21	0	0
Sir George Clerk . . . . .	20	0	0
Mr. W. H. A. Wharton . . . . .	20	0	0

*To be thanked.*

Paid £18,041 15s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £257 11s. 3d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 479-486.

Voted £240 7s. to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 479-486.

Voted a further £14 10s. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange and Caister.

Granted £2 6s. to a man for injury in the Life-boat Service at Selsey.

Voted a compassionate grant of £5 to the two daughters of the late ANDREW CUNNINGHAM, ex-Coxswain of the Crail Life-boat, who were left in straitened circumstances.

**Thursday, March 10th, 1932.**

Sir GODFREY BARING, Bt., in the chair.

Reported the death of Mr. Harry Hargood, a member of the Committee of Management since 1908, and a Vice-President since 1923, and resolved that an expression of sympathy be conveyed to Mrs. Hargood.

Accepted with regret the resignation of the Rt. Hon. William Dudley Ward from the Committee of Management.

Co-opted Commander Henry Strong, R.N.R., a member of the Committee of Management.

Confirmed the appointment of Lieut.-Commander G. R. Cousins, D.S.C., R.N., as a District Inspector of Life-boats.

Decided that on the retirement of Mr. H. G. Solomon, F.C.I.S., Organizing Secretary for the Ireland and Wales District, this area be divided into two districts; and appointed Captain V. M. Lewis, M.C., Organizing Secretary for Wales, and Mr. T. L. M. Fuge, Organizing Secretary for Ireland.

Reported the receipt of the following special contributions :—

	£	s.	d.
Messrs. Wallace Bros. & Co. Ltd. . . . .	£100	0	0
Mrs. M. S. Hopwood, Executrix of the late Mrs. C. E. Maurice . . . . .	100	0	0
Mrs. C. C. Courtauld . . . . .	20	0	0
H.M.S. <i>Curacao</i> . . . . .	15	0	0

*To be thanked.*

Paid £13,550 2s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £205 3s. 6d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 486-491.

Voted £178 17s. 6d. to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 486-491; also voted 5s. in connexion with a launch already reported.

Voted a further £337 10s. 3d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. David's, Troon, and Whitby.

Granted £73 2s. 6d. to men for injury in the Life-boat Service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, and Walmer.

Voted a compassionate grant of £5 to Miss Ellen Fawcus, a sister of the late Signalman at North Sunderland, who is in straitened circumstances.

Decided that the special weekly allowance now being paid to James Bultitude, an ex-member of the Crew of the Caister Life-boat who was injured at a launch in November, 1929, be continued until March, 1933.

Decided that the special weekly allowance now being paid to Henry Marchant, who has been incapacitated by illness since going out on service in the Newhaven Life-boat in November, 1929, be continued until March, 1933.

## Awards to Coxswains and Life-boatmen.

To THOMAS BENN, on his retirement, after serving for 26½ years as Coxswain, 2½ years as Second Coxswain, and previously 3½ years as Bowman of the Maryport Life-boat, a Coxswain's Certificate of Service, and a Pension.

To RICHARD CHADWICK, Jr., on his retirement, after serving for 20 years as Coxswain, and previously 11 years as Second Coxswain of the Flamborough No. 1 Life-boat, a Coxswain's Certificate of Service, and a Pension.

To ADAM GALLOWAY, on his retirement, after serving for 11½ years as Coxswain, and previously 29½ years as Second Coxswain of the Port Logan Life-boat, a Coxswain's Certificate of Service, and a Pension.

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

To JOHN TAYLOR, who had retired earlier, after serving for 9½ years as Coxswain, 7 years as Second Coxswain, and previously 11½ years as a member of the Crew, a Life-boatman's Certificate of Service.

To WILLIAM HAZELGROVE, who had retired earlier, after serving for 7 years as Coxswain, and previously 33 years as a member of the Crew, a Life-boatman's Certificate of Service.

To FRANK COLYER, who served for 3½ years as Coxswain, and previously 16½ years as a member of the Crew, a Life-boatman's Certificate of Service.

To ALFRED REDMAN, who served for 3½ years as Second Coxswain, and previously 21½ years as a member of the Crew, a Life-boatman's Certificate of Service.

To CHARLES GARbutt, who had retired earlier, after serving for 25 years as Bowman, and previously 5 years as a member of the Crew, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service were granted to the following members of the Brighton Crew, the figures after the names denoting years of service :—

HARRY HAZELGROVE (40).

TOM GUNN (40).

TOM YATES (40).

WILLIAM COLYER (40).

HARRY YATES (35).

EDWARD PIERCE (33).

GEORGE HARMAN (30).

WILLIAM TAYLOR (30).

WALTER SINDEN (25).

WILLIAM BROOKS (25).

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

To JOHN RICHES, who served as Coxswain for 28½ years, as Second Coxswain for 4½ years, and previously as a member of the Crew for 12 years, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM R. MITCHELY, who served as Second Coxswain for 6½ years, and previously as a member of the Crew for 22½ years, a Life-boatman's Certificate of Service, and a Pension.

To FREDERICK MATSELL, who served as Shore Signalman for 24½ years, a Pension.

Life-boatmen's Certificates of Service were granted to the following members of the Hunstanton Crew, the figures after the names denoting years of service :—

GEORGE GILDING (22).

BEN SEXTON (22).

RICHARD APPLEYARD (20).

ALFRED HAINES (20).

To JOHN GALLAGHER, on his retirement, after serving for 23½ years as Second Coxswain, 2 years as Bowman, and previously 15 years as a member of the Crew of the Aranmore Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To MAURICE LEE, on his retirement, after serving for 33 years as Bowman, and previously 4 years as a member of the Crew of the Youghal Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To ALEXANDER McWILLIAM, on his retirement, on the closing of the Balcary Life-boat Station, after serving for 11½ years as Shore Signalman, 13½ years as Bowman, and previously 15½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM THOMAS, on his retirement, after serving for 10 years as Bowman, and previously 29 years as a member of the Crew of the Tenby Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To the widow of WILLIAM WOOD, who served for 34 years as a member of the Crew of the Boulmer Life-boat, the Life-boatman's Certificate of Service, which would have been awarded to him on retirement had he not been drowned.

To JOHN R. JONES, on his retirement, after serving for 18½ years as Shore Signalman, and previously 27 years as a member of the Crew of the Criccieth Life-boat, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service have been awarded to the following men, who have retired, the figures after the names being their years of service :—

GEORGE DYKE (46), Swanage.

FRANCIS CLARKSON (46), Whitby.

OWEN JONES (45), Abersoch.

WILLIAM JONES (19), Abersoch.

TOM WHITE (18), Poole and Bournemouth.

GEORGE LIVERMORE (10), Cadgwith.

Life-boatmen's Certificates of Service have been awarded to the following Life-boatmen at Walmer, the figures after the names being their years of service :—

RICHARD J. CLARINGBOLD (53).  
FRANK A. COLEMAN (47).  
WILLIAM R. CROSS (49).  
RICHARD MERCER, Senr. (39).  
HENRY J. NORRIS (35).

To EDWARD POWELL, on his retirement, after serving 29½ years as Shore Signalman of the Llandulas Life-boat, a Pension.

To EDWARD COTGROVE, on his retirement, after serving for 16½ years as Shore Signalman of the Southend-on-Sea Life-boat, a Pension.

To RICHARD J. TREBILCOCK, on his retirement, after serving for 15½ years as Shore Signalman of the Newquay (Cornwall) Life-boat, a Pension.

### Awards to Honorary Workers.

Mr. J. J. LINES has been appointed an Honorary Life-Governor of the Institution in recognition of the distinguished services he has rendered as Honorary Secretary of the Newhaven Station Branch for upwards of 30 years, and has been presented with a copy of the Vote, inscribed on Vellum, and signed by H.R.H. The Prince of Wales, K.G., President of the Institution.

Mr. H. KING has been appointed an Honorary Life-Governor of the Institution in recognition of the distinguished services he has rendered as Honorary Secretary of the Brighton Station Branch for upwards of 26 years, and has been presented with a copy of the Vote, inscribed on Vellum, and signed by H.R.H. The Prince of Wales, K.G., President of the Institution.

In recognition of very valuable co-operation, the following awards have been made to Honorary Officials of Branches and other Honorary workers :—

**THE GOLD BROOCH OR PENDANT**, with the Record of Thanks, to the following :—

Mrs. BRIGGS, Vice-President, Ladies' Life-boat Guild, Eastbourne Branch.

Mrs. HENRY BRONNERT, President, Ladies' Life-boat Guild, Didsbury District of the Manchester Branch.

Miss CORRIN, Honorary Secretary, Ladies' Life-boat Guild, Castletown.

Mr. T. W. GOMM, Honorary Secretary, Margate.

Mr. SAMUEL GORRY, Honorary Secretary, Port Erin, on his retirement.

Miss MARY KNIGHTS, Honorary Secretary, St. Ives, Hunts.

\*Mrs. WILLIAM LONGAIR, President, Ladies' Life-boat Guild, Dundee.

Mr. F. P. MORGAN, Honorary Secretary, Scarborough.

Mrs. E. G. PARKINSON, President, Ladies' Life-boat Guild, Wallasey District of the Liverpool Branch.

Mr. ALBANY WARD, who, in 1923, started appeals in the cinemas controlled by Albany Ward Theatres Ltd., to raise funds to provide the Boathouse for the Motor Life-boat at Weymouth, which appeals have raised to date £4,850.

Capt. J. WILLIAMS, F.R.A.S., F.R.G.S., Honorary Secretary, Aberdovey.

\* Mrs. Longair died before receiving the Brooch, which was presented to her husband.

**THE THANKS OF THE INSTITUTION, INSCRIBED ON VELLUM**, to the following :—

Mr. JOHN HENDERSON, Honorary Secretary, Troon Branch, on his retirement, after 10 years' service.

Mr. R. O. HILL, Honorary Secretary, Drogheda and Clogher Head Branch, on his retirement, after 14 years' Service.

Mr. C. A. MYERS, Honorary Secretary, Lytham Branch, on his retirement, after 40 years' service.

Mr. H. C. WHITEHEAD, Honorary Secretary, Appledore Branch, and an Honorary Life-Governor of the Institution, on his retirement, after 30 years' service.

The Rev. Father W. YOUNG, Honorary Secretary, Baltimore, on his retirement, after 12½ years' service.

The widow of the late Mr. REES JONES, Honorary Secretary, Barmouth, for 13 years. The Vellum would have been presented to her late husband on his resignation.

**THE ANEROID BAROMETER**, with inscription, to :—

Mr. JOHN JAMES EMMOTT, Chief Signalman, Lloyd's Signal Station, The Lizard, for 47 years' co-operation.

**THE FRAMED LIFE-BOAT PICTURE** to the following :—

Messrs. T. M. DAFFERN & Co., Honorary Auditors, Coventry.

Mrs. H. A. DEAKIN, Life-boat Worker, Blackpool.

Mr. G. B. DIXON, Honorary Secretary, Walthamstow.

Mrs. GEORGE DOVE, President, Ladies' Life-boat Guild, Sunderland.

Mr. F. MILLS, Life-boat Worker, Coventry.

Mr. GEORGE MOSLEY, Life-boat Worker, Robin Hood's Bay.

Mrs. S. A. ORR, Life-boat Worker, St. Andrews.

Miss ROSSITER, Life-boat Worker, Coventry.

Miss Sr. JOHN SCOTT, Honorary Secretary, Henley and District.

The Rev. T. L. V. SIMKIN, Honorary Treasurer, Clovelly.

Miss WOOD, Collector, Handsworth, Birmingham.

**THE RECORD OF THANKS** to the following :—

Mr. GEORGE F. EDGELLER, Life-boat Worker, Hartlepool.

Mr. and Mrs. F. DEVIS, for Theatre Collections, Leamington.  
Messrs. J. W. HINKS & Co., Honorary Auditors, Birmingham.  
Mrs. L. I. JESSOP, Honorary Secretary, Ladies' Life-boat Guild, Cleethorpes.

Miss N. F. SHEPHERD, the Teachers and Scholars of the British School of Commerce, Life-boat Workers, Birmingham.  
Mr. JOHN R. WILLIAMS, Honorary Treasurer, Barmouth.

## Life-boat Conference.

### South-western District.

A CONFERENCE of Honorary Workers in Hampshire, Berkshire, East Dorset and Wiltshire was held at Winchester on the 15th March. Representatives from nineteen Branches and Guilds were present, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution, and the District Organizing Secretary.

The Mayor of Winchester welcomed the delegates, and the Chairman, after thanking him, expressed the Committee's great appreciation of the help which Honorary Secretaries and workers

had again given so readily during the past year.

Lieut.-Colonel Satterthwaite explained the objects of the Conference, and gave a survey of the work of the Institution. A general discussion followed on the various items of the Agenda, which covered the organization of a Branch and the methods by which a successful collection can not only be started, but also maintained. During the proceedings the Chairman presented a Record of Thanks to Mrs. Bradley of Wareham in recognition of her active and valuable work for nineteen years in raising funds.

## News from the Branches.

### 1st January to 31st March.

#### Greater London District.

ACTON.—Address to Chiswick Brotherhood and Sisterhood by Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

CARSHALTON.—Drawing-room Meeting at Wallington, given by Miss Roberts.

CHELSEA.—Address to East Molesey Toc H by the District Organizing Secretary.

CHINGFORD.—Bridge Drive.

CITY.—Address to British Sea Anglers by the District Organizing Secretary.

CLAPHAM.—Bring and Buy Sale.

DENMARK HILL.—Address to Toc H by Captain Basil Hall, R.N.

DEPTFORD.—Address to Golden Ray Women's Club by the District Organizing Secretary.

EAST MOLESEY.—Address to Toc H by the District Organizing Secretary.

HAYES.—Poultry Whist Drive.

HORNSEY.—Annual Meeting on 18th January. Speaker: Sir John Collie, C.M.G., a member of the Committee of Management. Amount raised last year, £222.

Lantern Lecture to Tollington School by the District Organizing Secretary. Lantern Lecture by the District Organizing Secretary to the Y.M.C.A. Children's Lantern Lecture by the District Organizing Secretary, the Mayoress in the Chair. Rotary Club Concert. Whist Drive.

ISLINGTON.—Special Meeting arranged by the Mayor to organize Branch. Speaker: Colonel the Master of Sempill, a member of the Committee of Management.

Lantern Lecture to the Presbyterian Church by the Rev. A. M. Peckham, Chairman of the Harrow Branch.

Lantern Lecture by the District Organizing Secretary to Girls' Guild.

KENSINGTON.—Dance. Address to South Kensington Toc H by the District Organizing Secretary.

MILL HILL.—Address to Toc H by the District Organizing Secretary.

MITCHAM.—Whist Drive. Dramatic Entertainment.

NEW BARNET.—Address to Toc H by the District Organizing Secretary.

**PADDINGTON.**—Address to the Chichester Road Women's Club by the District Organizing Secretary.

**TOOTING.**—Dramatic Entertainment.

**TOTTENHAM.**—Address to the Rotary Club luncheon by Mr. Walter Riggs, Honorary Secretary of the Aldeburgh Station. Address to the Primitive Methodist Church Young People's Guild by the District Organizing Secretary.

**WALTHAMSTOW.**—St. Mary's Concert. Talk by the District Organizing Secretary. St. Andrew's Concert. Talk by the District Organizing Secretary.

**WANDSWORTH.**—Special Meeting arranged by the Mayor. Speaker: Mr. H. A. Baker, a member of the Committee of Management of the Institution. Central Wandsworth Branch formed.

#### North-West of England.

**ACCRINGTON.**—Special Meeting of the Ladies Life-boat Guild convened by the Mayoress, the Mayor presiding. Miss F. M. Greenwood and Miss Z. D. M. Beaton elected Joint Hon. Secretaries in the place of Mrs. G. D. Morrison Beaton.

**ASHTON UNDER LYNE.**—American Tea.

**BLACKPOOL.**—Annual Meeting on 23rd February, the Mayor, President of the Branch, in the Chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Presentation by Sir Godfrey Baring of the Life-boat Pictures awarded by the Institution to Mrs. H. A. Deakin and Mr. L. H. Franceys, the Honorary Treasurer, and of a Brass Plate to the Mayor to be placed on the old Blackpool Life-boat. Efforts of the past year: Life-boat Day; Whist Drive. Amount collected last year £446, as compared with £530 in the previous year.

**BOLTON.**—Annual Meeting on 25th February, the Mayor of Bolton, President of the Branch, in the chair. Speaker: Brigadier-General W. S. Swabey, C. B., District Organizing Secretary in the unavoidable absence of Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Efforts of the past year: Life-boat Day, Dance, and two Whist Drives. Amount collected last year £311, as compared with £308 in the previous year.

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

**BURY.**—Annual Meeting on 7th March, the Rev. H. L. Hornby presiding, in the unavoidable absence of the Mayor. Amount collected last year £123, as compared with £178 in the previous year.

**CARLISLE.**—Annual Meeting on 24th February, the Mayor of Carlisle, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Sir Godfrey Baring presented to Mrs. Talbot Caddow the Gold Brooch awarded to her by the Institution.

Amount collected last year, £235, as compared with £327 in the previous year.

Whist Drive and Dance arranged by the Ladies' Life-boat Guild. Dance arranged by the Misses Tassell at the Plaza, kindly lent for the occasion by Mrs. Stockdale.

A legacy of £300 for the Branch from the executors of the late Mrs. Telford has been received by Mrs. Talbot Caddow, the President.

**CARNFORTH.**—Annual Meeting on 16th February. Amount collected last year, £78, as compared with £101 in the previous year.

**DALTON-IN-FURNESS.**—Annual Meeting on 14th January. Amount collected last year, £35, as compared with £31 in the previous year.

**DUKINFIELD.**—Annual Whist Drive and Dance.

**HEYWOOD.**—Annual Whist Drive.

**HINDLEY.**—Annual Meeting on 3rd February. Amount collected last year, £62, as compared with £73 in the previous year. Whist Drive.

**HOLLINGWORTH AND TINTWISTLE.**—Whist Drive and Dance.

**HORWICH.**—House-to-House Collection.

**INCE-IN-MAKERFIELD.**—Whist Drive, arranged by the Ladies' Life-boat Guild.

**IRLAM AND CADISHEAD.**—Dance, arranged by the Ladies' Life-boat Guild.

**KENDAL.**—Whist and Bridge Drive, arranged by the Ladies' Life-boat Guild.

**LANCASTER.**—Annual Meeting on 24th February, the Mayor of Lancaster in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year, £165, as compared with £167 in the previous year.

Bridge and Whist Drive, organized by the Ladies' Guild.

Collections in the local Cinemas and on the Football Ground.

**LEIGH.**—Bridge and Whist Drive, organized by the Ladies' Life-boat Guild.

**LIVERPOOL.**—Annual Meeting on 22nd February. The Lord Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year £2,616, as compared with £3,472 in the previous year.

**NEW BRIGHTON.**—Life-boatmen's supper.

**LYTHAM-ST. ANNES.**—Annual Meeting on 4th February. Sir Thomas Smethurst, K.B.E., Chairman of the Branch, presiding. Amount collected last year, £284, as compared with £190 in the previous year.

**MANCHESTER, SALFORD AND DISTRICT.**—Annual Meeting on 19th January, the Lord Mayor, President of the Branch, in the chair. Speakers: The Mayor of Salford, Mr. W. H. Flanagan, M.P., Chairman of the Branch; the Very Rev. Archdeacon Aspinall; Mr. P. M. Oliver, Honorary Secretary of the Branch;

and Captain C. E. Froggatt, O.B.E., R.D., R.N.R. Presentation by the Lord Mayor of the Gold Brooch awarded by the Institution to Mrs. Henry Bronnert, President of the Didsbury District, the Life-boat Picture to Mrs. C. Harper, of the Salford Ladies' Life-boat Guild, and the Life-boat Picture to Mr. Alfred Weiser of the Fallowfield District.

Amount collected last year, £3,108, as compared with £3,739 in the previous year.

Cinema collections.

**CHORLTON-CUM-HARDY.**—Concert, arranged by Miss F. Anstee, a member of the District Ladies' Guild Committee.

**GORTON.**—Dance arranged by the District Committee. Among those present were Mr. W. H. Flanagan, M.P., Chairman of the Branch, Mr. Shackleton-Bailey, M.P., and a number of actors and actresses appearing in Manchester. Miss Mona Vivian presented the prizes.

Dance and Cabaret, arranged by the District Committee. Several members of the theatrical profession attended.

**HULME.**—Address by the Branch Secretary to a meeting of the Mulberry Street Mothers' Union.

**LOWER CRUMPSALL.**—Annual Meeting on 8th March, Mr. P. M. Oliver, C.B.E., in the chair.

**MOSS SIDE.**—Whist Drive, arranged by Mrs. Pritchard.

**MOSTON.**—Smoking Concert arranged by the District Ladies' Life-boat Guild Committee. Dance organised by the District Ladies' Life-boat Guild.

**NEW MOSTON.**—Whist Drive, organized by the District Ladies' Life-boat Guild Committee.

**OLD TRAFFORD.**—Annual Dance arranged by the Ladies' Life-boat Guild.

**SALE.**—Bridge Drive, arranged by the Ladies' Life-boat Guild.

**STRETFORD.**—Life-boat Sunday Service on 20th March in the Town Hall. The Chairman of the Urban District Council, Councillor J. Child, J.P., presided, and the service was conducted by the Rector of Stretford, the Rev. E. W. Horrocks, M.A. The lesson was read by the Rev. H. W. Weeks, B.A., B.D., and the prayers by the Rev. H. W. Baumann, M.A., and the Rev. W. Dockeray. The singing was led by the Blackpool Life-boat Prize Silver Band, conducted by Mr. J. Briar. A Resolution of Thanks was proposed by Sir Thomas Robinson, O.B.E., J.P., and seconded by Mr. A. Llewellyn Jones.

Dance, arranged by the District Committee.

**MARYPORT.**—Social Evening and Supper given by the Ladies' Life-boat Guild to the Life-boat Crew, their wives and families.

**MIDDLETON.**—Annual Meeting on 3rd March. Amount collected last year £45, as compared with £49 in the previous year.

**NORTHWICH.**—Annual Meeting on 15th February, Mr. J. Moore, Chairman of the Branch, presiding. Amount collected last year, £80, as compared with £105 in the previous year.

**OLDHAM.**—Annual Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

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

**PIEL (BARROW).**—Entertainment to the members of the Life-boat Crew by the Ladies' Life-boat Guild.

**PORT ERIN.**—Concert, at which Mr. Samuel Gorry, the late Honorary Secretary, was presented with the Gold Badge, awarded to him by the Institution. The presentation was made by Colonel H. W. Madoc, C.B.E., M.V.O. (Honorary Secretary of the Douglas Branch), in the absence of the Lieut.-Governor, Sir Claude Hill.

**PRESTON.**—Annual Meeting on 23rd February, the Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Sir Godfrey Baring presented to Miss I. E. Cross, the Honorary Secretary of the Ladies' Life-boat Guild, the Gold Brooch awarded to her by the Institution. Amount collected last year £338, as compared with £315 in the previous year.

**RAMSEY.**—The members of the Life-boat Crew, workers and helpers, were entertained to supper by Mrs. A. E. Groves, President of the Ladies' Committee.

**RAMSBOTTOM.**—Bridge Drive, arranged by the Ladies' Life-boat Guild.

**RISHTON.**—Annual Ball.

**ROCHDALE.**—Annual Meeting on 27th January, the Mayor presiding. Amount collected last year £161, as compared with £226 in the previous year.

**SOUTHPORT.**—Annual Meeting on 22nd February, the Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year £331, as compared with £384 in the previous year.

**STANDISH.**—Annual Whist Drive and Dance, arranged by the Ladies' Life-boat Guild.

**TOTTINGTON.**—Bridge and Whist Drive. Annual Dance, organized by the Ladies' Life-boat Guild.

**TYLDESLEY.**—American Tea and Cotton Dance, arranged by the Ladies' Life-boat Guild, at which the Lancashire Cotton Queen (Miss Lois Heath) and Lady Holden were present.

**WARRINGTON.**—Two performances of "Ambrose Applejohn's Adventure" by the Crosfield's Operatic and Dramatic Society on behalf of the Branch. House-to-House Collection, arranged by Miss Broadbent.

WIGAN.—Bridge Tea.

WORKINGTON.—Annual Adult Ball and Children's Ball.

#### North-East of England.

BEDLINGTON.—Annual Whist Drive.

BERWICK.—Whist Drive and Dance. Leap Year Dance at Norham-on-Tweed.

BEVERLEY.—Whist Drive.

BRADFORD.—Annual Meeting on 21st January. Efforts of the past year: Life-boat Day, Matinée. Amount collected last year £1,678, as compared with £1,760 in the previous year.

BRIDLINGTON.—Memorial Service for the six Life-boatmen who lost their lives in the great gales of February, 1871. Concert.

CAWTHORNE.—Lantern Lecture.

DARLINGTON.—Whist Drive. Bridge and Whist Drive.

DONCASTER.—Annual Meeting on 21st March, the Mayor presiding. Efforts of the past year: Life-boat Day. Amount collected last year £88, as compared with £83 in the previous year.

GATESHEAD.—Bridge Drive.

GOLCAR.—Annual Meeting. Efforts of the past year: Life-boat Day. Amount collected last year £33, as compared with £26 in the previous year.

HECKMONDWIKE.—Bridge and Whist Drive.

HOLMFIRTH.—Whist Drive.

HORBURY.—Lantern Lecture.

LEEDS.—Annual Meeting on 8th February, Alderman P. Leigh presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Efforts of the past year: Life-boat Day, Matinée, and Bridge and Whist Drives. Amount collected last year £1,068, as compared with £1,130 in the previous year.

Whist Drive and Dance. Whist Drive at Headingley.

MELTHAM.—Jumble Sale.

MEXBOROUGH.—Whist Drive.

MIRFIELD.—Bridge and Whist Drive.

NEWCASTLE.—Concert by Jesmond Jesters.

NORMANTON.—Sunday Evening Concert.

PATRINGTON.—Annual Meeting. Efforts of the past year: Life-boat Day and Lantern Lecture. Amount collected last year £8, as compared with £11 in the previous year. Lantern Lecture.

REDCAR.—Ladies' Life-boat Guild Annual Meeting. Efforts of the past year: Talent Fund, Life-boat Day. Amount collected last year £209.

ROTHBURY.—Lantern Lecture.

RUNSWICK AND STAITHES.—Social and Dance.

SCARBOROUGH.—Drawing-room Meeting.

SEAHAM HARBOUR.—Whist Drive. Annual Dance.

SEDBERGH.—Lantern Lecture.

SELBY.—Dance.

SKELMANTHORPE AND SCISSETT.—Whist Drive and Dance.

STAINLAND.—Dance. Bridge and Whist Drive.

TYNEMOUTH.—Annual Supper given to the Crew by the Ladies' Life-boat Guild. Whist Drive.

WAKEFIELD.—Military Whist Drive. Sunday Evening Concert.

WEST HARTLEPOOL.—Bridge and Whist Drive.

WITHERNSEA.—American Tea.

#### Midlands.

ASHBOURNE.—Life-boat Day. "Heroes of the Sea" film shown, and collection.

BIRMINGHAM.—Annual Meeting on 25th January, the Lord Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year £2,377, as compared with £2,503 in the previous year.

Easter Bazaar in Queen's College, opened by Miss Dorothy Boyd, the film star. Sunday Cinema performance in the Scala Theatre. Lantern Lecture in the Schools, Marsh Hill, by the District Organizing Secretary. Life-boat Story broadcast by the District Organizing Secretary from Midland Regional.

A week's Life-boat Collections at the Theatre Royal. Annual Life-boat Ball. Lantern Lecture by the District Organizing Secretary at Baptist Church Room, Bearwood. Whist Drive, organized by Miss Smith. Special collection, organized at British Industries Fair, Castle Bromwich. Ball and Cabaret, arranged by British International Pictures in part aid of the Branch. House-to-House Collection in Salfley District.

BLACKHEATH.—"Heroes of the Sea" film shown, and collection.

BRISTOL.—Annual Meeting on 17th March, Mr. F. O. Wills, J.P., in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year £1,137, as compared with £1,063 in the previous year.

Dramatic Entertainment.

BROWNHILLS.—Whist Drive. Life-boat Dance.

CHELTENHAM.—Whist Drive and Dance organized by the staff of Cheltenham and Gloucester Building Society.

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

**CLEETHORPES.**—Annual Concert. Whist Drive and Supper Dance, arranged by the Ladies' Life-boat Guild.

**CLENT.**—Lantern Lecture by the District Organizing Secretary.

**COVENTRY.**—Bridge Drive, organized by the Ladies' Life-boat Guild.

**DERBY.**—"Heroes of the Sea" film shown, and collection.

**HOLBEACH.**—"Heroes of the Sea" film shown, and collection.

**HORNCASTLE.**—"Heroes of the Sea" film shown, and collection.

**LEAMINGTON.**—Life-boat Week. House-to-House Collections. Collections in Regal and Bath Cinemas and the Theatre Royal.

**LICHFIELD.**—Whist Drive. Dance.

**LONG EATON.**—Annual Meeting, Councilor Martin, Chairman of the Council, presiding. Speaker: The District Organizing Secretary. Amount collected last year £58, as compared with £45 in the previous year.

**MARKET HARBOROUGH.**—Address by the District Organizing Secretary.

**NEWARK.**—"Heroes of the Sea" film shown, and collection.

**NOTTINGHAM.**—Annual Meeting on 20th January, the Lord Mayor, President of the Branch, in the chair. Speaker: the District Organizing Secretary. Amount collected last year £810, as compared with £850 in the previous year.

Dance, organized by the Ladies' Life-boat Guild. Cinema Collection.

**NUNEATON.**—"Heroes of the Sea" film shown, and collection.

**OLDBURY AND LANGLEY.**—Annual Life-boat Dance.

**PETERBOROUGH.**—Annual Meeting on 3rd March, Lady Winfrey in the chair. Speakers: Canon Tait and the District Organizing Secretary. Amount collected last year £164, as compared with £191 in the previous year.

**REDDITCH.**—"Heroes of the Sea" film shown, and collections.

**RUGELEY.**—Annual Meeting, Mr. H. W. Bush, J.P., in the chair. Amount collected last year £81, as compared with £77 in the previous year. Annual Life-boat Dance.

**SHIPSTON-ON-STOUR.**—House-to-House Collection.

**SHIREBROOK, Mansfield.**—"Heroes of the Sea" film shown, and collection.

**STOURBRIDGE.**—Lantern Lecture by the District Organizing Secretary at West Hagley.

**STRATFORD-ON-AVON.**—Life-boat Day.

**TOWCESTER.**—"Heroes of the Sea" film shown, and collection.

**WARWICK.**—Life-boat Day. "Heroes of the Sea" film shown, and collection.

**WEDNESFIELD.**—Life-boat Day. Dance. Whist Drive and Dance.

**WOLVERHAMPTON.**—Annual Life-boat Ball, organized by Mrs. Spencer. Whist Drive.

**WORCESTER.**—Miss Joyce Allen appointed Honorary Secretary. Lantern Lecture to Toc H by the District Organizing Secretary.

#### South-East of England.

**ALDEBURGH.**—Church Collection at Fishermen's Thanksgiving Service.

**AMPTHILL.**—Life-boat Day.

**ASHFORD.**—Address to the Brotherhood by Miss Ethel Hopkins, B.A., Honorary Secretary of the Folkestone Women's Auxiliary.

**BEACONSFIELD.**—Lantern Lecture to Oakdene School by Major A. D. Burnett Brown, M.C., Deputy Secretary of the Institution.

**BRIGHTON.**—Dance and Cabaret at the Regent Dance Hall, with address by Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. "Heroes of the Sea" film, and collection, at the Savoy Cinema.

**BROADSTAIRS.**—Lantern Lecture at Abbotsford School by Mr. C. J. Greene, Honorary Secretary of the Herne Bay Branch.

**BURY ST. EDMUNDS.**—"Heroes of the Sea" film, and collection, at Central Cinema.

**CAMBERLEY.**—Bridge Drive.

**CANTERBURY.**—Annual Meeting on 25th February, Sir Reginald Tower presiding. Amount collected last year £80, as compared with £178 in the previous year. Collection at Football Ground.

**CHATTERIS.**—"Heroes of the Sea" film, and collection.

**CHESHAM AND AMERSHAM.**—Lecture at Hythe Heath Women's Institute by Captain Basil Hall, R.N.

**CHORLEY WOOD.**—Concert, with address by Major A. D. Burnett Brown, M.C., Deputy Secretary of the Institution.

**CLACTON-ON-SEA.**—Annual Meeting on 15th March, Mr. H. J. Grant, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Life-boat Sunday, Collection at Cinema. Amount collected last year £512, as compared with £814 in the previous year. Address to the Rotary Club by the District Organizing Secretary.

**COBHAM.**—Lantern Lecture by the District Organizing Secretary.

**CRANBROOK AND HAWKHURST.**—Theatrical Entertainment at Hawkhurst, including the Life-boat Play, "Their Business in Great Waters," arranged by Mr. Lindley, Hon. Secretary for Cranbrook.

**DARTFORD.**—Whist Drive.

**DISS.**—Lantern Lecture at Roydon Women's Institute by Mr. Walter Riggs, Hon. Secretary of the Aldeburgh Branch.



**DOVER.**—Annual Meeting on 22nd January, Dr. Richardson, the Hon. Secretary, presiding. Efforts of the past year: Life-boat Day, Appeal by the Ladies' Life-boat Guild. Amount collected last year £181, as compared with £82 in the previous year.

Dance.

**EASTBOURNE.**—Lantern Lecture by Mrs. Astley Roberts, President of the Ladies' Life-boat Guild. Concert and Lantern Lecture at Heathfield. Tea-party given by the Local Committee to the Life-boat Crew, their wives and children.

**FAKENHAM.**—Branch formed, Mr. W. A. Newman, Hon. Secretary.

**FARNHAM.**—Bridge Tournament.

**FOLKESTONE.**—Address to Young People's League by Miss Ethel Hopkins, B.A., Hon. Secretary of the Women's Auxiliary.

**FOREST ROW.**—Lantern Lecture at Ash-down House School.

**GODALMING.**—Dance.

**GRAYS.**—Address by the District Assistant Secretary to "Inner Wheel" Club.

**HEMEL HEMPSTEAD.**—Lantern Lecture by Captain H. E. Holme, the Hon. Secretary to the Wesley Guild.

**HUNSTANTON.**—Presentation of Certificates of Service awarded to the Crew on the closing of the Station by Captain C. le Strange, President of the Branch, at a farewell supper attended by members of the Committee and of the Crew.

**HYTHE.**—Concert Party, "Rags," organized by Mr. Clayton Rickard, in joint aid of the Life-boat Service and Toc H. Collection at launch of the Life-boat.

**LITTLEHAMPTON.**—Dance.

**MARGATE.**—Lantern Lecture at Church School by Mr. T. W. Gomm, the Hon. Secretary.

**MISTLEY, MANNINGTREE AND DISTRICT.**—Branch formed, Mrs. E. Montague Jackson, Hon. Secretary.

**NEWHAVEN.**—Entertainment.

**NEWMARKET.**—Bridge Drive.

**NEWPORT PAGNELL.**—House-to-House Collection. Life-boat Films shown.

**NUTFIELD.**—Whist Drive.

**RICKMANSWORTH.**—Branch formed, Miss Kingsley, Hon. Secretary. Dance.

**ST. IVES (HUNTS.).**—Special Matinée of Life-boat Films at the Broadway Cinema.

**SHOREHAM HARBOUR.**—Annual Meeting on 9th February, Mr. Harold Brown presiding. Efforts of the past year: Life-boat Days and Dances at Shoreham and Southwick. Amount collected last year £180, as compared with £192 in the previous year.

Dance at Southwick.

**SOUTHEND-ON-SEA.**—Annual Meeting on 6th February, Mr. F. Britain presiding.

Effort of the past year: Life-boat Day. Amount collected last year £408, as compared with £479 in the previous year.

**STEVENAGE.**—Collection at Entertainment.

**STOWMARKET.**—Branch formed, Miss Hildesley, Hon. Secretary.

**TONBRIDGE.**—Address by the District Organizing Secretary to Toc H.

**UPMINSTER.**—Branch formed, Miss E. M. Eve, Hon. Secretary. Progressive Bridge Drive.

**WALTON AND FRINTON.**—Annual Meeting on 11th January. In the unavoidable absence of the President, Sir Charles Batho, Mr. J. W. Eagle, the Chairman, presided. Efforts of the past year: Life-boat Day and Gymkhana, Life-boat Sunday, and Collections at Cinemas. Amount collected last year £223, as compared with £258 in the previous year. Mr. F. W. Calvert appointed Financial Hon. Secretary of the Branch.

Annual Dinner to the Life-boat Crew.

**WALTON-ON-THAMES AND DISTRICT.**—Life-boat Day.

**WELWYN.**—House-to-House Collection.

**WELWYN GARDEN CITY.**—Life-boat Day.

**WEYBRIDGE.**—Life-boat Day.

**WORTHING.**—Annual Meeting on 22nd March. Alderman C. B. Cook presiding. Efforts of the past year: Life-boat Day. Amount collected last year £441, as compared with £528 in the previous year.

Address to the Women's Luncheon Club by the District Organizing Secretary.

#### South-West of England.

**ALDRESHOT.**—The Branch has suffered a serious loss by the death of Mr. J. B. Constant, in January. First as Assistant Hon. Secretary for a year, then as Hon. Secretary, he helped the Branch from 1926 to 1931, and at the time of his death he was Vice-Chairman.

**BATH.**—Annual Meeting, General Molesworth, Chairman, presiding, supported by the Mayor and Mayoress. Speaker: the District Organizing Secretary. Efforts of the past year: Life-boat Day. Amount collected last year £278, as compared with £414 in the previous year.

**BASINGSTOKE.**—Annual Meeting, Mrs. Stratford, Chairman, presiding. Speaker: the District Organizing Secretary. Amount collected last year £62, as compared with £79 in the previous year.

**BRIDPORT.**—Annual Meeting, the Mayor, Chairman of the Branch, presiding, supported by Rear-Admiral C. H. Fox, C.B., President. Speaker: the District Organizing Secretary. Miss Wadham elected Hon. Secretary in place of Miss Sadleir. Amount collected last year £60, as compared with £59 in the previous year.

**COWES.**—Annual Ball and Children's Party, arranged by the Ladies' Life-boat Guild.

**DORCHESTER (Dorset).**—Life-boat Day.

**DORCHESTER (Oxon.).**—Presentation of the Record of Thanks awarded by the Institution to Mr. G. Kennett-Barrington, the Hon. Secretary.

**FOWEY.**—Annual Whist Drive and Dance, arranged by the Ladies' Life-boat Guild.

**FROME.**—Address by the District Organizing Secretary to Mells Women's Institute.

**HENLEY-ON-THAMES.**—Presentation of the Life-boat Picture awarded by the Institution to Miss St. John Scott, the Hon. Secretary.

**THE LIZARD.**—Presentation of the Inscribed Barometer awarded by the Institution to Mr. J. J. Emmott.

**OXFORD.**—Annual Meeting on 3rd February, the Provost of Worcester presiding, supported by the Mayor and Mayoress of Oxford, Sir Godfrey Baring, Bt., the Chairman of the Committee of Management, Mr. H. A. Baker, a member of the Committee of Management, the Rev. W. Mansell Merry (City Rector) and Sir Richard Burn, Honorary Secretary. Speakers: Mr. H. A. Baker and the Mayor of Oxford. Amount collected last year £673, as compared with £786 in the previous year.

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

**PLYMOUTH.**—Jumble Sale and Whist Drive, organized by the Ladies' Life-boat Guild.

**PORTSMOUTH AND SOUTHSEA.**—Annual Meeting of the Branch and Guild. The Lord Mayor, President of the Branch, in the Chair. Speaker: Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management. Efforts of the past year: Life-boat Day, Concert, Whist Drive and Tennis Tournament. Amount collected last year £430, as compared with £392 in the previous year. Lieut. Berry, R.N., elected Hon. Secretary of the Branch. Presentation by Lady Pink of eleven certificates won by Portsmouth and Southsea Schools in the Life-boat Essay Competition in 1931.

Address to Union of Sailors' Wives by the District Organizing Secretary. Purbrook Bridge Tea arranged by the Ladies' Life-boat Guild.

**SALISBURY.**—Special Meeting, with films, at Tisbury. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Presentation of the Record of Thanks awarded by the Institution to Miss Giles, the late Honorary Secretary. Miss Rogers appointed Honorary Secretary.

**SHERBORNE.**—Variety Entertainment. Appeal by Vice-Admiral Norris, C.M.G.

**SOUTHAMPTON.**—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management. Amount collected last year

£686, as compared with £1,014 in the previous year. Mr. Cyril C. Sharp elected Hon. Secretary of the Branch, and Mrs. Smith Hon. Secretary of the Guild.

**SWANAGE.**—Life-boat Crew entertained by Major E. J. Burt, T.D., President of the Branch.

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

**WANTAGE.**—Special meeting, arranged by Miss Douglas to form a Branch. Speaker: the District Organizing Secretary.

**WAREHAM.**—Presentation of the Record of Thanks awarded by the Institution to Mrs. Bradley, the Honorary Secretary.

**WELLS.**—Presentation of the Record of Thanks awarded by the Institution to Mrs. Alcock, the Hon. Secretary of the Ladies' Life-boat Guild.

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

**WINCHESTER.**—Life-boat Conference. (See special report on p. 504.)

**WITNEY.**—Whist Drive, arranged by Mrs. Harry Marriott.

**YEOVIL.**—Life-boat Day. Presentation at the Institution by Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary, of the Record of Thanks awarded by the Institution to Mrs. Hebditch, for her work in raising funds in the Martock district.

### Scotland.

**ABERDEEN.**—Annual Meeting on 22nd January, Lord Provost Rust, President of the Branch, in the chair. Speakers: The Earl of Caithness and Capt. A. L. Fletcher, commanding the Coastguard Service in the North-East District. Efforts of the past year: Grand Ball, Life-boat Day, and Ladies' Life-boat Guild Collections. Amount collected last year £987, as compared with £1,015 in the previous year.

Annual Ball under the patronage of the Marquis and Marchioness of Aberdeen and Temair, and many other notable people.

**ARBROATH.**—Address to the Rotary Club by the Northern District Inspector of Life-boats.

**BANFF.**—Performances of "Iolanthe" by the Banff Operatic Society, on the first night of which the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Council, presided.

**BATHGATE.**—Life-boat Day.

**BURNTISLAND.**—Whist Drive.

**CARRONBRIDGE.**—Lantern Lecture to the Carronbridge Women's Rural Institute by the District Assistant Secretary.

**DUNDEE.**—Performances of "A Hundred Years Old" and "Fair and Warmer," for a week, by the Dundee Dramatic Society.

**DUNFERMLINE.**—Whist Drive and Dance.

**EDINBURGH.**—Orchestral Concert, organized by Mrs. Alexander Maitland and Professor D. F. Tovey. Bridge and Whist Drive organized by the Ladies' Life-boat Guild. Bonnyrigg Cinema Exhibition, arranged by Mrs. Core-Greenshields, a Vice-President of the Ladies' Life-boat Guild. Lantern Lecture by the District Assistant Secretary.

**FALKIRK.**—Annual Meeting on 5th February, Mrs. Nimmo, President of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Appeal by the Committee, Life-boat Day and Concert. Amount collected last year £113, as compared with £125 in the previous year.

Life-boat Day.

**GRANGEMOUTH.**—Life-boat Service in the Parish Church, with an address by the Rev. Dr. Alexander McPherson.

**GREENOCK.**—Annual Meeting of the Ladies' Life-boat Guild on 30th March, Mrs. J. A. Morrison, President, presiding. Address by the District Assistant Secretary.

**INVERNESS.**—Concert, Provost D. Macdonald presiding, with an address by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Life-boat Council, and a Lantern Lecture by the Scottish Organizing Secretary. Bridge and Whist Drive, organized by the Ladies' Life-boat Guild.

**KIRKCUDBRIGHT.**—Annual Meeting of the Stewartry Ladies' Life-boat Guild, Mrs. Walter Biggar presiding. Speaker: Mr. Alexander Allan, Hon. Secretary of the Branch. The Countess of Galloway was elected President in the place of Lady Hope-Dunbar.

**NAIRN.**—Performances of "The Ghost Train" in aid of the Branch and the Nairn Hospital Maternity Ward, arranged by Mrs. Fleming. Concert, Admiral Sir Heathcote Grant, K.C.M.G., C.B., presiding. Address by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Life-boat Council.

**NEWBRIDGE.**—Lantern Lecture to the Women's Rural Institute by the District Assistant Secretary.

**NEWBURGH.**—Leap Year Fancy Dress Dance, arranged by the Ladies' Life-boat Guild.

**NEW TROWS.**—Lantern Lecture to the New Trows Women's Rural Institute, by the District Assistant Secretary.

**PETERHEAD.**—Annual Concert, Provost Dickie presiding.

**STONEHAVEN.**—Lantern Lecture to the Dunnottar Young Men's Guild, by the Scottish Organizing Secretary.

**TROON.**—Whist Drive, at which Councillor John Henderson, the late Hon. Secretary and Treasurer of the Branch, was presented with the Vellum of Thanks awarded to him by the Institution.

### Ireland.

**BELFAST.**—Annual Meeting, the Lord Mayor, President of the Branch, in the chair, supported by the Bishop of Down and Connor, Viscount and Viscountess Bangor, the Right Hon. H. M. Pollock, M.P., Minister of Finance, Lord Dunleath, the High Sheriff, Sir Robert and the Hon. Lady Kennedy, the Chairman of the Harbour Board, and Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year £790, as compared with £1,210 in the previous year.

**CAHIR.**—Life-boat Day.

**CORK.**—Annual Ball.

**COLERAINE.**—Annual Meeting. Speaker: the District Organizing Secretary. Amount collected last year £73, as compared with £62 in the previous year.

Cinema Matinée. Speaker: The District Organizing Secretary.

**DOWNPATRICK.**—Concert.

**DROGHEDA.**—Special Meeting, the Mayor presiding. Speaker: Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution, who presented the Thanks of the Institution on Vellum awarded to Mr. R. O. Hill, the Hon. Secretary, on his retirement.

**DUBLIN.**—Annual Meeting of the Ladies' Life-boat Guild, Mrs. James McNeill, President in the chair, supported by the Countess van Cutsem, Senator Andrew Jameson, D.L., Chairman of the Branch, and Major Arthur Whewell, Chairman of the Special Effort Committee. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

**PORTRUSH.**—Cinema Evening Entertainment. Speaker: The District Organizing Secretary.

**PORTSTEWART.**—Whist Drive.

**TRALEE.**—Life-boat Day.

**TUAM.**—Life-boat Day. Dance.

**WATERFORD.**—Life-boat Day.

**YOUGHAL.**—Whist Drive.

### Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

**CARDIFF AND PENARTH.**—Annual Meeting, the Lady Mayoress presiding, in the absence of the Lord Mayor, President of the Branch. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year, £262, as compared with £284 in the previous year.

**CONWAY.**—Whist Drive and Dance.

**MILFORD HAVEN.**—Life-boat Day.

**NEWPORT (Mon.).**—Annual Meeting, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year, £144, as compared with £165 in the previous year.

(Continued on page 516).

## Income and Expenditure for 1931.

Life-boats :—	<b>EXPENDITURE.</b>	£ s. d.	£ s. d.
<b>New Life-boats for the following stations :—</b> On account—Aldeburgh, Arbroath, Ballycotton, Barra Island, Bridlington, Clogher Head, Cloughey, Donaghadee, Dunbar, Fishguard, Girvan, Hastings, Hoylake, Kirkcudbright, Lerwick, Lytham, Newhaven, Padstow No. 1, Penlee, Ramsey, Redcar, Scarborough, Torbay, Weymouth, and Youghal			
	56,708	— 3	
Upkeep of Office and Store at Cowes	103	19 6	
Alterations and Repairs of Life-boats, etc.	12,112	3 3	
Consulting Naval Architect	539	6 10	
Salaries of Superintendent Engineer, Surveyors, Inspectors, Assistant Surveyors, of Life-boats and Machinery, Draughtsmen, and Clerical Staff.	10,203	9 2	
Travelling Expenses	3,351	— 7	
Pensions under the Pension Scheme	325	15 —	
Contributions to Superannuation and Provident Fund	200	19 —	
			83,539 13 7
<b>Life-boat Carriages and Tractors, viz. :—</b>			
New Tractors, etc.	3,344	5 11	
Repairs to Tractors	383	18 10	
Alterations and Repairs of Life-boat Carriages	245	7 11	
Salaries of Assistant Inspector and Assistant Surveyor	679	4 8	
Travelling Expenses	438	17 —	
Contributions to Superannuation and Provident Fund	38	4 11	
			5,129 19 3
<b>Life-boat Houses, Slipways, etc. :—</b>			
New Construction and Adaptation	15,171	10 —	
Repairs and Maintenance	5,953	1 2	
			21,124 11 2
<b>Life-boat Stores</b>			16,993 3 1
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs</b>			
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers	3,503	2 1	
Pensions and Gratuity under the Pension Scheme	13,314	13 5	
Contributions to Superannuation and Provident Fund	559	19 7	
	79	12 10	
			17,457 7 11
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally; Conveyance of Boats, Carriages and Stores; Postages, etc.</b>			
Station Centenary Expenses	11,998	19 —	
Salaries of Assistant Secretaries, etc., of Stations	1	— 2	
	314	2 —	
			12,314 1 2
<b>Wages, Rewards and other payments to Coxswains, Motor Mechanics, Crews, etc., viz. :—</b>			
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	4,642	— 1	
Grants to men injured in the Life-boat service	507	1 8	
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	28,392	11 1	
Payments to Life-boat Crews and Launchers for exercises, etc.	6,432	18 7	
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	3,611	14 9	
Pensions and Grants to Relatives of deceased Life-boatmen and others	1,515	18 10	
Pensions under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats	641	7 10	
			45,748 12 10
Carried forward			£202,302 9 —

## INCOME.

## Subscriptions, Donations, etc. :—

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters . . . . .	6,082	—	9			
"    "    through Station Branches . . . . .	5,839	1	8			
"    "    through Financial Branches . . . . .	17,963	1	5			
"    Donations to Headquarters . . . . .	7,807	19	2			
"    "    through Station Branches . . . . .	20,364	—	4			
"    "    through Financial Branches . . . . .	50,137	5	2			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations . . . . .	1,836	14	8			
Contribution Boxes (Headquarters) . . . . .	244	16	4			
"    "    (Station Branches) . . . . .	4,373	16	1			
"    "    (Financial Branches) . . . . .	806	18	6			
				115,455	14	1

## Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments—Margate, Maryport, North Deal and Southend-on-Sea . . . . .	2,381	13	11			
North Deal—Bevan Reward Fund (per the Charity Commissioners) . . . . .	208	5	—			
				2,589	18	11

## Income from Investments :—

Dividends and Interest on Investments . . . . .	43,292	15	10			
Less Income Tax deducted . . . . .	5,903	2	11			
				37,389	12	11
Special Purposes Trust Fund Income . . . . .	£	s.	d.			
Account . . . . .	1,602	1	1			
Less Transfer to Special Purposes Trust Fund . . . . .	342	5	10			
	1,259	15	3			
Less Transfers to General Subscrip- tions, Station Branch Contribu- tions, and Financial Branch Contributions . . . . .	87	6	9			
	1,172	8	6			
Income Tax recovered . . . . .	5,607	8	—			
				44,169	9	5
Carried forward . . . . .				£162,215	2	5

## EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward . . . . .				202,802	9	-
<b>Life-boat Inspectors, etc. :—</b>						
Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff . . . . .	6,442	9	1			
Travelling Expenses . . . . .	2,366	7	5			
Pensions under the Pension Scheme . . . . .	1,225	17	-			
Contributions to Superannuation and Provident Fund . . . . .	151	19	5			
				10,186	12	11
<b>Administration :—</b>						
One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant, and Clerical Staff . . . . .	4,874	4	5			
	£	s.	d.			
Rent, Leasehold Depreciation, Rates, Taxes, Lighting, Heating, Insurance, etc. . . . .	2,629	9	8			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts . . . . .	889	5	5			
Commissionaires and Watchman . . . . .	564	11	8			
Telephones, Postages and Parcels . . . . .	826	16	2			
	4,910	2	11			
Less estimated amount chargeable to Publicity . . . . .	2,400	-	-			
				2,510	2	11
Pensions and Gratuities under the Pension Scheme . . . . .	2,379	18	1			
Contributions to Superannuation and Provident Fund . . . . .	156	10	1			
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. . . . .	3,371	17	1			
Travelling Expenses to Headquarters—Committee of Management . . . . .	267	7	2			
Auditors' Fee . . . . .	315	-	-			
Law Expenses . . . . .	557	19	10			
Expenses of Removal to New Premises . . . . .	258	18	10			
Repairs and improvements to the House of the Institution . . . . .	4,935	2	9			
				19,627	1	2
Calls on Shares received from the Estate of the late Miss Sarah Berry . . . . .				86	5	-
Expenses re the Estate of the late Miss J. M. James . . . . .				4	9	-
<b>Publicity at Headquarters and 1132 Branches :—</b>						
One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Accountant, Principal Clerk and Clerical Staff (as above), and Salary of Publicity Secretary . . . . .	5,736	13	8			
Salaries of District Organizing Secretaries and Clerical Staff . . . . .	6,816	11	4			
Travelling expenses of District Organizing Secretaries Annual General Meeting . . . . .	2,031	5	7			
Advertising and Appeals . . . . .	89	12	10			
Advertising and Appeals . . . . .	6,596	-	5			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. . . . .	10,441	8	3			
Printing and Binding the Annual Report and <i>The Lifeboat Journal</i> . . . . .	1,952	2	5			
Gratuity under the Pension Scheme . . . . .	261	5	-			
Salaries and Commissions of Assistant Secretaries, etc., of Branches . . . . .	3,919	1	6			
Contributions to Superannuation and Provident Fund . . . . .	193	6	9			
Estimated proportion of Administration Expenses as above . . . . .	2,400	0	0			
				40,437	7	9
<b>Total Expenditure . . . . .</b>				<b>£272,644</b>	<b>4</b>	<b>10</b>

## INCOME.

	£	s.	d.
Brought forward . . . . .	162,215	2	5
<b>Sundry Receipts :—</b>			
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc. . . . .	2,759	2	10
Sale of <i>The Lifeboat Journal</i> , Advertisements, etc. . . . .	234	11	6
	<u>2,993</u>	14	4
<b>Ordinary Income . . . . .</b>	165,208	16	9
<b>Legacies for General Purposes . . . . .</b>	65,443	18	8
<b>Gifts and Legacies for Special Purposes :—</b>			
Income only available :—	£	s.	d.
Legacies . . . . .	1,175	10	11
Special Gifts . . . . .	623	15	—
	<u>1,799</u>	5	11
Capital available :—			
Legacies . . . . .	22,467	8	9
Special Gifts . . . . .	9,120	5	7
	<u>31,587</u>	14	4
	<u>33,387</u>	—	3
<b>Total Receipts . . . . .</b>	264,039	15	8
Less :—			
Transferred to Endowment Trust Fund . . . . .	1,799	5	11
Do. Special Purposes Trust Fund . . . . .	31,587	14	4
Less Calls on Shares, etc. . . . .	86	5	—
	<u>31,501</u>	9	4
	<u>33,300</u>	15	3
<b>Total Receipts available for General Purposes . . . . .</b>	230,739	—	5
<b>Transferred from Special Purposes Trust Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations . . . . .</b>	31,691	16	—
	<u>262,430</u>	16	5
 <b>Deficit charged to General Purposes Fund . . . . .</b>	 10,213	 8	 5

£272,644 4 10

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1931, and of the Branches for the year to 30th September, 1931.

PONTYPOOL.—Life-boat Day.

PONTYPRIDD.—Annual Meeting, Mrs. Edgar Jenkins, Chairman, presiding. Speaker: the District Organizing Secretary. Amount collected last year, £82, as compared with £61 in the previous year.

RHAYADER.—Life-boat Day.

SWANSEA.—Annual Meeting, the Deputy Mayor presiding. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year, £273, as compared with £283 in the previous year. Concert.

WREXHAM.—Life-boat Day.

### Where Help is Wanted.

#### In the North-West of England.

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

either personally or by putting it in touch with those who might be able to help:—

ST. HELENS, COLNE and LITTLE LEVER, all in Lancashire.

### Football.

THE annual match for the "Baring Cup" was played between teams representing the Head Office and the Storeyard on 2nd April, on a ground kindly lent by Messrs. J. Stone & Co. Ltd., at Charlton, Kent. The result was a win by 4 goals to 2 by the

Storeyard, who thus retain the Cup which they won in 1930-31. The Storeyard scored two goals early in the first half. On changing ends they added two more to their lead, but the Head Office scored twice before the close.

### Notice.

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

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

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

### To Our Readers.

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

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