

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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SEPTEMBER, 1932.

[PRICE 6d.

## THE LIFE-BOAT FLEET

Motor Life-boats, 109 :: Pulling & Sailing Life-boats, 71

## LIVES RESCUED

from the foundation of the Institution in 1824 to  
September 29th, 1932 - - - - - 62,965

## **The Third International Life-boat Conference.**

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

THE Third International Life-boat Conference was held in Holland on 22nd and 23rd June.

Our own Institution inaugurated the series of Conferences in its Centenary Year, 1924, when representatives of eight nations met in London. The second Conference was held four years later in Paris, seventeen nations being represented, and it was fitting that the organization of the third should have fallen on the North and South Holland Life-boat Society, the second senior of all the Life-boat authorities, founded as it was in 1824, only a few months after our own. It is to be hoped that Conferences will follow at intervals of four years.

The Life-boat Service in Holland is supported by voluntary contributions like our own. There are two entirely separate Life-boat Institutions. The senior—the Noord-en Zuid-Hollandsche Redding - Maatschappij, with headquarters in Amsterdam, covers the coast from the north of the Hook of Holland to the German frontier, including the dangerous islands which lie at the mouth of the Zuidersee. The Zuid-Hollandsche Maatschappij tot redding

van Schipbreukelingen, with headquarters at Rotterdam (founded in 1824, only a few days after the other Society) covers the coast from the Belgian frontier to the Hook of Holland, inclusive. It might perhaps be expected that such divided control would lead to difficulties, but the two Societies have always worked in the closest touch and in complete accord, and, since they are both fortunate in being able to call on the services of the eminent Professor Vossnack, of the University of Delft, as Technical Advisor, there is considerable uniformity in the design of their boats and equipment.

### **Twelve Nations Represented.**

Thirteen nations contributed papers to the Conference, and twelve sent representatives. That this number was less than in 1928 is, I feel sure, not due to any loss of interest in Life-boat work on the part of any nation, but rather to the prevailing economic conditions. The United States had intended to be represented, but the sudden death of Admiral Billard, the head of the U.S. Coastguard, made this impossible, though papers were contributed.

The complete list of delegates follows:—

**BELGIUM.**

M. Henry de Vos, Directeur Général de la Marine.

le Commandant Georges Goor, Conseiller Nautique.

**GREAT BRITAIN.**

*Royal National Life-boat Institution.*

Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary.

**DENMARK.**

*Det Danske Redningsvæsen.*

Mr. C. V. Fabricius, Bestyrer af Redningsvæsenet.

**FRANCE.**

*Société Centrale de Sauvetage des Naufragés.*

le Vice-Amiral Lacaze, Ancien Ministre de la Marine, Président.

le Commandant Le Verger, Administrateur délégué.

le Commandant Cogniet, Chef du Service de l'Inspection.



**THE THIRD INTERNATIONAL LIFE-BOAT CONFERENCE.**

From left to right, First Row: Captain D. H. Doeksen, Mr. Ottar Vogt, Commander E. D. Drury, Inspector B. Mentz, Captain A. G. Bremner, Mr. Henry de Vos, Sir Godfrey Baring, A. A. Baron Sweerts de Landas Wyborgh, Vice-Admiral C. Fock, Mr. P. E. Tegelberg, Le Vice-Amiral Lacaze, General Sekretär J. Rosing, Mr. C. V. Fabricius, Lieut.-Colonel C. R. Satterthwaite. Second Row: Le Commandant Chollet, Mr. Lecoq, Lieut.-Colonel J. J. van Santen, Mr. C. D. Julius, Captain Dominique Bastianini, Mr. H. de Booy, Mr. E. M. Eden, Mr. J. R. Barnett, M. Barillon, Captain V. S. Rashleigh, Mr. A. J. Drenth. Third Row: Professor E. Vossnack, Mr. H. Hellstrom, Lieut.-Commander P. E. Vaux, Le Commandant le Verger, Captain Shiro Takasu, Le Commandant Georges Goor, Sir George Shee, Le Commandant Cogniet, Mr. Walter Riggs, Mr. P. H. Gallé, Mr. W. Sander, Mr. Th. P. van den Bergh, Mr. J. Rypperda Wierdsma. Standing: Captain Sten Isberg, Mr. E. Lithander, Mr. H. Th. de Booy, Captain Nedjmeddin, Mr. L. Emmeriks, Mr. G. L. de Vries Feyens, and Mr. C. Oud.

Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats.

Engineer-Captain A. G. Bremner, O.B.E., R.N., Superintendent Engineer.

Mr. J. R. Barnett, O.B.E., M.I.N.A., Consulting Naval Architect.

Mr. Walter Riggs (Honorary Secretary of the Aldeburgh Station).

Lieut.-Commander P. E. Vaux, D.S.C., R.N., Eastern District Inspector.

Sir George Shee, the late Secretary, also attended the Conference.

*H.M. Coastguard.*

Captain V. S. Rashleigh, C.B.E., R.N., Chief Inspector.

le Commandant Chollet, Inspecteur-Secrétaire.

M. Barillon, Ingénieur Général du Génie Maritime.

**GERMANY.**

*Deutsche Gesellschaft zur Rettung Schiffbrüchiger.*

Generalsekretär Johannes Rosing.

Inspektor Benno Mentz.

Ingenieur Fr. W. Sander.

**HOLLAND.**

*Noord-en Zuid-Hollandsche Redding-Maatschappij, Amsterdam.*

Mr. P. E. Tegelberg, President.

Mr. H. de Booy, Secretary.

Mr. M. C. Koning, Treasurer.  
 Mr. J. H. Hummel.  
 Mr. Paul den Tex.  
 Mr. P. H. Gallé.  
 Mr. G. L. de Vries Feyens.  
 Mr. Th. P. van den Bergh.  
 Mr. H. Th. de Booy, Assistant Secretary.

*Zuid-Hollandsche Maatschappij tot redding van Schipbreukelingen, Rotterdam.*

A. A. Baron Sweerts de Landas Wyborgh, President, Treasurer.  
 Mr. J. Rypperda Wierdsma, Vice-President.  
 Mr. C. D. Julius, Secretary.  
 Mr. Jan Lels.  
 Mr. A. C. Mees.  
 Mr. B. E. Ruys.  
 Mr. A. J. M. Gourdriaan.  
 Mr. R. D. Rust.  
 Mr. A. J. Drenth, Inspector.  
 Professor E. Vossnack (Technical Advisor of the two Societies).

#### ITALY.

*Società Italiana di Soccorso ai Naufraghi.*

Dominique Bastianini, Captain of the Italian Navy.

Cav. Uff. Dott. F. Luppis, Italian Consul General at Amsterdam.

Commandatore Gino Berri, Italian Consul at Rotterdam.

#### JAPAN.

*Teikoku Suinan Kinsaikai.*

Captain Shiro Takasu, Imperial Japanese Navy.

#### NORWAY.

*Norsk Selskab til Skibbrudnes Redning.*

Mr. Ottar Vogt, Secretary.

#### SPAIN.

*Sociedad Española de Salvamento de Naufragos.*

Mr. L. Emmeriks, Spanish Vice-Consul at Amsterdam.

#### SWEDEN.

*Svenska Sällskapet for Rädning af Skeppsbrutne.*

Mr. Edvard Lithander, Member of Parliament, formerly President.

Captain Sten Isberg, member of the Board of Directors and Secretary.

#### TURKEY.

Captain Nedjmeddin bey, Secretary of the Turkish Life-saving Service of the Black Sea.

A few personal notes may not be out of place. As regards the British delegation, it was a signal indication of the importance which the British Government attaches to the Institution's work that the Board of Trade should have permitted the attendance of the Chief Inspector of H.M. Coastguard. It was delightful again to have Sir George Shee among us, looking well, and with his interest in our work as great as ever. Mr. Walter Riggs, the Honorary Secretary of the Aldeburgh Branch (who has since been co-opted a Member of the Committee of Management of the Institution) sailed across the North Sea in his 15-ton yacht, bringing with him as crew Lieut.-Commander P. E. Vaux, the Eastern District Inspector. The French delegation included Vice-Admiral Lacaze, who has taken the place as President of the French Society of the late Admiral Touchard, who presided over the Conference in Paris in 1928, and M. Barillon, an eminent marine engineer. Germany sent her veteran Secretary—Herr Rösing, now in his thirty-second year of secretaryship.

Practically all the work of organization of the Conference fell on the shoulders of Captain de Booy, the Secretary of the North and South Holland Society. Those who know him will not need to be told that everything passed off without a hitch of any kind. Complete efficiency and a strong sense of humour are necessary qualities in the Secretary of a Conference, and Captain de Booy possesses them. It is pleasant to know that his son, recently in the Royal Dutch Navy, has now joined him as Assistant Secretary, and, though the Secretary's retirement should be many years ahead, the succession will be in safe and capable hands.

The Conference was honoured by the presence, at the Demonstration at the Hook of Holland on the 21st and at the

dinners at Rotterdam and Amsterdam, to which the delegates were invited, of His Royal Highness the Prince of the Netherlands, the Consort of Queen Wilhelmina.

#### **Demonstration of Line-throwing Devices.**

The delegates assembled at Rotterdam on the morning of Tuesday, 21st June, and the day was occupied by an inspection of Life-boats belonging to the South Holland Society at the Hook of Holland. The party proceeded down river in the paddle steamer *Merwede I*, lunch being served on board. On arrival at the Hook, we landed and saw first a demonstration of line-throwing devices. By means of mortars firing a spherical ball by a charge of black powder, lines were thrown to a range of some 300 yards, and by a shoulder-type line-throwing gun, somewhat similar to our own type, but with a bolt breech-action, to about 150 yards. The party then distributed themselves among three Motor Life-boats, and proceeded to sea. These boats were the 58 feet 6 inches *Koningin Wilhelmina* and *President Jan Lels* and the 52 feet *President J. V. Wierdsma*, two being stationed at the Hook, and the other at Stellendam, to the southward.

#### **Design of the Dutch Motor Life-boats.**

Since the general design of these boats is similar to that of the boats belonging to the senior Society, which we saw on the 24th, and since they differ notably from our own types, it may not be out of place to give a short description of them. They are built of steel and have heavy oil engines. In twin-screw boats the engines are in separate compartments placed in echelon. The main engine controls are below, so that two engineers, one in each engine-room, are necessary when at sea. Self-righting is provided for by a tank which is situated on one side of the keel and which fills with water when the boat is capsized, thus rendering her unstable when upside down. The normal complement of crew is six, and, judging from the men we saw, both at the Hook and on the Zuidersee, the crews are the finest possible type of

Life-boatmen. Wireless telephony installations are fitted in the larger boats.

#### **Use of Aeroplanes in Life-Saving.**

Outside the entrance to the river two small boats with a line between them were moored to represent a wreck. A demonstration was now given by two military aeroplanes of the dropping of a line over a wreck. If a vessel is stranded within a comparatively short distance from the shore, an aeroplane may be able so to drop a line that one end falls on shore and the other over the wreck. Colonel van Santen, of the Royal Dutch Air Force, Commandant of the Military Aerodrome at Soesterberg, was with us on board the Life-boat, and he afterwards, at the Conference, gave us a very clear description of the manœuvre. The aeroplane lets out a light line towing a "wind-sleeve"; at the appropriate moment a streamlined wooden weight is placed on the line by the pilot, and the whole cast adrift. In certain wind conditions it is desirable to cast adrift the wind-sleeve before dropping the line, and an ingenious device enables this to be done.

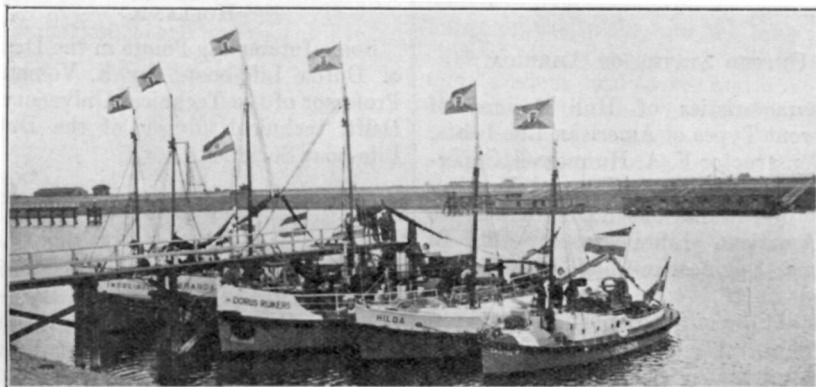
The trial carried out was not absolutely successful, but it demonstrated the possibility of rendering aid to the shipwrecked in certain conditions, when perhaps no Life-boat could approach the wreck owing to rocks and surf, and no rocket apparatus was available.

The delegates returned to Rotterdam by train, and in the evening were entertained to dinner on board the beautiful motor ship *Baloeran*, of the Rotterdamsche-Lloyd. Telegrams of loyalty were sent to the Queen of Holland and the Queen Mother, and gracious replies were received. Baron Sweerts, President of the South Holland Society, proposed the health of the Life-boat Crews of all nations, and Sir Godfrey Baring replied.

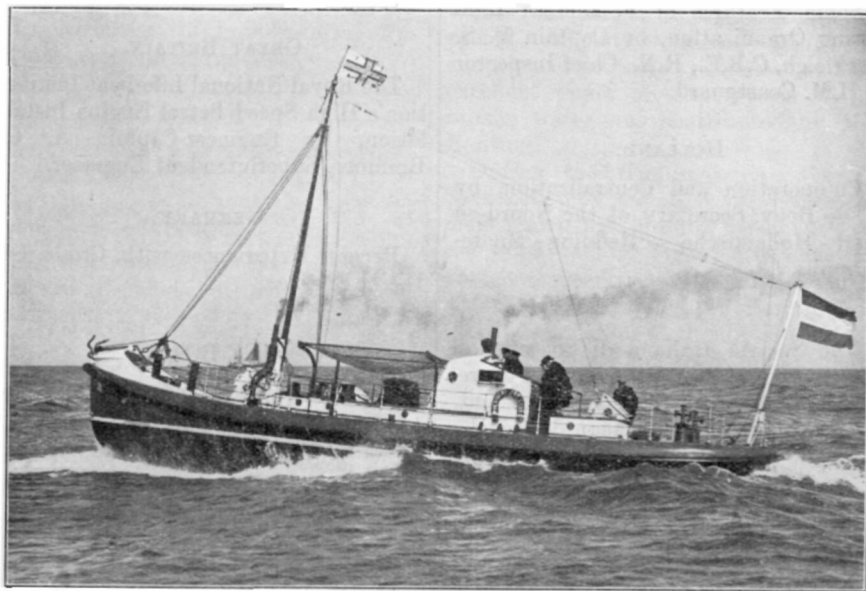
#### **The Conference.**

On Wednesday, 22nd, the delegates went to Amsterdam by train, and the Conference opened at 11 A.M. at the Koloniaal Instituut. The chair was taken by Mr. P. E. Tegelberg, President of the North and South Holland Society. Until 5 P.M. on the 23rd, with short

### Dutch Motor Life-boats.



**MOTOR LIFE-BOATS OF THE NORTH AND SOUTH HOLLAND LIFE-BOAT SOCIETY ON THE ZUIDERSEE.**



**President Jan Lels.**

The Motor Life-boat of the South Holland Life-boat Society stationed at Hook of Holland.

intervals for lunch, the Conference continued, the full agenda being as follows, the titles being those of the papers contributed by the delegates of the various nations :

#### UNITED STATES OF AMERICA.

Characteristics of Hull Designs of Different Types of American Life-boats, by Constructor F. A. Hunnewell, Superintendent of Construction and Repair.

Motor Installations in Different Types of American Life-boats, by R. B. Adams, Engineer-in-Chief, U.S. Coastguard.

Establishment of Connection between the Shore and the Stranded Vessel as practised in the American Service, by Mr. Oliver M. Maxam, Chief of the Division of Operations, United States Coastguard.

#### ORGANIZATION.

##### GREAT BRITAIN.

Some Features of a Modern Life-saving Organization, by Captain V. S. Rashleigh, C.B.E., R.N., Chief Inspector of H.M. Coastguard.

##### HOLLAND.

Co-operation and Centralization, by H. de Booy, Secretary of the Noord-en Zuid - Hollandsche Redding - Maatschappij.

##### ITALY.

The Società Italiana di Soccorso ai Naufraghi: Its Past, Present and Future. A communication from its President, Grand Admiral Paolo Thaon de Revel.

##### FRANCE.

Conditions of Efficiency of Life-boat Stations.

Report on the Trial of a Life-boat.

#### TECHNICAL STUDIES.

##### FRANCE.

Technical Studies on Models of Life-

boats, by M. Barillon, Ingénieur Général du Génie Maritime.

The Protected Rudder before the Sternpost, by M. Barillon.

##### HOLLAND.

Some Interesting Points in the Design of Dutch Life-boats, by E. Vossnack, Professor of the Technical University of Delft, technical adviser of the Dutch Life-boat Societies.

##### GREAT BRITAIN.

Recent Developments in the Motor Life-boats of the Royal National Life-boat Institution, by J. R. Barnett, O.B.E., M.I.N.A., Consulting Naval Architect to the Royal National Life-boat Institution.

##### HOLLAND.

The Action of Oil on Broken Water, by Engineer J. D. Banting, with an introduction and final word by H. Th. de Booy, Assistant-Secretary to the Noord-en Zuid-Hollandsche Redding-Maatschappij.

##### GREAT BRITAIN.

The Royal National Life-boat Institution's High Speed Petrol Engine Installation, by Engineer-Captain A. G. Bremner, Superintendent Engineer.

##### GERMANY.

Recent Experiences with Crude Oil Diesel Engines.

#### LIFE-BOATS.

##### GERMANY.

Description of the Latest Decked Twin-screw Motor Life-boat, now under construction for the Cuxhaven Life-boat Station at the mouth of the Elbe.

##### NORWAY.

The Motor Life-boat *Andreas Aaro*, by Ottar Vogt, Secretary of the Norwegian Society for Saving the Shipwrecked.

##### HOLLAND.

A Motor Life-boat for the Beach: An

Experiment, by H. de Booy, Secretary of the Noord-en Zuid-Hollandsche Redding-Maatschappij.

#### GERMANY.

Auxiliary Sails and Steering ability.

#### CREWS.

#### DENMARK.

The Manning of Life-boats, by C. V. Fabricius, Manager of the Danish Life-boat Service.

#### HOLLAND.

The Altered Relation between the Life-boat Society and the Crew as a result of the introduction of Motor Life-boats, by C. D. Julius, Secretary of the Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen.

#### ROCKETS, BREECHES BUOYS APPARATUS, ETC.

#### GERMANY.

Improvements of Line-throwing Appliances (rockets and pistols).

#### FRANCE.

Installation of a Breeches Buoy Apparatus on Trailer.

#### SPAIN.

The Organization and Methods of the Sociedad Española di Salvamento di Náufragos.

#### RADIO TELEPHONY.

#### HOLLAND.

Experiences with Radio-telephony on Life-boats of the Dutch Societies, by H. Th. de Booy, Assistant Secretary of the Noord-en Zuid-Hollandsche Redding-Maatschappij.

#### A Heavy Oil Engine.

The proceedings were in English, and without any doubt the interchange of ideas, covering every aspect of life-saving work on the coast, was as

profitable as it was interesting to all. I brought away the impression that while our own designers are not likely to adopt steel construction, with its attendant danger of rivets being sprung when boats bump on the banks, nor the tank principle of self-righting, they will be even more anxious to discover and adapt an efficient, light and powerful British-made heavy oil engine.

The description of the newest German Motor Life-boat built for the Station of Cuxhaven at the mouth of the Elbe, where she may often have to make long journeys to the outlying banks, was particularly interesting. This boat, which is 56 feet long, though constructed of steel and with heavy oil engines, follows more closely the lines of our Barnett type than do the Dutch boats; and many points in her design are due to consultation between the German Institution and our own before she was laid down.

The theoretical studies and experiments on models carried out by M. Barillon were also of great interest and value, particularly in regard to unexpected difficulties arising from the adoption of protected rudders; and an excellent paper on the use of oil on broken water was contributed by Mr. Banting.

During the Conference, Sir George Shee delivered messages of encouragement entrusted to him personally by the Pope and by Signor Mussolini, at audiences recently granted him in Rome. At the close, Sir Godfrey Baring proposed a resolution of thanks to the two Dutch Societies for their initiative in calling the Conference, and for the admirable arrangements made, and expressed the thanks of the delegates to the Chairman, Mr. Tegelberg.

In the evening the delegates were the guests of the North and South Holland Society at dinner at the Amstel Hotel. Speeches were made by Mr. Tegelberg, by Mr. P. J. Reymer, the Minister of Public Works, and by Vice-Admiral Lacaze.

#### Visit to the Zuidersee.

On Friday, 24th, the delegates were given an opportunity of seeing the work

already accomplished, and still in progress, on the enclosure and partial drainage of the Zuidersee. This was of absorbing interest, particularly to me as an engineer. It is undoubtedly the largest scheme of land reclamation ever carried out, and its ultimate result will be an addition of some 860 square miles to the area of Holland. The great dam, stretching for eighteen miles from the Island of Wieringen to the coast of Friesland, has just been closed, and what remains of the Zuidersee has now become "Lake Yssel."

The general scheme of the work has consisted in the construction of this dam, with sluice gates and locks for traffic entrance at each extremity, and the enclosure by dykes of four "Polders," or areas of reclaimed land. Of the Polders, that on the north-west, with an area of eighty square miles, has been enclosed for some two years; the others remain to be enclosed in future years. The Polders will be below sea level, and will be drained by canals and pumping stations, while the level of the water in Lake Yssel will be so regulated as to provide for drainage from the canals in each Polder.

#### The New Polder.

The party left Amsterdam at 8.30 in a fleet of cars. Mr. Verhey, an engineer who has been engaged on the work, was in general charge, and at all interesting points he gave us the clearest possible explanation in English and French. The first stop was south of Hoorn, where we were in the area of a Polder which was reclaimed from the sea in 1682. Here there are many beautiful red-brick farmhouses bearing dates of that period. We then went on to Medemblik, at the south-east corner of the new Polder, and saw the new pumping station. Then we proceeded round and across the new Polder, and visited the brand-new village of Slootdorp. This little township, standing in what was the sea bed two years ago, already has many substantial houses, and no less than three churches. All around there were Frisian cattle grazing on the re-

claimed land, and many fine crops of barley. We crossed the dyke to the Island of Wieringen, and were given an excellent lunch at Hyppolitushoef. Then to Den Oever, where the great enclosing dam begins. The dam will eventually carry a railway track and roadway, and a path for bicycles. The roadway is completed for some miles and we drove to its end. We saw the immense triple sluice gates, and examined specimens of the tenacious boulder clay which is dredged from the sea bed, and of which the core of the dam is composed.

#### Motor Life-boats of the North and South Holland Society.

We all then went on board the Motor Life-boats of the North and South Holland Society, which had been assembled in the basin. These were the *C. A. de Tex*, the *Hilda*, the *Dorus Rijkers*, the *Brandaris*, the *Insulinde*, and the *Neeltje-Jacoba*, ranging in age from fifteen years to three, and in length from forty to sixty feet. Nothing could have been smarter or more workmanlike than the appearance of boats and crews, and we all regretted that time did not permit of a trip to sea. Then back to Amsterdam and home.

So ended a week that will live in the memories of us all. We shall remember the hospitality of our Dutch friends, and the efficiency of their organization; and the first sight, to many of us, of a fascinating country seen under the happiest possible conditions. We made many new friendships, and renewed many old ones. We all learnt a great deal, and perhaps some of us were able to help others less experienced. But what we shall, I think, remember most vividly is the spirit of comradeship which inspired the delegates without exception. I cannot help feeling that the cause of international friendship was advanced by the Conference, and that those who work for the Life-boat Cause in every land can truly feel that in helping on this great Service, which knows no national frontiers, they are contributing more than they realize towards the healing of the wounds of a troubled world.

## H.R.H. The Prince of Wales, K.G., at Brixham.

### Inaugural Ceremony of the "George Shee."

ON 27th July, H.R.H. the Prince of Wales, K.G., President of the Institution, attended the Inaugural Ceremony of the Motor Life-boat at Torbay, and named the boat *George Shee*, after the late Secretary of the Institution.

This name was given as a result of the resolution passed by the Committee of Management, in September, 1931, to "mark their high appreciation of Sir George Shee, as Secretary of the Institution for twenty-one years, by naming a Motor Life-boat after him." Sir George Shee was given the choice of three Motor Life-boats then on the coast, but still unnamed, and he chose the Torbay boat.

The *George Shee* is one of the 51-foot Barnett (Stromness) cabin type, the largest and most powerful type which the Institution is now building, and was completed and sent to Torbay in 1930, replacing a 40-foot Self-righting Motor Life-boat.

#### The "George Shee."

She is a Cabin Motor Life-boat, 51 feet by 13 feet 6 inches. On service, with crew and gear on board, she weighs 26½ tons. She is divided into eight water-tight compartments, and is fitted with 160 air-cases. She has twin screws, and is driven by two 60 h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just under 9 knots, which is equivalent, in a boat of this size, to 31 knots in an Atlantic liner. She carries enough petrol to be able to travel 120 miles at full speed without refuelling. She has seating accommodation in her cabin for ten people, and in rough weather can take 100 people on board. She carries a crew of eight men. She has a line-throwing gun and an electric search-light, is lighted throughout with electricity, and is fitted with an oil-spray in the bows for spraying oil on the waves to make smooth the water round the wreck.

Torbay has had a Life-boat Station since 1866. Its Life-boats have been

launched on service 123 times, and they have rescued 89 lives.

The Ceremony took place in the Outer Basin of Brixham Inner Harbour. The quays, the houses round the harbour and the shipping in the harbour were crowded, and it was estimated that some 20,000 people were present. The Local Authorities, the people of Brixham and the people of South Devon joined very heartily with the Institution in giving a welcome to the Prince and making the Ceremony a great success. The day was observed as a general holiday in Brixham—the schools were closed, the Great Western Railway Company issued special cheap tickets to Brixham from neighbouring places, and town, harbour and shipping were all decorated with flags.

Among those present were the Chairman and members of the Brixham Urban District Council, the Mayors of Exeter, Dartmouth, Okehampton and Torquay, the Chairman of the Paignton Urban District Council, the Rev. the Earl of Devon, a Vice-President of the Institution and President of the Exeter Branch, Admiral the Hon. Sir Herbert Brand, K.C.B., K.C.M.G., K.C.V.O., Commander-in-Chief at Plymouth, Mr. C. Williams, M.P. for the Torquay Division, and the officers of H.M. Minesweeper *Forres*, which came to Brixham to represent the Navy at the Ceremony.

The Ceremony was timed to begin at two o'clock. An hour before, a maroon was fired, which was the signal for a collection on behalf of the Institution, and an appeal for contributions was made by Lieut.-Colonel C. R. Satterthwaite, O.B.E., the Secretary of the Institution. The response to this appeal, including the sale of programmes, was over £135.

#### Arrival of the Prince.

The Prince of Wales, who travelled by air to Haldon, was met by the Right Hon. the Lord Mildmay of Flete, P.C., J.P., Lord Lieutenant of Devon, and the Lord Churston, President of the Torbay Branch, who entertained him to lunch at Lupton Park.

At Brixham Harbour the Prince was received by a guard of honour of Life-boatmen, men who had served in the Royal Naval Reserve and members of the British Legion in Brixham, Paignton, Teignmouth and Torquay, under the Command of Brigadier-General E. H. Llewellyn, D.S.O.

Mr. Harold Clayton, the Chairman of the Torbay Branch, Mr. H. M. Smardon, the Honorary Secretary, Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution, Commander E. D. Drury, O.B.E., R.D., R.N.R., the Chief Inspector of Life-boats, Mr. F. P. Lee, J.P., the Chairman of the Brixham Urban District Council, and the Mayors, were presented to the Prince, and Mr. Lee presented to him an illuminated address of welcome, at the head of which was a sketch of Brixham Harbour, with the Motor Life-boat in the centre. This is the first address presented to a member of the Royal Family at Brixham since the address (of which a copy is preserved in the Council Chamber) presented in 1828 to the Duke of Clarence, afterwards William IV., who was one of the original Vice-Presidents of the Institution.

Lord Mildmay, in opening the Ceremony, said that in coming to Devon the Prince was returning to his birthplace as a sailor, for it was at Dartmouth that he received his naval training, and Brixham welcomed him as "a seaman of Devon."

Sir George Shee then presented the Life-boat to the Institution, and in doing so said: "Except for the honour of knighthood conferred upon me by His Majesty the King last year, I cannot imagine a gift or honour which I would value more highly than to have a Life-boat named after me."

Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, received the Life-boat from Sir George Shee. He expressed the gratitude of the Institution to the Prince of Wales for the "wonderful services" which he had rendered it on many occasions. He paid a high tribute to the Life-boatmen of Devon and spoke of the "untiring energy and self-

sacrificing devotion" of Sir George Shee during his twenty-one years as Secretary of the Institution.

Lord Churston, in receiving the Life-boat, said that from the days of Drake and Hawkins the seamen of Devon had been famous for their skill and contempt of danger, and that the men who manned their new Life-boat would not forget the great traditions which they had inherited.

After the singing of "Eternal Father, Strong to Save," accompanied by the Torquay Municipal Military Band, the Bishop of Exeter (the Right Rev. Lord William Gascoyne-Cecil, D.D.), with whom was the Rev. W. T. Long, Vicar of All Saints', Brixham, as chaplain, dedicated the Life-boat to the glory of God and the service of mankind.

#### **The Prince's Speech.**

Before naming the Life-boat the Prince said:—

"It is always a privilege for me to name a Life-boat or to do anything to further the cause of the great Life-boat Institution. I am particularly pleased to name this boat that is going to find its home in Brixham because, as Lord Mildmay told you, I spent two years in this locality and I know this part of the coast. It is famous for its beautiful scenery, but for ships it is a treacherous coast indeed.

"The men of Devon have a great record as seafarers, and a great record in the Life-boat Service. The Devon Lifeboat Stations have rescued 2,047 lives from shipwreck. That is a great and inspiring figure. In these days when we need encouragement it is a heartening thing to look at the record of a great Institution such as this. (Cheers.) It is extremely fitting that this Life-boat should be named after Sir George Shee, who gave twenty-one years of his life to the Service. He has told you how gratified he is to have his name on the boat, and we, who are connected with the Life-boat Service, are glad to think that he is still associated with us. (Cheers.) It is now my privilege to name the boat *George Shee*, and to wish her 'God-speed.' I hope that she will worthily continue the great



*By courtesy of]*

*[Sport and General.*

**H.R.H. THE PRINCE OF WALES AT THE TORBAY INAUGURAL CEREMONY.**

(The Prince is speaking from the platform on the left.)



**H.R.H. THE PRINCE GEORGE AT THE ALDEBURGH INAUGURAL CEREMONY.**

traditions of the Life-boat Service in the county of Devon." (Loud Cheers.)

The Prince then broke a bottle of Devonshire cider over the bows of the Life-boat.

The Ceremony concluded with the singing of "Abide with Me," the hymn which has been well described as "Brixham's gift to Christendom," for it was written by the Rev. Henry Francis Lyte, who was Vicar of Lower Brixham from 1819 to 1847. It was written at Berry Head House, Brixham, after evensong on the first Sunday in September, 1847, when the author was on the eve of leaving Brixham for

Nice, where, less than three months later, he died.

At the conclusion of the Ceremony the Prince went on board the Life-boat. Mr. Smardon presented to him Coxswain W. G. Sanders and the members of the Crew, and the Prince made a short trip in the boat, loudly cheered by the crowds on the quays.

At a meeting of the Urban District Council held in September, the Council placed on record their great appreciation of the efforts of Mr. Smardon, the Honorary Secretary of the Torbay Branch, in making the arrangements for the Prince's visit.

## H.R.H. The Prince George, K.G., at Aldeburgh.

### Inaugural Ceremony of the New Motor Life-boat.

ON 27th May, H.R.H. the Prince George, K.G., named the new Motor Life-boat stationed at Aldeburgh, Suffolk. This is the seventh Motor Life-boat to be named by the Prince.

The Aldeburgh boat is the first of a new type specially designed for Stations where conditions at sea require a fairly large and heavy type, but where it is impossible to station the Barnett or Watson Cabin type, as the boat has to be light enough to be launched off the beach. She is 41 feet by 12 feet 3 inches, and on service, with crew and gear on board, she weighs 16½ tons. She is divided into seven water-tight compartments, and is fitted with 135 air-cases. She has twin screws, and is driven by two 35 h.p. engines. They are in a water-tight compartment and are themselves water-tight, so that they would continue running even if the engine-room were flooded. Her speed is just over 7½ knots, and she carries enough petrol to be able to travel 116 miles, at full speed, without refuelling. In rough weather she can take eighty-five people on board, and she carries a crew of ten men. She has a line-throwing gun and an electric search-light, and is lighted by electricity. She has replaced a Pulling and Sailing Life-boat of the Norfolk and Suffolk type, the *City of Winchester*.

The new boat has been built out of a legacy from the late Mrs. Jane Elizabeth King, of St. Leonards-on-Sea, in memory of her son-in-law, the late Mr. Abdy Beauclerk.

There has been a Life-boat Station at Aldeburgh since 1824, and the Station has the splendid record of 413 lives rescued since 1851, and nine Silver Medals awarded for gallantry.

Prince George flew from London and was welcomed on landing by Sir Courtenay Warner, Bt., C.B., J.P., the Lord Lieutenant of Suffolk, Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Captain Frederick C. V. Vernon Wentworth, C.B., R.N., President of the Aldeburgh Branch. At Aldeburgh itself he was received at the Moot Hall by Mrs. Arthur Galsworthy, J.P., the Mayor. Among those present at the Ceremony were the Mayors of the Suffolk Boroughs, the Aldermen, Councillors and Town Clerk of Aldeburgh, and Mr. J. F. Lamb, of Cambridge, a member of the Committee of Management of the Institution. The Navy was represented by H.M. Destroyer *Scimitar*.

The Mayor opened the proceedings, and Mr. W. E. F. Cheesman, on behalf of the relatives of Mrs. King, presented the Life-boat to the Institution. In doing so he said that Mr. Abdy Beauclerk,

after whom the boat was to be named, was a constant visitor to Aldeburgh from thirty to forty years ago. He loved the place, and in particular sailing on the river. In 1893 he saw the Aldeburgh Life-boat go out to the help of the Russian barque *Venscapen*, and so impressed was he by the bravery and seamanship of the Life-boat Crew that he always afterwards wished that he might some day be rich enough to give the Institution a sum sufficient to build a Life-boat. He died in 1912 with his wish unrealized, but at the request of his widow, her mother, Mrs. King, left £5,000 to the Institution to accumulate in order to provide a Life-boat for Aldeburgh. The new Motor Life-boat, therefore, came to Aldeburgh as a reward for the bravery of its Crew thirty-nine years before, a Crew in which was the present Coxswain, Mr. Pead.

Sir Godfrey Baring, Bt., accepted the Life-boat on behalf of the Institution. He expressed its gratitude to the donor for her splendid gift, spoke of the services of the Life-boatmen of Aldeburgh, which "were written in gold on the records of the Institution," and paid a warm tribute to the work of Mr. Walter Riggs, the Honorary Secretary of the Station.

Sir Godfrey then formally handed the Life-boat to the Branch, and she was received by Captain Vernon Wentworth, R.N., the Chairman. After Captain E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, had described the boat, she was dedicated by the Bishop of St. Edmundsbury and Ipswich (the Right Rev. Walter G. Whittingham, D.D.), who was accompanied by Canon S. W. Goldsmith, M.A., as chaplain. The hymns which were sung before and after the service were led by the choir of Aldeburgh Church.

Before the Prince named the Life-boat, Sir Courtenay Warner, Bt., proposed and Sir Godfrey Baring, Bt., seconded a vote of thanks to him, and the Earl of Stradbroke, K.C.M.G., C.B., C.V.O., C.B.E., D.L., J.P., Vice-Admiral of the Suffolk coast, proposed and Mr. Ross Taylor, M.P., seconded a vote of thanks to the Mayor.

### The Prince's Speech.

The Prince, in naming the Life-boat, said :—

"I am very glad to be present this afternoon to name this Motor Life-boat. This is the seventh of these Ceremonies in which I have taken part, and when to-day's Ceremony is over there will not be a Motor Life-boat from Aldeburgh to the Thames which I have not had the pleasure of naming.

"You at Aldeburgh have a Life-boat record of which you may well feel proud. You have had a Station for 108 years, for as long, that is, as there has been a Life-boat Service on our coasts. Since 1851 your Life-boats have rescued 413 lives. Nine times your men have won the high honour of the Institution's Silver Medal for their gallantry. I congratulate you on that splendid record. (Cheers.)

"But you have had to pay the price for that achievement. To save lives you have given lives, and I think that on this occasion we should remember with special honour and gratitude those brave Life-boatmen of Aldeburgh who lost their lives on service.

"In the pride of your record the whole county of Suffolk shares. No county in the British Isles has been more active and more generous in Life-boat work. Some of the earliest experiments were carried out on this coast. Suffolk for many years had its own Life-boat Association, and that Association began its work many years before the Royal National Life-boat Institution itself was founded.

"The Life-boats of the county have rescued over 2,900 lives. What a wonderful record! When one remembers not only those 2,900 lives actually saved from death, but the thousands more—the families, the wives and children—saved from want and sorrow, the people of Aldeburgh and of Suffolk may well feel both thankful and proud at the recollection of what their Life-boatmen have done.

"With this new boat, the first of a new type, I am confident that you will add new honours to your record. The generous lady whose gift it is, and her son-in-law whose name it will bear, will

share in the work you do and the honours you win. I have very great pleasure in naming this boat *Abdy Beauclerk*. I wish the boat and her crew 'God-speed.'" (Loud Cheers.)

The Prince then broke a bottle of Empire wine on the bows of the Life-boat.

After the Ceremony the Prince went afloat in the Life-boat and was presented, in memory of his visit, with a model, made by an Aldeburgh man, of

the *Marigold*, one of the three ships which Aldeburgh built and manned and sent to fight the Spanish Armada.

At a meeting of the Committee of the Aldeburgh Branch on 16th August, Captain Vernon Wentworth presented to Mr. Riggs a silver salver, with the signatures of the Committee in facsimile, as a mark of their gratitude for all that he had done in connexion with the Ceremony and the placing of a Motor Life-boat at Aldeburgh.

## The "Lloyd's" Motor Life-boat.

### Inaugural Ceremony at Cowes.

THERE has been a Life-boat Station at Stornoway, Island of Lewis, in the Northern Hebrides since 1887. Last year, owing to the increasing number of wrecks in the Southern Hebrides, it was decided to establish a Station at Barra Island, and this Station was opened in September, 1931. A 45-feet Watson Cabin Motor Life-boat was temporarily placed there, while a new Motor Life-boat was being built. This boat is of the largest and most powerful type which the Institution is now building, the 51-feet Barnett (Stromness) type. A full description of this type appears on page 525, but it should be noted that in view of the distance which the Barra Island Life-boat is likely to travel on service, she has been built to carry a supply of petrol enabling her to travel 184 miles at full speed instead of 120 miles like the other Motor Life-boats of this type.

It was decided, with the approval of the Committee of Lloyd's, that this boat should bear the name *Lloyd's*, in gratitude for the most generous support which the Institution, since its foundation in 1824, has received from the members of Lloyd's. During the past five years their contributions have amounted to nearly £9,000, the cost of the Barnett (Stromness) type of Motor Life-boat, and the annual contributions received from Lloyd's in the future will be allocated to maintaining the Life-boat, and to replacing her, so that there will always be a Life-boat of this name in the fleet.

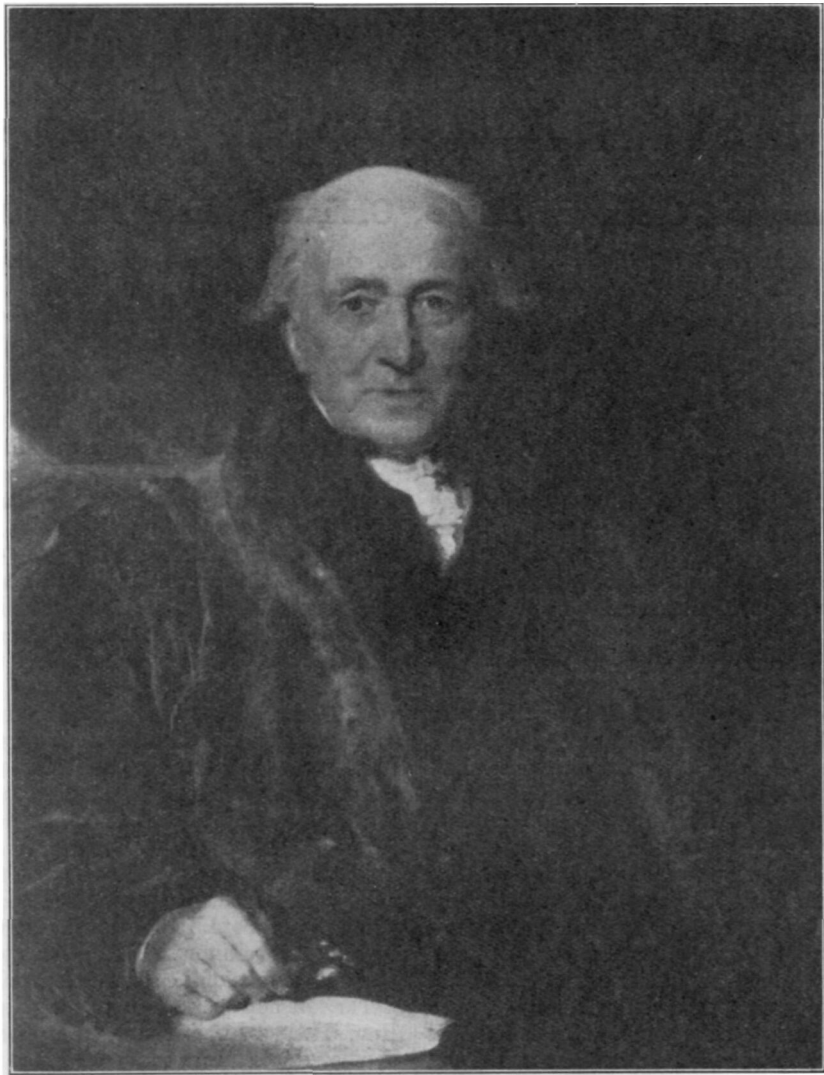
The Lloyd's Life-boat also commemorates the fact that for twenty years before the Institution was founded Lloyd's did a great deal to encourage the provision of Life-boats round the coasts of Great Britain and Ireland. In 1802, on the proposal of its Chairman, Mr. John Julius Angerstein, it voted £2,000 for the building and equipping of Life-boats. Twenty-six were built, and these boats were inspected by Lloyd's agents. When the Institution was founded there were already thirty-nine Life-boats, of which the majority had been provided by Lloyd's, so that, prior to 1824, Lloyd's was virtually the Life-boat Institution.

The Inaugural Ceremony took place on 25th July at East Cowes, at the yard of Messrs. Groves and Gutteridge, the builders of the boat. Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, presided, and in opening the proceedings, spoke of the splendid and generous help which the Lifeboat Service had received from Lloyd's.

Sir Percy MacKinnon, Chairman of Lloyd's, then presented the Life-boat to the Institution. In doing so he spoke of the part which had been taken by Lloyd's in encouraging and helping the work of saving life from shipwreck since, in 1802, it had voted 100 guineas to Henry Greathead, the builder of the first Life-boat. The interest of the members of Lloyd's in the sailor and his welfare was an old tradition, and it

was a great pleasure to the Corporation that its name would be associated with this beautiful Life-boat, which, they all

Duke, in accepting her, said that Scotland would rejoice that this new Life-boat on her coast would bear a



**JOHN JULIUS ANGERSTEIN.**

1735-1823 : Chairman of Lloyd's.

(From the painting by Sir Thomas Lawrence, P.R.A. : reproduced by Sir Emery Walker.)

hoped, would be the means of saving many lives.

Sir Godfrey Baring accepted the boat and handed her to the Duke of Montrose, C.B., C.V.O., V.D., LL.D., as Chairman of the Scottish Life-boat Council. The

name honoured among all who were associated with the Life-boat Service.

Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, described the boat. This was followed by the service of dedication.

The hymn "Eternal Father, strong to save" was sung, accompanied by the combined bands of Cowes and East Cowes, and the Life-boat was dedicated to the glory of God and the salvation of life at sea, by the Bishop of Portsmouth (the Right Rev. F. Neville Lovett, C.B.E., D.D.).

A vote of thanks to Lady MacKinnon was proposed by the Hon. George Colville, Deputy-Chairman of the Institution, and seconded by Mr. H. S. Saunders of Messrs. Groves and Gutteridge. Lady MacKinnon then named the Life-boat *Lloyd's*, breaking over her bows a bottle of F. wire wine.

### Inaugural Ceremony of the "Oldham" Motor Life-boat.

THE Inaugural Ceremony of the new Motor Life-boat at Hoylake, Cheshire, took place on 9th June. This boat has been provided out of the Oldham Life-boat Fund, which was started just over fifty years ago, and towards which by special appeals, Oldham last year contributed £374, in addition to £234 which it raised for the general funds of the Institution. This new boat takes the place of the *Oldham* which was built out of the Fund in 1904, and which served at the station at Abersoch, Caernarvonshire, until 1930, rescuing 69 lives.

#### A New Type of Life-boat.

The new Hoylake boat is a new light type of Liverpool Life-boat, specially designed for Stations where the Life-boat has to be launched off a carriage or the open beach. She is somewhat similar to the light self-righting type, of which many have been placed on the coast during the last two years, but is broader in the beam, being 35 feet 6 inches by 10 feet, and is for those Stations where the crews prefer to have a steadier type of Life-boat, which, though it will not self-right if it capsizes, is less likely to capsize than the self-righting type. She is divided into eight water-tight compartments and is fitted with 115 air-cases. She has one screw, driven by a 35 h.p. engine, giving her a speed of  $7\frac{1}{2}$  knots, and she carries enough petrol to travel 116 miles at full speed without refuelling. The engine is in a water-tight compartment and is itself water-tight, so that it could continue running even if the engine-room were flooded. If a sea breaks on board the boat she can free herself in twelve seconds. She carries a crew

of eight men, and can take thirty people on board in rough weather.

Hoylake is one of the oldest Life-boat Stations, having been established in 1803. Its Life-boats have rescued 48 lives since 1850.

The Life-boat was presented to the Institution by the Mayor of Oldham (Alderman J. Hague, J.P.), who gave a short account of the Oldham Fund, and paid a tribute to the work of Mrs. C. Hardman and Mrs. Eastwood, the Honorary Treasurer and Honorary Secretary of the Oldham Ladies' Life-boat Guild, and of Mr. Edward Dean, who for thirty-six years has been the Honorary Secretary of the Branch.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, received the Life-boat and thanked Oldham for this further proof of its generosity towards the Life-boat Service.

The boat was described by Lieut-Commander G. R. Cousins, D.S.C., R.N., District Inspector of Life-boats, and received by the Rev. Canon W. T. Warburton, M.A., Chairman of the Hoylake Branch.

The Bishop of Chester (the Right Rev. Henry Luke Paget, D.D.) then dedicated the Life-boat, and on the invitation of Mrs. Hardman, Mrs. J. F. Waterhouse, ex-Mayoress of Oldham, named the Life-boat *Oldham*.

A vote of thanks to Mrs. Waterhouse and the people of Oldham was proposed by Mr. Charles Livingstone, Deputy Chairman of the Liverpool Branch, and seconded by Canon Warburton, and a vote of thanks to the Liverpool and Hoylake Branches was proposed by Mr. Edward Dean.

## Inaugural Ceremony of the Weymouth Motor Life-boat.

THE Inaugural Ceremony of the new Weymouth Motor Life-boat took place on 16th July on the Nothe Parade, in the presence of many hundreds of people. The Motor Life-boat from Yarmouth, Isle of Wight, was also present.

This is the third Motor Life-boat to be stationed at Weymouth. The first, which went there in 1924, was a 40-foot Watson Life-boat with a 50 h.p. engine. She was replaced in 1929 with another Life-boat of the same type, but this boat was withdrawn the following year, as it was found that the strong tides and heavy gales made necessary a more powerful type. The new boat is of the 51-foot Barnett (Stromness) type, the largest and most powerful which the Institution is now building. (A full description will be found on p. 525.) She is one of two Motor Life-boats provided out of a legacy from the late Mr. William Ryland, of Sheffield, the other being a Life-boat of the same type stationed at Lerwick in the Shetlands. Mr. Ryland died in 1900, but the bulk of the money under the bequest did not come to the Institution until September, 1931.

There has been a Life-boat Station at Weymouth since 1869, and its Life-boats have rescued forty-seven lives.

Major J. H. C. Devenish, J.P., President of the Branch, opened the proceedings and said that the town was very proud of the fact that the Institution, by placing such a powerful Motor Life-boat there, had shown that it recognized it as one of the most important Life-boat Stations on the south coast.

Mr. B. A. Wightman, one of the trustees of the late Mr. Ryland, presented the Life-boat to the Institution. She was received by the Hon. George Colville, Deputy Chairman of the Committee of Management, who expressed the Institution's gratitude to Mr. Ryland and Mr. Wightman. He then formally

handed her to Major Devenish, who accepted her on behalf of the Branch.

### The Bishop's Address.

A service of dedication was conducted by the Bishop of Salisbury (the Right Rev. St. C. G. A. Donaldson, D.D.), assisted by the Rev. C. M. Ricketts, M.A. (Vicar of Holy Trinity and the Mayor's chaplain), and the Rev. Emlyn Jones, representing the Free Church Council. Before blessing the Life-boat the Bishop said: "Thoughtful men sometimes ask how the virility of the nation can be maintained if war is abolished. It may be true that the suffering and dangers of war develop character, but I believe that in the conflict with nature man can find his soul far more nobly than in battle. We are sent here to replenish the earth and subdue it. In this task mankind finds its noblest qualities developed, and in no part of our national life is this more true than in the Life-boat Service. The victory of the Life-boat crews over the whole forces of nature is a true fulfilment of our common human destiny."

The Earl of Shaftesbury, P.C., K.P., G.C.V.O., the Lord Lieutenant of Dorset, spoke of the pride which the whole country felt in its Life-boat Stations. He then presented two certificates won by pupils of Dorchester and Portland schools in the Life-boat Essay Competition.

A vote of thanks to Lord and Lady Shaftesbury and the Bishop was proposed by Captain E. A. Betts, C.B.E., R.N., District Inspector of Coastguard and a member of the Committee of the Weymouth Branch, and seconded by Captain H. C. Mayo, O.B.E., R.N., the Honorary Secretary of the Branch.

The Countess of Shaftesbury then named the Life-boat *William and Clara Ryland*, breaking over her bows a bottle of champagne.

After the ceremony the Life-boat gave a demonstration of life-saving.

## Inaugural Ceremony of the Lerwick Motor Life-boat.

IN 1930 the Institution established a Life-boat Station at Lerwick in the Shetlands, and placed there a 51-foot Barnett (Stromness) Motor Life-boat, the largest and most powerful type which it is now building. (A full description of this type will be found on p. 525.) This boat is one of two provided out of a legacy from the late Mr. William Ryland, of Sheffield, the other being a Life-boat of the same type stationed at Weymouth, Dorset. Mr. Ryland died in 1900, but the bulk of the money under the bequest did not come to the Institution until September, 1931.

The Inaugural Ceremony of the new boat took place on 25th June, in the presence of between 2,000 and 3,000 people.

Provost W. Sinclair presided, and the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Life-boat Council and a Vice-President of the Institution, presented the Life-boat to the Branch. In doing so he expressed the gratitude of the Institution to the donor and congratulated Lerwick on its generosity to the Life-boat Service.

Ex-Provost J. T. J. Sinclair accepted the Life-boat on behalf of the Branch, and said that the Shetland people were very grateful to the Institution

for having established a station on their islands.

The District Inspector of Life-boats described the boat and she was dedicated by the Rev. Archibald Macintyre.

The Duchess of Montrose then named the boat *Lady Jane and Martha Ryland*.

The Duchess was presented by Ex-Provost Sinclair with a silver model of a Life-boat in memory of the Ceremony, and she presented three Certificates won by pupils of Shetland schools in the Life-boat Essay Competition.

A vote of thanks to the Duke and Duchess was proposed by Mr. W. O. M. Cameron and a vote of thanks to the Chairman by Mr. Magnus Shearer, Convener of Zetland.

Besides taking part in this Inaugural Ceremony the Duke and Duchess of Montrose made a fortnight's tour in the Orkneys and Shetlands. At Stromness they inspected the Life-boat and lunched with the Committee. At Longhope they inspected the Life-boat, attended a public meeting and presented the awards which had been made by the Institution to the Longhope Crew for the service to the *Dorbie* on 9th January last.\* They also visited the Life-boat Station at Thurso, Caithness-shire.

\* See *The Lifeboat* for last June.

## "Launch!"

### The Prince of Wales's Introduction to General Seely's Life-boat Book.

H.R.H. THE PRINCE OF WALES, K.G., has written the following introduction to the book on the Life-boat Service by Major-General Seely:—

"Much has been written about the Life-boat Service, but this book stands by itself, for it is the only one on the Service actually written by a Life-boatman.

"Its author is not merely the first member of a Life-boat Crew to write a book. He is the only General in the British Army, and member of His Majesty's Privy Council to be a regular member of a Life-boat Crew.

"He recalls some of the finest feats of the Life-boat Service. He writes of what he knows—of its enormous risks, of the courage of its men, of their wonderful success.

"In these days it is a heartening thing to remember such achievements, and I recommend this book to all. I recommend it specially to those who are inclined to lose confidence in our future. It will put courage into them."

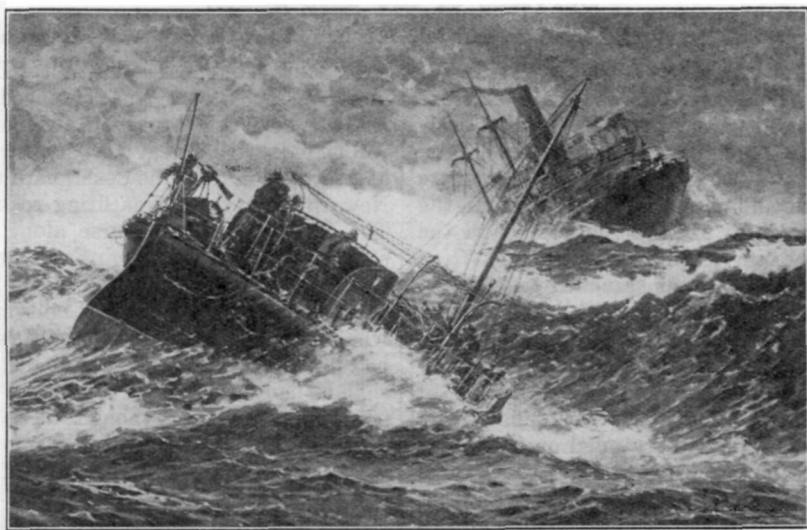
The book will be called "Launch!" and will have a coloured picture of a

Life-boat launch, specially drawn for it by a very distinguished artist, Mr. Frank Brangwyn, who has done it out of his "great regard for the Life-boat Service."

It will be published shortly 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.

### Life-boat Christmas Card and Calendar.



As in previous years, the Institution is issuing this autumn a Life-boat Calendar for next year. It is also issuing, for the first time, a Life-boat Christmas card, and we hope that readers of *The Lifeboat* will buy this calendar for their own use, and will buy both the calendar and card to send to their friends.

The 1933 calendar will have on it a reproduction in colours of a painting by Mr. William McDowell, showing the New Brighton Motor Life-boat on her way to the French steamer *Emile Delmas*, from which she rescued the whole crew of twenty-four men, in a very heavy N.N.W. gale with gusts at nearly 100 miles an hour. This was the finest service of 1928, the Coxswain being awarded the Silver Medal and each of the eight members of the crew the Bronze Medal. The picture is now the property of Mr. J. R. Barnett, O.B.E., M.I.N.A.,

the Consulting Naval Architect of the Institution and the designer of the Barnett type of Motor Life-boat, the first of which type was the New Brighton Life-boat shown in the picture. The picture is reproduced by Mr. Barnett's kind permission.

The calendar will be 11½ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

#### The Christmas Card.

The Christmas card will be a four-page card with a Life-boatman's head on the front and the Institution's crest and Christmas greetings inside. It will be a cream card, printed in sepia.

As before, the calendar will have the record of lives saved printed on the front, and other particulars on the back. The card will have no printing on it except Christmas greetings. It can be obtained from the Institution in any quantity. The price will be 2d. each, including an envelope.

Those who wish to order calendars

or cards can do so at once, and they will receive them at the end of November or beginning of December. They should apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 42 Grosvenor Gardens, London, S.W.1, and *should enclose with their order a postal order or stamps.*

### Services of the Life-boats.

#### Reported to the April, May, June and July Meetings of the Committee of Management.

MARGATE, KENT.—On the evening of 20th February the Coxswain was informed by telephone from the Coastguard Lookout that lights had been seen at sea. A few minutes later more lights and a rocket were seen in the direction of the Tongue Sand, and the Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched at 8.50 P.M. A strong N.N.E. breeze was blowing, with a rough sea and snow showers. Near the N.E. Tongue Buoy the Life-boat found the schooner *Mary Jones*, of Bideford, submerged, with nobody on board. She had stranded on the Sands while bound from London to Grangemouth, laden with scrap iron, and her crew of four had been rescued by a passing steamer. The Life-boat returned to her Station at midnight and was re-housed next morning. — Rewards, £17 8s. 6d.

RAMSGATE, KENT.—At about 7 P.M. on 23rd February information was received from the Coastguard that the North Goodwin Lightship had reported that a flare or rocket had been seen in a south-westerly direction. The Motor Life-boat *Prudential* went out, in a moderate N.W. breeze, and made for the Goodwin Sands, where she found the steam trawler *Othello*, of Grimsby, with seas breaking over her. The Life-boat anchored and veered down alongside. She then took off the crew of nine. With the help of the Life-boat the trawler was refloated at 10.30 P.M., and with several Life-boatmen on board was able to make Dover. The Life-boat returned to her Station at 11.45 P.M.—Property Salvage Case.

CROMER, NORFOLK.—The Motor Life-boat *H. F. Bailey* was launched at 7.20 A.M. on 29th February, in a moderate E.S.E. gale with a heavy sea, on receipt of information from the Coastguard that Newarp Lightvessel was firing rockets. The Coxswain set a course along the south part of Haisborough Sands without finding any vessel in distress, and then went to the Newarp Lightvessel, where he was informed that the Newarp had fired no rockets and that no distress signals had been seen. Owing to the heavy weather it was thought advisable to take the Life-boat into Yarmouth, which was reached at 1.15 P.M., and the Crew returned home by train. The Coastguard had apparently mistaken shooting stars for rockets.—Rewards, £23 7s. 7d.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—At 6.40 A.M. on 29th February the Coxswain was informed by the Coastguard that Newarp Lightvessel was firing rockets. The Life-boat Crew were assembled but meanwhile a further message was received that the Cromer Motor Life-boat had launched so the Crew were dismissed.—Rewards, £1 10s.

ILFRACOMBE, DEVON.—At about 5.30 P.M. on 3rd March, information was received by telephone from the Coastguard that a vessel about two miles to the westward and close in shore was apparently in difficulties. A moderate E. breeze was blowing with a moderate sea. The Life-boat *Richard Crawley* was called out at 7.50 P.M. after the Coxswain, who had been out to the vessel in a motor boat, reported that

the master did not realise the danger of his position. She was a motor-driven boat, the *Surodan*, of Bristol, bound for Bideford with gravel, and carrying a crew of four. The tide was low and the Life-boat stuck on the mud. It was not until 10 P.M. that she was able to float off. Meanwhile the *Surodan* had run ashore and her crew had taken to the ship's boat. Before the Life-boat reached the *Surodan* she met the boat and towed her into harbour.—Rewards, £63 5s.

CADGWITH, and COVERACK, CORNWALL.—The steam trawler *Omer Denise*, of Ostend, while in ballast from Ostend to the fishing grounds, ran on the rocks at Meres, near Coverack, on the 4th March. A moderate E.N.E. breeze was blowing with a moderate sea, and it was misty. The Coastguard informed the Life-boat Stations at Coverack and Cadgwith. The Coverack Pulling and Sailing Life-boat *Constance Melanie* was launched at 4.15 A.M. and the Cadgwith Pulling and Sailing Life-boat *Minnie Moon* at 5.40 A.M. The Coverack boat arrived first, but found that the crew of the *Omer Denise* had deserted her. The Cadgwith Life-boat while on her way to the wreck saw the men, six in number, drifting helplessly in a small punt towards the tide race about a mile below Blackhead Point and took them aboard. They were rescued only just in time, as the punt, which was overloaded and waterlogged, could not have kept afloat more than a few minutes longer.—Rewards, Cadgwith, £33 12s. 9d. ; Coverack, £31 5s. 6d.

COVERACK, FALMOUTH and THE LIZARD, CORNWALL.—On the morning of the 4th March a message was received at Falmouth, from the Coastguard, that a steamer was ashore at Lowland Point and in need of help. She was the s.s. *Ocklinge*, of London, bound laden from Bilbao to Port Talbot, with a crew of twenty. The Falmouth Motor Life-boat *The Brothers* was launched at 6 A.M. in a fresh N.N.E. breeze with a moderate sea, but found that the Coverack Motor Life-boat was already standing by the steamer, and she returned to her

Station. The Coverack boat *Constance Melanie* had been launched at 4.15 A.M., as described above, to the *Omer Denise*, had found her deserted, and seeing the signals of the *Ocklinge*, had gone to her help. The captain did not wish to abandon his vessel and asked the Life-boat to stand by. This the Life-boat did until two tugs arrived, and then returned to her Station, arriving back at 3.20 P.M. The crew of the Lizard Motor Life-boat *Frederick H. Pilley* were assembled, but as the other Life-boats were already out it was decided not to launch.—Rewards, Coverack, £15 16s. 6d. ; Falmouth, £5 14s. ; The Lizard, £3 12s.

ST. ANDREWS, FIFESHIRE.—On the night of 9th March the Coastguard telephoned that a fishing boat was believed to be on the rocks near the Carr Lightship, and on fire. The Pulling and Sailing Life-boat *John and Sarah Hatfield* was launched at 11 P.M. in a slight W.N.W. breeze, with a moderate sea, but on arriving at the position given she could find no sign of the boat, which had got off and gone on her way. Unfortunately while the Life-boat was being launched one of the helpers fell in front of the carriage and was run over and killed. In accordance with its usual practice the Institution has granted a pension to the widow and made allowances for three children, besides paying the funeral expenses.—Rewards, £39 4s. 6d.

SCARBOROUGH, YORKSHIRE.—At 11.30 A.M. on 11th March, during a moderate E.S.E. gale, with a rough sea, it was decided to launch the Motor Life-boat *Herbert Joy II.* as two motor cobsles were out crab fishing. The Life-boat found one of the cobsles—the *Kingfisher*, of Scarborough—about two miles off in a N.E. direction and escorted her to harbour, which was reached at 1.40 P.M. In the meantime a motor fishing boat belonging to Bridlington had put out and remained with the other coble until she gained the harbour.—Rewards, £20 19s. 6d.

WHITBY, YORKSHIRE.—Early in the morning of the 11th March several fishing boats went to sea, and all except

two returned before low water. The wind had freshened considerably from the east, and there was a lot of sea on Whitby Rock, which would sweep up the harbour entrance as the tide rose. At 1.20 p.m. the Motor Life-boat *Margaret Harker Smith* was launched, and after going about three miles northward, met the fishing boat *Noel*, of Whitby, and escorted her home. Shortly afterwards the fishing boat *Progress*, of Scarborough, was sighted off Kettleness Point. She also was accompanied to safety by the Life-boat, which then put out again, met the *Irene*, of Whitby, off Sandsend, and stood by her while she made for the harbour. The Life-boat was rehoused at 4.30 p.m.—Rewards, £8 5s. 6d.

LONGHOPE, ORKNEYS, and WICK, CAITHNESS-SHIRE.—Information was received from Duncansby Head Lighthouse, through the Wick Coastguard, at about 2.30 a.m. on the 12th March, that a vessel was ashore at Duncansby Head. A strong W.N.W. breeze was blowing with a moderate sea, and the tide was ebbing. At 3 a.m. the Longhope Motor Life-boat *K.T.J.S.* was launched, followed by the Wick Motor Life-boat *Frederick and Emma*. They found the steam fishing vessel *Dragon*, of Grimsby, with the Scarfiskerry Life-Saving Apparatus at work landing her crew of fifteen. The Wick Life-boat then returned to her Station, but the Longhope Boat stood by until the last man had been taken off.—Rewards, Longhope, £20 9s. 9d.; Wick, £22 5s. 6d.

STAITHES, YORKSHIRE.—When the fishing cobsles went to sea at about 5.45 a.m. on 15th March the weather was misty with a strong swell running. With the flowing tide the sea increased until, at 8.30 a.m., it was decided to launch the Pulling and Sailing Life-boat *John Anthony*, as it was then impossible for the boats to make the harbour without considerable risk. Two boats, *Freda* and *True Love*, were escorted into the harbour by the Life-boat, but the remaining boats ran for Runswick, where they landed safely under better conditions.—Rewards, £19 2s.

ST. PETER PORT, GUERNSEY.—About noon on 16th March a message was received that strange noises could be heard, presumably from a submarine, about three miles south of the Moye Point. As the noises had been heard intermittently since the previous afternoon it was thought advisable, after consultation, to send the Motor Life-boat *Queen Victoria* to investigate, and she left St. Peter Port at 2.5 p.m. While she was cruising off Icart Point the French submarine *L'Espoire* rose to the surface a few cables ahead, and, after exchanging salutes, steamed off. As she was not in need of any help the Life-boat returned to her Station, which she reached at 5.10 p.m.—Rewards, £5 14s.

CROMER, NORFOLK.—The Motor Life-boat *H. F. Bailey*, was launched at 2.5 a.m. on 20th March, in a light N.W. breeze, on receipt of information from the Coastguard that the s.s. *Watford*, of London, was aground on Haisborough Sands. The Life-boat made a thorough search of the Sands, but the steamer had already refloated and gone on her way. She returned to her Station, arriving at 8.30 a.m.—Rewards, £18 7s. 6d.

SCARBOROUGH, YORKSHIRE. — The Motor Life-boat *Herbert Joy II.* was taken out for the usual quarterly exercise at low water on the morning of 22nd March. A moderate S.S.E. gale was blowing with a rough sea. While she was out the weather became worse, and as it was known that the motor coble *S. B. Colling* was at sea the Coxswain decided to report to the Coastguard and then go off to look for the coble. She was picked up about one and a half miles to the northward, and escorted to harbour.—Rewards, £20 19s. 6d.

BERWICK-ON-TWEED, BERWICKSHIRE.—When returning home, laden, from the Norwegian fishing grounds, the Aberdeen trawler *Abergeldie* stranded on the south end of Goswick Sands on 22nd March. Information of her plight was received from the Coastguard and the Motor Life-boat *Westmorland* was launched at 5.35 a.m. A moderate southerly breeze was blowing, with rain. The Life-boat found that her help was

not needed, as the trawler was high and dry and in no immediate danger. The Life-boat returned and then put out again at 9.15 A.M. in case her help was needed, but she had to return to her Station again at 2.30 P.M., owing to machinery trouble. — Rewards, £10 19s. 9d.

CLACTON - ON - SEA, ESSEX. — At 10.45 P.M. on 25th March a telephone message was received from the Coastguard that flares had been seen five to six miles W. by S. of the pierhead. The Motor Life-boat *Edward Z. Dresden* was immediately launched. A strong S. breeze was blowing, with a rough sea. She searched the Eagle, Knoll and Bachelor Sands without success, and then anchored until daybreak. The Life-boat then continued her search, but as no sign of a vessel in distress could be seen she returned to her Station at 5.5 A.M. On account of the rough seas she could not be rehoused until the next day. — Rewards, £15 17s. 3d.

RUNSWICK, YORKSHIRE. — At 10.15 A.M. on 26th March it was reported by a fisherman that the motor coble *Royal Empire*, of Whitby, was in difficulties three miles N.E. by E. of Runswick and drifting before a strong S.E. gale with a heavy sea. The report was confirmed by the Coastguard, and a few minutes later a distress signal was seen. The Pulling and Sailing Life-boat *Hester Rothschild* was launched, and found the coble with her engine disabled, without a sail on board, and with her crew of three exhausted. She took her in tow and brought her to Runswick at 12.40 P.M. — Rewards, £19 9s.

BALLYCOTTON, CO. CORK. — While sheltering in Ballycotton Bay on the morning of 26th March, the steam trawler *Macaw*, of Milford Haven, was driven ashore on the Black Rocks by a strong S.W. breeze with a rough sea and a heavy ground swell. Information that she was in difficulties was received at 3.30 A.M., and she was kept under observation for a time by the Honorary Secretary of the Station and the Coxswain, while she was attempting to get

off under her own power. As she was not successful, the Motor Life-boat *Mary Stanford* was launched at 4.15 A.M. She found that another trawler was standing by, and that the *Macaw* had launched her own boat. The Life-boat stood by until high water at 8.30 A.M., when the weather moderated somewhat. Some of the trawler's crew of nine came ashore in their own boat. The trawler did not refloat on the rising tide, and those of her crew who had landed returned to her. — Rewards, £17 0s. 3d.

POOLE, DORSET. — The Coastguard telephoned at about 7 A.M. on 28th March that a yacht was ashore on the Hook Sands. The Poole and Bournemouth Life-boat *Harmar* was promptly launched and found the yacht *Capri* ashore, with a party of six on board. The sea was moderate, but the weather was squally with a strong wind blowing from the S.W. Help was accepted from the Life-boat, which ran away an anchor, and by this means the yacht was re-floated. Eventually the *Capri* was taken by the Life-boat Crew into Brownsea Roads. — Rewards, £14 18s. 6d.

SUNDERLAND, DURHAM. — While the Sunderland Motor Life-boat *Henry Vernon* was out on exercise on the afternoon of 30th March, signals of distress were seen from the fishing coble *D.C.M.*, of Sunderland, about one and a half miles east of Roker. On reaching the coble the Life-boat found that her oars had been broken, and that she was drifting, half full of water. A strong N.W. breeze was blowing, with a moderate sea. The Life-boat took the coble in tow and brought her, and her crew of four, into port. — Rewards, £5 14s.

CROMARTY, CROMARTYSHIRE. — The Motor Life-boat *James Macfee* was launched at 6.15 A.M. on 31st March in a half-gale from the N.N.W. with a moderate sea, in response to information from the Coastguard that a vessel with her sails torn appeared to be in distress outside the Soaters, off the Cromarty Firth. She was found to be the Dutch auxiliary schooner *Roelfina II.*, of Gasselternijevén, of about 150 tons, bound from Seaham to Portknockie

with a cargo of coal. Although her sails were in ribbons, she was able, with her auxiliary engines, to make Cromarty Harbour without the Life-boat's help. The Life-boat returned to her Station at 7.10 A.M.—Rewards, £9 19s. 6d.

**BARRA ISLAND, HEBRIDES.**—During a moderate N.E. gale, with a rough sea and snow showers, on the morning of 31st March, the Mechanic of the Motor Life-boat *R.N.L.B. 684 R.M.* saw the steam trawler *Eamont*, of Fleetwood, which was bound from the fishing grounds to Castlebay, strike a submerged rock outside the harbour. The Life-boat was launched at 10.5 A.M. and was asked by the trawler to take a sick man ashore. This was done. The Life-boat then put out again and stood by until the trawler refloated. She returned to her Station at 1.30 P.M.—Rewards, £5 14s.

**PIEL (BARROW), LANCASHIRE.**—At 5 P.M. on the 1st April, during a moderate S. gale, with a heavy sea, information was received from the Coastguard that a small fishing boat outside Lune Deep appeared to be in difficulties. The crew of the Motor Life-boat *N.T.* were assembled in readiness to launch, but news was received later that the fishing boat had reached Fleetwood in safety, and the crew dispersed about 8 P.M.—Rewards, £2 2s. 6d.

**CAMPBELTOWN, ARGYLLSHIRE.**—On the 3rd April a telephone message was received from the Coastguard that a small vessel was ashore on Sheep Island, but had made no signals of distress. The Shore Signalman of the Motor Life-boat *City of Glasgow* remained on duty until it was ascertained that the crew of the vessel—the steam trawler *Anworth*, of Leith—had rowed ashore in their own boats.—Reward, 7s. 6d.

**MARGATE, KENT.**—At about 9.15 A.M. on 3rd April the Coxswain saw a vessel flying signals to the N.N.E. of the Tongue Light Vessel. A light S.S.W. wind was blowing and the sea was smooth, but as it was thought that help was needed the Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched. She found the yacht *Isabel*, of Dublin, bound from Lowestoft to Plymouth with a

crew of six on board, disabled by a damaged rudder and engine trouble. She stood by until a tug came up and took the yacht in tow, and then returned to her Station, arriving at 1.25 P.M.—Rewards, £5 19s.

**APPLEDORE, DEVON.**—In the early hours of the morning of 5th April, the Coxswain was roused by fishermen who reported that a vessel was apparently in distress on the South Tail. Although no signals of distress were seen, it was thought advisable to send out the Motor Life-boat *V.C.S.*, and she was launched at 2.30 A.M. in a strong N.N.E. breeze. On reaching the South Tail she found that a schooner had been aground but had refloated with the incoming tide and did not need any help in making Appledore. The Life-boat arrived back at her Station at 4.30 A.M.—Rewards, £12 18s.

**PORTHOUSTOCK, CORNWALL.**—On the afternoon of 6th April the Honorary Secretary was told by the Coastguard at the Manacles that a small boat near Manacles Buoy wanted help. Her mainmast and sails had been carried away. The Pulling and Sailing Life-boat *Kate Walker* was launched at 5.18 P.M., but when she was about one mile from the small boat, the latter was taken in tow by a trawler. The Life-boat arrived back at her Station at 7.50 P.M.—Rewards, £20 19s. 6d.

**STORNOWAY, ISLAND OF LEWIS.**—About 1 P.M. on 6th April the Coxswain saw that the small motor fishing boat *Lively*, of Stornoway, was in difficulties outside the harbour. A moderate W.N.W. gale was blowing, with a rough sea and sleet showers. The Motor Life-boat *William and Harriot* was launched, and found the boat drifting helplessly, with her engine disabled and her sail carried away, and in danger of being swamped at any moment. Her crew of two were exhausted. The Life-boat towed her into safety.—Rewards, £2 10s.

**CAMPBELTOWN, ARGYLLSHIRE.**—The Motor Life-boat *City of Glasgow* was launched at 5.45 P.M. on 6th April, in a moderate W. gale with a rough sea and rain, as the Coastguard had reported that the steam trawler *River Kent* was

in distress and drifting off the Mull of Kintyre. She searched the rocks close in to Leak Point and all the way round the Mull, but without result. The Mull Lighthouse then informed her by Morse signals that the vessel was away to the southward. The search was continued until 10.30 p.m. The Coastguard at Southend then signalled that the *River Kent* was being towed to Belfast by a tug, so the Life-boat was returned to her Station, arriving back at 12.15 a.m. on the 7th. The District Inspector, who was visiting Campbelltown, went out on this service.—Rewards, £12 3s.

LOWESTOFT, SUFFOLK.—The small motor fishing boat *John and George*, of Lowestoft, was fishing half a mile south-east of the Coastguard lookout on the morning of 7th April when her engine failed and her net fouled the propeller. A moderate westerly gale was blowing, and the Life-boat Coxswain kept the boat under observation as he could see that she was drifting, with the strong wind and ebb tide, towards Newcome Sands, where the seas were heavy. At 11.30 a.m. a distress signal was hoisted and the Motor Life-boat *Agnes Cross* was despatched. She found that the boat had only one man on board, took her in tow and brought her into harbour. But for the help of the Life-boat she would have drifted to the Inner Shoal, where she and the man on board would have been lost.—Rewards, £13 15s.

ROSSLARE HARBOUR, CO. WEXFORD.—While the watchman was on duty on the morning of the 7th April, during a W.N.W. gale, with a very heavy sea, a diving boat belonging to the Railway Company was seen to part from her moorings at 10.30 a.m. She drifted out to sea and a small motor boat made an unsuccessful effort to render help. The Motor Life-boat *K.E.C.F.* was despatched and picked up the diving boat when she was about two miles from Rosslare Pier. A Life-boatman was put on board to bale and the boat was saved.—Permanent Crew, Rewards, 15s. 6d.

WHITBY, YORKSHIRE.—At 2.30 a.m. on the 8th April the motor fishing boat *Pilot Me* put to sea to haul crab-pots

off Marske, the sea then being rough. As the wind and sea were increasing the Coxswain telephoned to Redcar at 7 a.m. for news of the fishing boat, and was told that she was off Huncliffe, heading south. At 11 a.m. she was sighted off Runswick Bay, and the Whitby Motor Life-boat *Margaret Harker Smith* put out at noon in case her help was needed. A moderate N. to N.W. gale was blowing with a very heavy sea. The Life-boat came up with the *Pilot Me* about one and a quarter miles off shore, and warned the Master of the danger in trying to make the Harbour, owing to the very heavy breaking sea on the bar. The fishing boat ran for Scarborough, where she got in safely. On two occasions during this launch the Life-boat was filled level with her gunwales.—Rewards, £5 9s.

NEW BRIGHTON, CHESHIRE.—On the morning of 8th April messages were received from the Coastguard and Police that a fishing boat was in distress in the Rock Channel. The No. 1 Pulling and Sailing Life-boat *Anne Miles* left her moorings at 11.45 a.m. in a moderate N.W. gale, with a rough sea, and was taken in tow by a tug that happened to be passing. After being towed for about half an hour the Life-boat was recalled by the Coastguard, who signalled that the two occupants of the fishing boat had been rescued by a shore boat. She arrived back at her Station at 1.20 p.m.—Rewards, £8 8s. 9d.

SCARBOROUGH, YORKSHIRE.—The Whitby motor fishing boat *Pilot Me* was unable to make her home port on the morning of 8th April owing to a moderate northerly gale and very rough sea. She decided to run for Scarborough, and this information having been passed on by the Coastguard, the Motor Life-boat *Herbert Joy II.* was launched at 1.45 p.m. Three miles to the northward she fell in with the fishing boat, and escorted her safely to Scarborough, arriving at 2.45 p.m.—Rewards, £15 2s.

WICKLOW, CO. WICKLOW.—Just before nightfall on 9th April two pilot boats had been seen pulling out to sea in a moderate S.W. gale with a rough sea and heavy rain. After dark the

wind increased and anxiety was felt for their safety, so it was decided to launch the Motor Life-boat *Robert Theophilus Garden*. She got away at 8 P.M., but when she found the pilot boats, four miles north of Wicklow, they had already got, with difficulty, into comparatively smooth water, and declined help. The Life-boat arrived back at her Station at 9.45 P.M.—Rewards, £11 19s.

THURSO, CAITHNESS-SHIRE.—During a whole E.N.E. gale with a very heavy sea on the morning of the 11th April, the Coxswain reported, at 3.30 A.M., that a steamer was ashore between Scrabster and Thurso. The weather was bitterly cold with heavy rain and snow showers, when a few minutes later the Motor Life-boat *H.C.J.* was launched. She found the s.s. *Pentland Firth*, of Newcastle, on the rocks beside the Rocket House, with a crew of ten on board, bound from Middlesbrough to Dublin with a cargo of sulphate of ammonia. She had dragged her anchors, parted from one, and had been driven aground. As the tide was ebbing there was very little water round the steamer, and the Life-boat was unable to get near, but she remained in attendance until the crew had been rescued by the Thurso Life-saving Apparatus, and then returned to her Station at 6 A.M.—Rewards, £9 17s.

MARGATE, KENT.—The Reculvers Coastguard telephoned at 1.45 A.M. on the 12th April that a vessel in the Gore Channel, east of Hook Sand, was burning flares for help. A moderate N.W. by N. gale was blowing with a rough sea. The Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched and found the barge *Spartan*, of London, with her mast broken, sails torn, and anchor chain jammed. Her crew consisted of one man and a lad. Members of the Life-boat crew boarded the barge and the Life-boat stood by till daylight. Then, after having cleared away the wreckage as far as possible, the Life-boat towed the *Spartan* to Margate.—Property Salvage Case.

ST. MARY'S, ISLES OF SCILLY.—A French fishing vessel, the *Yvonne et*

*Marie*, of Camaret, carrying a crew of five, ran aground in New Grimsby Channel, west of Rag Ledge, at about 7.10 P.M. on the 12th April. The Coastguard told the Life-boat Authorities, but as the vessel was expected to refloat on the rising tide, and was not in danger, no action was taken. At 8.25 P.M. the Bryher Coastguard reported that she was still ashore and now had a definite list, and it was decided to send out the Life-boat. The Motor Life-boat *Cunard* was launched in a moderate W. breeze with a moderate sea, but found that the fishing vessel's crew were in no danger, so she returned to her Station at 10.25 P.M. The following morning, at 7.55, she was again launched. She succeeded in towing the *Yvonne et Marie* off the rocks, and brought her safely into St. Mary's Harbour.—Rewards, £11.

PORTRUSH, CO. ANTRIM.—The s.s. *Ixion*, of Glasgow, while bound from Campbeltown to Coleraine with a cargo of coke, came to anchor in the Skerry Roads on the 14th April. She had been damaged off Bengore, her pumps were choked, and her fires were extinguished, but by baling her Skipper had managed to get her into the Roads, and then showed distress signals. The Motor Life-boat *T.B.B.H.* was launched at 2.30 P.M. in a moderate westerly breeze, with a smooth sea, and towed the *Ixion* into Portrush Harbour, where she was beached.—Rewards, £3 11s. 6d.

MONTROSE, ANGUS.—On the morning of 15th April there was a very heavy sea on the bar and a moderate E.S.E. gale was blowing. Two of the local fishing boats *Provider* and *Daisy* were out, and as the sea was increasing it was soon apparent that the boats could only make the crossing with great risk. The Motor Life-boat *John Russell* was launched at 10.25 A.M. and remained in attendance until 1.15 P.M., by which time both boats had crossed in safety.—Rewards, £6 4s.

PORT ERIN, ISLE OF MAN.—Information was received on the 15th April, from the Police at Port St. Mary, through the Coastguard, that a man had reported that a steamer was on the rocks

in the Sound and in a dangerous position. The Motor Life-boat *Ethel Day Cardwell* was launched at 3 P.M. A strong south-easterly breeze was blowing with a rough sea. She found that the vessel, the s.s. *Tod Head*, bound with coal from Liverpool to Belfast, had already got off the rocks and was putting into Peel to find out what damage she had received. The Life-boat arrived back at her Station at 4 P.M.—Rewards, £6 10s. 6d.

SOUTHEND - ON - SEA, ESSEX.—The Motor Life-boat *Greater London (Civil Service No. 3)* was launched at 8.20 P.M. on 15th April, as the Coastguard had reported that the Nore Lightvessel was firing distress signals. A strong N.E. wind was blowing with a heavy sea. The Lightvessel directed the Life-boat to Warden Point, near Whitstable, from which direction she had seen flares. Although the Life-boat cruised round for two and a half hours, no sign of any vessel in distress was found, so she returned to her Station, arriving back at midnight.—Rewards, £11 19s.

LYME REGIS, DORSET.—About 9 P.M. on 15th April a message was received from Seaton Coastguard that a ship was apparently on fire about eight miles south of Lyme Regis. The Pulling and Sailing Life-boat *Thomas Masterman Hardy* was launched in a strong E. breeze with a moderate sea, but could find no vessel in distress. Some vessels were seen signalling, and it was thought that they were naval vessels at exercise and that flames from the funnels had given the impression of a boat on fire.—Rewards, £24 12s.

CLACTON-ON-SEA, ESSEX.—The Motor Life-boat *Edward Z. Dresden* was launched at 1.50 P.M. on the 17th April, in a strong and gusty E. breeze with a rough sea, as the Coastguard had received a message by telephone that a small boat had capsized off Jaywick, two miles W. of the pierhead, and no suitable boat was at hand to put off to the rescue. The Life-boat found that two men had put out in a boat and had rescued the four occupants of the small boat, who were in an exhausted condition. The Life-boat was returned to her Station,

arriving back at 2.50 P.M.—Rewards, £5 10s.

BALTIMORE CO., CORK.—At 6.30 A.M. on 17th April the Coxswain received a message from the Guard at Goleen that a steamer was ashore to the S.W. of Cape Clear. The Motor Life-boat *Shamrock* was launched at 7.30 A.M. in a moderate N.E. breeze with a smooth sea. After cruising about off Cape Clear without success, she put in to Baltimore again and found that four of the steamer's crew had landed at Crookhaven in a ship's boat but that five others in another boat were still missing. The vessel was the s.s. *Slateland*, of London, which had sprung a leak, and sunk, one and a half miles W. of Cape Clear while bound from the Brownhead granite mines with a cargo of broken stone. The four men were taken aboard the Life-boat which then cruised round in the area of the Mizen. As she found nothing it was decided to land at Cape Clear, and here the Coxswain was informed that the other five men had landed there and had been transferred to Schull. The Life-boat then returned to her Station, arriving back at 5 P.M., having been out on service for nine and a half hours.—Rewards, £4 19s. 6d.

HOYLAKE, CHESHIRE.—The Coxswain of the Motor Life-boat *Oldham* was on watch from 10 A.M. to 3 P.M. on the 25th April, as the Coastguard had reported that two youths had put off in a yacht and their parents were concerned for their safety. The yacht was in sight and was in no danger, but the Coxswain remained on duty in case the Life-boat should be required.—Reward, 7s. 6d.

TORBAY, DEVONSHIRE.—A private resident of Paignton telephoned to the Coastguard on the night of 27th April that he had seen a rocket about three miles east of Paignton Head. He thought that it had been fired from a boat in trouble eastward of a line from Berry Head to Hopes Nose. The Coastguard had not seen any rockets, but the Honorary Secretary decided to send out the Life-boat in case her help was needed, and at 11.30 P.M. the Motor Life-boat *George Shee* was

launched in a moderate S. breeze, with a rough sea and rain. A thorough search in Tor Bay and Babbacombe Bay failed to reveal any sign of a vessel in distress, so the Life-boat returned to her Station, arriving back at 2.30 A.M.—Rewards, £9 1s.

THURSO and WICK, CAITHNESS-SHIRE, AND LONGHOPE, ORKNEY.—A small fishing boat belonging to John O'Groats put to sea with two men aboard shortly before 6 A.M. on the 28th April, intending to return the same morning at about 10 o'clock. She had not returned by 3.40 P.M., and the Thurso Motor Life-boat *H.C.J.*, the Wick Motor Life-boat *Frederick and Emma*, and the Longhope Motor Life-boat *K.T.J.S.* were all launched to look for her. A strong E.S.E. breeze was blowing, with a rough sea and heavy rain. The Thurso Life-boat went along the coast from Dunnet Head to Duncansby Head, but found nothing. The Wick Boat worked west from Freswick Head to Duncansby Head, and after a prolonged search found some bottom boards of a small boat floating some distance off shore. The Longhope Life-boat cruised round and when north of Duncansby found a number of creel ropes with cork buoys. The fishing boat had apparently foundered on that spot with the loss of the two men on board. As it was useless searching further, the Life-boats all returned to their Stations, Longhope arriving back at 7.40 P.M., and both Thurso and Wick at 8 P.M.—Rewards, Thurso, £7 12s.; Wick, £9; Longhope, £7 6s. 6d.

SHOREHAM HARBOUR, SUSSEX.—At 6.50 P.M. on the 30th April a message was received from the Coastguard at Shoreham that a small boat had capsized about half a mile off the Towers, West Worthing. The Motor Life-boat *Samuel Oakes* was launched at 7.12 P.M. in a strong S.E. breeze, with a rough sea, and went to the position given, but found nothing. By signals from the shore she was directed on a N.W. course, continuing the search with the aid of her searchlight for a considerable time, but without success, and she returned to her Station at 11.15 P.M. The two men in the boat were, un-

fortunately, drowned, and the boat was recovered later.—Rewards, £8 2s.

PETERHEAD, ABERDEENSHIRE.—At 9.5 P.M. on 1st May the Coxswain received a message from the Coastguard that a vessel was stranded on the Geddle Rock, just north of Peterhead. A moderate E. wind was blowing with a ground swell, and the weather was very thick. The Motor Life-boat *Duke of Connaught* was launched, but when she got to the Geddle Rock the vessel had refloated and gone on her way. The Life-boat turned for home, but when off the South Head she saw another vessel burning flares and went to her. She was the motor fishing boat *Recruit*, of Peterhead, carrying a crew of seven; her engine had broken down, and she was close to the rocks in the broken water. With all speed a tow rope was got aboard, and the vessel and crew were rescued from their dangerous position. The Life-boat returned to Peterhead with the *Recruit* in tow, arriving at 10.15 P.M.—Rewards, £10 16s. 6d.

WHITBY, YORKSHIRE.—The motor fishing boat *Fortunatus* went out fishing early in the morning of the 3rd May. She had not returned by 9.30 A.M., and as a strong E.N.E. wind was blowing, and the sea was rising and breaking at the harbour entrance, it was decided to send out the Motor Life-boat *Margaret Harker Smith*. She came up with the *Fortunatus* and escorted her safely over the bar into harbour.—Rewards, £4 16s. 6d.

ROSSLARE HARBOUR, CO. WEXFORD.—At 2 P.M. on 5th May the Coxswain received a telephone message from Wexford to the effect that a small steamer was on Wexford Bar in a very dangerous position, and the Motor Life-boat *K.E.C.F.* was at once launched to her help. A whole E.N.E. gale was blowing with a rough sea. The steamer was the *Elsie Annie*, of Wexford, bound to that port from Newport with a cargo of coal, and carrying a crew of ten. The Life-boat stood by her for three and a half hours until she refloated, arriving back at her Station at 7.40

P.M.—Permanent Crew, Rewards, £1 3s. 6d.

HARTLEPOOL, DURHAM.—A message was received from the Chief Coastguard on the night of 10th May that he and his assistant had seen about one and a half miles S.E. of Hartlepool Heugh what appeared to be a ball of fire. He took it to be signals from a boat in distress. The Motor Life-boat *Elizabeth Newton* was launched at 10.25 P.M. in a moderate S.W. breeze, set a course to the bearings given, and made a thorough search in all directions, but without success. She returned to her Station at 12.45 A.M.—Rewards, £10 19s.

ARBROATH, ANGUS.—The Motor Life-boat *John and William Mudie* was launched at 8.45 A.M. and again at 10.30 A.M. on 12th May, in a strong S.E. breeze with a very heavy sea and escorted into harbour the local fishing boats *Golden Rule II.* and *Dawn*. While escorting the *Golden Rule II.* between the piers, the Life-boat was swung round by a heavy sea and struck the west breakwater. She was considerably damaged, but this did not prevent her from putting out a second time to the help of the *Dawn*.—Rewards, £2 4s.

WESTON-SUPER-MARE, SOMERSET.—On the evening of the 12th May the Coxswain received a telephone message from Avonmouth that a large motor launch had been reported aground on the Welsh Hook, in a dangerous position. A moderate S.S.E. gale was blowing, with a rough sea and heavy rain, when the Pulling and Sailing Life-boat *Colonel Stock* was launched at 6.45 P.M. She spoke the English and Welsh Grounds Lightship, which reported having seen nothing unusual, and then went along the edge of the sands and signalled Walton Bay Signal Station, which replied that the vessel had re-floated and had anchored abreast of the Station, about three miles distant. The Life-boat found the motor yacht *Arran Cross*, and at the request of her skipper escorted her into Portishead. The Life-boat arrived back at her Station at 5 A.M., having been on service over ten hours.—Rewards, £23 18s. 6d.

STROMNESS, ORKNEY.—At 11.45 A.M. on 12th May the Honorary Secretary received a telephone message from the Coastguard at Kirkwall that a trawler was ashore on Skea Skerries, Westray Firth, and that the skipper was still on board. As there was a moderate S.E. gale blowing and the sea was rough and getting worse, it was decided to send out the Motor Life-boat *J.J.K.S.W.* and she left Stromness at 11.55 A.M., in charge of the Bowman, as the Coxswain and Second Coxswain were at sea fishing. She found that the vessel was the steam trawler *Athenian*, of Grimsby, and that her skipper had been taken off by another steamer which was standing by to try and save the trawler. The Life-boat arrived back at her Station at 7.30 P.M., after having been on service for about eight hours. Owing to the wind and sea on the slipway she could not be re-housed until next day. Additional monetary rewards were made to the Coxswain and Crew for this long and arduous service.—Rewards, £12 6s. 6d.

MONTROSE, ANGUS.—On the morning of 12th May, a moderate S.E. gale was blowing, with a very heavy sea. Three local fishing boats—*Comfort*, *Daisy* and *Widgeon*—were at sea, and as it was seen that they could only cross the harbour bar at a big risk, it was decided to launch the No. 1 Motor Life-boat *John Russell*. This was done at 9.50 A.M., and she escorted the three boats into safety, arriving back at her Station at 11 A.M.—Rewards, £6 13s.

BROOKE AND YARMOUTH, ISLE OF WIGHT.—At 5.40 P.M. on 15th May the Ventnor Coastguard telephoned Brooke and Yarmouth that the s.s. *Roumelian*, of Liverpool, bound laden from London to Alexandria, had been in collision with the s.s. *St. Nazaire* about twenty-four miles S.E. by E. of the Needles, was holed and was trying to make port. Later the *Roumelian* wirelessed requesting a pilot to be in readiness, and the Yarmouth Motor Life-boat *B.A.S.P.* was launched at 6.57 P.M. in a light S.W. breeze with a ground swell, fog and heavy rain, informed the pilot vessel off the Needles of the position,

and then found the steamer about four and a half miles S.E. of the Needles. At the request of the captain the four passengers were taken aboard the Life-boat and landed, and then a pilot went aboard the *Roumelian* and beached her in the Solent. The Life-boat returned to her Station at 10 P.M. Meanwhile the Brooke Pulling and Sailing Life-boat *Susan Ashley* had been launched at 8.5 P.M., but her help was not needed as the steamer had got safely through the Needles. She arrived back at her Station at 10.30 P.M.—Rewards: Yarmouth, £7 16s.; Brooke, £32 12s.

WEYMOUTH, DORSET.—At 9.20 P.M. on 15th May the Coastguard telephoned that four persons had put out in a rowing boat at three in the afternoon and that the boat had not returned and could not be seen. The crew of the Motor Life-boat *William and Clara Ryland* were assembled, but as the boat was about to be launched the police brought information that the rowing boat had returned.—Rewards, 17s. 6d.

FRASERBURGH, ABERDEENSHIRE.—It was reported by the Coastguard at Cairnbulg at about 10.30 P.M. on 16th May, that the small fishing boat *Tulip*, of Fraserburgh, with two men on board, was in distress off Cairnbulg Beacon and drifting into the surf. The swell was heavy inshore, the weather thick and a light S.E. wind was blowing. At 10.40 P.M. the Motor Life-boat *Lady Rothes* was launched. She searched a large area, but was unable to trace the boat. She kept up communication with the shore by signals, and in the end was recalled, as the fishing boat had reached safety. She arrived back at her Station at 12.45 A.M.—Rewards, £10 6s.

ST. DAVID'S, PEMBROKESHIRE.—A message was received from the Coastguard at 6 P.M. on 18th May that a schooner anchored in St. Bride's Bay about two miles off shore, was flying a distress signal. The crew of the Life-boat *General Farrell* were assembled but a further message came through that the vessel was all right, so the Life-boat was not launched.—Rewards, £1 16s.

WALTON AND FRINTON, ESSEX.—At 7.50 A.M. on 20th May a message was received from the Coastguard Station that the Kentish Knock Lightship had reported a large steamer ashore on the Knock Sands, but that she was not making a distress signal. Communication was established with the Lightship which reported later that a haze was closing down on the vessel. Although the sea was smooth and only a moderate southerly wind was blowing, it was decided to launch the Motor Life-boat *E.M.E.D.* and she left at 9 A.M. After speaking to the Lightship, she made a search of the area where the vessel had last been seen, but failed to find any trace of her. As the steamer had evidently got off unaided and gone on her way, the Life-boat returned to her Station, arriving at 2.15 P.M.—Rewards, £7 2s.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—At 10.30 A.M. on the 20th May the Coastguard reported that the Cockle Lightvessel was firing warning guns. A little later the St. Nicholas Lightvessel also fired, and it was decided to send out the Motor Life-boat *John and Mary Meiklam of Gladswood*. A light S.S.E. breeze was blowing, and the sea was smooth. The Life-boat found the Greek steamer *Hadiotis* stranded on the east side of Scroby Sand. She was bound with a cargo of coal from Sunderland to Oran, and carried a crew of thirty. Her master told the Coxswain that he would try to get the steamer off under her own power, so the Life-boat stood by until 10 P.M., and then, as the steamer was in no danger, returned to her Station, arriving back at 10.45 P.M.—Rewards, £27 3s.

LERWICK, SHETLANDS.—The Motor fishing boat *Renown* left Lerwick at 10 P.M. on 23rd May for the fishing grounds off the Isle of Noss, and as she had not returned by the afternoon of the following day, the Motor Life-boat was sent out at 4.5 P.M. to look for her. A fresh N.N.E. breeze was blowing with a rough sea and heavy rain. The Life-boat met the *Renown* off the Bard of Bressay, and found that she was able to make harbour under her own power.

She had been delayed by attempts to retrieve lines which had been broken by the heavy weather. The Life-boat arrived back at her moorings at 5.20 P.M.—Rewards, £4 7s. 6d.

SALCOMBE, DEVONSHIRE.—On the night of 25th May the Honorary Secretary received a telephone message from the Coastguard at Hope Cove that the small auxiliary yacht *Edith*, belonging to Bigbury-on-Sea, was disabled and drifting about five miles off Salcombe, with one man on board. As no other suitable boat was available it was decided to send out the Motor Life-boat *Alfred and Clara Heath*, and she was launched at 11.10 P.M. in a moderate W. wind with a smooth sea. After a three hour search the yacht was found two and a half miles south of Bolt Head and was towed into Salcombe, the Life-boat arriving back at her Station at 2.20 A.M. Letters of Thanks were received from the man who was in the boat and the owner. The owner, who was already a subscriber to the Institution, also made a special contribution of £5 to its funds.—Rewards, £10 6s.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—The s.s. *Castle Galleon*, of Newcastle, while bound for Dieppe from Blyth laden with coal, came into collision with the Swedish steamer *Oscar Gorthon* during a dense fog at 9.20 on the morning of 2nd June, about three miles S.S.W. of the Cross Sand Lightvessel. The collision was heard by another vessel which reported it by wireless, and when the information reached Gorleston at 11.15 A.M. the Motor Life-boat *John and Mary Meiklam of Gladswood* was at once sent out. After cruising about for two hours in the line of traffic but finding nothing, she went to the Cross Sand Lightvessel. No further information was available, and the search in the fog was continued. Eventually the *Oscar Gorthon* was found, anchored half a mile from the Corton Lightvessel, with the crew of twelve of the *Castle Galleon*, which had sunk, on board. They were taken into the Life-boat which landed them at Yarmouth,

where they were received into the Sailors' Home.—Rewards, £9 13s.

SELSEY, SUSSEX.—The Motor Life-boat *Canadian Pacific* was launched at 5.50 P.M. on the 5th June in response to information, which had been sent to the Coastguard and passed on by them, that a small boat with two men in her was in trouble between East and West Wittering. A slight N.E. breeze was blowing with a moderate sea, and the weather was fine. After the Life-boat had put out, the Coastguard saw that the boat and her occupants, who were fishing, was not in any trouble. The Life-boat was recalled and reached her Station again at 9 P.M.—Rewards, £8 18s.

ROSSLARE HARBOUR, CO. WEXFORD.—At 7.15 P.M. on the 9th June a message was received by telephone from the Civic Guards at Curracloe that a fishing boat was in distress in the North Bay. The Motor Life-boat *K.E.C.F.* put out in a moderate S.S.W. breeze with a smooth sea. The weather was fine. She found the fishing boat *Kathleen Clare*, of Wexford, with a crew of three on board and her engine broken down. She took her in tow to Wexford Harbour, and then returned to her Station, arriving at 11.30 P.M.—Permanent Crew, Rewards, £1 11s.

GREAT YARMOUTH AND GORLESTON, NORFOLK.—At 10.8 P.M. on the 15th June information was received by wireless from the Cross Sand Lightvessel, through the Coastguard, that a vessel was burning flares about five miles south of the Cross Sand. The Motor Life-boat *John and Mary Meiklam of Gladswood* was launched. A light N. by W. breeze was blowing and the weather was fine, but there was a heavy ground swell on the Sands. After searching the Sands, with the help of the searchlight, until nearly midnight, the Life-boat spoke the Cross Sand Lightvessel and learned that nothing had been heard or seen since the flares were first burnt. The Life-boat made a further search, but nothing was found, and returned to her Station at 1.30 A.M.—Rewards, £19 8s.

THURSO, CAITHNESS - SHIRE, and LONGHOPE, ORKNEYS.—On the morning of the 17th June information was received that a vessel was in distress off Stroma Island, in the Pentland Firth, and the Thurso Motor Life-boat *H.C.J.* was launched at 6.10 A.M. A light northerly wind was blowing and the sea was smooth, but the tides were running very strongly, and there was a very thick fog. The Life-boat found the steam trawler *Marz*, of Grimsby, ashore on the North Tail, and at the captain's request stood by. Later she passed two cables from the *Marz* to another trawler which had come up, and an attempt was made to tow her off at high water, but this failed. At low water it was seen that the trawler was badly damaged and the Life-boat took off fourteen of the crew of sixteen and brought them safely into Thurso, arriving back at 4 P.M. One of the crew had unfortunately been washed overboard and drowned when the trawler struck, and the captain remained on Stroma Island. During the day the Life-boat transferred a sick man from an outbound ship to another which was homeward bound. The Longhope Motor Life-boat *K.T.J.S.* was also launched, but her services were not required. The owners of the trawler, the Rinovia Steam Fishing Co., of Grimsby, expressed their thanks and became Annual Subscribers to the Institution.—Rewards, Thurso, £5 3s. 6d.; Longhope, £4 16s. 6d.

WEYMOUTH, DORSET.—Two men who had gone out at 1 P.M. on the 23rd June for a few hours' pleasure fishing in the motor boat *Sleuth Hound* were overtaken by a thick fog. As they did not return it was thought that they had landed somewhere along the coast, but no news of the boat could be got. On the following morning an incoming steamer reported having heard whistles between the Shambles and the Bill, so the Motor Life-boat *William and Clara Ryland* went out at 6.45 A.M. She searched for some time, but could find nothing in the dense fog, and returned to her Station at 9.30 A.M. In the meantime the *Sleuth Hound*, which had been at anchor throughout the night, had managed to

reach harbour at 7.45 A.M., using the sun, which showed faintly through the fog, as a guide.—Rewards, £4 10s. 6d.

ANGLE, PEMBROKESHIRE.—A message was received from the St. David's Coastguard on the morning of the 23rd June that a vessel was in distress near the Smalls Lighthouse. A fresh northerly breeze was blowing with a smooth sea, but the weather was thick. The Motor Life-boat *Elizabeth Elson* was launched at 6 A.M. and searched over a large area for some hours, arriving back at her Station at 1 P.M. Meantime, the Honorary Secretary had received a further message from the Coastguard at 9 A.M. that a fire on Ramsey Island had been mistaken for distress signals.—Rewards, £6 12s. 6d.

BARRY DOCK, GLAMORGANSHIRE.—The motor cruiser *Penton*, of Cardiff, with three men on board, was making for Barry on the night of the 25th–26th June, when, through a defect in her machinery, she was obliged to anchor near Friars Point. Her anchors dragged and she lighted a flare for help. This was seen by a police constable, who signalled by morse to the Signal Station, and the Life-boat was called out at 12.30 A.M. on the 26th. The Motor Life-boat *Prince David* found that the motor cruiser had already been taken in tow by a tug, so returned to her Station, arriving at 2.15 A.M. The owner of the *Penton* wrote expressing his thanks for the action taken by the Life-boat.—Rewards, £9 9s.

SENNEN COVE, CORNWALL.—The Motor Life-boat *The Newbons* was launched at 9 P.M. on the 26th June, on receipt of a message from the Coastguard at St. Just that a vessel was ashore at Pendeen. The weather was fine. After going as far as Cape Cornwall the Life-boat was recalled by signals, as the vessel—the s.s. *Isadora*, of Cardiff, bound for that port in ballast—had refloated and gone on her way. The Life-boat arrived back at her Station at 10.15 P.M.—Rewards, £12 17s.

HOLYHEAD, ANGLESEY.—On the 1st July two men went fishing in a small motor boat, but got into difficulties, and at 9.38 P.M. the Coastguard received

information from a civilian—to whom they had previously arranged to signal if necessary—that the boat was in distress in Church Bay. The Motor Life-boat *A.E.D.* went out and found that the boat's engine had failed, and she had gone on the rocks, but that the men had managed to save themselves. The Life-boat returned to her Station, arriving at 11.40 P.M.—Rewards, £8 15s.

DOVER and HYTHE, KENT.—The Life-boat Coxswain at Hythe telephoned to the Dover Coxswain at 2 A.M. on the 1st July that a small yacht was making a distress signal by continuously sounding her fog-horn about half a mile off the Hythe Life-boat House. As the Hythe Motor Life-boat was undergoing her annual overhaul she was not available, but her Crew assembled in readiness to help if the yacht came ashore. The Dover Motor Life-boat *Sir William Hillary* left her moorings at 2.18 A.M. and went to Hythe, where at daybreak she found the yacht *Rosalind*, of Penarth, with two men on board, bound from Southampton to the Thames. One man was taken into the Life-boat, but the owner stayed on board, and as the yacht was in a dangerous position and likely to drive ashore she was taken to Dover by the Life-boat.—Rewards, Dover, £3 15s.; Hythe, £2 14s.

CLACTON-ON-SEA, ESSEX.—The Motor Life-boat *Edward Z. Dresden* was launched at 7 P.M. on the 1st July and went to the Buxey Sands, as the Coastguard had reported a vessel ashore. A strong S.W. breeze was blowing with a

rough sea. The Life-boat found that the vessel was the barge *Ethel Hilda*, of Rochester. She was unable to get alongside owing to the shallow water, but she stood by until the barge refloated and went on her way shortly after 9 P.M.—Rewards, £11.

DOVER, KENT.—Shortly before midnight on the 3rd–4th July a wireless message was received that an aeroplane had come down between the South Goodwin Lightship and the Brake Buoy. The weather was fine with a light S.W. breeze and smooth sea. The fast Motor Life-boat *Sir William Hillary* went out, but was recalled by wireless, as a further message reported that the aeroplane had landed on the sands at Calais.—Rewards, £3 15s.

WALTON and FRINTON, ESSEX.—At 6.45 P.M. on the 6th July a message was received from the Coastguard at Walton that the Gunfleet Lighthouse had reported a vessel ashore on the Sunk Sands. The sea was smooth, with a swell on the Sands, and a moderate S.W. wind was blowing. A further message was received through the North Foreland Wireless Station that the crew were in the rigging, and the Motor Life-boat *E.M.E.D.* went out at 7 P.M. She found the Norwegian yacht *Sofie*, bound to Havre from Norway, high and dry, with two men on board. At their request the Life-boat stood by. The yacht refloated without help as the tide rose and went on her way. The Life-boat arrived back at Walton at 2.20 A.M.—Rewards, £13 19s.

## Shoreboat Services.

For which Rewards were given at the May, June and July Meetings of the Committee of Management.

PORTHOUSTOCK, CORNWALL.—A small fishing boat of Porthallow with one man on board capsized and sank off Porthallow Cove when returning from fishing at about 1.30 P.M. on the 6th April. A strong N.W. breeze was blowing with a rough sea. Another man at once put off in a motor boat and at some risk to himself pulled the man from the water, where he had been

supporting himself by means of his boat's oars.—Rewards, 15s.

COVERACK, CORNWALL.—On the afternoon of 6th April signals of distress were seen from a small boat engaged in salving the machinery of the Belgian trawler *Omer Denise* which had been wrecked near Coverack on 4th March. The Belgian skipper, who was ashore,

first saw the signals, and though he could not speak a word of English he was able to make it clear that the boat was helpless. The Second Coxswain of the Life-boat and another man together with the skipper put off in a motor-boat. A strong W.S.W. breeze was blowing with a moderate sea, and the tide, which was running strongly, carried the disabled boat out of sight of land. The rescuers followed her, and after going between twelve and fifteen miles they came up with her and rescued the three men on board, among them the Belgian skipper's son. The disabled boat was taken in tow by a trawler, and the rescuers got safely back after being out about four hours.—Rewards, £1 10s.; also granted 5s. for fuel used. (See also under launch of Porthoustock Life-boat, p. 540.)

HOYLAKES, CHESHIRE.—At about 10 A.M. on the 19th April the Life-boat Coxswain received a message from the Coastguard that a converted ship's life-boat named *Veronica*, fitted with motor and sail, had been missing since noon the previous day. A moderate W.N.W. breeze was blowing with a moderate sea. The Coxswain put out with another man in a motor fishing boat and found the *Veronica* drifting helplessly about two miles N.N.E. of Hoylake. Her engine had broken down, the anchor and cable had been lost, and her only occupant was suffering from exposure and exhaustion. The *Veronica* was towed into Hoylake.—Rewards, 15s., and 4s. for fuel used.

WORTHING, SUSSEX.—Three men put off on the 30th April to the aid of a small boat which had capsized with the

loss of two lives.—Rewards, £1 10s., and 12s. for fuel used. (See also under launch of the Shoreham Harbour Motor Life-boat, p. 544).

SHERINGHAM, NORFOLK. — The Sheringham Private Life-boat *Henry Ramey Upcher* was launched at 7 A.M. on 27th May to the help of the fishing boat *Gwendoline* when she was in danger, in a strong breeze, with a rough sea and heavy rain. Time did not permit the launching of the Institution's Life-boat which was farther away. The Life-boat took the crew of two of the fishing boat on board and towed the boat through the surf to safety. The service occupied one hour.—Rewards, £14.

PEEL, ISLE OF MAN.—On the evening of the 30th June two young men put out in a small motor fishing yawl, *Silver Spray*. They did not return that night, and the following morning the yawl was seen at anchor five miles to leeward of Peel. A strong south-westerly breeze was blowing with a rough sea. Mr. George Sayle, the Honorary Secretary, did not think it necessary to call out the Pulling and Sailing Life-boat, so sent his own motor launch. She was manned by her Mechanic, the two Life-boat Coxswains, and the father of the two men in the small boat. It was found that the boat's motor had broken down and that the mast had carried away when an attempt was made to return under sail. *Moderate risk was incurred by the rescuers, who were engaged for about three hours.*—Rewards, £1 10s.; also thanks to Mr. G. Sayle for the use of his boat.

## Safety Week.

THE annual "Safety Week," organized by the National Safety Week Council, on which the Institution is represented, is not being held this year at the same time throughout the country. Instead of this, local "Safety Weeks" are being held at different times. The Council reports that the holding of this

"Week" last year led to a marked reduction in the number of accidents. In order to help, Honorary Secretaries of Life-boat Stations have been asked, where possible, to arrange for the regular exercise launches of their Life-boats to take place during the "Safety Week."

## Centenary of the Tower of Refuge, Douglas, Isle of Man.

ON 11th May the centenary was celebrated at Douglas, Isle of Man, of the Tower of Refuge on St. Mary's Rock, in the middle of the Bay. This tower was built by Sir William Hillary, the founder of the Institution, and the first stone was laid in April, 1832.

The five Life-boats in the Isle of Man—the Motor Life-boats from Douglas, Port Erin and Ramsey, and the Pulling and Sailing Life-boats from Peel and Port St. Mary—were all present in Douglas Bay, and the people of the Isle of Man and the Institution joined together to do honour to the memory of Hillary.

The Institution was represented by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and among those taking part in the ceremony were the Lieutenant-Governor of the Isle of Man (Sir Claude Hill, K.C.S.I., C.I.E.), the Receiver-General, High Bailiff Lay, the Mayor of Douglas, Colonel H. W. Madoc, C.B.E., M.V.O., the Honorary Secretary of the Douglas Branch, and representatives of the other Life-boat Branches in the Island.

These and others were taken out to St. Mary's Rock in the Life-boats, and there, on the invitation of the Lieutenant - Governor, Sir Godfrey Baring unveiled a plaque which had been placed on the Tower at the entrance, by permission of the Harbour Commissioners. This plaque bears the following inscription :—

“ 1832-1932. In grateful memory of Sir William Hillary, Bart., the founder of the Royal National Life-boat Institution, who, a hundred years ago, erected this Tower on St. Mary's Rock as a warning to all sea craft and as a refuge in case of shipwreck. 1932.”

In calling upon Sir Godfrey Baring to unveil the plaque, the Lieutenant-Governor said that the people of the Island had shown their appreciation of Hillary's work in the best and most practical way by the continued, unre-

mitting and splendid support which they gave to the Institution.

Sir Godfrey Baring, after the unveiling, recalled the great services of Sir William Hillary as the founder of the Life-boat Service and as a Life-boatman who had continued the work of rescue until he was sixty-three years old, and had helped to rescue 305 lives. “ We are here,” he said, “ to commemorate a noble incident in a noble life. For a hundred years this Tower has withstood the gales and seas of Douglas Bay as a mute but eloquent symbol of the generosity, foresight and humanitarian zeal of Sir William Hillary. I hope that it will survive to the end of time and standing on this rock I must quote those lines which Wordsworth wrote of it :

“ ‘ A tower of refuge built for the else  
forlorn.

Spare it, ye waves, and lift the  
mariner,

Struggling for life, into its saving  
arms ! ”

After the ceremony at the Tower, Sir Godfrey Baring went to St. George's Churchyard, where he laid a wreath on Hillary's grave. He then went to the Fort Anne Hotel, which had been Hillary's house for a number of years. Here, at the invitation of the Mayor of Douglas, he unveiled another plaque which had been in the wall of the old Villa Marina shelter, and has now been placed in the wall of the hotel on the road by the Life-boat House.

Speeches were made by the Mayor, the Lieutenant-Governor, Sir Godfrey Baring and Deemster Farrant, and the Life-boat Crews were presented to Sir Godfrey Baring.

### Scenes from Life-boat History.

The Crews were entertained to tea, and in the evening there was a special Life-boat performance at the Gaiety Theatre with scenes from the Life-boat history of the Island. The first scene, in Sir William Hillary's library, was the discussion which led to the building of the Tower of Refuge. This was

followed by a scene in a cottage near the sea, a hundred years ago, just after the Tower was built, and another scene showed the bringing in of survivors of a shipwreck. Towards the end of the programme came a tableau of the Life-boatmen of the Island.

During the performance speeches were made by the Lieutenant-Governor and Sir Godfrey Baring, who expressed

the gratitude of the Institution to the Isle of Man and to its Life-boatmen. Sir Godfrey Baring also presented awards which had been made by the Institution to Colonel Madoc, the Honorary Secretary of the Douglas Branch, Mr. George Sayle, the Honorary Secretary of the Peel Branch, and Mrs. Harrison, Chairman of the Ramsey Ladies' Life-boat Guild.

### **The Fishwives of Cullercoats.**

THE fishwives of Cullercoats, Northumberland, carried out their eleventh annual collection on behalf of the Institution, on 30th July, when the Cullercoats Life-boat had its quarterly road exercise and launch. The collection was again a great success, although, owing to the acute industrial depression in the district, the amount raised was

less than the record collection of £199 last year. This year it was £152. Mrs. Polly Donkin, who is now seventy-five years old, was again, as in every previous year, the most successful collector, with over £72. One of the collectors was eighty-eight years old. The fishwives of Cullercoats have now collected over £1,405.

### **Flowers for the Life-boats.**

DURING the present summer the Honorary Secretary of the Exmouth and Budleigh Salterton Branch, Captain Shrubbs, has made a substantial sum for the funds of the Branch by the sale of flowers. Each day he and his family have sent flowers from their garden

(with help occasionally from the gardens of their friends) to the Life-boat House, where they have been sold by the caretaker. It is a way of raising funds which other Honorary Secretaries at Stations may be able and willing to use.

### **Rug Making for the Institution.**

IN *The Lifeboat* for December, 1931 it was announced that the Honorary Secretary of the Branch at Cobham, Surrey, Miss Margaret Power, had very kindly offered to make woollen hearth-rugs and slip mats in aid of the Institution's funds. As a result of this

paragraph Miss Power has had a letter from the Sudan Government Dockyard at Khartoum asking her to make a rug in the shape and colours of the Institution's house-flag. This she has done and has given the profits to the Institution.

### **A Children's Collection.**

THE Alnwick Ladies' Life-boat Guild has carried out a very successful children's collection, which was organized by the Guild Chairman, Mrs. Norman Brown. Prince of Wales' Collecting Cards were given to children all over the district of the Branch. The chil-

dren were asked to bring their cards and purses with the money which they had collected to a Thé Dansant which the Guild organized this year in place of the annual life-boat ball. The Duchess of Northumberland was present, her daughter Lady Elizabeth Percy



*By courtesy of]*

*[W. Harwood, Crickieth.*

**MR. LLOYD GEORGE AND THE CRICKIETH LIFE-BOAT CREW.**

At the back are Dame Margaret Lloyd George, G.B.E., and Mr. J. E. Greaves, Lord Lieutenant of Caernarvonshire. On the right of Mr. Lloyd George is Mr. W. T. Davies, the Hon. Secretary. (See page 564.)



**CHILDREN'S COLLECTION AT ALNMOUTH.**

Lady Elizabeth Percy receiving their purses from Miss Darea Milburn and Lord Geoffrey Percy. On the right of Lord Geoffrey Percy is the Duchess of Northumberland. (See page opposite.)

received the purses, and the first to be handed in was from Lord Geoffrey Percy. Altogether, Lady Elizabeth received £76 which had been collected by the children. The Duchess of Northumberland and her children had

a practical experience of the work which they were helping a few months later, when they were out for nearly two hours in the Boulmer Motor Life-boat on her September exercise, and got wet through.

### Sea Chanties by Toc H.

At the first annual meeting of the new Hornsey Branch, a special programme of sea chanties was given by members of the Crouch End Toc H. The singers were dressed as a Life-boat Crew in jerseys and caps, and all the chanties

were sung with the action appropriate to each. In the capstan chanty, for example, the capstan was represented by a bicycle wheel on a tripod, and the capstan bars by the staves of Boy Scouts.

### A Guinea for a Paper Flag.

ON Life-boat Day in Blackheath Village, one of the collectors visited a factory where an auction was being held of the building and plant.

She asked the auctioneer to put up one of her paper flags. This he did, and it was knocked down for a guinea.

### From a Boy of Eight.

THE following letter has come from a boy, eight years old, living in Derbyshire, with a postal order for eight shillings :—

"DEAR SIR,—I had a sale and got 8s. I love the sea.

"Yours truly,

"ALLAN JOHNSTONE."

## Summary of the Meetings of the Committee of Management.

#### Thursday, April 14th, 1932.

Sir GODFREY BARING, Bt., in the chair.

Reported the death of Sir William Priestley, President of the Bradford Branch, and a Vice-President of the Institution since 1926, and passed a Vote of Sympathy with Lady Priestley.

Appointed Sir John G. Cumming, K.C.I.E., C.S.I., and the Right Hon. Walter Runciman, M.P., Vice-Presidents of the Institution.

Accepted with regret the resignation of Mr. Kenneth M. Clark from the Committee of Management.

Resolved that the decision in October, 1931, to close the Cemaes Life-boat Station be adhered to. Also decided to close the Ackergill Life-boat Station.

Reported the receipt of the following special contributions :—

Executors of the late Mr. W. A. . . . .	£	s.	d.
Smith, of Southport . . . . .	300	0	0
Miss L. A. Harris . . . . .	20	0	0

*To be thanked.*

Paid £28,591 2s. 4d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the Life-boat Stations.

Voted £218 8s. 9d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 536-549; also voted 6s. in connexion with a launch already reported.

Voted £193 16s. 4d. to pay the rewards for the Life-boat launches, assemblies of crews, etc., accounts of which appear on pp. 536-549.

Voted a further £5 8s. 4d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Caister and Rye Harbour.

Granted 10s. 6d. to a man for injury in the Life-boat Service at Caister.

#### Thursday, 12th May, 1932.

Sir GODFREY BARING, Bt., followed by Sir JOHN G. CUMMING, in the Chair.

Re-elected Sir GODFREY BARING, Bt., and the Hon. GEORGE COLVILLE as Chairman and

Deputy Chairman respectively, for the ensuing year.

Co-opted Captain A. GRANVILLE SOAMES, O.B.E., a member of the Committee of Management.

The Chairman presented to Mr. LESLIE M. HUGHAM the Gold Pendant which had been awarded to him in connexion with the London Stock Exchange Collections.

Reported the receipt of the following special contribution :—

Anonymous (donation) . . . £50

Paid £16,385 4s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £125 4s. 9d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 536-549; also voted 18s. in connexion with a launch already reported.

Voted £82 13s. to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 536-549.

Voted a further £38 9s. 7d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, Caister and St. Andrews.

Granted £14 4s. to men for injury in the Life-boat Service at Newhaven, North Deal and Portpatrick.

Voted a special allowance of 10s. per week to Mrs. Cooper, the widow of a Life-boatman at Ramsgate, who during his lifetime received a special pension from the Institution as a survivor of the *Indian Chief* rescue in 1881.

#### Thursday, 9th June, 1932.

Sir GODFREY BARING, Bt., in the chair.

Passed a Vote of Thanks to H.R.H. the Prince George, K.G., for his kindness in attending the Inaugural Ceremony of the Motor Life-boat at Aldeburgh and naming the boat on Friday, 27th May.

Reported that H.R.H. the Prince of Wales, K.G., had consented to attend the Inaugural Ceremony of the Torbay Motor Life-boat on the 27th July.

Accepted with regret the resignation of Sir Frederick T. Hopkinson, K.B.E., from the Committee of Management.

Reported the receipt of the following special contributions :—

Independent Order of Oddfellows,	£	s.	d.
Manchester Unity Friendly Society . . . . .	52	10	0
Mrs. Mary Slinger . . . . .	50	0	0
Mr. Alan C. Harris . . . . .	35	0	0

*To be thanked.*

Paid £18,910 2s. 10d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £53 11s. 6d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 536-549.

Voted £125 18s. to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 536-549.

Voted a further £343 7s. 4d. 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, Ramsgate, Rhoscolyn, Rye, St. David's, Troon, Wells, and Whitby.

Granted £101 0s. 6d. to men for injury in the Life-boat Service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, North Deal, Torbay and Walmer.

Produced a description of the launch of the Brooke Life-boat by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management and a member of the Brooke Life-boat Crew, on the 15th May, when she went out to the *s.s. Roumelian* which had been in collision.

#### Thursday, 14th July, 1932.

Sir GODFREY BARING, Bt., in the chair.

Passed a vote of thanks to the Duke and Duchess of Montrose for making a tour of the Orkneys and Shetlands on behalf of the Institution from the 13th to 30th June.

Reported that Captain J. A. Edgell, O.B.E., R.N., would relieve Vice-Admiral H. P. Douglas, C.B., C.M.G., as Hydrographer of the Navy on the 1st October, and would thus become an *ex-officio* member of the Committee of Management. Passed a vote of thanks to Vice-Admiral Douglas for his services to the Institution.

Decided that an expression of appreciation of the arrangements made for the Third International Life-boat Conference, held in Holland in June, under the auspices of the Noord-en-Zuid Hollandsche Redding-Maatschappij and the Zuid Hollandsche Maatschappij tot redding van schipbreukelingen, be sent to the two Societies.

The Chairman presented to the Rev. A. M. PECKHAM, Chairman of the Harrow and District Branch, the Gold Pendant recently awarded to him by the Institution.

Decided that the North Deal Life-boat Station be permanently closed forthwith; also decided that the Buckhaven Station be closed in September and the Port Isaac Station in March, 1933.

Decided to convert the Institution's holding of 5 per cent. War Loan.

Reported the receipt of the following special contributions :—

Court of Assistants of the Drapers' Company . . . . .	£	s.	d.
Miss Harvey . . . . .	26	5	0
Imperial Chemicals Industries Ltd. . . . .	25	0	0
Transport <i>Neuralia</i> . . . . .	25	0	0
H.M.S. <i>Renown</i> . . . . .	21	19	6

*To be thanked.*

Paid £25,505 7s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £73 13s. 3d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 536-549.

Voted £137 7s. 6d. to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 536-549.

Voted a further £5 on account of a pension already granted to the dependent relative of a man who lost his life in the Life-boat Service at Caister.

Reported that the Air Ministry had given an award of £5 to the Crew of the Bembridge Motor Life-boat in recognition of the valuable services rendered, on the 17th February, when the Life-boat saved a Government Seaplane and rescued her crew of three.

#### Thursday, 18th August, 1932.

Paid £19,823 17s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

## News from the Branches.

1st April to 30th June.

### Greater London.

ANNUAL Meeting of the London members of the Ladies' Life-boat Guild and Life-boat Day organizers, Lady Dorothy D'Oyly Carte, Chairman of the Central London Women's Committee of the Guild, presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution.

GREATERT LONDON.—Life-boat Day.

CITY OF LONDON.—Address by the District Organizing Secretary to Bunhill Adult School.

CLAPHAM.—Whist Drive.

CRANFORD.—Whist Drive.

HACKNEY.—Collection at Clapton Orient Football Ground.

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

HORNSEY.—Special Meeting, presided over by the Mayoress. Address by the District Organizing Secretary to Hornsey Women's Section of the British Legion.

KENSINGTON.—Address by the District Organizing Secretary to Notting Hill League of Women Helpers.

MILL HILL.—Address to Rotary Club by the District Organizing Secretary.

MITCHAM.—Address by the District Organizing Secretary to Mitcham Life-boat Day Workers' Social.

NEW MALDEN.—Whist Drive.

PADDINGTON.—Reception by the Mayor. Address by the District Organizing Secretary to Paddington and Marylebone Rotary Clubs.

St. PANCRAS.—Address to Maple Branch Tox H by the District Organizing Secretary.

SOUTH HACKNEY.—Address by the District Organizing Secretary to Conservative and Unionist Association Women's Meeting.

WEST SILVERTOWN.—Address by the District Organizing Secretary to Guild of Empire Women's Meeting.

WIMBLEDON.—Garden Party.

### North-West of England.

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

ADLINGTON.—Life-boat Day.

ATHERTON. — House-to-House Collection.

BACUP, BILLINGE, BLACKBURN, BREDBURY AND BRIERFIELD.—Life-boat Days.

BURNLEY.—Annual Meeting on 15th April. Amount collected last year £47 as compared with £96 in 1930.

BURY.—Life-boat Day.

CARNFORTH.—Jumble Sale.

CHESTER.—Annual Meeting on 1st April, the Mayor presiding; Efforts of the past year: Mayor's appeal for subscriptions; Life-boat Day. Amount collected last year £182, as compared with £259 in 1930.

Life-boat Day.

COPPULL AND CULCHETH-WITH-KENYON.—Life-boat Days.

CREWE.—Annual Meeting on 4th May, the Mayor, President of the Branch, in the chair. Amount collected last year £56, as compared with £73 in 1930. Mrs. Klempt and Mrs. Jones elected Joint Hon. Secretaries in place of Mrs. Blount.

DALTON-IN-FURNESS.—House-to-House Collection.

DARWEN.—Life-boat Day.

DOUGLAS (Isle of Man).—Centenary Celebrations of the erection of the Tower of Refuge by Sir William Hillary, founder of the Institution. (See special report on p. 551.)

GARSTANG AND GOLBORNE.—Life-boat Days.

GRANGE-OVER-SANDS.—Variety Entertainment, arranged by the Ladies' Life-boat Guild.

HASLINGDEN.—Life-boat Day.

HEYWOOD.—Garden Whist Drive. Life-boat Day.

HINDLEY.—Life-boat Day.

HOLLINGWORTH.—Jumble Sale.

HYDE.—Life-boat Days. Social Evening.

INCE - IN - MAKERFIELD. — House-to-House Collection.

IRLAM AND CADISHEAD.—Picture House Collections.

KENDAL AND KESWICK.—Life-boat Days.

LANCASTER.—Bridge Drive.

LEIGH.—Life-boat Day.

LITTLEBOROUGH.—American Tea.

LITTLE HULTON.—Life-boat Day.

LIVERPOOL (Hoylake).—Inaugural Ceremony of the new Motor Life-boat "Oldham" on 11th June. (See special report on p. 532.)

LYMM AND HEATLEY.—Life-boat Day.

LYTHAM-ST.-ANNES. — House-to-House Collection.

MACCLESFIELD.—Annual Meeting on 19th April, the Mayor, President of the Branch, in the chair. Amount collected last year £134, as compared with £147 in 1930.

Life-boat Days.

MANCHESTER, SALFORD AND DISTRICT.—Reception and Dinner arranged by the District Committee to meet Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution, Mr. P. M. Oliver, C.B.E., Honorary Secretary of the Branch presiding. Among the speakers were the Mayor of Salford (Alderman J. Jackson), Mr. H. F. O'Brien (Altrincham), Mr. W. O. Lester Smith, M.A. (Director of Education), Mrs. Bayfield (President, Chorlton-cum-Hardy Ladies' Life-boat Guild), Mr. J. H. Borlase (National Union of Seamen), and Mr. A. P. Besley. The Secretary presented the Gold Pendant and Record of Thanks awarded by the Institution to Mr. C. E. Fielding (Chairman of the Collections' Committee), in recognition of thirty-four years of service as a member of the Manchester, Salford and District Committee.

Collections at the Manchester Ship Canal on the occasion of the visit of the Destroyer Flotilla. Life-boat Days.

DROYLSDEN.—Address by the Branch Secretary at a meeting of the Women's Co-operative Guild.

FALLOWFIELD.—Life-boat Service in the Holy Innocents' Church, conducted by the Rector. Special Collection.

HARPURHEY AND COLLYHURST.—District Ladies' Life-boat Guild formed.

LOWER CRUMPSALL.—Whist Drive, arranged by Mrs. Roston, a member of the Ladies' Guild Committee.

NEW MOSTON.—Address by the Branch Secretary at a meeting of the Women's Co-operative Guild.

OLD TRAFFORD.—Annual Dance, organized by the Ladies' Life-boat Guild.

SALFORD.—Meeting at Toc H Mark XIV., Pendleton, Councillor C. P. Hampson presiding. West Salford Life-boat Guild formed.

SWINTON.—Life-boat Sunday Service in the Adelphi Cinema, the Chairman of the Council, Councillor P. W. Potts, J.P., C.C., presiding. The service was conducted by the Vicar of Swinton, the Rev. Canon D. Fletcher, M.A., supported by the Rev. E. D. Butters, the Rev. R. M. Rutter, and the Rev. G. W. Deas. The singing was led by the Pendlebury Prize Band. Special collection.

WHALLEY RANGE.—Mrs. Fisher appointed President of the Ladies' Life-boat Guild in succession to Miss M. E. Pidd.

WHITEFIELD.—Ladies' Life-boat Guild re-constituted.

MARYPORT.—Special Meeting; Mr. Walker T. Moore, the Honorary Secretary, presented with binocular glasses awarded to him by the Institution, and a silver salver from the members of the Branch. Mr. Thomas Benn, the late Coxswain of the Maryport Life-boat, presented with the Certificate of Service awarded to him by the Institution. Life-boat Day at Cockermouth.

MIDDLETON AND MIDDLEWICH.—Life-boat Days.

NANTWICH.—Annual Meeting on 10th June. Amount collected last year £59 as compared with £63 in 1930.

NEWTON-IN-MAKERFIELD.—Life-boat Day.

OLDHAM.—Life-boat Day at Crompton and Shaw.

PADIHAM.—Life-boat Day.

PIEL (BARROW).—Visit to the Life-boat House by the Barrow Naturalists Field Club; address by Mr. J. M. Mawson, J.P., the Hon. Secretary, and launch of the Life-boat. Concert and Dancing Display, arranged by the Ladies' Life-boat Guild.

PRESTON.—Life-boat Day. Garden Party at Clayton Green. Life-boat Day at Longridge.

RISHTON AND ROMILEY.—Life-boat Days.

SABDEN.—House-to-House Collection.

SOUTHPORT.—Life-boat Day.

STANDISH.—House-to-House Collection.

STOCKPORT.—Annual Meeting on 11th April. Amount collected last year £233 as compared with £365 in 1930.

TOTTINGTON.—Annual Meeting on 19th April. Amount collected last year £70 as compared with £58 in 1930.

TURTON AND UPHOLLAND.—Life-boat Days.

ULVERSTON.—Mr. H. M. Todd elected Honorary Secretary in succession to the late Mr. S. C. Farrer; and Mr. S. Grundy Honorary Treasurer in the place of Mr. G. F. Gribble.

WARRINGTON, WESTHOUGHTON AND WHALEY BRIDGE.—Life-boat Days.

WIDNES.—Special Meeting, the Mayor presiding. Mrs. Wingfield appointed Hon. Secretary and Mrs. Harper Hon. Treasurer of the Ladies' Life-boat Guild. Life-boat Day.

WIGAN.—Life-boat Day.

WORSTHORNE.—House-to-House Collection.

### North-East of England.

ALNWICK.—Tea Dance.

BARNSELEY.—Annual Meeting on 14th April, the Mayoress, President of the Branch, in the chair. Efforts of the past year: Life-boat Day. Amount collected last year £93 as compared with £109 in 1930.

BATLEY.—Life-boat Day.

BEDLINGTON.—Lecture at Nedderton Women's Institute.

BERWICK-ON-TWEED.—Presentation by the Duchess of Northumberland of the Institution's Thanks on Vellum, awarded to Lady Francis Osborne, President of the Branch and Ladies' Life-boat Guild.

BEVERLEY.—Life-boat Day.

BISHOP AUCKLAND.—Address to Toc H by the District Organizing Secretary.

BLAYDON. Life-boat Day.

BLYTH.—Annual Meeting on 21st April. Amount collected last year £306, as compared with £345 in 1930.

BOLTON - UPON - DEARNE. — Life-boat Day.

BRADFORD.—Life-boat Day.

BRIGHOUSE.—Life-boat Day.

CONISBROUGH.—Life-boat Day. Whist Drive.

CUDWORTH.—House-to-House Collection.

DARLINGTON.—Annual Meeting on 27th April, the Mayor, President of the Branch, in the chair. Efforts of the past year: Whist Drives, Garden Fête and Life-boat Day. Amount collected last year £161, as compared with £174 in 1930.

DONCASTER AND GATESHEAD.—Life-boat Days.

GOLCAR.—Annual Meeting. Amount collected last year £33, as compared with £26 in 1930.

Life-boat Day.

GOOLE.—Life-boat Day.

HALIFAX.—Annual Meeting on 22nd April, the Mayor presiding. Efforts of the past year: Bridge Drive; Dramatic Performance; Bridge Drive organized by the Soroptimists' Club. Amount collected last year £224, as compared with £209 in 1930.

HARTLEPOOL.—Life-boat Day.

HECKMONDWIKE.—Whist Drive. Life-boat Day.

HEMSWORTH.—Life-boat Day.

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

HOLMFIRTH.—Life-boat Day.

HONLEY.—House-to-House Collection.

HUDDERSFIELD.—Bridge and Whist Drive.

HULL.—Annual Meeting on 20th April, the Lord Mayor, President of the Branch, presiding. Amount collected last year £551, as compared with £640 in 1930.

Life-boat Day.

KEIGHLEY.—Annual Meeting, the Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Day; Works Appeal. Amount collected last year £258, as compared with £273 in 1930.

LEEDS.—Life-boat Day.

MALTON.—Exhibition of Embroidery.

MEXBOROUGH.—Bridge Drive.

NEWCASTLE-UPON-TYNE. — Life-boat Day.

PATRINGTON.—Life-boat Day. Whist Drive.

POCKLINGTON.—Life-boat Day.

ROTHERHAM.—Annual Meeting on 8th April, the Mayor, Patron of the Branch, presiding. Efforts of the past year: Life-boat Day and Special Appeal by the Chairman of the Branch. Amount collected last year £187, as compared with £171 in 1930.

RYTON.—Annual Meeting on 5th April. Amount collected last year £30, the same as in 1930.

Life-boat Day.

SEAHAM HARBOUR.—Guild's visit to Life-boat Station. Social.

SHEFFIELD.—Annual Meeting, the Lord Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Day; Works Appeal. Amount collected last year £401, as compared with £460 in 1930.

SPENBOROUGH AND STAINLAND.—Life-boat Days.

STAMFORDHAM.—Whist Drive.

STANLEY AND OUTWOOD, STOCKTON, SUNDERLAND, TYNEMOUTH, AND WEST HARTLEPOOL.—Life-boat Days.

WHITLEY BAY.—Bridge and Whist Drive.

WITHERNSEA.—Life-boat Day.

WOOLER.—Ladies' Life-boat Guild formed. President, the Hon. Mrs. C. A. Lambton; Honorary Secretary, Mrs. T. Blenkinsopp.

### Midlands.

ALFORD.—Life-boat Day.

ATHERSTONE.—"Heroes of the Sea" Film shown, with collection. Life-boat Day.

**BADSEY, AND BELPER AND HEAGE.**—Life-boat Days.

**BIRMINGHAM.**—Collections at two theatres and thirteen cinemas. "Heroes of the Sea" Film shown, with collection, at Northfield Cinema.

**RUBERY AND REDNAL.**—Life-boat Day.

**SMETHWICK.**—Annual Meeting on 14th April. Speaker: Mr. G. F. Igglesden, Chairman of the Birmingham Branch. Amount collected last year £65 as compared with £56 in 1930. Life-boat Day.

**BLOCKLEY AND BREEDON-ON-HILL.**—Life-boat Days.

**BRIERLEY HILL.**—Dramatic Entertainment. Address by the District Organizing Secretary.

**BRISTOL, BROMSGROVE, BROWN-HILLS, AND BURTON LATIMER.**—Life-boat Days.

**BURTON-ON-TRENT.**—Annual Meeting. Amount collected last year £243 as compared with £249 in 1930.

Life-boat Day.

**BUXTON.**—"Heroes of the Sea" Film shown, with collection.

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

**CHESTERFIELD.**—"Heroes of the Sea" Film shown, with collection.

**CLAY CROSS.**—"Heroes of the Sea" Film shown with collection.

**COALVILLE, COLESHILL AND CONINGSBY.**—Life-boat Days.

**COVENTRY.**—Annual Meeting, the Mayor, President of the Branch, in the chair. Amount collected last year £635 as compared with £358 in 1930.

Lantern Lecture at Allesley Women's Institute.

**CRADLEY HEATH AND OLD HILL, DAVENTRY, DESBOROUGH, DERBY, AND DROITWICH.**—Life-boat Days.

**EVESHAM.**—Life-boat Day. "Heroes of the Sea" Film shown, with collection.

**FAIRFORD AND LECHLADE, GAINSBOROUGH, GRANTHAM, HALESOWEN, HEANOR, HORNCASTLE AND IRTHLINGBOROUGH.**—Life-boat Days.

**KENILWORTH.**—Entertainment with address by the District Organizing Secretary.

**KETTERING.**—Life-boat Day.

**KIDDERMINSTER.**—Dramatic Entertainment.

**KILSBY, LANGWITH, LOUGHBOROUGH, LONG EATON, AND LYE AND WOLLESCOTE.**—Life-boat Days.

**MARKET HARBOROUGH.**—House-to-House Collection.

**MARKET DEEPING.**—Life-boat Day.

**MATLOCK.**—"Heroes of the Sea" Film shown, with collection.

**MELTON MOWBRAY.**—Life-boat Day.

**NEW MILLS.**—Life-boat Day. "Heroes of the Sea" Film shown, with collection.

**NEWARK.**—Annual Meeting. Mr. A. F. Wood, in the chair, supported by the Mayor and the Vicar of Newark. Speaker: Lt.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year £61, as compared with £66 in 1930.

**NOTTINGHAM CITY AND COUNTY.**—Life-boat Day. Dancing Display.

**NUNEATON.**—"Heroes of the Sea" Film shown, with collection. Life-boat Day.

**OAKHAM AND UPPINGHAM.**—Life-boat Day.

**OLDBURY AND LANGLEY.** Life-boat Day. Whist Drive.

**PERSHORE.**—Life-boat Day.

**REDDITCH.**—"Heroes of the Sea" Film shown, with collection.

**RUGELEY, RUGBY, AND RUSHDEN.**—Life-boat Days.

**STOURBRIDGE, STOW-ON-THE-WOLD, STROUD, SWADLINCOTE, TAMWORTH, TEWKESBURY, UPTON - ON - SEVERN AND UTTOXETER.**—Life-boat Days.

**WALSALL.**—Annual Meeting, the Mayor, President of the Branch, in the chair. Amount collected last year £64, as compared with £75 in 1930.

Life-boat Day.

**WELLINGBOROUGH.**—Life-boat Day.

**WOLVERHAMPTON.**—Life-boat Day. Barrel Organ taken through streets accompanied by collectors in red caps and jerseys. "Heroes of the Sea" Film shown for one week, with collections.

Performance of the "Ghost Train." Address by the District Organizing Secretary.

**WORCESTER.**—"Heroes of the Sea" Film shown, with collection. Bridge Drive.

### South-East of England.

**ALDEBURGH.**—Naming Ceremony of the new Motor Life-Boat by H.R.H. The Prince George, K.G. (See special report on p. 528.)

**ATTLEBOROUGH.**—"Heroes of the Sea" Film shown, with collection, at the Town Hall Cinema.

**AYLESBURY AND BEACONSFIELD.**—Life-boat Days.

**BECCLES.**—Branch formed. Mr. A. T. Bent, Hon. Secretary, Rover J. J. Harvey and Rover R. G. Jones, Assistant Hon. Secretaries.

**BEXHILL.**—Lantern Lecture by Captain Basil Hall, R.N.

**BLETCHLEY.**—Life-boat Day.

**BRIGHTON.**—Films and lantern slides shown at Hove High School.

**CATERHAM.**—Life-boat Day. "Heroes of the Sea" shown, with collection, at Capitol Cinema.

**CHELMSFORD.**—Life-boat Day and Whist Drive.

**CHEESHAM AND AMERSHAM.**—Life-boat Day. "Heroes of the Sea" Film shown, with collection, at the Astoria Cinema. Lecture at Hythe Heath Women's Institute by Captain Basil Hall, R.N.

**CHIPPERFIELD.**—Sale of Work.

**CHICHESTER.**—Special Meeting, Mrs. Wannop presiding. Speakers: Colonel The Master of Sempill, a member of the Committee of Management, and the District Organizing Secretary. Lecture to Runcton Women's Institute by the District Organizing Secretary. Entertainment arranged by the Congregational Church.

**CLACTON-ON-SEA.**—Special Meeting to form Ladies' Life-boat Guild, Mrs. Councillor P. Coleman, J.P., in the chair. Speaker: the District Organizing Secretary. Mrs. Fenton-Jones appointed Hon. Secretary.

**DARTFORD.**—Garden Meeting. Speaker: Captain Basil Hall, R.N. Lecture at Swanley Women's Institute by Captain Basil Hall, R.N. Address by the District Assistant Secretary to the Women's Section, British Legion.

**DOVER.**—Motor Life-boat cruised off sea front on 4th June during the King's birthday parade and salute by aeroplanes. It was then inspected by the Commander-in-Chief, Eastern Command (General Sir Webb Gillman, K.C.B., K.C.M.G., D.S.O.), and Brigadier-General Sir Hereward Wake, Bt., C.M.G., D.S.O.

**DOWNHAM MARKET.**—Life-boat Day.

**EASTBOURNE.**—Lantern Lecture by Mrs. Astley Roberts, President of the Ladies' Life-boat Guild. Life-boat Days at Hailsham, Hellingly and Heathfield.

**EAST DEREHAM.**—Concert, organized by the Girl Guides.

**EGHAM AND ENGLEFIELD GREEN.**—Life-boat Days.

**FOLKESTONE.**—Brotherhood Meeting at Town Hall, Miss Ethel Hopkins, Hon. Secretary of the Women's Auxiliary, in the chair. Speaker: Mr. G. S. Woodman, Joint Hon. Secretary of the Hythe Branch. Whist Drive at Sandgate.

**GERRARD'S CROSS.**—Life-boat Day. Lecture at Horn Hill Women's Institute by Captain Basil Hall, R.N.

**GILLINGHAM.**—Meeting to re-form Branch, the Mayor, Aldermen A. M. Devonport, J.P., presiding. Speaker: The District Organizing Secretary. Mr. R. S. Smith appointed temporary Hon. Secretary.

**GODALMING.**—Lecture at Hillside School.

**GRAYS.**—Life-boat Day.

**GREAT YARMOUTH.**—Annual Meeting of the Ladies' Life-boat Guild on 19th April. Amount collected last year £44, as compared with £48 in 1930. "Heroes of the Sea" Film shown, with collection, at Regent Theatre.

**HALESWORTH.**—Whist Drive, organized by the Ranger Guides.

**HASTINGS.**—Annual Meeting on 22nd June, in the grounds of Highlands House, St. Leonards, by kind permission of Lady King, the Mayor, President of the Branch, in the chair. Speaker: Rear-Admiral T. P. H. Beamish, C.B., a member of the Committee of Management. Efforts of the past year: Life-boat Day, Beach Collection, Concert, Lectures, etc. Amount collected last year £404, as compared with £531 in 1930.

"Blessing of the Sea" Service.

**HAVERHILL.**—Life-boat Day.

**HEMEL HEMPSTEAD.**—Lecture at Heathbrow School.

**HITCHIN.**—"Heroes of the Sea" Film shown at the Hermitage Picture House.

**HORSHAM.**—Life-boat Day.

**HUNTINGDON.**—Address to the Dean Women's Institute by Captain Basil Hall, R.N.

**IPSWICH.**—Lecture by Major A. D. Burnett Brown, Deputy Secretary of the Institution, at Public Library.

**KING'S LYNN AND LEWES.**—Life-boat Days.

**LITTLEHAMPTON.**—Theatrical performance by the Rustington Players.

**LUTON.**—Address to the Rotary Club by the District Organizing Secretary.

**MANNINGTREE.**—Lecture at Mistley Place School.

**MARCH AND MARLOW.**—Life-boat Days.

**MARGATE.**—The Branch has suffered a serious loss by the death of Lieut.-Colonel E. O. Skey, J.P., a member of its Committee for the past twenty years, and Chairman since 1925.

**MELTON CONSTABLE.**—Meeting at the Central School at which the Challenge Shield, book and certificates were presented by Dr. Cloudesley Brereton, to Douglas E. Dack, the writer of the best essay in the South-Eastern District in the Life-boat Essay Competition.

**MIDHURST.**—Concert.

**NEWMARKET.**—Branch formed. Hon. Secretary: Miss P. Waugh.

**NEWHAVEN.**—Inspection of the Station by Rear-Admiral S. Yamaguchi of the Japanese Navy.

**NORWICH.**—"Heroes of the Sea" Film shown, with collection, at the Regent Cinema.

**PLAXTOL.**—Lecture to the Women's Institute by Captain Basil Hall, R.N.

**RAINHAM.**—"Heroes of the Sea" Film shown, with collection, at the Royal Cinema.

**RAMSGATE.**—Lantern Lecture by Commander Hewlett, R.N., to the Boy Scouts. Dance at the Granville Hotel.

**REIGATE AND REDHILL.**—Films shown at Hawthorn's School, Gatton Point.

ROCHESTER.—Address to Women's Citizens' Association by Mr. C. J. Greene, Hon. Secretary of the Herne Bay Branch.

ROMFORD.—Life-boat Day. Film shown. Golf Competition for Life-boat Spoon.

ST. NEOTS.—Life-boat Day.

SAFFRON WALDEN.—"Heroes of the Sea" Film shown, with collection.

SEAFORD.—Life-boat Day. Lecture at Kingsmead School.

SHOREHAM.—Life-boat Day. "Heroes of the Sea" Film shown at Coliseum Theatre.

SITTINGBOURNE. — Musical Afternoon, arranged by the Brotherhood. Whist Drive and Dance.

SLOUGH.—Life-boat Day.

SOUTHBOROUGH. — Branch formed. Chairman: Mr. M. G. H. Wilson; Hon. Treasurer, Mr. A. E. Jacobs; Hon. Secretary, Mr. P. C. Towner, M.B.T.A.

Special Meeting to form Ladies' Life-boat Guild. Speaker: The District Assistant Secretary.

SOUTHWICK. — Life-boat Day. Film shown.

THETFORD.—Life-boat Day.

TUNBRIDGE WELLS.—Lecture to the Young People's Union by Mr. H. A. Bryden (late District Organizing Secretary South-Eastern District).

WALTON-ON-THAMES.—Tennis Tournament.

WINDSOR AND DISTRICT.—House-to-House Collection.

WINSLOW.—Life-boat Day.

WOBURN.—Lecture to Women's Institute by Captain Basil Hall, R.N.

WOBURN SANDS.—Lantern Lecture to Women's Institute by Mr. Sillem.

WOLVERTON.—Life-boat Day and Works Collection.

WORTHING. — Address by District Organizing Secretary to Findon Women's Institute.

#### South-West of England.

ANDOVER, AXMINSTER AND BATH.—Life-boat Days.

DAWLISH.—Life-boat Day. Play and Dance at Chudleigh.

DEVIZES.—Life-boat Day.

EXETER.—Special Meeting at the Guild-hall, the Mayoress, President of the Ladies' Life-boat Guild, in the chair, supported by Mr. Arthur Reed, M.P., and Councillor Mrs. Arthur Reed, Chairman of the Branch and Vice-President of the Ladies' Life-boat Guild. Speaker: The District Organizing Secretary.

FARNBOROUGH. — Life - boat Day. "Heroes of the Sea" Film shown, with collection.

FLEET.—Life-boat Day. "Heroes of the Sea" Film shown, with collection.

FOWEY (LOSTWITHIEL), GUERNSEY, HENLEY-ON-THAMES, HONITON AND LISS.—Life-boat Days.

LOOE.—Special Meeting. Speaker: The District Organizing Secretary. Ladies' Life-boat Guild formed.

NEWQUAY.—Launch of the Life-boat with Sir Donald MacLean, President of the Board of Education on board.

PETERSFIELD.—Life-boat Day.

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH BRANCH.—Annual Meeting of the Bournemouth section, the Mayor, President, in the chair, supported by the Mayoress and Lady Lyle, President of the Ladies' Life-boat Guild. Speaker: Lieut.-Colonel C. R. Satterthwaite, O.B.E., Secretary of the Institution. Amount collected last year £665 as compared with £742 in 1930. Presentation of the Life-boat Picture awarded by the Institution to Mrs. Ball, Honorary Secretary of the Ladies' Life-boat Guild.

Café Chantant at Wimborne. Speaker: The District Organizing Secretary. Life-boat Day at Wimborne.

PLYMOUTH.—Life-boat Day. Life-boat Day and Physical Culture Display at Ivy-bridge.

READING.—Life-boat Day. Address by Captain Basil Hall, R.N., to Students of Reading University.

REDRUTH.—Life-boat Day.

RINGWOOD.—Annual Life-boat Dance.

ROMSEY.—Life-boat Day.

SALISBURY.—Life-boat Day. Presentation by the District Organizing Secretary of the Record of Thanks awarded by the Institution to Mrs. Farnfield, President of the Gillingham District. Life-boat Day at Mere.

SOUTHAMPTON.—"Thark," presented by the Blenheim Players. Special Meeting, Mr. C. J. Sharp presiding, and presentation of awards made to Depot Holders. Speaker: The District Organizing Secretary.

THAME.—Life-boat Day.

TIVERTON.—Collection at Baptist Church.

TORQUAY.—Special Life-boat Day Meeting. Speaker: The District Organizing Secretary.

TOTNES AND TROWBRIDGE.—Life-boat Days.

TRURO.—Life-boat Day. Presentation by the Chairman of the Cornwall Education Committee of the Certificates in the Life-boat Essay Competition won by the St. Erme School.

WANTAGE.—First Life-boat Day held in Wantage and the neighbouring villages.

WAREHAM.—Life-boat Day.

WARMINSTER.—Life-boat Day and Life-boat Film shown.

WELLS.—Life-boat Day.

WESTBURY.—Life-boat Day and Life-boat Film shown.

WEYMOUTH.—Inaugural Ceremony of the new Motor Life-boat (see special report on p. 533). Special Meeting. Speaker: The District Organizing Secretary. Presentation of the Life-boat Picture awarded by the Institution to Mrs. Williamson, the Honorary Secretary of the Ladies' Life-boat Guild.

YEOVIL VILLAGES.—Life-boat Days.

### Scotland.

Meeting of the Scottish Life-boat Council in Glasgow, on 18th May, Commander the Hon. A. D. Cochrane, D.S.O., M.P., Vice-Chairman, presiding.

ABERDEEN.—Life-boat Day. Procession and Life-saving Display.

ALEXANDRIA, ALLOA, ARDROSSAN, BO'NESS, CARLUKE AND CARRONBRIDGE.—Life-boat Days.

COATBRIDGE.—Presentation of the Life-boat Essay Challenge Shield for Scotland, won by Bessie Beedie, of St. Augustine's School, by the Very Rev. Canon Mullen, supported by Ex-Provost Lavelle, J.P., the Dean of Guild Kirk, Councillor Beedie, and Mr. W. Kerr, Honorary Secretary of the Branch.

DARVEL.—Life-boat Day.

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

DUNDEE.—Life-boat Day and Procession. Flannel Dance, organized by Mrs. T. Himsworth, Honorary Secretary, and Mrs. Butler, Honorary Treasurer of the Ladies' Life-boat Guild. Social Meeting of Committee and Life-boat Day Conveners, Mr. Ralph C. Cowper presiding.

DUNFERMLINE.—Life-boat Day and Dance. Dance at Rosyth, arranged by Mr. A. E. Bidgood, Mrs. I. Madden, and the Committee.

EASTER ROSS.—Tain Life-boat Day.

EDINBURGH.—Life-boat Day and Procession.

ELGIN.—Life-boat Day.

ELIE.—Concert arranged by the Branch, at which the Life-boat Play, "Their Business in Great Waters," was produced. Special Meeting of the Ladies' Life-boat Guild, with Lady Nairn, President, in the chair.

FORRES AND GALSTON.—Life-boat Days.

GLASGOW.—Annual Meeting on 27th May. Mr. Leonard Gow, J.P., Chairman of the Branch, and a Vice-President of the Institution, presiding. Efforts of the past year: Annual Appeal, Life-boat Day, Sale of Work. Amount collected last year £8,535 as compared with £13,519 in 1930.

Life-boat Day.

GOUROCK.—Steamer Collections.

GRANGEMOUTH.—Special Meeting. Mr. Walter Bain presiding. Speaker: The Scottish Organizing Secretary. Ladies' Life-boat Guild formed. Life-boat Day.

GREENOCK AND PORT GLASGOW, HELENSBURGH, INVERKEITHING, IRVINE, KILMARNOCK, KIRRIEMUIR, LADYBANK, LAMINGTON AND LANARK. Life-boat Days.

LERWICK.—Inaugural Ceremony of the new Motor Life-boat (see special report on p. 534).

LONGHOPE.—Presentation by the Duke and Duchess of Montrose of the awards made to the Crew for the service to the *Dorbie* on 9th January last.

NORTH UIST AND PERTH.—Life-boat Days.

PORTPATRICK.—Concert arranged by the Branch Committee, the Lady Augusta Inskip presiding. Presentation by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Scottish Life-boat Council, and a Vice-President of the Institution, of the awards made to the Life-boat Crew for the service to the s.s. *Camfough* on 13th January last.

ROTHESAY, SANQUHAR SKELMORLIE, STEVENSTON AND STORNOWAY.—Life-boat Days.

STROMNESS.—Inspection of the Station by the Duke of Montrose.

SUTHERLAND AND WHITBURN.—Life-boat Days.

THURSO.—Inspection of the Station by the Duke of Montrose.

### Ireland.

ARMAGH.—Annual Meeting on 20th June. Amount collected last year £34, as compared with £55 in 1930.

BELFAST.—Annual Meeting of the Ladies' Life-boat Guild on 30th May, Lady Dixon, D.B.E., Chairman, presiding.

Life-boat Days.

CARRICKFERGUS.—Life-boat Day.

DONAGHADEE.—Arrival of the new Motor Life-boat on 10th June. Reception and entertainment of the Crew and Institution's Officers by Local Committee and supporters. Entertainment given by Mr. S. Branchiffe.

DROGHEDA.—Life-boat Day.

DUBLIN.—Annual Meeting on 12th May. Senator The Right Hon. A. C. Jameson, D.L., Chairman, presiding. Speakers: Mr. Baird, Alderman Hubbard Clark, Rev. D. Osborne, Captain Webb, and the District Organizing Secretary. Amount collected last year £1,077, as compared with £1,065 in 1930. Broadcast talk by the District Organizing Secretary. Life-boat Days. Bridge Drive.

HOWTH.—Annual Meeting on 24th May, the Rev. Powell in the chair. Amount collected last year £121, as compared with £105 in 1930.



*By courtesy of]*

*[Aberdeen Journals Ltd.*

**VIKINGS HELP ON ABERDEEN LIFE-BOAT DAY.**

Part of a procession which included Noah's Ark and Jonah's Whale.



*By courtesy of]*

*[The Glasgow Bulletin.*

**FISHER GIRLS IN THE PROCESSION ON EDINBURGH LIFE-BOAT DAY.**

The Day raised over £1,000.

**KINGSTOWN (Dun Laoghaire).**—Annual Meeting. Mr. Gerald Byrne, Vice-Chairman presiding. Speaker: Canon Chamberlain. Amount collected last year £262, as compared with £189 in 1930.

**LARNE.**—Annual Meeting. Amount collected last year £103, as compared with £95 in 1930.

**LONDONDERRY, MULLINGAR, NENAGH AND NEWCASTLE (DUNDRUM).**—Life-boat Days.

**MILFORD.**—House-to-House Collection.

**NORTH WESTMEATH.**—Garden Fête.

**PORTADOWN.**—Annual Meeting. Amount collected last year £23, as compared with £25 in 1930.

Life-boat Day.

### Wales.

**(Including Herefordshire, Monmouthshire and Shropshire.)**

**ABERTILLERY.**—Life-boat Day. The Officers and Committee of the Branch paid a visit to the Barry Dock Life-boat Station.

**BRECON.**—Cinema collections.

**CAERNARVON.**—Life-boat Day.

**CHURCH STRETTON.**—Garden Fête opened by Vice-Admiral C. S. Townsend, C.B. Speakers: Commander Montford, R.D., R.N.R. Hon. Secretary of the Branch, and the District Organizing Secretary. Life-boat Day.

**CRICCIETH.**—Presentation of the Certificates of Service awarded to the Life-boat Crew on the closing of the Station. The presentation took place at the house of the Right Hon. David Lloyd George, O.M., M.P. Mr. J. E. Greaves, Lord Lieutenant of Caernarvonshire, presided, and the Certificates were presented by Mr. Lloyd George. The party was afterwards entertained to tea by Dame Margaret Lloyd George, D.B.E. Among those present were Lady Carey Evans, Miss Megan Lloyd George, M.P., and Mr. W. T. Davies, Hon. Secretary of the Criccieth Branch. Besides the Certificates of Service awarded to the

Crew, the Institution sent a special Letter of Appreciation to Mr. W. Bowley, who had been Lightman for nearly forty years.

**FERRYSIDE AND CARMARTHEN.**—Life-boat Day.

**MARKET DRAYTON.**—Life-boat Day and Rummage Stall.

**NEWPORT (MON.).**—The Mayor and Mayoress of Newport, the Officers and Committee of the Branch and the Newport Sea Cadet Corps paid a visit to the Barry Dock Life-boat Station.

**PONTYPOOL.**—Special meeting arranged by Mrs. Percy Jones, President of the Branch, to revive its activities. New Honorary Secretary, Mrs. Llewellyn Hughes.

**PONTYPRIDD.**—Life-boat Day and Collections at the Palladium and White Palace Cinemas. House-to-House Collection.

**PORTHCAWL.**—Miss M. Dowdeswell and Miss M. Grover appointed Joint Honorary Secretaries in succession to Mrs. A. Jones.

**PRESTATYN.**—Annual Meeting on 19th May, the Chairman of the Prestatyn Council presiding. Speakers: The Rev. D. Lester Jones, and the District Organizing Secretary. Amount collected last year £31 as compared with £49 in 1930.

**SHREWSBURY.**—Annual Meeting on 1st June, the Viscountess Bridgeman, D.B.E., President of the Branch, in the chair. Amount collected last year £195 as compared with £150 in 1930. Lady Bridgeman presented the Gold Brooch awarded by the Institution to Mrs. M. A. B. Lock, the retiring Honorary Secretary. Mrs. Lock appointed Chairman and Miss Muriel Hall Honorary Secretary.

**SWANSEA AND DISTRICT.**—Life-boat Day. Cinema collections. Concert. Whist Drive. Hotel and Café collections.

Special Meeting, the Mayoress in the chair. Speaker: The District Organizing Secretary.

**WHITCHURCH.**—Life-boat Day.

**YSTRAD MYNACH.**—Cinema collection.

## 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.*

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