

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

Vol. XXVIII.—No. 312.]

NOVEMBER, 1932.

[PRICE 6d.

THE LIFE-BOAT FLEET

Motor Life-boats, 109 :: Pulling & Sailing Life-boats, 67

LIVES RESCUED

from the foundation of the Institution in 1824 to

November 26th, 1932 - - - - - 63,058

Silver Medal Service at Cromer.

At four in the morning of Friday, 14th October, a 5,000-ton Italian steamer, the *Monte Nevoso*, of Genoa, on her way from Buenos Ayres to Hull, stranded on the Haisboro' Sands, some fourteen miles from Cromer. The weather was then fine, with a moderate westerly breeze. The steamer sent out a wireless message at 8.30 in the morning, asking for the help of tugs. The news reached Cromer from the Coastguard at Gorleston, and at 9.30 the Motor Life-boat was launched. She reached the steamer about noon, to find the tug *Noordzee*, of Rotterdam, standing by. A man from the tug had gone on board the steamer. Coxswain Blogg, of the Life-boat, also went on board, and it was arranged that the tug should try to refloat the steamer, the Life-boat standing by. Five more tugs arrived later, and at 4.30 in the afternoon the attempt to tow off the steamer began. The six tugs were all engaged in the work.

Meanwhile the wind, which had been moderate at first, was gradually increasing, and by five in the morning of the Saturday a gale was blowing from the North West, making a heavy sea. Two or three times the Life-boat, which was anchored near the steamer, had to weigh anchor and move into deeper water.

About daylight the tow ropes of two of the tugs broke, and a third tug had to cut her tow as she was in a very dangerous position. By eight o'clock all the tugs had had to cast off the tow-ropes; the steamer showed signs of breaking up, and the Life-boat was signalled to take off her crew.

The Rescue.

Coxswain Blogg weighed anchor, and getting as near the steamer as he could, he anchored again to windward and veered alongside. In the heavy sea running it was a hard and dangerous task to transfer the steamer's crew to the Life-boat. It took an hour to get them on board her, and one of them, misjudging the distance when he jumped, fell into the sea between the steamer and the Life-boat, where he might have been crushed between the two, but he was hauled aboard unhurt.

At the end of an hour the Life-boat had rescued the twenty-nine men of the steamer's crew and the man who had gone on board her from the Dutch tug. The Captain, Mate, Chief Engineer and Wireless Operator refused to leave the *Monte Nevoso*, and the Life-boat left, with the thirty rescued men, for Gorleston, twenty-one miles away, where she arrived about noon. Here the res-

cued men were taken to the Mariners' Refuge, a fresh supply of petrol was taken on board, and some of the Life-boat's Crew, all of whom were soaked through, got dry clothes. They had had no food, except some dry bread, tinned meat, and cheese, since they had gone out at 9.30 on the morning of the previous day. Nor had they touched the emergency rum ration which all Life-boats carry. But without waiting to get a hot meal, and declining the offer of the Great Yarmouth and Gorleston Life-boat to relieve them, they put out again at two o'clock and returned to the wreck, in the hope of persuading the four men still on board to leave her.

The Life-boat reached the wreck at 4.45 in the afternoon, but the Captain still refused to abandon her. The weather was moderating. His wireless was in order. He would call for help again if it were needed.

The First Meal for 35 hours.

The Life-boat then returned to Gorleston, where the Crew had their first proper meal for thirty-five hours. They were put up at the Mariners' Refuge, close to the Coastguard Station, so that they were ready to set out at once if an S.O.S. came. Nothing, however, was heard, and about five o'clock on the Sunday morning Coxswain Blogg took the Life-boat out again, accompanied by two tugs, and reached the wreck at eight o'clock. He found that she had broken her back, and that the four men had abandoned her and got away in the steamer's motor-boat. They had, however, left two dogs behind them, one a large St. Bernard, so the Life-boatmen boarded the wreck to rescue them. The St. Bernard they were able to take off, but the other, a small dog, would not allow itself to be caught, and the Life-boatmen were compelled to leave it behind.

As there was no sign of the motor-boat with the four men on board (they were picked up by a trawler and taken to Lowestoft), Coxswain Blogg made for the Haisboro' Light Vessel, to find out if the weather conditions were such as would allow the Life-boat to be taken up her slipway. He then made for

Cromer, where the Life-boat arrived at one in the afternoon, nearly fifty-two hours after she had been launched. She had travelled altogether some seventy miles.

Rewards.

It was an outstanding service, marked by faultless seamanship on the part of Coxswain Blogg, and great courage, endurance and devotion to duty on the part of Coxswain and Crew. The Committee of Management have made the following awards:—

To COXSWAIN HENRY G. BLOGG, the Silver Medal of the Institution, accompanied by a Vellum, signed by H.R.H. The Prince of Wales, K.G., as President of the Institution. Coxswain Blogg has already twice won the Gold Medal for conspicuous gallantry, and is the only man living on whom this, the highest honour of the Life-boat Service, has twice been conferred. All three awards, it is interesting to note, have been for services to foreign vessels. Coxswain Blogg won the Gold Medal in 1917 for the rescue of eleven lives from the Swedish steamer *Fernebo*, sunk by a mine, and a Second Service Clasp to his Gold Medal in 1927 for the rescue of fifteen lives from the Dutch oil-tanker *Georgia*, which, like the *Monte Nevoso*, was wrecked on the Haisboro' Sands.

To each of the twelve members of the Crew, the Thanks of the Institution inscribed on Vellum.

Money awards have also been made amounting to £8 0s. 6d. each to the Coxswain and Crew. The total payments for the service, including the helpers and shore-attendant, amounted to £106 9s.

The Canine Defence League has awarded its Silver Medal to Coxswain Blogg for the rescue of the dog.

At a meeting of the Cromer Urban District Council on 7th November the Chairman, Mr. Willins, referred to the Institution's awards and said: "We are sometimes told that Cromer is not sufficiently advertised. . . . These gallant men have done more to make the name of Cromer famous than any work your Advertising Association can ever hope to do."

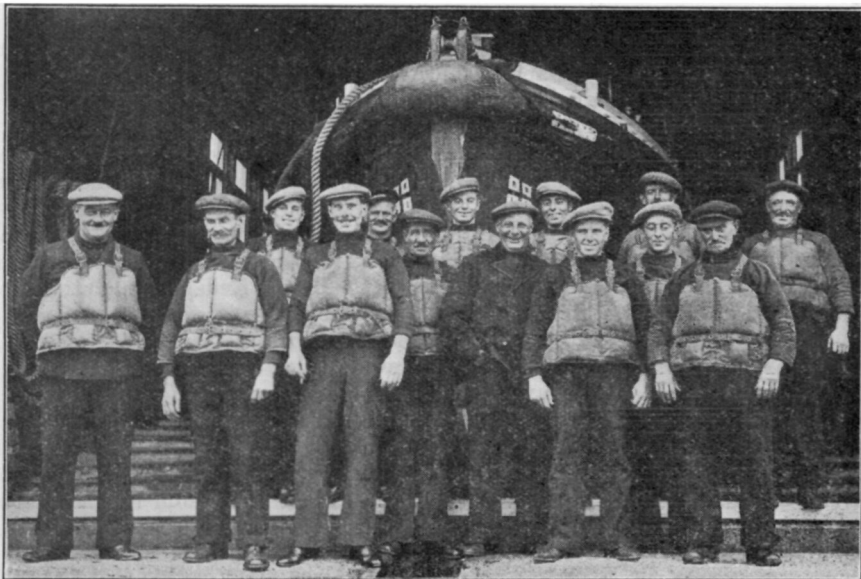


By courtesy of]

30 LIVES SAVED.

[Associated Newspapers Ltd.

The Italian steamer *Monte Nevoso* on the Haisboro' Sands, with the Cromer Motor Life-boat standing by, and on the right a tug (see page 565).



By courtesy of]

THE CROMER LIFE-BOAT CREW.

[Daily Sketch.

In the centre, without a life-belt, Coxswain Henry Blogg.

Award to the Women Launchers of Dungeness.

On the 8th of October a whole gale was blowing at Dungeness, Kent, from South by East, a very heavy sea was running and it was raining very heavily. A London barge, the *Shamrock*, bound with a cargo to the Isle of Wight, with three men on board, had anchored in the roadstead off the Newcombe Sands, about one and a half miles North East of the Life-boat Station. At 12.30 in the afternoon she hoisted a signal of distress, as her anchors had started to drag.

The No. 2 Pulling and Sailing Life-boat, a 42-foot boat, one of the largest and heaviest in the Institution's Fleet, was got out, and the thirty-seven launchers, of whom fourteen were women, pushed her down the skids to the sea. Twelve other women, wives and sisters of the men launchers, also gave their help.

Blown off the Skids.

At the first attempt, so violent was the wind that a sudden gust blew the Life-boat right off the skids, on to the beach. She was hauled up again by the windlass, the skids were replaced, and at the second attempt—although wet to the skin and hardly able to keep their feet on the loose stones—the launchers succeeded in getting her away. It was then just an hour after the signal of distress had been hoisted. Half an hour later, working under sail, the Life-boat reached the barge, anchored to windward of her, got a line on board her by means of the throwing-cane, veered down to leeward, and hauled on board a breast line. The barge was riding low, and heavy seas were breaking right over her bows and sweeping aft. The Life-boat herself was pitching heavily, and the seas were breaking over her in clouds of spray which made it very difficult for her Crew to see anything.

To get the men off the barge in such conditions was a difficult and dangerous piece of work, but the Coxswain seized the opportunity of a slight lull to haul

the Life-boat close alongside the barge by means of the breast line; the three men on board her—all young men—jumped at once for the Life-boat, one of them with the barge's cat in his arms; the line was cast off; and the rescue had been successfully accomplished without damage except that the bow-fender of the Life-boat had been displaced.

It was impossible for the Life-boat to return to Dungeness against the gale, so the Coxswain laid his course for Folkestone. Meanwhile, the Hythe Life-boat Station had been kept in touch with Dungeness, and when it was learnt that, at the first attempt, the Dungeness Life-boat had been blown off the skids, it was decided to launch the Hythe Motor Life-boat. She was got away a few minutes after the Dungeness Life-boat had been launched, the Joint Hon. Secretary, Mr. G. S. Woodman, being on board. She met the Dungeness Life-boat returning from the rescue and took her in tow. Instead of going on to Folkestone—as the gale had now moderated—she was taken into Hythe and beached. Next day she was towed back to her Station.

Rewards.

In recognition of this fine service the Committee of Management have awarded the Thanks of the Institution inscribed on Vellum to Coxswain Douglas Oiller, of Dungeness. Coxswain Oiller won the Bronze Medal for gallantry three years ago for his share in the service to the barge *Marie May*, of Rochester, the crew of which was rescued by the Hythe Pulling and Sailing Life-boat.

The Committee have also awarded the Thanks of the Institution inscribed on Vellum to the women of Dungeness for their gallant services on this and other occasions in helping to launch the Life-boat.

Money awards have been made to the Crew and Launchers at Dungeness, amounting to £35 10s., and to the Crew and Launchers at Hythe, amounting to £25 7s.

The Civil Service Life-boats.

Inaugural Ceremonies at Donaghadee (Co. Down) and Whitehills (Banffshire).

DURING the present year the Inaugural Ceremonies have taken place of two new Motor Life-boats which are gifts to the Institution from the Civil Service Life-boat Fund, and a third Motor Life-boat, which is also to be built out of the Fund, was laid down in September for Walmer, Kent.

The Fund was started in 1866, and the present Chairman and Hon. Treasurer is the Right Hon. the Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., a Vice-President of the Institution.

There are at present on the coast five Civil Service Motor Life-boats, stationed at Margate (Kent), Kingstown (Co. Dublin), Southend-on-Sea (Essex), Whitehills (Banffshire), and Donaghadee (Co. Down).

With the exception of Kingstown, which will cease to be a Civil Service Station when the present boat comes to the end of its term of service, all these Life-boats are endowed, and when the time comes will be replaced by new Life-boats out of the Fund. The Fund also contributes £1,000 a year to the maintenance of its boats, and pays the rewards given to the Crews.

The summary of the magnificent help which the Civil Service has given to the Institution is that since 1866 it has contributed £87,177 6s. 7d. It has provided altogether twenty-one Life-boats (not including the Motor Life-boat now under construction for Walmer). These Life-boats have rescued 1,288 lives and have saved or helped to save 61 boats and vessels from destruction.

The Twenty-one Life-boats.

Of the twenty-one Life-boats built out of the Fund, ten have been at English stations, three at Scottish stations, six at Irish stations, and two in the Isle of Man. The first Civil Service Life-boat was built in 1866, bore the name *Civil Service*, and was stationed at Wexford. She was followed by another boat built in 1875, and stationed at Tynemouth. This boat was named after Mr. Charles

Dibdin, who was practically the founder of the Civil Service Life-boat Fund; and its Honorary Secretary from 1870 until shortly before his death in 1910; and who was the Secretary of the Institution from 1883 until his death. The Tynemouth boat was followed two years later by *Civil Service No. 3*, which was stationed at Portpatrick, Wigtownshire. Thus the first three boats built out of the Fund went to Ireland, England and Scotland.

The boats of the Fund have been placed at fourteen different stations. In England they have been at Walmer, Kent (two boats), Maryport, Cumberland (two boats), Tynemouth, Northumberland (two boats), Margate, Kent (two boats), Southend-on-Sea, Essex, and North Deal, Kent. In Scotland they have been at Portpatrick, Wigtownshire (two boats), and Whitehills, Banffshire, while the second of the Portpatrick boats was afterwards stationed for two years at Montrose, Angus, and for a year at Peterhead, Aberdeenshire. In Ireland they have been at Kingstown (Dun Laoghaire), Co. Dublin (three boats), Wexford, Co. Wexford (two boats), and Donaghadee, Co. Down. The Civil Service Life-boats in the Isle of Man have been stationed at Douglas.

The Inaugural Ceremony at Donaghadee.

A Station was established at Ballywalter in 1866, but was closed in 1909, owing to the difficulty of getting suitable men for the Crew. It had a record of 164 lives rescued from shipwreck. In 1910 the Donaghadee Station was established in place of it, and was provided with one of the earliest Motor Life-boats in the Institution's Fleet. She was a 43-foot Watson Life-boat with a 40 h.p. engine. She remained at Donaghadee until the present year, and has now been transferred to Aranmore, Co. Donegal. She rescued 62 lives, and her Crew were awarded Silver Medals and Diplomas by the French Government for the rescue in 1915 of the crew

of six men of the French lugger *Cyrano*, of Brest.

The new Donaghadee Motor Life-boat is of the Watson Cabin type, 45 feet 6 inches by 12 feet 6 inches. On service, with crew and gear on board, she weighs 20½ tons. She is divided into eight water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40 h.p. engines. Her speed is 8¼ knots. She carries enough petrol to be able to travel 116 miles at full speed, without refuelling. She has seating accommodation in her cabin for ten people, in rough weather can take ninety-five people on board, and carries a Crew of eight men. She has a line-throwing gun and an electric searchlight, and is lighted throughout with electricity.

The Inaugural Ceremony was held on 3rd September. Mr. George L. de Lacherois, J.P., President of the Branch, presided, the Viscount Bangor presented the Life-boat to the Branch on behalf of the Civil Service Fund, and she was named by the Viscountess Bangor.

The Ceremony took place in the presence of a large gathering of townspeople and visitors. Among them were the Right Hon. the Viscount Craigavon, P.C., D.C.L., M.P., Prime Minister of Northern Ireland, and the Viscountess Craigavon. The singing was accompanied by the band of the Royal Inniskilling Fusiliers.

In presenting the Life-boat to the Branch, Lord Bangor gave the record of the Civil Service Life-boat Fund, and the record of Donaghadee as a Life-boat Station. He spoke also of the generous way in which Donaghadee contributed to the Institution. Its contribution of £75 in 1931 was 9d. per head of its population. For its record, both as a Station and as a Financial Branch, Donaghadee had earned in every way the beautiful new Motor Life-boat which he was presenting to it on behalf of the Civil Service Life-boat Fund.

The Life-boat was received by Mr. W. Milliken, the Chairman of the Branch, and described by Lieut.-Commander J. M. Upton, R.D., R.N.R., the District Inspector of Life-boats.

The service of dedication followed, in

which representatives of three churches took part. The Right Rev. J. J. Macaulay, D.D., Moderator of the General Assembly of the Presbyterian Church in Ireland, read a psalm, the Rev. J. A. Duke, B.A., President of the Methodist Church in Ireland, offered a prayer, and the service was concluded by the Lord Bishop of Down and Connor (the Right Rev. Charles T. P. Grierson, D.D.) with a prayer and the blessing of the Life-boat. Lady Bangor then named the Life-boat *Civil Service No. 5*, breaking over her bows a bottle of Empire champagne.

A Vote of Thanks to Lord and Lady Bangor and the officiating clergy was proposed by Mr. J. F. Ward and seconded by Dr. J. Martin, and a Vote of Thanks to the Chairman was proposed by Mr. T. L. M. Fuge, District Organising Secretary, and seconded by Mr. W. S. Adams.

The Life-boat then made a number of trips outside the harbour, on the first of which Lady Bangor took the wheel.

The Whitehills Inaugural Ceremony.

A Life-boat Station was established by the Institution at Banff in 1860. The Boathouse was moved to half-way between Banff and Macduff in 1867, and in 1902 it was decided to call it the Banff and Macduff Station. In 1922 it was moved to Whitehills, and two years later was named Whitehills. Its Life-boats have rescued 54 lives.

The new Motor Life-boat, which replaces a Pulling and Sailing Life-boat, is one of the light self-righting type of Motor Life-boat, 35 feet 6 inches by 8 feet 10 inches. On service, with crew and gear on board, she weighs 6¾ tons. She is divided into eight water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds, and if she were capsized, even with a hole in her bottom, she could right herself in four seconds. She has one screw, driven by a 35 h.p. engine, in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 7¼ knots, and she carries enough petrol to be able to travel 116 miles without

refuelling. She can take thirty people on board in rough weather, and carries a crew of seven men.

The Inaugural Ceremony was held on 5th October, and H.R.H. the Princess Arthur of Connaught, Duchess of Fife, named the Life-boat. Sir George W. Abercromby, Bt., D.S.O., President of the Branch, presided, the Right Hon. the Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., Chairman of the Civil Service Life-boat Fund, himself presented the Life-boat to the Institution, and she was received 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.

People from all over the county of Banff came to take part in the ceremony, and the Motor Life-boats from the neighbouring Stations of Buckie and Fraserburgh. The music was provided by the Banff Pipe Band and the Turriff Silver Band.

In presenting the Life-boat, Lord Southborough said: "The boat is the gift of the Civil Service Life-boat Fund; that Fund is liberally supported by the Civil Service of the Crown, and members of the Service who work in Scotland are generous and kindly contributors. The Fund has subscribed altogether £87,177 to the Institution. The first occasion on which it presented a Life-boat to be stationed in Scotland was as far back as 1877, when it gave a Pulling and Sailing Life-boat, 37 feet long, and capable of carrying 40 persons. This boat was stationed at Port Patrick. The Fund has for some time been anxious to present a Motor Life-boat to the Institution for the special use of Scotland. There you see her, and when Her

Royal Highness has been pleased to perform the christening ceremony the Life-boat will be known as *Civil Service No. 4.*"

In accepting the Life-boat, the Duke of Montrose said: "Nothing has equalled the generosity towards the Life-boat Service of the Civil Service Life-boat Fund, and though Lord Southborough has rendered valuable services to his country in many parts of the world, he has never done better work than as Chairman of this Fund. He has told us that it has raised over £87,000 for the Institution. That is a prodigious sum. We wholeheartedly appreciate the generous work done by the Fund, and we thank Lord Southborough for coming all the way from London to present this Life-boat to us."

The Life-boat was received on behalf of the Branch by its Chairman, ex-Provost Adam Walker. She was described by Lieut.-Commander T. G. Michelmore, R.D., R.N.R., District Inspector of Life-boats, and was dedicated by the Rev. J. G. Ledingham, M.A.

H.R.H. the Princess Arthur of Connaught, Duchess of Fife, then broke a bottle of champagne over the bows of the Life-boat and named her *Civil Service No. 4.*

A Vote of Thanks to the Princess was proposed by Harriet, Lady Findlay, D.B.E., Honorary Secretary of the Scottish Life-boat Council, and a Vote of Thanks to the Chairman and others by Provost J. H. Stephen, D.S.O., M.B., Ch.B., of Banff, who referred to the work done in arranging the Ceremony by the two Honorary Secretaries, Mr. Vincent Desson and Mr. A. Findlay.

After the Ceremony Princess Arthur went out in the Life-boat.

Merchant Ships.

A book entitled "Ships of the British Merchant Navy" has been written by Paymaster-Lieutenant E. C. Talbot-Booth, R.N.R., and will be published shortly by Messrs. Andrew Melrose Ltd. It is a record of the ships of our liner companies, and has 64 illustrations in colour and 234 in black and white.

The book has been published with the

approval of H.R.H. the Prince of Wales, K.G., as Master of the Merchant Navy, and by special permission it has been dedicated to him.

The book will be published at 35s. and, by arrangement with the publishers, the author generously proposes to give 5s. on every copy sold to the Life-boat Service.

H.R.H. The Duchess of York at Arbroath.

Inaugural Ceremony of the New Motor Life-boat.

ON 31st August, H.R.H. The Duchess of York named the new Motor Life-boat stationed at Arbroath (Angus).

This Life-boat, which has replaced a Pulling and Sailing Life-boat, has been built out of a legacy from the late Misses Isabella and Elizabeth Mudie, of Dundee. She is one of the light Self-righting Motor Life-boats, 35 feet 6 inches by 8 feet 10 inches, specially designed for Stations where the Life-boat has to be launched off a carriage or the open beach, described on p. 570.

Station Founded in 1802.

Arbroath is one of the oldest Life-boat Stations on the Scottish coast. It was established in 1802. Its Life-boats have been launched on service ninety-five times and have rescued forty-three lives.

Provost William Chapel presided at the ceremony, which took place in the presence of thousands of people watching from the houses and harbour-side. The harbour and the town were gaily decorated, and music was provided by the Arbroath Instrumental Band. The guard of honour was composed of fishermen who had served in the Navy or Army.

Mr. Robert L. Mudie, a nephew of the two donors, presented the Life-boat to the Institution. In doing so he said that the Misses Mudie had been benefactors to numerous charities, but that none of their bequests was more worthy than this gift of a Life-boat. She was, at their wish, to be named after their brothers, John and William Mudie. One had spent many years in the Far East, the other had been well known as a town councillor of Dundee.

Increase in Scottish Support.

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, accepted the Life-boat on behalf of the Institution, handed her to the Branch and expressed its gratitude to the Misses Mudie and their

family. He spoke also of the great increase in Scottish support of the Life-boat Service during the past five years. Its contribution had risen from under £11,000 a year to over £22,000. In this way Scotland had responded to the appeal that the Scottish people should pay for the maintenance of the Scottish Life-boats.

Provost Chapel, in receiving the Life-boat, expressed the gratitude of Arbroath to the two donors and to the Institution. The fishermen of the East Coast were a courageous race. They had never failed and they never would fail to respond to the call of the Life-boat Service.

Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, described the Life-boat, and she was dedicated by the Rev. J. Spence Cuthill, B.D. The hymn "O God our Help in Ages Past" was sung to the accompaniment of the Arbroath Town Band.

The Duchess of York then named the Life-boat *John and William Mudie*, and the Duke of Montrose presented her with a silver model of a Life-boat in memory of the ceremony.

The Earl of Strathmore, K.T., G.C.V.O., Lord Lieutenant of Angus, and the father of the Duchess, offered the good wishes of all to Arbroath, on what would be remembered as a red-letter day in the annals of the town.

A vote of thanks to the Duchess was proposed by Harriet, Lady Findley, D.B.E., Honorary Secretary of the Scottish Life-boat Council, and seconded by Baillie Sheriffs, and a vote of thanks to the Chairman and others was proposed by Commander the Hon. A. D. Cochrane, D.S.O., M.P., Vice-Chairman of the Scottish Life-boat Council.

After the ceremony the Duchess of York, with Provost Chapel, the Duke of Montrose, the Earl of Strathmore, Lady Helen Graham and Commander Drury, went aboard the Life-boat and made a trip round the harbour, loudly cheered by the crowd.

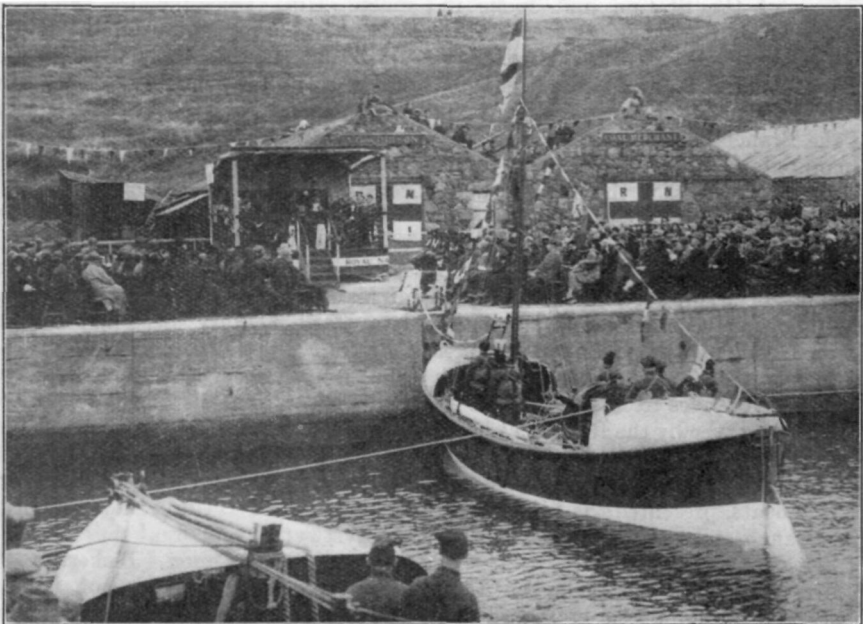


By courtesy of]

[Daily Record, Glasgow.

H.R.H. THE DUCHESS OF YORK ON BOARD THE ARBROATH MOTOR LIFE-BOAT.

With her are the Duke of Montrose, the Lady Helen Graham (Lady-in-Waiting), Mr. Robert L. Mudie, and Commander Drury, Chief Inspector of Life-boats.



By courtesy of]

[Aberdeen Journals Ltd.

INAUGURAL CEREMONY AT WHITEHILLS.

Two Inaugural Ceremonies in Wales.

Tenby and Angle, Pembrokeshire.

DURING August the Inaugural Ceremonies took place of two new Motor Life-boats which have been stationed on the coast of Wales at the Stations of Tenby and Angle, both in Pembrokeshire.

Both the new Life-boats are of the Watson Cabin type, 45 feet 6 inches by 12 feet 6 inches, described on p. 570.

The Angle Ceremony.

There has been a Life-boat Station at Angle since 1867. Its Life-boats have rescued 105 lives and the Institution has awarded three Silver and one Bronze Medal for gallantry.

The Motor Life-boat, which has replaced a Pulling and Sailing Life-boat, has been provided out of a legacy from the late Mr. Benjamin Elson, of Hove, Sussex.

The Inaugural Ceremony took place on 13th August. Brigadier-General H. E. B. Leach, C.B., C.M.G., C.V.O., D.L., J.P., presided. In opening the Ceremony General Leach gave a short history of the Station and spoke in particular of the great services of the late Colonel R. W. B. Mirehouse, C.M.G., D.L., J.P., and Mrs. Mirehouse. Colonel Mirehouse became Chairman of the Branch in 1886. In 1890 he was appointed Honorary Secretary, continuing his work for the Branch until his death in 1914. In 1893 he was awarded the Thanks of the Institution for going out in the Life-boat to the rescuing of a shipwrecked man, and in the following year he was awarded the Silver Medal for the gallant part which he took, with two other men, in rescuing twenty-seven lives from shipwreck.

After a prayer by the Rev. J. Aubrey, Rector of Angle, Lieut-Commander G. R. Cousins, D.S.C., R.N., District Inspector of Life-boats, presented the Life-boat to the Branch and gave a full description of her.

Mrs. Mirehouse accepted the Life-boat, and in doing so expressed the gratitude of Angle to the donor of the Boat and to the Institution. She had no doubt that the present Crew would

carry on the great traditions of the Station and show themselves worthy of this splendid gift.

The Bishop of St. David's (the Right Rev. D. L. Prosser, D.D.) dedicated the Life-boat, and Mary, Lady Meyrick named her *Elizabeth Elson*.

A vote of thanks to Lady Meyrick was proposed by Mr. Seymour Allen, J.P., and seconded by General Sir Ivor Philipps, and a vote of thanks to General Leach was proposed by the Rev. T. Aubrey and seconded by Captain Vivian Lewis, M.C., the District Organizing Secretary. The singing at the Ceremony was led by the choir of the Angle Parish Church, accompanied by the Town Band.

The Tenby Ceremony.

Tenby has had a Life-boat Station since 1852. Its Life-boats have rescued 200 lives, and six Silver Medals have been awarded for gallantry.

The new Motor Life-boat has been built and endowed out of a legacy from the late Mr. John R. Webb, of Mowmacre Hill, Leicestershire, and has replaced another Motor Life-boat, provided out of this legacy, which was stationed at Tenby in 1923. This Life-boat was the first to be built of the Watson Cabin type, and was the first Motor Life-boat with a cabin on our coasts.

The Inaugural Ceremony took place on 16th August and Mr. Charles G. Ammon, a member of the Committee of Management of the Institution and late Parliamentary Secretary to the Admiralty, presided.

Among those present were the Mayor and Corporation, Major Gwilym Lloyd George, Member of Parliament for Pembroke, the Chairman of the Pembrokeshire County Council and the Principal of University College, Aberystwyth.

The Rev. Canon Bickerton C. Edwards, M.A., Rector of Tenby, opened the Ceremony with prayer. Mr. Ammon then presented the Life-boat to the Branch. In doing so he recalled the fine history of the Station.

He said what a credit it was to the nation that the Life-boats were a voluntary service and that no appeal to the public on their behalf had ever been made in vain.

Alderman W. H. Thomas, J.P., Chairman of the Branch, accepted the Life-boat and expressed the gratitude of the Branch to the donor and the Institution. Lieut.-Commander G. R. Cousins, D.S.C. R.N., District Inspector of Life-boats, described the Boat; the Bishop of St. David's (the Right Rev. David L. Prosser, D.D.) dedicated her, and Mr. Ammon then named her *John R. Webb* "in the service of the great brotherhood of the seas." A vote of thanks to Mr. Ammon was passed.

Before the dedication a presentation of money was made to three members of the Crew who have recently retired: Mr. John Williams, who had been Bowman and then Coxswain for twenty-six years, Mr. R. Hooper, who had been Second Coxswain for twenty-five years and had served in the boat altogether forty-five years, and Mr. William Thomas, who had been a member of the Crew and then Bowman for thirty-nine years. These gifts were from Miss Harvey, a member of the Tenby Committee, who was prevented by illness from being present. Miss Harvey has since died and left £100 to the Institution.

The "City of Leicester" Boarding Boat.

Inaugural Ceremony at Walton-on-the-Naze, Essex.

ON 3rd September the Inaugural Ceremony took place at Walton-on-the-Naze, Essex, of a boarding boat. The Motor Life-boat which was stationed at Walton in 1928 lies afloat in an exposed position, and in order that her crew may be able to get out to her in all weathers this boarding boat has been built. It is on the same lines as a Life-boat and could itself be used for Life-boat work. It has been provided out of a special fund inaugurated by the *Leicester Mercury* to celebrate the Institution's centenary, this fund being in addition to the Branch's annual contribution to the general revenue of the Institution.

Leicester's Three Life-boats.

This is the third Life-boat to be presented by Leicester to the Institution. From 1866 to 1923 two Life-boats were stationed in succession at Gorleston, Suffolk, which had been built out of a Leicester Life-boat Fund and which were named after the town.

Both the Lord Mayor and Lady Mayoress of Leicester attended the inaugural ceremony and the Institution was represented by Lieut.-Colonel Sir John Collie, C.M.G., M.D., J.P., a member of the Committee of Management.

Mr. A. A. Appleton, J.P., Chairman

of the Walton Urban District Council, presided, supported by Mr. J. W. Eagle, J.P., Chairman of the Walton Branch, the Mayor of Colchester, the Chairman of the Frinton Urban District Council, members of the Walton Council, and Mr. H. Morey, Assistant Secretary of the City of Leicester Branch.

The Lord Mayor's Speech.

The Lord Mayor of Leicester (Alderman W. E. Wilford) presented the Boat to the Institution. Leicester, he said, was an inland town far from the sea. Many of its citizens had never even seen the sea. It spoke volumes for the sympathetic interest of its people that there had been a Leicester Branch of the Institution for sixty years and that Leicester in that time had contributed thousands of pounds to the Institution. He looked upon the Life-boat Service as equal with the Fire Brigade in capturing the imagination of an inland city.

Sir John Collie accepted the boat and formally handed her to the Branch. In doing so he spoke of Leicester's great record in support of the Institution and said that nothing more clearly showed what a great seafaring people were the people of Great Britain, than the splendid sea-sense of the inland towns. Leicester, by this gift, would be asso-

ciated with a Life-boat Station which had a magnificent record, for since the Station was established in 1884 the Walton-on-the-Naze Life-boats had rescued 390 lives.

Mr. J. W. Eagle, the Chairman of the Branch, accepted the Boat. She was dedicated by the Bishop of Colchester (the Right Rev. T. A. Chapman, D.D.), and the hymn "O God our Help in Ages Past" was sung, led by the choir of All Saints' Church.

A vote of thanks to the Lady Mayoress was proposed by Mr. W. Lowther Kemp, J.P. (Chairman of the Frinton-on-Sea Urban District Council), and the Lady Mayoress then named the Life-boat *City of Leicester*.

At a luncheon held after the Ceremony the Lady Mayoress was presented with a framed picture of the Boat, and a vote of thanks was proposed to Mr. Appleton and to Captain W. J. Oxley, the Honorary Secretary of the Station.

"Launch!"

An Appreciation of General Seely's Book.

By H. M. Tomlinson.

I AM sure that readers who are not attracted by a tale of perils at sea in open boats will find much to surprise and hearten them in General Seely's "Launch!" It is an animating book, for it has implications which involve more than the life-saving service about our coasts.

Many people to-day are properly concerned lest society should be wrecked and lost in the storms of contentious humanity. Let them read General Seely's moving relation of the voluntary service for life-saving at sea. It puts mankind in another and better light. We are often counselled to abandon hope because human nature is unchangeable. *May be it is.* The author of "Launch!" does not answer that, but he does persuade us there would be little need to worry over its immutable character if only we appealed to its magnanimity and not to its fears. Surprising things might happen then. In Ireland, it seems, there really was one call, and in the most dreadful period of its recent history, which made men forget their hates, and work together in a common cause. It was the summons to the Life-boat. For a time they were not Irish, not this or that. They were fellowmen, acting together, with no hope of anything except that they might live long enough to do good to strangers in extremity.

Men will not give us their best except

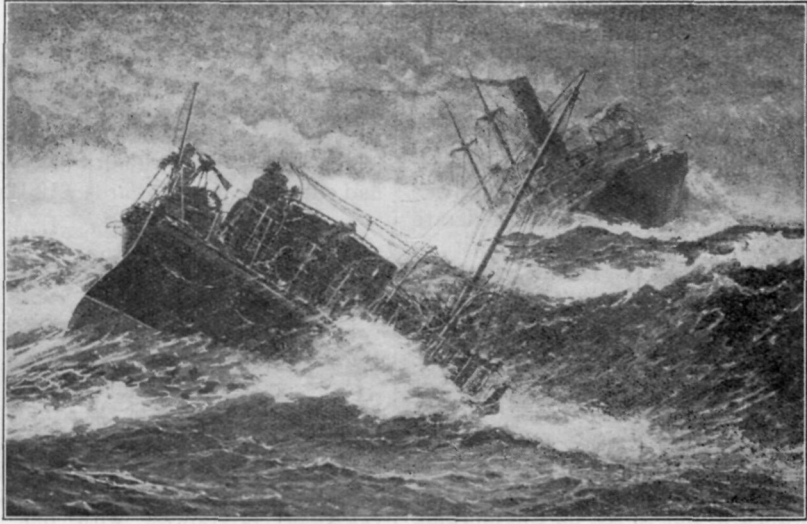
they have the certainty of gain? "Launch!" proves that to be a precious delusion of the mugwumps. The glimpses its author gives us of humble men, with no promise of reward or publicity overcoming appalling circumstances by skill and endurance on behalf of people unknown to them, helps to correct the ugly impression we may have acquired through other activities of mankind in these late days. If the lesson in this book were widely known, and its virtues became active, then "Launch!" might even aid in the saving of society from its perils.

The book has an introduction by H.R.H. The Prince of Wales, K.G., and a coloured cover, showing a Life-boat launch, specially drawn for it by that very distinguished artist, Mr. Frank Brangwyn, as a gift to the Institution.

It is published by Messrs. Hodder and Stoughton, and is now on sale in two editions—one with a cloth cover at 2s. 6d., and the other with a paper cover at 1s. It is on sale at all book-sellers, and can also be obtained from the Institution, post free, at 2s. 10d. and 1s. 4d.

Honorary Secretaries of Branches can be supplied with copies at the wholesale rate, for sale at Life-boat Houses and at bazaars and other Life-boat functions.

Life-boat Calendar and Christmas Card.



TO THE RESCUE!

The New Brighton Motor Life-boat on her way to the *Emile Delmas*.

THE Life-boat Christmas Card and the Life-boat Calendar for 1933 are now ready.

The Calendar.

The calendar has 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 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 is 11½ inches long by 9 inches wide, and can be obtained from

the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It weighs, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

The Christmas Card.

The Christmas Card is a four-page card with a Life-boatman's head on the front and the Institution's crest and Christmas and New Year greetings inside. It is a vellum card, printed in sepia.

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

Those who wish to order calendars or cards 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 September and October Meetings of the Committee of Management.

Reported to the September Meeting.

Ramsgate, Kent.—The Norwegian steamer *Lovoy*, of Haugesund, while bound from Christiansand to Oporto with a cargo of codfish, stranded on the Goodwin Sands, about four miles S.W. of North Goodwin Buoy, on the 4th July. News of the accident was received from the Ramsgate Coastguard, and the Motor Life-boat *Prudential* was launched at 5.46 A.M. A moderate southerly breeze was blowing, with a moderate sea. The Life-boat helped in getting the anchor out to save the *Lovoy* from drifting further on to the sands, and then helped to refloat her on the rising tide. She arrived back at her Station at 11.52 A.M.—Property Salvage Case.

Ramsgate, Kent.—The small rowing boat *Winifred*, of Ramsgate, with two men aboard, put to sea on the morning of the 13th July, but a thick fog came down and the men did not know where they were. Their cries for help were heard, and the Motor Life-boat *Prudential* was launched at 11.9 A.M. A light W. wind was blowing. The boat was found about one mile E. of East Pier Head and towed safely into harbour.—Rewards, £5 3s.

Southend-on-Sea, Essex.—On the 13th July the motor boat ex-*Bacchus*, while on passage from Burnham-on-Crouch to Southend-on-Sea, with a woman and two men aboard, ran out of petrol off West Shoebury buoy and began to drift helplessly. A moderate W. breeze was blowing with a moderate sea. One of the men managed to reach shore in a collapsible boat and reported the matter to the police, who informed the Life-boat Station, and the Motor Life-boat *Greater London* was launched at 11.30 P.M. She found the boat drifting off the Shoebury Sands, took her two occupants aboard and then towed the boat to Southend, which was reached at 12.15 A.M.—Rewards, £12 18s.

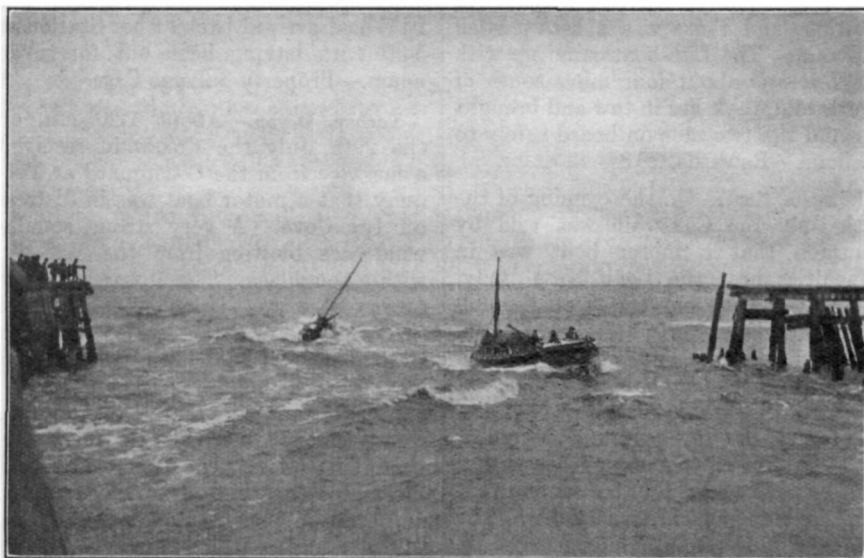
Staithes, Yorkshire.—On the 15th July the local fishing cobles put out early in the morning to haul their crab

pots, but were overtaken by bad weather, and all returned to harbour except two, the *Silver Line* and the *Star of Hope*. A moderate N. breeze was blowing with a rough sea, and as the harbour could only be made with danger, the Pulling and Sailing Life-boat *John Anthony* was launched at 8.55 A.M. and stood by until both cobles had got safely in.—Rewards, £12 12s. 6d.

Yarmouth, Isle of Wight.—Early on the morning of the 17th July a telephone message was received from the Needles Signal Station that a small yacht, anchored W. of Shingle Bank Buoy, was burning flares and making S.O.S. signals on a lamp. A fresh E. breeze was blowing, with a moderate sea, and rain showers. The Motor Life-boat *B.A.S.P.* was launched at 6.38 A.M., and found the 10-ton yacht *Daedalus*, of Cowes, with one man aboard, bumping heavily on the Shingle Bank. The man was taken into the Life-boat and the *Daedalus* was towed safely into Yarmouth, which was reached at 8.30 A.M.—Property Salvage Case.

Scarborough, Yorkshire.—The motor fishing boat *Fife's Own* put to sea on the night of the 16th July for long line fishing. The weather changed, and by noon next day a strong N.N.E. gale was blowing, with a heavy sea and rain. A watch was kept for the boat and she was seen about 5 miles E.N.E. of Scarborough. As it was dangerous for her to attempt the harbour crossing alone, the Motor Life-boat *Herbert Joy II.* was launched at 3.30 P.M., fell in with her about two miles off and escorted her safely into harbour.—Rewards, £13 10s.

Southwold, Suffolk.—On the morning of the 18th July the small yacht *Damaris*, of Lowestoft, left Southwold, with two men aboard, intending to run to Lowestoft, but found the wind and sea too much for her. She tried twice to return to Southwold but failed, and sailing south, she anchored on a lee shore. She had been kept under watch from the shore, and at 2.55 P.M. the



By courtesy of]

[A. J. Welton, South Norwood.

TO THE RESCUE OF A YACHT.

The Southwold Motor Life-boat pulling out to the help of the *Damaris*, of Lowestoft (see opposite page).



By courtesy of]

Aberdeen Evening Express.

ON BOARD THE ABERDEEN LIFE-BOAT IN A HEAVY SEA.

Southwold Motor Life-boat *Mary Scott* was launched to her help. A moderate, but very squally, N.N.W. breeze was blowing, and there was a heavy swell and rain. The Life-boat came up with the *Damaris* about four miles south of Southwold, took her in tow and brought her and the two men on board safely to harbour.—Rewards, £8 8s.

Margate, Kent.—On the evening of the 19th July the Coxswain was told by boatmen that a motor boat was in difficulties near the Long Nose Buoy, and was drifting out to sea on the ebb tide. A light easterly breeze was blowing and the sea was smooth. The Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched at 6.30 P.M. She found that the boat was the motor boat *Sea Breeze*, of Birchington, with a man, woman and child aboard, and that her engine had broken down. The Life-boat towed her safely back to Margate.—Rewards, £6 3s.

Shoreham Harbour, Sussex.—On the evening of the 28th July telephone messages were received from the Coastguard that a small yacht was at anchor in a dangerous position about 300 yards off shore, and that she would probably take the ground and capsizes when the tide ebbed. Several unsuccessful attempts were made to attract the attention of the yacht's occupants, and it was then decided to send out the Motor Life-boat *Samuel Oakes*. She was launched at 10.30 P.M. in a strong and increasing W.S.W. breeze with a rough sea, and found that the yacht was the *Mayfly*, of Poole, with only her owner on board. At his request the Coxswain put two Life-boatmen aboard and towed the yacht into Shoreham Harbour, returning to her Station at 1.30 A.M.—Property Salvage Case.

Aldeburgh, Suffolk.—At 10.18 A.M. on the 29th July a message was received from the Coastguard that a small yacht had been dismasted near Orfordness, and wanted help. A strong S.W. breeze was blowing, with a moderate sea and rain squalls. The Motor Life-boat *Abdy Beauclerk* was launched, and found that the yacht was the *Jo*, of Aldeburgh, with two men on board. They were

taken into the Life-boat, and after two Life-boatmen had been put on the yacht she was towed to Slaughden Quay. The Life-boat arrived back at her Station at 5.30 P.M., having been out for seven hours.—Property Salvage Case.

Torbay, Devon.—About 1.20 P.M. on the 29th July the Coxswain received a message from the Coastguard at Torquay that a motor boat was in distress off Ivy Cove. A very strong squally wind was blowing from the W.S.W., with a rough sea. The Motor Life-boat *George Shee* was launched, and found that the motor boat—which was the *Commander*, of Paignton, with seven inexperienced holiday-makers aboard—had drifted into the middle of Tor Bay, where she had been picked up by the yacht *Grey Goose*. The *Grey Goose* towed the motor boat into Brixham Harbour, and the Life-boat accompanied them in. A few minutes after she reached shore a small yacht was seen making heavy weather about three or four miles off, and the Life-boat put out again. She failed to find the yacht, although inquiries were made of the Berry Head and Torquay Coastguard, and arrived back at her Station at 6 P.M.—Rewards, £4 1s.

Lerwick, Shetland.—During the night of the 31st July the Coastguard at Knab saw flares being burnt by a vessel in the South entrance. She was evidently drifting seaward. The Life-boat Station was warned, and the Motor Life-boat *Lady Jane and Martha Ryland* was launched at 12.40 A.M. on the 1st August. A strong N. breeze was blowing with a moderate sea and rain showers. The Life-boat found the motor launch *Sky-lark*, of Lerwick, being towed into harbour by the motor launch *Fisher Lassie*, as her engines had broken down, and she had been drifting helplessly. Owing to the darkness and the fact that neither of the launches carried navigation lights, the *Fisher Lassie* and the Life-boat came into collision, and both were damaged somewhat. The Life-boat took the launches in tow, and brought them safely into Lerwick Harbour, reaching her Station again at 1.15 A.M. The Honorary Secretary, Mr. G. T.

Kay, accompanied the Life-boat on this service.—Rewards, £12 10s.

Plymouth and Salcombe, Devonshire.—On the 6th August the motor vessel *Capable*, of London, ran aground in Bigbury Bay in a dense fog, while bound to London with a cargo of stone. She carried a crew of eight. The Master sent a man ashore, and the news was sent to Salcombe and Plymouth. The Salcombe Motor Life-boat *Alfred and Clara Heath* was launched at 2.45 P.M., and found the vessel badly aground among rocks. After standing by for some time she towed the *Capable* off and piloted her into Salcombe. But for the help given by the Life-boat she would undoubtedly have become a total wreck. The Plymouth Motor Life-boat *Robert and Marcella Beck* felt her way through the fog, found the *Capable* after the Salcombe Life-boat, and stood by while the *Capable* was being got off the rocks.—Rewards, Plymouth, £6 17s. 6d.; Salcombe, Property Salvage Case.

Cromer, Norfolk.—The Motor Life-boat *H. F. Bailey* was launched at 4.25 P.M. on the 7th August, on receipt of a telephone message from Overstrand, through the Coastguard, that a small vessel had been disabled off Overstrand with a broken shaft, and required help to get to Yarmouth. She was the motor trawler *Iverna*, of Grimsby, and was about two miles E.S.E. of Cromer, with three persons aboard, including her owner, who was ill. A rope was got aboard the *Iverna*, and the Life-boat towed her into Yarmouth. The Life-boat was out for eleven hours on this service. The weather was fine and the sea smooth.—Property Salvage Case.

Bembridge, Isle of Wight.—At about 8.30 P.M. on the 10th August it was reported by visitors that a small fishing boat had not returned, and was believed to be fog-bound about one and a half miles S.E. of Bembridge. The Motor Life-boat *Langham* was launched in a smooth sea. She set a compass course in the fog and gathering darkness, and, after much searching, found the boat, and also a second boat. Each boat had two men on board. They were all taken into the Life-boat, which, with

the boats in tow, steered for Bembridge, returning ashore at 11 P.M.—Rewards, £13 1s.

Portpatrick, Wigtownshire.—Information was received from Killantringan Lighthouse through Portpatrick Wireless Station at 8.15 A.M. on the 10th August that two small fishing boats were in distress and struggling to reach safety against a strong S.W. breeze with a rough sea. The weather was very foggy. The Motor Life-boat *J. and W.* was launched, and found that one of the boats had safely made Sanded Bay. The other boat, the *Passing Cloud*, of Portpatrick, was found about three miles to the northward with her crew of two exhausted. They were taken into the Life-boat, which towed their boat to harbour, arriving at 9.45 A.M.—Rewards, £3 15s.

Appledore, Devon.—Two fishermen of Appledore went mackerel fishing off Rock's Nose on the afternoon of the 11th August. A moderate S.E. breeze was blowing, and the sea was smooth. A sudden squall capsized the boat, and both men were thrown into the water, but luckily the anchor fell out and kept the boat stationary. They were seen from the shore clinging to the upturned boat, and the Motor Life-boat *V. C. S.* was launched at 3.30 P.M. to their help. She took the men aboard, and then returned to Appledore, towing the fishing boat. A doctor was waiting when the Life-boat landed, but the men were none the worse for their experience.—Rewards, £6 11s.

Kingstown, Co. Dublin.—At 10.30 P.M. on the 13th August the Coxswain received a message that a small yacht with two men on board was in distress in the bay. A strong S.E. breeze was blowing with a rough sea and heavy rain. The yacht had been seen by several people on shore, and two men had attempted to go to her help, but could not get beyond the harbour entrance owing to the bad weather. The Motor Life-boat *Dunleary (Civil Service No. 7)* was launched, and found the yacht—the *Colleen*, of Dublin—drifting towards a sand-bank near Poolbeg Lighthouse, with her sails blown away and the two

men bailing to keep her afloat. The Life-boat took the men on board and towed the yacht into harbour, which was reached shortly after midnight.—Rewards, £13 17s.

Aberdeen.—The new Whitehills Life-boat, which was on passage from the building yard at Cowes to her Station, with the Northern District Inspector of Life-boats aboard, left Aberdeen at 8 A.M. on the 14th August. At 10.30 A.M. a message was received from the Collieston Coastguard that the boat had had engine trouble, and was putting back to Aberdeen, so the No. 1 Motor Life-boat *Emma Constance* was launched, came up with her just north of Collieston, and towed her back to Aberdeen, which was reached at 1.10 P.M.—Rewards, £3 5s. 6d.

Piel (Barrow), Lancashire.—A motor boat named *Lucille*, belonging to the local Sea Scouts, left Piel about 10 A.M. on the 20th August for a return trip to Fleetwood. She had not returned by 10.20 P.M., and no news could be got of her, so the Motor Life-boat *N. T.* was launched. A moderate N.E. gale was blowing with a heavy sea and rain. The Life-boat went to Fleetwood Channel, and, after speaking the Coastguard, searched along the Walney coast as far as the Duddon Light, but without success. She then went west for about ten miles in the direction of Morecambe Bay, but, as nothing could be found, she made for home. On approaching Piel she saw a small fishing boat trying to make harbour, picked her up, and towed her and her only occupant into safety. She arrived back at her Station at 9 A.M., and found that the *Lucille* had returned about 6.30 A.M. after having been anchored off Walney, without lights, overnight.—Rewards, £18 3s.

Whitby, Yorkshire.—On the afternoon of the 22nd August fourteen local fishing cobles were at sea outside the harbour entrance. A moderate N.E. breeze was blowing, and the sea was rough and breaking owing to a very strong outflow from the river. One of the cobles, *Susan*, shipped a heavy sea, and was swamped. The Life-boat

Coxswain saw this from shore, and the No. 2 Pulling and Sailing Life-boat *Jacob and Rachel Valentine* was launched at 2.55 P.M. She came up with the *Susan* about 300 yards N.E. of the East Pier, and found that her crew of four had been picked up by another coble which had been near. Then, as the seas were increasing, the cobles decided to make for harbour, and the Life-boat escorted them all safely in.—Rewards, £14 2s. 6d.

Swanage, Dorset.—At about 7.30 P.M. on the 2nd September the fishing boat *Redwing*, of Poole, was seen to be in difficulties three miles E.N.E. from Peveril Point in a moderate S.S.W. gale with a moderately heavy sea. The Motor Life-boat *Thomas Markby* went out and searched until 8.45 P.M., when a flare was seen. It was the *Redwing*. Her engine had failed; she had been dismasted; her anchor was down, but was dragging badly, and she was making heavy weather. She was then two to three miles south of Boscombe Pier. The Life-boat took on board her crew of two, and took the boat in tow. After bringing the boat in and seeing her safely moored, the Life-boat returned to her Station at 10.30 P.M.—Rewards, £11 10s.

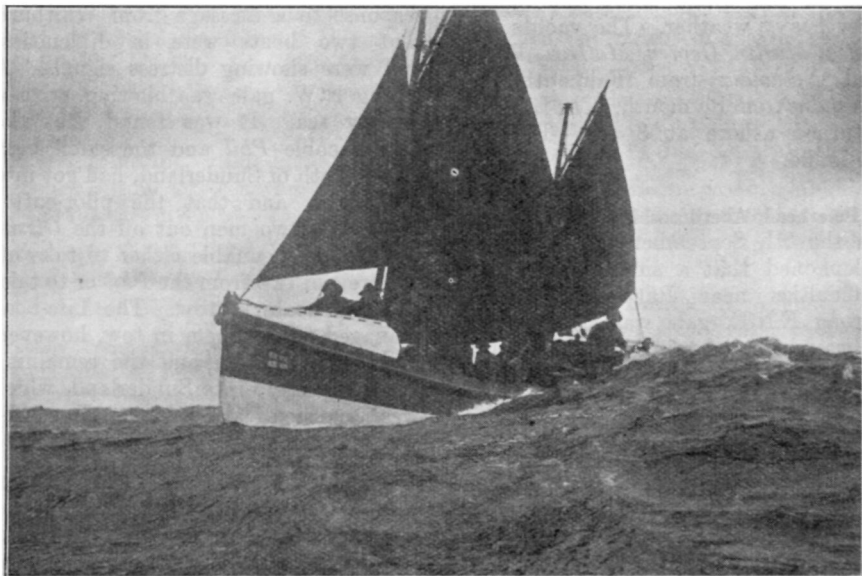
Cromer, Norfolk.—On the 3rd September, at about 5.15 P.M., fishermen told the Coxswain that a barge, two miles E.S.E. of Cromer, was flying a signal. The weather was fine with a smooth sea and strong W.N.W. breeze. The signal was not understood, and a crab boat was sent out to investigate. She reported that she had found the motor barge *Olive May*, of London, with a crew of four bound from Rye to the Humber laden with shingle, in need of help, as she had struck a rock and was leaking badly. The Motor Life-boat *H. F. Bailey* put out at 6.30 P.M. and towed the barge to Yarmouth, arriving at 2 A.M. Shortly afterwards she set out to return to her Station, which she reached at 5.30 A.M., but, owing to the strong wind and sea which had sprung up, she had to hang on to moorings until 2.30 P.M. before she could be put on the slipway.—Property Salvage Case.



By courtesy of]

THE SCARBOROUGH MOTOR LIFE-BOAT.

[The Yorkshire Herald.



By courtesy of]

THE PULLING AND SAILING LIFE-BOAT AT NORTH SUNDERLAND.

[J. H. Cleet, South Shields.

The Mumbles, Glamorganshire.—A local boatman reported to the Coxswain at 4.45 P.M. on the 4th September, that a vessel was ashore inside the Neath Fairway Buoy. The Motor Life-boat *Edward, Prince of Wales* was launched in a rough sea with a moderate W. breeze. She found the ex-fishing boat *Roamer*, of Swansea, ashore, with five men on board. Her anchor had been lost and she was damaged and making water. The Life-boat took her in tow, and brought her and her crew to a safe berth at Briton Ferry, returning to her Station at 8.8 P.M.—Rewards, £7 17s.

Fowey, Cornwall.—At 1.10 P.M. on the 5th September the Gorran Haven Coastguard reported that six yachts bound for Fowey from Falmouth were making heavy weather off Dodman Head. A moderate S.S.W. gale was blowing with squalls, the sea was heavy, it was raining, and conditions were getting worse. It was decided to launch the Motor Life-boat *C. D. E. C.*, as a precautionary measure. She met the yachts, and stood by until all were in safety, after which she went to stand by another yacht from Plymouth which was off the Udder Buoy and making very heavy weather. The yachts were *Spica, Marlin, Osprey, Mathari, Victory* and *Namouna* from Falmouth, and *Daedalus* from Plymouth. The Life-boat returned ashore at 3 P.M.—Rewards, £4 7s. 6d.

Peterhead, Aberdeenshire.—At 4.27 P.M. on the 8th September the Coastguard telephoned that a small boat was in difficulties near Rattray Head. A strong E.N.E. gale was blowing with a heavy sea and rain. The Motor Life-boat *Duke of Connaught* was launched, and found the boat, with one man on board, about three miles S.E. from Rattray. Owing to the state of the weather, it was thought inadvisable to tow the boat, and the Life-boat escorted her for about three miles, until her yard broke. A Life-boatman was then put aboard her, and the Life-boat took her in tow and brought her and the man safely into Peterhead, which was reached at 7.30 P.M.—Rewards, £8 5s. 6d.

Weymouth, Dorset.—On the morning of the 8th September the Coastguard reported that they had been watching for some time a sailing vessel of the trawler type, which had lost her headsails. Later she was seen to make signals of distress, and the Motor Life-boat *William and Clara Ryland* was launched at 1.45 P.M. A moderate S.S.W. gale was blowing, with a rough sea and heavy rain squalls. The Life-boat found that the vessel was the yacht *Hope*, of Weymouth, with four people aboard. She had lost her headsails, her engine had broken down, and she was drifting helplessly about three miles west by south of Abbotsbury Coastguard Station. After standing by for some time, the Life-boat took the *Hope* in tow and brought her and her four occupants safely into Weymouth. She arrived back at her Station at 10 P.M. The owner of the yacht, Dr. J. Gerard-Pearse, an annual subscriber to the Weymouth Branch, expressed his thanks in letters to the Press and to the Institution.—Rewards, £9 1s.

Sunderland, Durham.—The Motor Life-boat *Henry Vernon* was launched at 1 P.M. on the 11th September in response to a message from Whitburn that two boats were in difficulties, and were showing distress signals. A strong N.W. gale was blowing, with a choppy sea. It was found that the fishing coble *Phil* and the small boat *Cissie*, both of Sunderland, had got into difficulties, and that the pilot-cutter had taken two men out off the *Cissie*, but had been unable either to take off the crew of two from the *Phil* or to take the two boats in tow. The Life-boat managed to get them in tow, however, and brought them and the remaining two men safely into Sunderland, which was reached at 3 P.M.—Rewards, £5 15s. 6d.

Clacton-on-Sea, Essex.—During a moderate W.S.W. gale, with a heavy sea and rain, information was received from the Coastguard at 3.37 A.M. on the 11th September that a vessel about two miles west by south of Clacton Pier was dragging her anchor towards the bank near Clacton Jetty. The Motor Life-

boat *Edward Z. Dresden* was launched, and found a cutter with two men in her, and a yawl with one man on board. They were bound, one boat towing the other, from Walton Backwaters to Brightlingsea, but had been rendered helpless owing to the tow ropes fouling the propeller. With the help of the Life-boat both boats, and the men on board, were taken to safety in the River Colne.—Rewards, £8 6s. 9d.

Walton and Frinton, Essex.—At 10.57 A.M. on the 11th September a boatman at Frinton telephoned, through the Coastguard, that a small yacht was in difficulties off Frinton, and was flying a signal of distress. The Motor Life-boat *E. M. E. D.* was launched, and found the yacht *Pauline May* anchored in a very dangerous position two miles S.W. of Walton Pier, with the sea sweeping clean over her. A strong W. by S. gale was blowing with a rough sea and rain. The Life-boat manœuvred alongside, and with difficulty managed to take off the three persons on board, and then made fast the yacht and took her in tow. She brought them into safety, and arrived back at her Station at 3.30 P.M. Mr. J. Tilbury, the owner of the yacht, who was aboard her with his son and daughter, sent a donation of £5 5s. to the funds of the Institution, and expressed his thanks.—Rewards, £7 5s. 6d.

The following Life-boats were launched but no services were rendered, for the reasons given:—

Lowestoft, Suffolk.—12th June. Barge on fire, but crew got fire under control.—Rewards, £16 7s. 6d.

Tenby, Pembrokeshire.—9th July. Two vessels reported in collision. After long search Life-boat found nothing. One vessel had been sunk, with four lives lost, and five had been rescued by the other.—Rewards, £13 7s. 6d.

Lerwick, Shetland.—11th July. Vessel on fire, but crew got fire under control.—Rewards, £7 10s.

Donaghadee, Co. Down, and Portpatrick, Wigtownshire.—13th July. Aeroplane down, and crew picked up by steamer.

—Rewards, Donaghadee, £5 12s. 6d.; Portpatrick, £6 15s. 6d.

Wicklow, Co. Wicklow.—25th July. Schooner ashore on rocks. Captain did not wish to leave, so Life-boat returned and informed owner.—Rewards, £14 9s.

Newhaven, Sussex.—25th July. A small boat appeared to be in distress off Peacehaven, but it was found she did not need help.—Rewards, £5 16s.

Shoreham Harbour, Sussex.—26th July. A small boat was reported to be in distress off Brighton, but she made Newhaven safely.—Rewards, £5 6s.

Selsey, Sussex, and Bembridge, Isle of Wight. 26th July. Unsuccessful search made for a small boat.—Rewards, Selsey, £11 15s.; Bembridge, £13 10s.

Aranmore, Co. Donegal.—26th July. Searched for and found small boat the occupants of which had been drowned.—Rewards, £6 5s.

Moelfre, Anglesey.—27th July. Searched unsuccessfully for a small boat the only occupant of which, Captain Owen Jones, a Gold Medallist of the Institution, was drowned. (See Obituary, page 604.)—Rewards, £5 5s. 6d.

Caister, Norfolk.—29th July. Barge grounded, but refloated unaided. Rewards, £14 12s. 6d.

Longhope, Orkneys.—31st July. A trawler stranded but got off on the rising tide.—Rewards, £4 19s. 6d.

St. Peter Port, Guernsey.—5th August. S.S. *St. Patrick* struck a rock. Help given by another steamer.—Rewards, £9 1s.

Clacton-on-Sea, Essex.—5th August. A yacht went ashore but refloated without help.—Rewards, £11.

Penlee, Cornwall.—6th August. A steamer and a trawler ran ashore but refloated without help.—Rewards, £5 11s. 6d.

Pwllheli, Carnarvonshire.—7th August. A steam launch reported ashore, but could not be found.—Rewards, £5 3s.

Thurso, Caithness-shire.—13th August. A trawler stranded, caught fire and was abandoned by the crew, who were

picked up by another trawler.—Rewards, £17 5s.

Walton and Frinton, Essex.—14th August. A stranded yacht refloated without help.—Rewards, £10 16s.

St. David's, Pembrokeshire.—15th August. A motor yacht ran aground but declined help.—Rewards, £5 12s.

Shoreham Harbour, Sussex.—15th August. Searched for a small boat containing two boys, but failed to find it.—Rewards, £5 12s.

Ferryside, Carmarthenshire, and Tenby, Pembrokeshire.—17th August. Four men had been cut off by the tide while fishing. Two got ashore but the others were drowned before the Lifeboats arrived.—Rewards, Ferryside, £18 19s. 6d.; Tenby, £7 17s. 6d.

Filey, Yorkshire.—20th August. A trawler stranded but got off unaided.—Rewards, £9 11s. 6d.

Kingstown, Co. Dublin.—20th August. A small sailing boat was reported in distress, but made harbour safely.—Rewards, £6 18s.

Selsey, Sussex.—21st August. A schooner was found on her beam ends with no one on board. Three of crew had been drowned and the other two picked up by a yacht.—Rewards, £5 17s. 6d.

Clacton-on-Sea, Essex.—21st August. A motor boat capsized. Five of the six occupants were rescued by boats from the shore.—Rewards, £6 3s. 6d.

The Humber, Yorkshire.—22nd August. Went to the Bull Lightvessel, where one of the crew had died in the lantern.—Permanent Crew, Rewards, 6s.

Longhope, Orkneys.—24th August. A drifter ran ashore, but got off on the flowing tide.—Rewards, £4 19s. 6d.

Sunderland, Durham.—3rd September. Searched for a coble reported to be overdue, but which was in harbour.—Rewards, £5 15s. 6d.

Southend-on-Sea, Essex.—3rd September. A fire on Foulness Island was mistaken for flares of distress at sea.—Rewards, £11 19s.

Cromarty, Cromartyshire.—6th September. Fireworks in celebration of the

birth of a son and heir to Countess Cawdor at Cawdor Castle, mistaken for distress signals.—Rewards, £8 15s.

Reported to the October Meeting.

Bridlington, Yorkshire.—At 9.45 P.M. on the 14th September, news was received from the Coastguard at Withernsea that two men were adrift in a small boat. The Motor Life-boat *Stanhope Smart* was launched in a light W.N.W. breeze with a heavy ground swell. She made a prolonged search and at 3.30 P.M. found the boat about one mile E. of Withernsea. The boat was full of water and the men had lost one oar and were helpless and exhausted. They were taken on board the Life-boat, and after being given stimulants from the Life-boat's locker were taken back to Bridlington together with their boat. The Life-boat arrived back at her station at 7.30 P.M. on the 15th, having been out for nine hours.—Rewards, £17 6s. 6d.

Blyth, Northumberland.—While the Motor Life-boat *Joseph Adlam* was cruising round H.M.S. *Warspite* in Blyth Bay during an exercise, on the 18th September, the yacht *Swallow*, of Blyth, was seen to be in difficulties. A fresh westerly wind was blowing with a choppy sea, and the yacht, which had been disabled in collision with another yacht, was drifting seawards with her crew of three. They could not make any headway against the fresh wind with oars, neither could they set sail. The Life-boat, which had on board Mr. John Manners, the Honorary Secretary, took the *Swallow* in tow and brought her and her crew into safety, arriving at Blyth at 4 P.M.—Rewards, £4 4s.

The Humber, Yorkshire.—At 6.10 P.M. on the 18th September, one of the Life-boat Crew reported to the Coxswain that a small yacht, the *Thrush*, of Hull, had stranded on the end of Spurn Point. A light N.W. breeze was blowing, with a slight ground swell. There were three persons on board the yacht, and at their request the Motor Life-boat *City of Bradford II.* put out and towed the yacht to a safe anchorage in Spurn Gut.—Permanent Crew.

ON BOARD THE HARTLEPOOL MOTOR LIFE-BOAT



By courtesy of]

[C. Haines, Monkseaton.

AT THE WHEEL.



By courtesy of]

[C. Haines, Monkseaton.

RETURNING FROM EXERCISE.

St. Peter Port, Guernsey.—At midnight on the 21st September a telephone message was received that a vessel appeared to be trying to attract attention by means of a flare. A strong E.S.E. breeze was blowing, with a rough sea and rain showers. It was first tried, but unsuccessfully, to communicate with the vessel by means of a flash lamp; and then it was decided to launch the Motor Life-boat *Queen Victoria*. She left at 1.35 A.M. on the 22nd, and found that the vessel was the auxiliary yacht *Capri*, of Fleetwood, with seven persons aboard. She had stranded on Round Rock, near Hanois, while on a pleasure cruise from Poole to Cornwall, and was in imminent danger of being dashed to pieces, as the wind was freshening and the tide falling, and she was lying to windward of the rocks. The Life-boat managed to get a rope aboard her and then began to tow her to safety, but had only gone a few yards when the yacht struck a submerged rock and began to fill. The tow-rope was cut and the crew quickly taken on board the Life-boat, which then returned to her Station, arriving back at 6 A.M.—Rewards, £9 1s.

Montrose, Angus.—About 10 A.M. on the 26th September, a N.E. breeze increased to gale force, causing the sea to break heavily at the harbour entrance, and making it very dangerous to cross the bar. As the motor fishing boats *Enterprise*, *Rosa*, *Comfort* and *Provider* were still at sea it was thought advisable to send out a Life-boat, and the No. 1 Motor Life-boat *John Russell* was launched at 11 A.M. She stayed at the harbour bar until all the boats had got in safely and then returned to her Station, arriving back at 12.30 P.M.—Rewards, £6 4s.

St. Abbs, Berwickshire.—On the morning of the 26th September, the fishing boat *Laurel*, of St. Abbs, was seen approaching harbour. As a strong N.E. gale was blowing with a very heavy sea and heavy rain, the Motor Life-boat *Helen Smiton* was launched at 10.30 A.M. and stood by her until she had made the entrance in safety.—No rewards desired.

Salcombe, Devonshire.—At 2.15 P.M. on the 29th September, the *Prawle*

Coastguard telephoned that a man had swum ashore for help from a motor-boat which was in difficulties off *Prawle Point*. A moderate E.S.E. gale was blowing, with a rough sea and heavy rain. As there was a likelihood of the boat driving ashore the Motor Life-boat *Alfred and Clara Heath* was launched at 2.25 P.M. She found the motor-boat *Edith*, of Salcombe, with a man and two women aboard, at anchor close to the rocks, with her engine broken down. With some difficulty the three people were taken on board the Life-boat, which then towed the *Edith* safely to Salcombe. The Life-boat arrived back at her Station at 5.15 P.M. The owner of the boat showed his appreciation of this service by making a gift of £10 to the Life-boat Crew.—Rewards, £5 3s.

Thurso, Caithness-shire.—On the 1st October the small motor fishing boat *Marigold*, of Thurso, which had gone out fishing, was overtaken by bad weather and was unable to return to harbour. A watch was kept on her for some time, and at 9 A.M. the Motor Life-boat *H.C.J.* was launched, in a strong N.E. gale, with a heavy sea and rain showers. She came up with the *Marigold* in Dunnet Bay and escorted her safely into Thurso Harbour, which was reached at 10 A.M. Owing to the heavy seas on the slipway, the Life-boat could not be rehoused for some hours. The Life-boat was in charge of the Second Coxswain, as the Coxswain was on board the *Marigold*.—Rewards, £7 12s.

Staithe, Yorkshire.—The Staithe Pulling and Sailing Life-boat *John Anthony* was launched at 10.45 A.M. on the 5th October, as two of a number of fishing cobs which had put to sea to haul their crab pots had not returned and the sea had become rough, with a moderate N.W. wind blowing. One of the boats made Runswick and the other, the *Star of Hope*, came safely into harbour with the Life-boat standing by.—Rewards, £19 2s.

The following Life-boats were launched, but no services were rendered for the reasons given:—

Caister, Norfolk.—7th September. A

barge in distress was taken in tow by a tug.—Rewards, £29 5s.

Stornoway, Isle of Lewis.—10th September. A steamer stranded, but her crew got ashore in the ship's boat.—Rewards, £3 2s. 6d.

New Brighton, Cheshire.—12th September. A steamer had been in collision with another steamer, but did not need help.—Rewards, £16 17s. 6d.

Sennen Cove, Cornwall.—13th September. Steamer stranded. Crew landed in their own boat.—Rewards, £7.

Great Yarmouth and Gorleston, Norfolk.—15th September. An explosion at sea was heard but nothing could be found.—Rewards, £19 8s.

Hastings, Sussex.—16th September. Searched for a small boat reported to be missing, but it had landed further along the coast.—Rewards, £25 1s.

Great Yarmouth and Gorleston, Norfolk.—17th September. Signal guns were fired

at sea but no vessel in need of aid was found.—Rewards, £9 13s.

Coverack, Cornwall.—19th September. Yacht signalled for help, which she got from a passing vessel.—Rewards, £21 3s.

Ramsgate, Kent.—21st September. Signals of distress from the Brake Sand reported. No vessel found.—Rewards, £10 6s.

Dunbar, Haddingtonshire.—26th September. A fishing boat was caught in a storm but got home safely.—Rewards, £5 5s.

Great Yarmouth and Gorleston, Norfolk.—2nd October. Vessel found to be a derelict, her crew having been rescued by a trawler.—Rewards, £14 13s.

Clacton-on-Sea, Essex.—5th October. A speed boat caught fire and blew up. Occupant picked up by a fishing boat.—Rewards, £12 10s. 2d.

Twopence for the Life-boats by Proxy.

THE following comes from an account which appeared in the *Herts Advertiser* of the Life-boat Day held at St. Albans in September.

“Although times are hard, collectors found a very generous spirit abroad both in St. Albans and the surrounding villages. One of the organisers told me

of one little incident which emphasizes this. Just after eight o'clock in the evening, as she was helping to take down the market stall, an elderly little lady came along and pressed twopence into her hands. She said it was the gift of another old lady who had put it by specially for the lifeboat.”

A Child's Help.

THE Bexhill-on-Sea Branch organized recently a Life-boat Sale. As a result the following letter came from a little girl:—

“I have made a very nice little doll's bed and bought a little doll and made clothes for it. The doll is

undressed and in bed ready for its new mother to dress her. I was wanting to do something for the Life-boat sale, as I had heard a little about it, and thought it was a very good plan. I have enclosed a stamped envelope. This is the first time I have done anything for a Life-boat sale.”

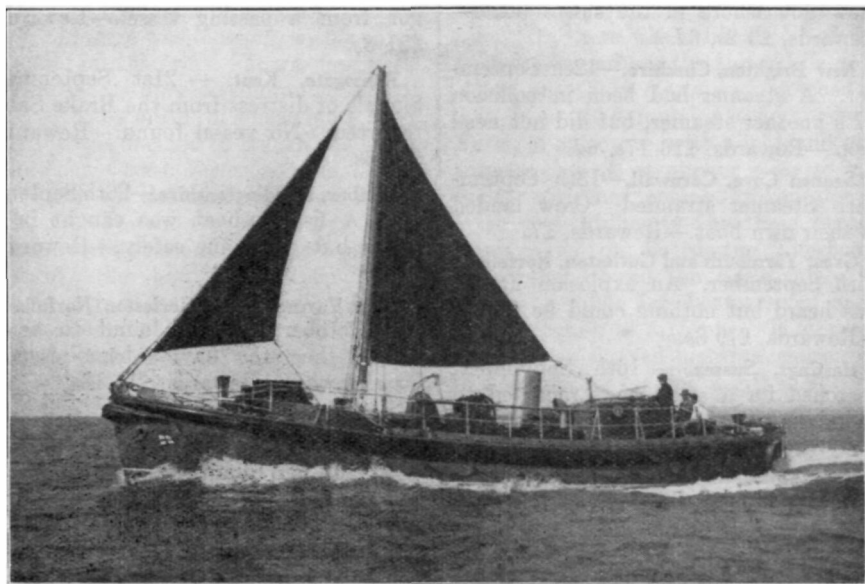
More Flowers for the Life-boats.

IN the last issue of *The Lifeboat* mention was made of the substantial sum which the Honorary Secretary at Exmouth and Budleigh Salterton had raised by the sale at the Boathouse of flowers from his garden. Now we have heard from another Life-boat Station in

Devonshire, Appledore, of a boy of eight, the son of a naval officer, who was shown over the Boathouse by one of the Crew. He went home, picked flowers and fruit from his garden, sold them to friends and presented the Honorary Treasurer with five shillings.

Motor Life-boats of the Institution.

No. 2.—The 51-foot Barnett (Stromness) Type.



THE 51-FOOT BARNETT STROMNESS TYPE OF MOTOR LIFE-BOAT.

THE 51-foot Barnett (Stromness) Motor Life-boat is a modification of the 60-foot Barnett Motor Life-boat which was described in *The Lifeboat* for last February. She is nearly as fast as the larger type (only half a knot less), but she has not such a wide radius of action. She is a much lighter boat, her displacement being $26\frac{1}{2}$ tons in service conditions instead of 44 tons, so that, although the majority of these Life-boats lie afloat, she can be launched down a slipway. She has twice as many air-cases and a heavier keel (weighing $2\frac{3}{4}$ tons), which gives her a greater range of stability. Like the larger boat, she was designed by Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's Consulting Naval Architect.

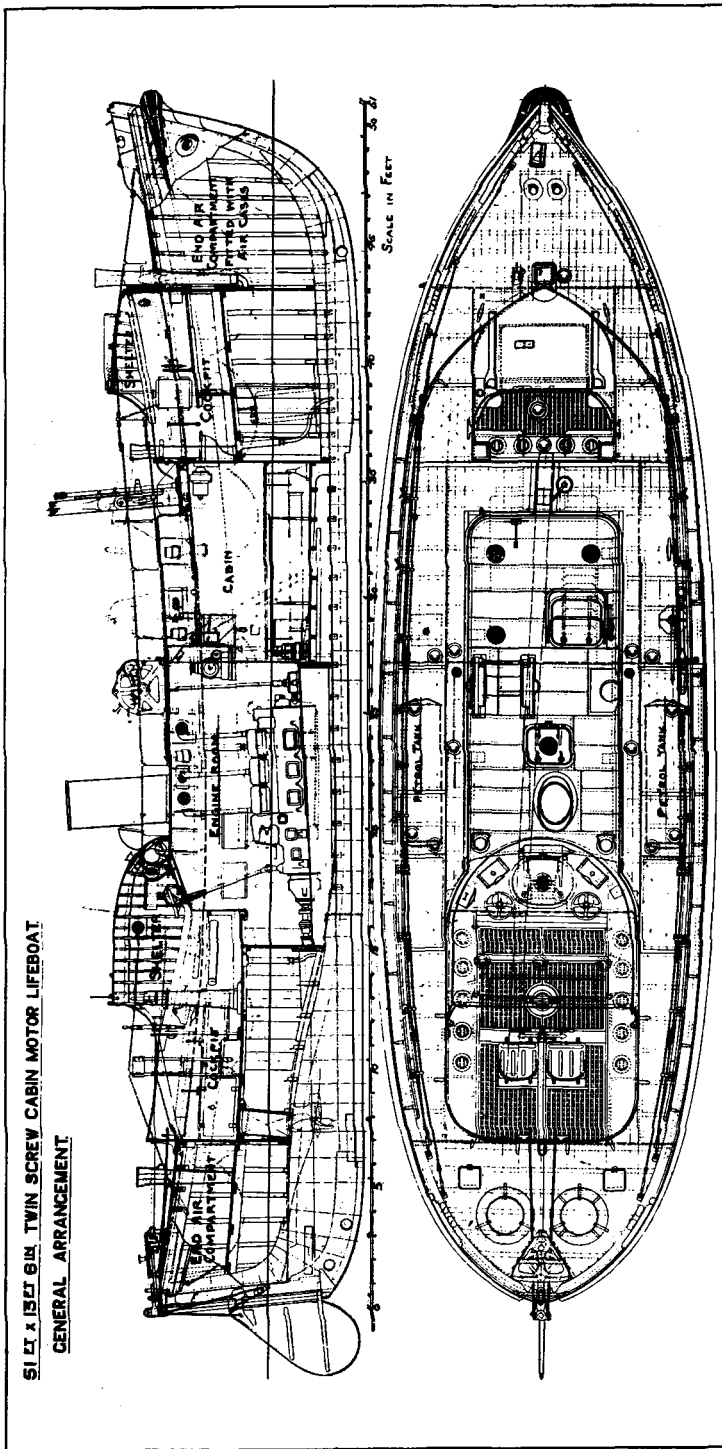
She is 51 feet long by 13 feet 6 inches beam, and has a mean draft of 4 feet 1 inch. She is divided into eight water-tight compartments and is fitted with 160 air-cases. She has one cabin, with seating room for ten people, and cockpits forward and aft, both fitted with shelters, with room in them for twelve

people. In rough weather she can take on board 100 people.

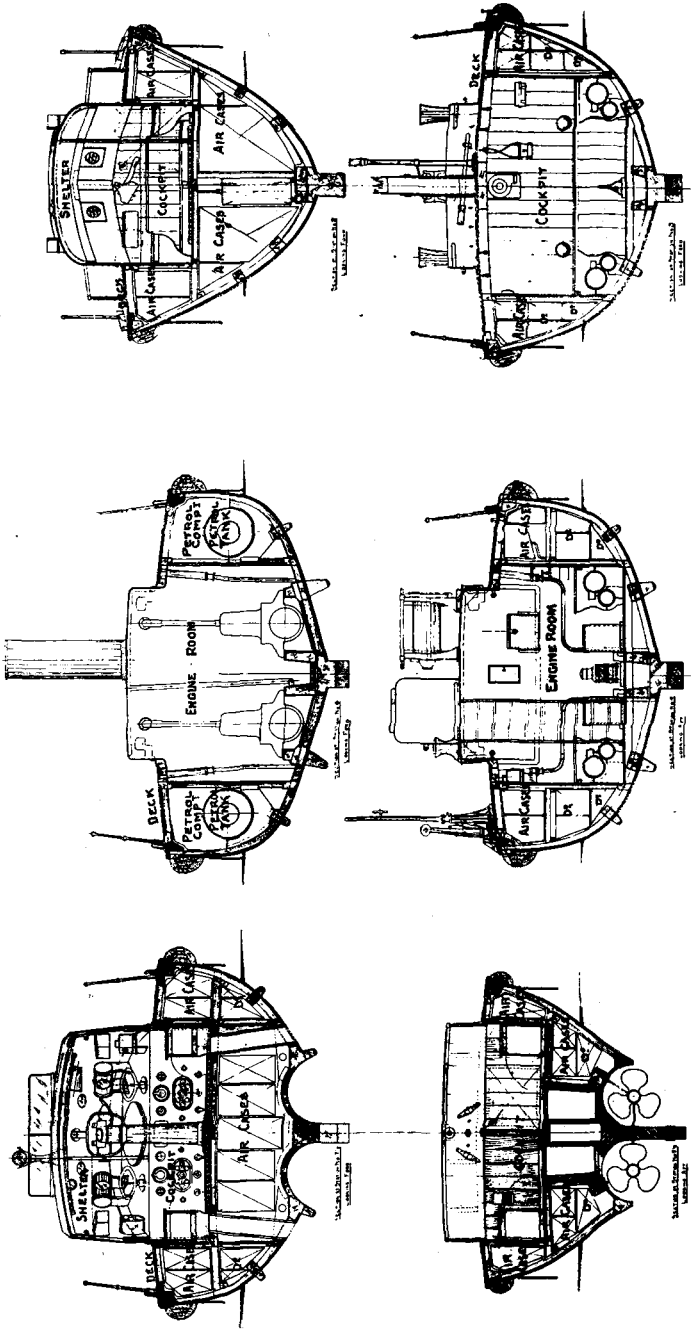
She is built with skin of mahogany, keel of teak, ribs of Canadian rock-elm and stem and stern post of English oak.

She has two six-cylinder 60 h.p. engines. They are in a water-tight compartment, and each engine is itself water-tight, so that they would continue to run even were the engine-room flooded and the engines themselves entirely submerged, for the air-intakes are well above the water-line even when the boat is waterlogged. The exhausts are carried up a funnel amidships. The engines give a maximum speed of 9 knots, the equivalent, in a boat of this size, to 31 knots in an Atlantic liner. As with all the Institution's Motor Life-boats, there is a great reserve of power, so that the maximum speed can be maintained even in very severe weather.

This type of Motor Life-boat carries enough petrol to be able to travel 122 miles at full speed without refuelling,



51 FT x 13 FT 6 IN TWIN SCREW CABIN MOTOR LIFEBOAT SECTIONS.



but two of the type, those stationed at Barra Island in the Southern Hebrides, and at Fenit, Co. Kerry, have a greater radius of action. They can travel 184 miles at full speed without refuelling.

This type has a line-throwing gun, an electric searchlight and a mechanical capstan, and is lighted throughout with electricity. She has a fire-extinguishing plant, worked from the deck, which can throw jets of Pyrene fluid to all vital parts of the boat, and is fitted with an oil-spray in the bows for spraying oil on

the waves to make smooth the water round the wreck.

There are eleven Barnett (Stromness) Motor Life-boats in the Institution's fleet. The first was built in 1928 and stationed at Stromness in the Orkneys. The other ten are at Holyhead (Anglesey), Stornoway (Island of Lewis), St. Peter Port (Guernsey), Campbeltown (Argyllshire), Lerwick (Shetlands), Ballycotton (Co. Cork), Torbay (Devon), Weymouth (Dorset), Barra Island (Hebrides) and Fenit (Co. Kerry).

Shoreboat Services.

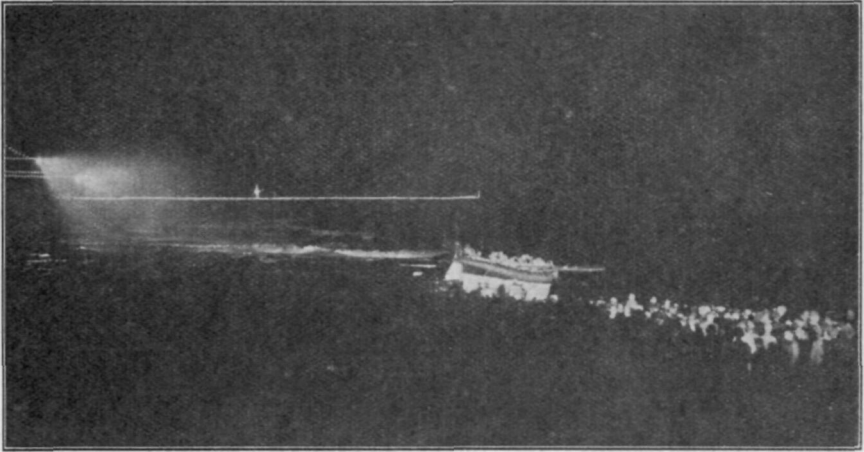
For which Rewards were given at the September and October Meetings of the Committee of Management.

Abersoch, Caernarvonshire.—On the 29th June Mr. William Owen saw a small sailing boat capsize and ran and told two boatmen, who put out in a motor boat. They found two men and a woman clinging to the keel in an exhausted condition, and took them on board. A squally W.S.W. breeze was blowing with a choppy sea, making conditions rather bad for small boats.—Rewards, 10s. to the boatmen and a letter to Mr. William Owen.

Lancing, Sussex.—On the afternoon of the 13th July three men were about a mile off shore fishing from a small boat. A stiff breeze was blowing off shore and the boat was capsized by one of the men losing his balance while pulling up the anchor. One of the men was under the boat when she capsized and was drowned. Of the other two, one was blind, but his companion, Mr. C. B. White, supported him in the water until Mr. G. and Mr. L. Prideaux, who had put out from the shore in a small rowing boat, reached them. Meanwhile Miss Prideaux had swum out in her clothes to help. The blind man was taken into the boat, which then made for the shore, with Mr. White holding on and supporting the drowned man.—Rewards, the Framed Life-boat Picture, together with a Letter of Thanks, to Mr. George Prideaux, Mr. Leon Prideaux, and Miss Prideaux; and a Letter of Congratulation to Mr. C. B. White.

St. Peter Port, Guernsey.—On the 16th July, at 10.15 P.M., the Life-boat Coxswain was informed by the police that an 18-foot motor fishing boat was missing, with two boys of about fourteen on board. He went in search in the motor boat *Good Luck*, and found the boat about four miles off the harbour drifting in a south-westerly direction. The tide was ebbing and rapidly increasing in strength. Taking the boat in tow, the *Good Luck* returned to harbour with the boys, arriving at 11.45 P.M. In the meantime the Second Coxswain, who was in a picture theatre, was called out by a notice thrown on the screen, and he also put off in another motor boat, only to meet the others returning.—Rewards, 17s. 6d.

Hayling Island, Hampshire.—At 8.18 P.M. on the 26th July information was sent to the Coastguard from Eastney Barracks that a small boat was in difficulties off the East Winner. A strong westerly breeze was blowing with a rough sea and the tide was ebbing. The Coastguard told a Mr. Spraggs, who put off in his motor launch and made a thorough search of the East Winner and the West Winner, but found nothing. The launch returned at 9.44 P.M. Shortly before she got in a message was received that a boat and one man had come ashore at Eaststoke. Another man who had been on board was missing.—Rewards, 7s.

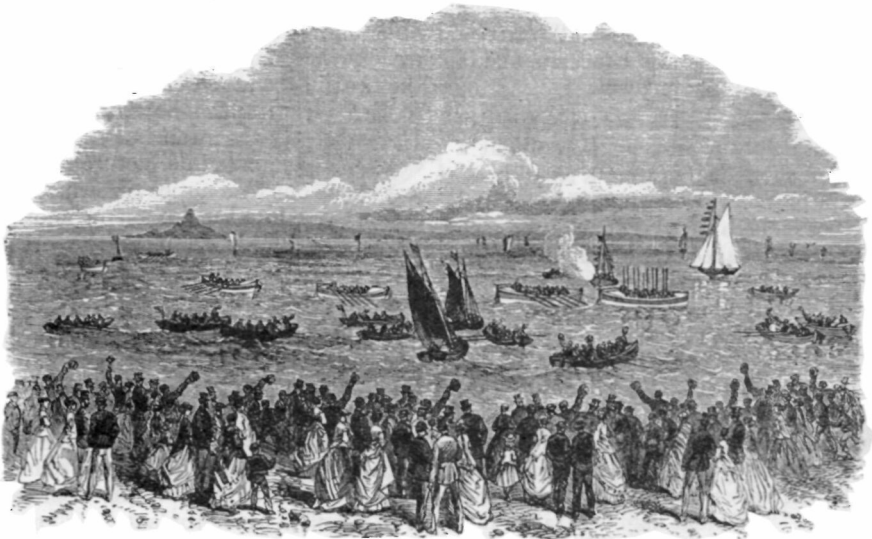


By courtesy of]

[Progress Photographs, Blackpool.

A NIGHT LAUNCH AT BLACKPOOL.

The occasion was a special illumination of the town.



A LIFE-BOAT RACE IN 1867.

From a print in the possession of Mr. J. E. Hooper, Hon. Secretary of the Natural History Museum and Antiquarian Society of Penzance. The race was in Mount's Bay, Cornwall, between the Life-boats stationed at St. Ives, Sennen, Penzance, Porthleven, Hayle and Mullion, and took place at the Inaugural Ceremony of the new Mullion Life-boat *Daniel J. Draper*, built out of a fund raised by the *Methodist Recorder* in memory of the Rev. D. J. Draper, who was drowned in the wreck of the *London* in the Bay of Biscay.

New Brighton, Cheshire.—A few minutes before eleven on the night of the 1st August flares were seen by the Coastguard from a vessel near the No. 7 Rock Buoy. The Motor Life-boat's boarding boat was manned by the Second Coxswain and Chief Motor Mechanic, and they found the motor launch *Zorester*, of Liverpool, which had run out of petrol and was drifting. The weather being calm, the launch was taken in tow to the New Brighton landing stage.—Rewards, 5s.

Blackpool, Lancashire.—At about 4 P.M. on the 20th August a visitor on the cliffs reported to the police that there was a vessel some distance out flying a flag and apparently out of control. A strong off-shore breeze was blowing, with a steep sea and heavy rain. The Life-boat Coxswain, with six other men, went out in his motor launch *Grace Darling*, and found that the vessel, which was the yacht *Primrose*, with no one on board, had been picked up by a fishing boat. They returned after being afloat for two and a half hours.—Rewards, £3 12s. 6d.

New Brighton, Cheshire.—During a moderate W.S.W. breeze with an ebbing tide and a choppy sea, information was received from the Coastguard, at 4.45 P.M., on the 1st September, that a small boat in the Rock Channel was calling for help. The Life-boat Coxswain, Chief Motor Mechanic, and another man put off in the Motor Life-boat's boarding boat and found the

yacht *Mannetta* with one man on board. She had lost her rudder and torn her sails. The yacht was taken in tow and brought to New Brighton at 6 P.M.—Rewards, 10s.

Alnmouth, Northumberland.—A member of the crew of the s.s. *Bondicar*, of Newcastle, a Japanese, went out sea fishing in a 15-foot boat on the 1st September, keeping under the lee of the land. On trying to return at about 6 P.M. in a strong off-shore wind he was unable to use his sails and made the attempt with oars until one broke, leaving him helpless. He was seen from Alnmouth to be about a mile east of the Birling Car rocks, drifting rapidly out to sea, and the motor coble *Belcynth*, with a crew of three, put out to his aid. He was picked up and towed into Alnmouth Harbour.—Rewards, £1 4s. 6d.

Margate, Kent.—On the afternoon of the 3rd October a little girl slipped and fell into the sea while going down the steps from the pier to the Life-boat House. Mr. A. Nash, who was fishing on the pier, ran to her aid and, climbing under the slipway, was able to reach the child, who was clinging to a tie rod. There was a strong ebb tide and considerable sea running, which endangered the child's life and made the rescuer's task one of some danger. Other men helped to get Mr. Nash and the child back on to the pier. Mr. Nash's clothes were damaged during the rescue.—Reward, £1.

The Life-boat Tradition.

IN May last the Institution awarded a Lifeboatman Statuette to Miss Trudy Haylett, of Caister-on-Sea, Norfolk, for her work for the Institution in Yarmouth and Caister. The name of Haylett is famous in the Life-boat history of the East Coast. It was Miss Trudy Haylett's great-grandfather, James Haylett, who at the age of 78 won the Gold Medal of the Institution for his gallantry in saving two lives when the Caister Life-boat capsized, with the loss of nine of her Crew, in

1901, and who was the author of the famous phrase: "Caister men never turn back." Her grandfather, Aaron Haylett, was Coxswain of the Life-boat and was drowned in the disaster of 1901. Her father, Walter Haylett, was one of the two men rescued by James Haylett. He served for eleven years as Second Coxswain and won the Silver Medal of the Institution in 1906.

In acknowledging the gift, Miss Haylett wrote a letter which shows how on the coast the tradition of service for

the Life-boats passes down from generation to generation. She wrote :

"I have always had a great desire to help the Institution, Life-boats has always been the chief topic of my home, from a child I have been brought up amongst them, my great-grandfather, grandfather, and my father have all been members of the Crew, the call of the Life-boats appeal to me, and if I were a man I would be proud to carry on our family tradition, but my little bit is to try and raise funds. I'm afraid

it is only small, but I hope each time to increase it. I also feel now that I have a sense of duty towards the Institution.

"Three years ago my father contracted an illness through exposure while out in the Boat, during an awful gale, this has left him an invalid. The Institution has given him the best medical attention possible, he is still under medical treatment, and is also receiving pay, for this I am extremely grateful, so now, apart from my call of the sea, it is my duty."

Reading's Successful Year.

30 Old Subscribers Lost. 42 New Subscribers Found.

In sending to the Institution a cheque for £419, being the contribution from the Reading Branch for the Branch year which ended on 30th September, Mr. Burton Fraser, the Honorary Secretary, writes :—

"I am sorry we shall be about £16 down this year, but considering the times, I am very relieved we are not more down.

"I have lost £21 15s. 6d. through 30 subscribers giving up, and 10 reducing their subscriptions, but I have got 42

new subscribers totalling £22 6s. 6d. to set against it.

"Village collections will be only 50s. less, and Boxes are about the same.

"We collected £10 less on Life-boat Day, but are again the highest Flag Day this year in Reading, except for Alexandra Day and Poppy Day."

We publish this letter in order to call attention to the extraordinary success of the Branch, in what has been a very difficult year, in getting new subscribers.

Golf Competitions for the Life-boats.

In 1931 an appeal was made to the principal golf clubs in Kent, Surrey and Sussex to hold a competition in aid of the Life-boat Service. The Institution offered to present a silver and enamel Spoon as prize (two Spoons being offered if a mixed competition was held) and suggested that the entrance fee should be five shillings or half-a-crown, the fees to be a gift to the Institution. In response to this appeal six clubs held competitions and presented entrance fees to the Institution, amounting to £35 11s. 6d.

It was then decided that the appeal

should be made in 1932 to the principal clubs in England, Scotland and Wales. Twenty-two clubs responded, and the entrance fees have brought the Institution £68 5s. 6d.

The Institution will make another general appeal to clubs in 1933, besides asking the clubs which have held a Life-boat competition already to make it an annual event. It would also appeal to its Branches to approach their local clubs, and asks readers of *The Lifeboat* who are golfers to suggest a Life-boat Competition to their own clubs.

Life-boat Essay Competition : Presentation of Prizes.

The Greater London Shield.

At the Caxton Hall, Westminster, on 13th July, the Challenge Shield for Greater London and the individual prizes won by the schools of Greater London in the Life-boat Essay Competition this year were presented by Mr. C. G. Ammon, a member of the Committee of Management of the Institution and Financial Secretary to the Admiralty in the two Labour Governments. The Mayor of Westminster (the Rev. E. St. G. Schomberg) presided, supported by the Mayor of Twickenham (Councillor A. C. Forman), who served in the Navy during the War and has twice been out on service in Life-boats; Sir John Cumming, K.C.I.E., C.S.I., a Vice-President of the Institution; Admiral of the Fleet Sir Henry Oliver, G.C.B., K.C.M.G., M.V.O., and Mr. H. A. Baker, members of the Committee of Management, members of the Central London Women's Committee, and the Junior Central London Committee of the Ladies' Life-boat Guild, and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

The Challenge Shield was won by George Richards, of St. Mary's Boys' School, Arragon Road, Twickenham.

Mr. Ammon's Address.

After presenting the prizes, Mr. Ammon said :

"I must congratulate all who have won certificates, and particularly the school and lad who won the Challenge Shield. I want also to say a word of encouragement to those who failed, but entered the Competition. I always say that, because I never won any prizes at school. The thing that matters after all is that you try.

"The Competition shows that real work was done and great interest displayed in the Life-boat Service. The best essay of all was written by a girl, and in it she said : 'The man that risks his life to lessen the dreadful toll taken year by year by the merciless sea must not only be courageous, but unselfish and self-sacrificing, ready to offer the

greatest sacrifice of all, that of his own life for another.' Young people who can write on these lines have truly entered into the spirit of the Life-boat Service. They have appreciated that true labour must be service, that it is done not for anything one may expect to get, but to have the real pleasure of giving.

"The Life-boat Service everywhere, with the exception of four countries, is a voluntary service, relying on the support of all, given of their own desire and freewill. That appeals to me as being exactly what it should be. A good many services are run by the community for the community. But the Life-boat Service should be brought home to all, especially to those who live in an island. It should make every man and woman realise his and her responsibility to it. They should feel a personal contact with it. I should be very sorry if this Service were maintained by any other means than voluntary. One of the first missionaries said, 'I feel I can go down the pit if others hold the line.' That is our job on shore, to hold the line so that the Life-boatmen may carry on their Service.

"The Life-boat Service does not only save life. It goes a long way towards bringing the world together. Someone is in peril, the Life-boatman does not ask of what nationality he is. All he hears is the cry for help.

"'Safety first' is a good motto for crossing a road, but it is a beastly motto for the journey through life. The courageous thing is to do the best to be done, and not to count the cost. In this way we may help to keep fresh in the memory the work of those who have made our nation what it is, and who have done so much to make it the finest of nations."

Sir Henry Oliver proposed, and the Mayor of Twickenham seconded, a vote of thanks to the Mayor and Mr. Ammon. In reply, the Mayor said that he hoped that these presentations for many years to come would be held in the Council Chamber of the Caxton Hall and presided over by the Mayors of Westminster; and Mr. Ammon spoke of the splendid work done by the



A LIFE-BOAT BICYCLE.

This "Life-boat," built by Mr. J. H. Holman, of Truro, and manned by his son, has won prizes at several carnivals and is to take part in Life-boat Days.



By courtesy of]

[Evening News and Hampshire Telegraph Co.

LIFE-BOAT ESSAY COMPETITION.

The Mayor of Gosport presenting the Challenge Shield for the South-West of England to Miss Barbara Bull, of Lees Girls' School, Gosport, who won the prize for the best essay in Great Britain and Ireland.

teachers in connexion with the Competition.

After the presentations Mr. Frederick Woodhouse sang five sea songs.

Presentation of the Midlands Shield at Coventry.

THIS year, for the first time in the history of the Life-boat Essay Competition, which was started in 1918, a school has won one of the eight Challenge Shields outright. The school which has this distinction is the Spon Street Boys' School, Coventry. It has made the shield its own property by winning it for three years in succession.

The shield was presented to the school by the Mayor of Coventry on 20th July. Supporting the Mayor were the Mayoress, the Director and Assistant Director of Education for Coventry, the present headmaster of the school, two previous headmasters, the master in whose class were the three winners of the shield, Mr. Liggins, the Chairman of the Coventry Branch, Mrs. Beamish, the Honorary Secretary of the Ladies' Life-boat Guild, and a dozen members of the Branch Committee.

When Sidney C. Attridge, the winner of the shield this year, went up to receive it, he was supported by George

Dix, who had won it in 1930, and Thomas Chattaway, who had won it in 1931.

On the same afternoon the Mayor visited three other Coventry schools which had been successful in the Competition and presented the Certificates which they had won.

Presentation of the North-Western Shield at Wallasey.

The Challenge Shield for the North-west of England, which was won by Helena Rotherham, of Manor Road Senior Girls' School, Wallasey, Cheshire, was presented on 2nd November at the Town Hall, Wallasey, by Brigadier-General W. S. Swabey, C.B., C.M.G., the Organizing Secretary of the District. The Mayor of Wallasey presided, supported by Mr. Charles Livingston, Chairman of the Liverpool Branch, Mr. Frank Holt, the Honorary Secretary, and Mr. Stuart Deacon, President of the New Brighton District.

About thirty pupils of the Manor Road School were present, and each had brought a small contribution to the funds of the Institution. These were collected after the guests had been entertained to tea by the Mayor, and amounted to 15s. 6d.

Awards to Coxswains and Life-boatmen.

To THOMAS PATTON, on his retirement, after serving for 27½ years as Coxswain of the Portrush Life-boat, a Coxswain's Certificate of Service, and a Pension.

To MATTHEW GRUNNILL, on his retirement, after serving for 23½ years as Coxswain, and previously 8½ years as Second Coxswain of the Skegness Life-boat, a Coxswain's Certificate of Service, and a Pension.

To EDWARD BYRNE, on his retirement, after serving for 20 years as Coxswain of the Wicklow Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN H. BRANTON, on his retirement, after serving for 15 years as Coxswain of the Easington Life-boat, a Coxswain's Certificate of Service, and a Pension.

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

To GEORGE ROBINSON, on his retirement, after serving for 11½ years as Coxswain, and

previously 9½ years as Second Coxswain of the New Brighton Life-boats, a Coxswain's Certificate of Service, and a Pension.

To ALFRED BRAUND, on his retirement, after serving for 3 years as Coxswain, 16½ years as Second Coxswain, and previously 10½ years as Bowman of the Clovelly Life-boat, a Coxswain's Certificate of Service, and a Pension.

To ALEXANDER FLETT, on his retirement, after serving for 1½ years as Coxswain, 1½ years as Second Coxswain, and previously 8½ years as Bowman of the Ackergill Life-boat, a Coxswain's Certificate of Service, and a Pension.

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

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

To JOHN MORRISON, who served for 25 years as a

Coxswain, and previously 6½ years as Second Coxswain, a Coxswain's Certificate of Service, and a Pension.

To JAMES MORRISON, who served for 25 years as Second Coxswain, 6½ years as Bowman, and previously 16½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To JOHN LAW, who served for 1 year as Bowman, and previously 34½ years as a member of the Crew, a Life-boatman's Certificate of Service.

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

JAMES LAW (34).
 JOHN MORRISON (34).
 JOHN GEMMELL (26).
 JAMES MORRISON (25½).
 ANDREW MORRISON (20½).
 HUGH MORRISON (15½).
 JAMES MCCRINDLE (13½).
 ROBERT MILLER (12½).
 JAMES MILLER (12½).

On the closing of the Buckhaven Life-boat Station the following awards were granted:—

To ANDREW TAYLOR, who served for 13½ years as Coxswain, a Coxswain's Certificate of Service, and a Pension.

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

WILLIAM WALKER (33).
 JAMES LOGIE (33).
 JOHN EASSON (31).
 ALEXANDER THOMSON (29).
 JAMES ROBERTSON (29).
 DAVID THOMSON (29).
 ALEXANDER FOSTER (29).
 GEORGE GORDON (29).
 THOMAS TAYLOR (29).
 ROBERT WALKER (28).
 JAMES TAYLOR (14).
 ROBERT TAYLOR (14).
 WILLIAM TAYLOR (14).
 JAMES TAYLOR (14).
 ALEXANDER WALKER (14).
 JAMES GORDON (14).

On the closing of the Cemaes Life-boat Station the following awards were granted:—

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

To WILLIAM HUGHES, who served for 3 years as Second Coxswain, 1½ years as Bowman, and previously 24½ years as a member of the Crew, a Life-boatman's Certificate of Service.

To W. H. JONES, who served for 3 years as Bowman, and previously 10 years as a member of the Crew, a Life-boatman's Certificate of Service.

To Robert P. Roberts, who served for 18 years as Shore Signalman, a Pension.

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

HENRY HUGHES (27).
 THOMAS PRITCHARD (14½).
 EDWARD HUGHES (11½).
 RICHARD OWEN (10½).
 OWEN ROBERTS (10½).
 JOHN LEWIS (10½).
 HUGH BINNEY (10).

On the closing of the North Deal Life-boat Station, the following awards were made :—

To WILLIAM S. R. HOILE, who served for 12 years as Coxswain, a Coxswain's Certificate of Service, and a Pension.

To THOMAS CRIBBEN, who served for 12 years as Second Coxswain, and previously 33 years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To MATTHEW HOILE, who served for 5½ years as Bowman, and previously 15½ years as a member of the Crew, a Life-boatman's Certificate of Service.

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

FRANCIS S. ADAMS (52).
 ROBERT T. HOLBOURN (49).
 RICHARD W. RILEY (48).
 JOSHUA MOCKETT (46).
 WILLIAM J. RILEY, Sen. (44).
 WALTER REDSULL (42).
 PHILLIP BETTS (39).
 JAMES T. HOILE (38).
 EDWARD O'BREE (37).
 GEORGE T. R. ERRIDGE (32).
 HENRY HOOK (32).
 RICHARD E. WILLIAMS (31).
 HENRY E. GRIGG (30).
 JOHN HOILE (29).
 RICHARD LILL (28).
 RICHARD HOILE (26).
 JOHN O'BREE (24).
 FREDERICK J. BROWN (23).
 ERNEST MAY (23).
 HERBERT PENN (23).
 STEPHEN ROBERTS (23).
 WILLIAM A. E. DEAN (22).
 CHARLES J. DUNN (22).
 SAMUEL TRICE (22).
 ERNEST T. DEAN (20).
 WILLIAM J. RILEY, Jun. (18).
 WILLIAM T. RILEY (17).
 WALTER J. MAY (15).
 JAMES FOSTER (14).
 ALFRED P. MAY (10).
 GEORGE T. RILEY (10).

To WILLIAM J. FOSTER, who served for 6 years as Shore Signalman, and previously 30 years as a member of the Crew, a Life-boatman's Certificate of Service.

The following awards have been granted to men at Holy Island on their retirement :—

To GEORGE CROMARTY, after serving for 20½ years as Coxswain, and previously 14 years as Second Coxswain, a Coxswain's Certificate of Service, and a Pension, commuted to a Gratuity at his request.

To THOMAS A. STEVENSON, after serving for 7 years as Second Coxswain, and previously 36 years as Bowman, a Life-boatman's Certificate of Service, and a Pension, commuted to a Gratuity at his request.

Lifeboatmen's Certificates of Service have been awarded to the following Life-boatmen, the figures after the names denoting years of service :—

GEORGE DOUGLAS (54).
JOHN MARKWELL (54).
THOMAS WALKER (52).
RICHARD DOUGLAS (50).
BENJAMIN K. WALKER (47).
GEORGE MARKWELL (30).

To WILLIAM PHILLIPS, who retired after serving for 32½ years as Second Coxswain, and previously 11 years as a member of the Crew of the Wicklow Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM DUNCAN, on his retirement, after serving for 17½ years as Second Coxswain and previously 14½ as a member of the crew of the Newburgh Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To THOMAS THOMAS, on his retirement, after serving for 3½ years as Second Coxswain, 9½ years as Bowman, and previously 17½ years as a member of the Crew of the New Quay (Cardigan) Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To HENRY CAMPBELL, who retired, after serving for 8 years as Motor Mechanic, 9 years as Second Coxswain, and previously 23 years as a member of the Crew of the Portpatrick Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM COULL, on his retirement, after serving for 10½ years as Bowman, and previously 29½ years as a member of the Crew of the Montrose Life-boats, a Life-boatman's Certificate of Service, and a Pension.

To ALEXANDER H. SMITH, on his retirement after serving for 9 years as Bowman, and previously for 10 years as a member of the Crew of the Portpatrick Life-boat, a Life-boatman's Certificate of Service.

To JOHN L. JONES, on his retirement, after serving for 1½ years as Bowman, and previously 43½ years as a member of the Crew of

the Barmouth Life-boat, a Life-boatman's Certificate of Service.

To THOMAS STOREY, on his retirement, after serving for 33½ years as Shore Signalman of the Cullercoats Life-boat, a Pension.

To THOMAS RANKIN COSH, on his retirement, after serving for 21½ years as Shore Signalman of the Port Logan Life-boat, a Pension.

To ADAM STOREY, on his retirement, after serving for 18½ years as Shore Signalman, and previously 39 years as a member of the Crew of the Newbiggin-by-the-Sea Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To WILLIAM E. KERMODE, on his retirement, after serving for 17½ years as Shore Signalman of the Peel, Isle of Man, Life-boat, a Pension.

To WALTER DOBSON, on his retirement, after serving for 13½ years as Shore Signalman of the Donna Nook Life-boat, a Pension.

To ANDREW THAIN, on his retirement, after serving for 3½ years as Shore Signalman, and previously for 35 years as a member of the Crew of the Ackergill Life-boat, a Life-boatman's Certificate of Service.

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

WILLIAM J. DAWSON (51), Newbiggin-by-the-Sea.

JAMES TAYLOR (50), Newbiggin-by-the-Sea.
ROBERT B. ROBINSON (49), Newbiggin-by-the-Sea.

JAMES R. DENT (49), Newbiggin-by-the-Sea.
JOHN L. ROBINSON (48), Newbiggin-by-the-Sea.

JAMES R. DENT (47), Newbiggin-by-the-Sea.
JOHN ROBINSON (44), Newbiggin-by-the-Sea.

WILLIAM J. ARMSTRONG (40), Newbiggin-by-the-Sea.

HUNTER ARMSTRONG (33), Newbiggin-by-the-Sea.

JOHN JEFFERSON (26), Newbiggin-by-the-Sea.

EDWARD ARMSTRONG (18½), Newbiggin-by-the-Sea.

THOMAS GARNETT (45), Barmouth.

JAMES CAMPBELL (42), Portpatrick.

GEORGE DUKE (16), Robin Hood's Bay.

GEORGE H. GROVES (11), Robin Hood's Bay.

Awards to Honorary Workers.

Honorary Life-Governors.

HARRIET, LADY FINDLAY, D.B.E., has been appointed an Honorary Life-Governor of the Institution in recognition of her valued services as President of the Ladies' Life-boat Guild of the Edinburgh, Leith and Granton Branch, and Honorary Secretary of the Scottish Life-boat Council, and has been presented with a copy of the Vote, inscribed

on Vellum, and signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

Mr. FRANCIS LAIDLER has been appointed an Honorary Life-Governor of the Institution in recognition of his valuable services, extending over thirty-one years, in arranging Matinées on behalf of the Institution, at Bradford, and has been presented with a copy of the Vote, inscribed on Vellum and

signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

Sir GEORGE MELLOR, J.P., has been appointed an Honorary Life-Governor of the Institution in recognition of his valued services to the Life-boat Cause in Lancashire, and has been presented with a copy of the Vote, inscribed on Vellum, and signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

Miss LUCY A. SILVESTER has been appointed an Honorary Life-Governor of the Institution in recognition of her valued services to the Life-boat Cause, especially as Honorary Secretary of the St. Albans and Harpenden Branch, and has been presented with a copy of the Vote, inscribed on Vellum, and signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

The Lady ADELAIDE TAYLOUR has been appointed an Honorary Life-Governor of the Institution in recognition of her valued services to the Life-boat Cause, and has been presented with a copy of the Vote, inscribed on Vellum and signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

The Gold Brooch.

THE GOLD BROOCH OR PENDANT, with the Record of Thanks, has been awarded to the following :—

Mrs. R. CARPENTER, Honorary Secretary and Treasurer, Ladies' Life-boat Guild, Brighton and Hove Branch.

Miss I. E. CROSS, Honorary Secretary, Ladies' Life-boat Guild, Preston Branch.

The Lady EDITH DRUMMOND, Life-boat worker, Chelsea Branch.

Mrs. R. H. EDMONDSON, B.A., Honorary Secretary, Ladies' Life-boat Guild, Keighley Branch.

Mr. C. E. FIELDING, Life-boat worker for 33 years, and Chairman of the Collections Committee, Manchester, Salford and District Branch.

Mr. C. OSCAR GRIDLEY, J.P., Honorary Secretary, Bermondsey Branch.

Mrs. L. HARRISON, Chairman, Ladies' Life-boat Guild, Ramsey Branch.

Mr. LESLIE M. HIGHAM, Organiser of collections on the London Stock Exchange for 25 years, during which time over £16,000 has been raised.

Mrs. M. A. B. LOCK, Honorary Secretary, Shrewsbury and District Branch.

Mrs. LOUISE R. LOWE, President, Halstead and Gosfield Branch.

Miss HELEN B. MACGREGOR, Honorary Secretary, Walton-on-Thames and District Branch.

Colonel H. W. MADOC, C.B.E., M.V.O., Honorary Secretary, Douglas Branch.

Mr. BERT MONRO, Honorary Secretary, Covent Garden Life-boat Fund.

Lady FRANCIS GODOLPHIN OSBORNE, President, Berwick-on-Tweed Branch.

The Rev. A. M. PECKHAM, Honorary Lecturer, and Chairman, Harrow and District Branch.

Mr. GEORGE SAYLE, Honorary Secretary, Peel, Isle of Man, Branch.

Mrs. TALBOT CADDOW, President, Ladies' Life-boat Guild, Carlisle and District Branch.

Thanks of the Institution on Vellum.

THE THANKS OF THE INSTITUTION, INSCRIBED ON VELLUM, has been awarded to the following :—

Dr. W. B. ADDISON, on his retirement, after 14 years as Honorary Secretary of the Scilly Islands Branch, the Thanks of the Institution inscribed on Vellum, and an inscribed Binocular Glass.

The Rev. WALTER HOLT, Honorary Secretary, Easington Branch, on his retirement, after 19 years' service.

Mr. JOHN PRIOR, Secretary, Goodwin Sands and Downs Branch, on his retirement, after 25 years' service.

Mr. T. C. REYNELL, in recognition of the valuable help and advice which he has given the Institution in connexion with its advertising during the past forty years.

Binocular Glasses.

THE BINOCULAR GLASS, with inscription, has been awarded to the following Honorary Secretaries of Life-boat Stations in recognition of long and valuable co-operation :—

Mr. A. E. HOLLIDAY, Cresswell.

Mr. W. T. MOORE, Maryport.

The Rev. D. PALMER, Cloughy.

Lieut.-Col. J. C. REA, Aberystwyth.

Mr. K. G. SERRATT, Fowey.

Mr. W. SUTHERLAND, Longhope.

Aneroid Barometers.

THE ANEROID BAROMETER, with inscription, has been awarded to :—

Mr. T. KENT RIDLER, Honorary Secretary, Minehead Branch, on completing 30 years' service.

Life-boat Pictures.

THE FRAMED LIFE-BOAT PICTURE has been awarded to the following :—

Mrs. BALL, Honorary Secretary, Ladies' Life-boat Guild, Bournemouth; Poole, Bournemouth, Wimborne and Christchurch Branch.

Mrs. BAUCHER, Honorary Secretary, Radlett Branch.

Mrs. BROOKE-PLATTEN, Honorary Secretary, Acton and Chiswick Branch.

Mrs. COLLINS, Life-boat Worker, Hastings and St. Leonards Branch.

Mr. T. KINNEAR COOK, Honorary Secretary, Ardrossan Branch.

Mrs. COOPER-TURNER, Honorary Secretary, Kingston Branch.

Councillor J. DICKINSON, J.P., Chairman, Rotherham Branch.

Mr. L. H. FRANCEYS, Honorary Treasurer, Blackpool Branch.

Mrs. C. HARPER, Life-boat Worker, Manchester, Salford and District Branch.

Miss S. E. HEWITT, Honorary Secretary, Ladies' Life-boat Guild, Chester Branch.

Mrs. MARSDEN, Honorary Secretary, Ladies' Life-boat Guild, Lytham-St.-Annes Branch.

Mr. H. E. PEACE, Honorary Secretary, Rotherham Branch.

Mr. C. SHAYLER, for organizing Concerts at Wakefield.

Mr. and Mrs. PETER STEWART, Joint Honorary Secretaries, Middlesbrough Branch.

Mr. A. WEISER, Life-boat Worker, Manchester, Salford and District Branch.

Mrs. M. N. WILLIAMSON, Honorary Secretary, Ladies' Life-boat Guild, Weymouth Branch.

Record of Thanks.

THE RECORD OF THANKS has been awarded to the following:—

Mrs. ALCOCK, Honorary Secretary, Wells Branch.

Mr. S. BAIRD, Honorary Secretary, Belfast Branch.

Mrs. BRADLEY, Collector, Wareham District of the Swanage Branch.

Miss ELDON, Honorary Secretary, Beverley Branch.

Mrs. FARNFIELD, Collector, Gillingham District of the Salisbury Branch.

Miss GILES, Collector, Tisbury District of the Salisbury Branch.

Miss HABGOOD, Collector, Poole, Bournemouth, Wimborne and Christchurch Branch.

Mrs. HEBDITCH, Life-boat Worker, Martock District of the Yeovil Branch.

Miss HELLYAR, Collector, Poole, Bournemouth, Wimborne and Christchurch Branch.

Mr. G. KENNETT-BARRINGTON, Honorary Secretary, Dorchester (Oxford) Branch.

Messrs. A. E. LANCASTER and P. A. LENNON, for their co-operation in connexion with the annual Matinées at the Alhambra Theatre, Bradford.

To Mr. J. M. MACKAY, on his retirement from the post of Honorary Secretary of the Arbroath Branch, the Record of Thanks, and an inscribed copy of the *edition de luxe* of "Britain's Life-boats."

Summary of the Meetings of the Committee of Management.

Thursday, 15th September, 1932.

Sir GODFREY BARING, Bt., in the chair.

Passed a Vote of Thanks to H.R.H. the Prince of Wales, K.G., for his kindness in attending the Inaugural Ceremony of the new motor Life-boat at Torbay, and naming the Boat on the 27th July.

Passed a Vote of Thanks to H.R.H. the Duchess of York for her kindness in attending the Inaugural Ceremony of the new motor Life-boat at Arbroath, and naming the Boat on the 31st August.

Co-opted Commr. the Hon. A. D. Cochrane, D.S.O., R.N., M.P., Lieut.-Commr. R. Fletcher, R.N., and Mr. Walter Riggs, members of the Committee of Management.

Produced a letter from Sir George Shee, expressing his appreciation of the honour bestowed on him by the Committee in giving his name to the new motor Life-boat at Torbay.

Reported the receipt of the following special contributions:—

| | £ | s. | d. |
|--|----|----|----|
| Trustees of the late Mr. William Thorngate | 80 | 0 | 0 |
| White Star Line, Steamers' Charity Fund | 50 | 0 | 0 |
| Messrs. Cayzer, Irvine & Co., Ltd. | 46 | 0 | 0 |
| Co-operative Wholesale Society, Ltd. | 31 | 10 | 0 |
| Sir George Sutton, Bt. | 25 | 0 | 0 |
| Mr. Albany Ward | 25 | 0 | 0 |

To be thanked.

Paid £14,366 1s. 2d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £217 6s. 9d. to pay the rewards for Life-boat services, accounts of which appear on pp. 578-585.

Voted £299 to pay the rewards for the Life-boat launches, assemblies of Crews, etc., accounts of which appear on pp. 585-586.

Voted a further £382 9s. 6d. 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, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Ramsgate, Rhoscolyn, Rye Harbour, St. Andrews, St. David's, Troon, Wells and Whitby.

Granted £102 7s. 6d. to men for injury in the Life-boat Service at Blackpool, Broughty Ferry, Caister, Cardigan, Hythe, Moelfre, Newhaven, New Quay (Card.), and Walmer.

Thursday, 13th October, 1932.

Sir GODFREY BARING, Bt., in the chair.

Passed a Vote of Thanks to H.R.H. Princess Arthur of Connaught for her kindness in attending the Inaugural Ceremony of the new Motor Life-boat at Whitehills, and naming the boat on the 5th October.

Decided to close forthwith the Life-boat Stations at Cardigan, Llanddulas and Lyme Regis.

Dr. W. B. Addison, lately Honorary Secretary of the Scilly Islands Branch, attended, and the Chairman presented to him the Vellum and Binocular Glass recently awarded to him by the Committee of Management.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|--------------------------------|----|----|----|
| South Metropolitan Gas Company | 26 | 5 | 0 |

To be thanked.

Paid £19,804 3s. 2d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Voted £68 12s. 6d. to pay the rewards for the Life-boat Services, accounts of which appear on pp. 586-588.

Voted £177 17s. 8d. to pay the rewards for Life-boat launches, accounts of which appear on pp. 588-589, also for assemblies of crews, etc.

Voted a further £18 9s. 4d. on account of pensions already granted to the dependant relatives of men who lost their lives in the Life-boat Service at Caister, and Johnshaven.

Granted £32 14s. 6d. to a man for injury in the Life-boat Service at North Deal.

Obituary.

Sir Frederick Money Penny, Bt., C.V.O., C.B.E., of Belfast.

By the death on 4th October, at the age of seventy-three, of Sir Frederick Money Penny, Bt., C.V.O., C.B.E., City Chamberlain of Belfast and Private Secretary to the Lord Mayor, the Institution has lost one of its oldest and most generous friends. Sir Frederick Money Penny, in spite of his many official duties, was not only a member of the Committee of the Belfast Branch, but was always ready to give his personal help, and for over thirty years he took an active and valuable part in its work.

Mr. Henry Watson, J.P., of Anstruther.

MR. HENRY WATSON, J.P., of Anstruther, Fifeshire, died on 12th August, less than a month after he had resigned, on account of ill-health, his position of Joint Honorary Secretary of the Station which he had held with his partner of the firm of solicitors Messrs. Mackintosh and Watson. He was appointed Honorary Treasurer in 1891, and six years later joined Mr. A. C. Mackintosh as Joint Honorary Secretary. His interest in the sea and in the fishermen of the East Coast was shown also by the work which he did as a member of the Fishery Board from 1903 to 1911 and as Joint Honorary Agent of the Shipwrecked Mariners' Society. He took the closest personal interest in the Branch, both in the work of the Station and in organizing appeals, and in 1913 he and his partner were presented with a Life-boat Picture in recognition of their services to the Institution.

Alderman J. G. Oldfield, J.P., of Whitehaven.

ALDERMAN J. G. OLDFIELD, of Whitehaven, Cumberland, who died on 8th May at the age of eighty, was for thirty-five years of his life the Honorary Secretary of the Whitehaven Life-boat Station. He found time for this work in the midst of many other public duties, as a member of the Town Council, the Harbour Board and the Board of Guardians, and as a Justice of the Peace. Appointed in 1890, he remained Honorary Secretary until the station was closed in 1925. In 1900 he was presented with inscribed Binoculars, and on his retirement he received the Thanks of the Institution inscribed on Vellum for his many services to it.

Captain Owen Jones, of Moelfre, Anglesey.

IN the early morning of 27th July a number of fishing boats went out from Moelfre, Anglesey. A gale sprang up and all the boats returned but one. It was a sailing boat with only one man on board, Captain Owen Jones. The Life-boat went out to search for him, but no trace of him or his boat could be found. It was supposed that the boat had capsized, that he was pinned beneath it, and that with the ballast on board it had sunk and carried his body down. On the day of his death Captain Jones would have celebrated his golden wedding.

Captain Owen Jones was a Gold Medallist of the Institution. He won the Medal for one of the outstanding

Life-boat services of the present century, the rescue by the Moelfre Pulling and Sailing Life-boat of three men from the ketch *Excel* on 28th October, 1927. Captain Jones was not a regular member of the Life-boat Crew, but went out when he could and was always ready to place his local knowledge and experience at the service of the Station. On this occasion the Coxswain was away and the Life-boat was in charge of the Second Coxswain with Captain Jones to help him. The two shared the responsibility for the heroic measure which enabled the Life-boat to rescue the *Excel's* crew. They found the ketch

waterlogged and on the point of sinking, and without hesitation they sailed the Life-boat right over her. The three men of her crew were seized and dragged on board and the Life-boat was washed back, stove in in three places. Full of water, and with her jib blown to ribbons, the Life-boat beat back against the gale, and during that night of suffering two men died on board. The rest arrived completely exhausted. They had been out for seventeen hours. Both the Second Coxswain and Captain Owen Jones were awarded the Institution's Gold Medal and each member of the Crew the Bronze Medal.

News from the Branches.

1st July to 30th September.

Greater London.

BROMLEY AND COVENT GARDEN.—Life-boat Days.

EALING.—Addresses to Grosvenor Ward Women's Conservative Association and the Rotary Club by the District Organizing Secretary. Life-boat Day.

FINCHLEY.—The Branch has suffered a serious loss through the death of Mrs. Isaac, who had been the Honorary Secretary since 1925.

HAYES.—Summer Sale.

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

HORNSEY.—Garden Fête organized by the Ladies' Life-boat Guild. Speaker: Lieut.-Col. Sir John Collie, C.M.G., M.D., a member of the Committee of Management.

ISLINGTON.—Addresses by the District Organizing Secretary to Toc H and the Conservative and Unionist Association.

ROEHAMPTON.—Lantern Lecture by the District Organizing Secretary to the Convent of the Sacred Heart.

ST. ALBANS.—Life-boat Day. Garden Party. Speakers: Lieut.-Col. Sir F. E. Freemantle, O.B.E. and Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

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

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

WALTHAMSTOW.—Garden Party given by the Vice-Chairman.

WEST ISLINGTON.—Address by the Assistant District Organizing Secretary to Conservative and Unionist Association.

WESTMINSTER.—Presentation of Greater London Challenge Shield and other prizes in the Life-boat Essay Competition by Mr. C. G. Ammon, a member of the Committee of Management. (See special report on page 597.)

North-West of England.

ABRAM AND BICKERSHAW.—Whist Drive and Dance.

ACCRINGTON.—Household Fair and Garden Party, organized by the Ladies' Life-boat Guild.

ASHTON-UNDER-LYNE.—Garden Party.

BLACKPOOL.—Life-boat Day.

BLACKROD.—Garden Party.

BOLTON.—Whist Drive arranged by the Ladies' Life-boat Guild. Life-boat Day.

BURNLEY AND CARNFORTH.—Life-boat Days.

CARLISLE.—Life-boat Day at Silloth.

CHORLEY AND CREWE.—Life-boat Days.

DOUGLAS.—Life-boat Day. Dinner Table Collection.

FARNWORTH.—The Branch has suffered a serious loss through the death of Mr. Lewis Holland, who had been the Honorary Secretary since 1923.

FLEETWOOD.—Special Meeting, Mrs. Dandy elected Vice-President of the Ladies' Life-boat Guild; Miss Doreen Dandy, Hon. Treasurer; and Miss Kean and Mrs. Cartman, joint Honorary Secretaries in the place of Miss Violet Humphrys. Life-boat Day.

HOLME.—House-to-House Collection.

HORWICH.—Annual Meeting on 27th September.

HYDE.—Annual Meeting on 21st September, the Mayor, President of the Branch, in the chair.

KIRKBY LONSDALE.—Life-boat Day.

LAKE DISTRICT.—Life-boat Days.

LANCASTER.—Garden Party.

LITTLE HULTON.—Annual Meeting on 7th June. Amount collected last year £21, the same amount as in 1930.

LIVERPOOL.—Life-boat Service at the Parish Church, New Brighton.

LYMM AND HEATLEY.—Annual Meeting on 12th September. Amount collected in 1932 £79, as compared with £132 in 1931.

MANCHESTER, SALFORD AND DISTRICT.—Special Ladies' Life-boat Guild Meetings. Special meeting at Hulme to constitute a Hulme Ladies' Life-boat Guild.

CHORLTON-CUM-HARDY.—Special Meeting of the Ladies' Guild.

LEVENSHULME.—Whist Drive.

MORECAMBE, NANTWICH AND NORTHWICH.—Life-boat Days.

ORRELL.—American Tea and Garden Party, arranged by the Ladies' Life-boat Guild.

PEEL.—Life-boat Day. Sacred Service. Life-boat Sunday Service

PIEL (BARROW).—Whist Drives, arranged by the Ladies' Life-boat Guild. Life-boat Day.

PORT ERIN.—Dinner Table Collections. Life-boat Day. Life-boat Sacred Services.

PORT ST. MARY.—Life-boat Day. Dinner Table Collection. Life-boat Open Air Service.

RADCLIFFE.—Special Meeting. Speaker: The District Organizing Secretary. Mrs. Lafone elected Hon. Secretary in place of the late Miss M. L. Ellerbeck. House-to-House Collection.

RAMSEY.—Life-boat Day.

ROCHDALE.—Bring and Buy Tea.

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

SANDBACH AND SEASCALE.—Life-boat Days.

ULVERSTON.—Life-boat Day.

UPHOLLAND.—Annual Meeting on 22nd August. Amount collected last year £22, as compared with £7 in 1930.

WIDNES.—Special Meeting, convened by the Mayor and Mayoress, the Mayor presiding. Mrs. Wingfield appointed Honorary Secretary, and Mrs. Harper Honorary Treasurer of the Ladies' Life-boat Guild.

North-East of England.

BERWICK.—Life-boat Day. Annual Meeting of Ladies' Life-boat Guild.

BRADFORD.—Presentation by Sir Henry Sutcliffe-Smith, Chairman of the Branch, to

Mr. Francis Laidler, the Managing Director of the Alhambra Theatre, and a Vice-President of the Branch, of the Vellum signed by the Prince of Wales, as President of the Institution, recording his appointment as an Honorary Life-Governor of the Institution, in recognition of the help which he has given by organizing an annual Life-boat Matinée at the Bradford Alhambra for thirty-one years. The presentation was made at a luncheon given by the Branch to Mr. Laidler. This luncheon was attended by Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution, who in the afternoon addressed a meeting of Life-boat workers.

Life-boat Days at Burley and Otley.

BRIDLINGTON AND CRESSWELL.—Life-boat Days.

CULLERCOATS AND WHITLEY BAY.—Life-boat Day. Presentation of the Challenge Shield for the North-East of England in the Life-boat Essay Competition, won by Edna E. Harbottle, of North Council Girls' School, Whitley Bay.

DARLINGTON.—Whist Drives. Garden Party.

DEWSBURY.—House-to-House Collection.

DURHAM.—Annual Meeting, the Mayor, President of the Branch, in the chair. Amount collected last year £46, as compared with £8 in 1930.

FILEY AND FLAMBOROUGH.—Life-boat Days.

FOURSTONES.—Lantern Lecture by Captain S. W. Swan, R.N.V.R.

GATESHEAD.—Garden Fête.

HAUXLEY.—Life-boat Day.

HECKMONDWIKE.—Annual Meeting. Efforts of the past year: Bridge and Whist Drives; Life-boat Day. Amount collected last year £46, as compared with £63 in 1930.

HIPPERHOLME AND LIGHTCLIFFE.—Garden Fête.

HOLY ISLAND.—Presentation by Sir Leonard Milburn, Chairman of the Hauxley and Amble Branch, of Service Certificates awarded to the Coxswain and members of the Crew.

HORNSEA.—Life-boat Day.

HUDDERSFIELD.—Bring and Buy Sale.

HUMBER.—The Humber Motor Life-boat took part in the Annual Naval Memorial Service which was held off Spurn Point on 10th July. The Lord Mayor of Hull was present in a steamer, and wreaths were cast on the sea.

KIRKBURTON.—Life-boat Day.

LEEDS.—Visit of Guild to Scarborough Life-boat Station. Whist Drive organized by the Morley Ladies' Social Club.

MELTHAM.—Life-boat Day.

NEWBURN.—Whist Drive and Garden Party.

NORTH SUNDERLAND.—Life-boat Day. Fête and Dance opened by Countess Grey of Howick.

PONTEFRACT.—Swimming Gala organized by the Mayor and Mayoress.

REDCAR, RIPON, ROTHBURY AND SALT BURN.—Life-boat Days.

SCARBOROUGH.—Annual Meeting of the Ladies' Life-boat Guild, the Mayor, President of the Branch, in the chair. Speaker: Rear-Admiral Carrington, D.S.O. Efforts of the past year: Whist and Bridge Drives; Life-boat Day.

SHEFFIELD, SLAITHWAITE, SOUTH SHIELDS AND STAITHES AND RUNSWICK.—Life-boat Days.

WAKEFIELD.—Garden Party.

WATH-UPON-DEARNE AND WHITBY.—Life-boat Days.

Midlands.

BARTON-ON-HUMBER.—Life-boat Day.

BIRMINGHAM.—Life-boat Day, with Life-boat stationed outside the Council House. The Lord Mayor and Lady Mayoress visited several depôts.

Broadcast Appeal from the Midland Regional Station. Address by the District Organizing Secretary to Yardley Sisterhood. "Heroes of the Sea" film shown at Smethwick.

BOSTON AND BRIGG.—Life-boat Days.

BRISTOL.—Life-boat Day at Portishead.

CHELTENHAM.—Annual Meeting, Mrs. Richard Davies presiding. Amount collected last year £210, as compared with £249 in 1930.

CHESTERFIELD AND CIRENCESTER.—Life-boat Days.

COVENTRY.—Presentation of Challenge Shield for the Midlands, and Certificates won by Coventry Schools in the Life-boat Essay Competition. (For special report, see p. 599.) Life-boat Day.

DUDLEY.—Life-boat Day.

EARL SHILTON.—Special Meeting arranged by Mr. and Mrs. Cotton. Representatives of local employers and employees present. Branch formed.

GLOSSOP AND HADFIELD AND GLOUCESTER.—Life-boat Days.

GRIMSBY.—Dock Collection.

ILKESTON.—Life-boat Day.

KIDDERMINSTER.—Life-boat Day and "Heroes of the Sea" Film shown at Stourport.

LEEK, LEICESTER, LINCOLN, MABLETHORPE, MALVERN, MANSFIELD, MATLOCK, NORTON CANES, NORTHAMPTON, REDDITCH, RETFORD AND RIPLEY.—Life-boat Days.

RUGBY.—Lecture to the Barby Women's Institute.

SCUNTHORPE, SHIRLEY, SKEGNESS, SPALDING, SPILSBY, STAMFORD AND STONE.—Life-boat Days.

STRATFORD-ON-AVON.—Lantern Lecture by the District Organizing Secretary to the Tiddington Women's Institute.

SUTTON-ON-SEA.—Life-boat Day.

TOWCESTER.—Garden Whist Drive.

WARSOP, WOODHALL SPA, WORKSOP AND WRAGBY.—Life-boat Days.

South-East of England.

ALDEBURGH.—Presentation to the Honorary Secretary, Mr. Walter Riggs, by the local committee. Lecture by Mr. Riggs to the Middleton Women's Institute. Life-boat Day in Aldeburgh and District.

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

BISHOPS STORTFORD.—Jumble Sale at Sawbridgeworth.

BLAKENEY.—Life-boat Day.

BOGNOR REGIS.—Life-boat Day, and Annual Luncheon given by Mr. W. H. B. Fletcher, Chairman of the Branch, to the Selsey Life-boat Crew.

BRIGHTON AND HOVE.—Life-boat Day in Hove; films shown at the Lido and Tivoli Cinemas.

BUCKINGHAM.—"Heroes of the Sea" film shown.

BURGESS HILL AND CAISTER.—Life-boat Days.

CATERHAM.—Whist and Bridge Drives.

CHATTERIS.—Life-boat Day.

CHELMSFORD.—Burnham-on-Crouch Life-boat Day. House-to-House Collection at Witham.

CHICHESTER.—House-to-House Collection in town and surrounding villages. Cinema Collections.

CLACTON.—Life-boat Day. Life-boat Sunday.

COLCHESTER.—Life-boat Day in town and surrounding villages.

CRAWLEY.—House-to-House Collection. Film shown.

CROMER.—Life-boat Day, and "Heroes of the Sea" film shown at the Central Cinema.

DARTFORD.—"Heroes of the Sea" film shown. Lecture to Kingsdown Women's Institute by Mr. Percy Kemp.

DOVER.—Life-boat Day.

EASTBOURNE.—Life-boat Days in Eastbourne, Horeham Road, and Mayfield. "Heroes of the Sea" film shown at the Picturedrome.

EAST DEREHAM.—House-to-House Collection in Swaffham.

EDENBRIDGE.—Jumble Sale.

FAKENHAM.—Collection at Burnham Overy Regatta.

FAVERSHAM AND FELIXSTOWE.—Life-boat Days.

FOLKESTONE.—Garden Meeting of Folkestone and Cheriton Committees, and Sandgate representatives of the Women's Auxiliary. Life-boat Day.

GOODWIN SANDS AND DOWNS.—Life-boat Day.

GUILDFORD.—Competition for Life-boat Spoon at Bramley Golf Club.

HALSTEAD AND GOSFIELD.—Garden Fête at Gosfield Hall, by kind permission of Mrs. Lowe, President of the Branch; presentation of the Gold Brooch awarded by the Institution to Mrs. Lowe. "Heroes of the Sea" film shown at Halstead.

HASBOROUGH AND DISTRICT.—Life-boat Days at Hasborough, Bacton, Stalham, Wroxham, and North Walsham.

The Branch has suffered a serious loss by the death of Miss M. E. Slipper, who has been, with her sister, one of the Joint Honorary Secretaries since 1927. Her father was the Honorary Secretary until Hasborough ceased to be a Station Branch in 1926.

HASTINGS.—Life-boat Day at Battle.

HEMEL HEMPSTEAD.—"Heroes of the Sea" film shown.

HERNE BAY.—Life-boat Day, and "Heroes of the Sea" film shown.

HIGH WYCOMBE.—Bride Drive.

HOLT, HUNSTANTON, HUNTINGDON, HYPHE, LITTLEHAMPTON AND LOWESTOFT.—Life-boat Days.

MAIDSTONE.—Life-boat Day. "Heroes of the Sea" film shown.

MARGATE.—Annual Meeting. Efforts of the past year: Life-boat Day. Amount collected last year £567, as compared with £673 in 1930. Captain J. I. H. Friend, M.C., J.P., appointed Chairman of the Branch in place of the late Colonel Skey. Life-boat Day. Dance.

MISTLEY, MANNINGTREE AND DISTRICT.—Garden Fête at Mistley Place. Tennis Tournament. Whist Drive. "Heroes of the Sea" film shown at the Plaza Cinema, Manningtree.

NEWHAVEN, NORWICH, AND RAMSEY.—Life-boat Days.

RAMSGATE.—By the death of Dame Janet Stancomb-Wills, D.B.E., President of the Ladies' Life-boat Guild since 1923, the Branch has lost an old and valued supporter and friend. Life-boat Day.

SANDWICH.—Life-boat Day, and "Heroes of the Sea" film shown at the Empire Cinema.

SELSEY.—Golf Competition for Life-boat Spoon. Life-boat Day and Regatta.

SHEERNESS.—Life-boat Day.

SHERINGHAM.—The Station has suffered a serious loss by the death of Mr. E. C. Rolfe,

who had been Joint Honorary Secretary since 1920. "Heroes of the Sea" film shown at Regent Hall. Life-boat Day.

SOUTHBOROUGH.—Life-boat Day, including Penshurst, Speldhurst, and Bidborough.

SOUTHEND.—Life-boat Days at Southend, Hadleigh, and Canvey Island.

SOUTHWOLD.—Life-boat Day.

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

STOWMARKET, SUDBURY, TENTERDEN, AND TONBRIDGE.—Life-boat Days.

UCKFIELD AND DISTRICT.—Life-boat Day at Buxted, Maresfield, East Hoathly, and Halland.

UPMINSTER.—Tennis Tournament.

WALTON AND FRINTON.—Inaugural Ceremony of the Boarding Boat. (For special report see p. 575.) Life-boat Day and Carnival. Life-boat Sunday.

WELLS.—Life-boat Day.

WESTERHAM.—Mile of Pennies Collection.

WESTGATE.—Life-boat Day and Bridge Tournament.

WHITSTABLE.—Life-boat Day. "Heroes of the Sea" film shown at the Picture House.

WISBECH.—Life-boat Day, including Walsoken and Sutton Bridge.

WORTHING.—Life-boat Day in town and surrounding villages. Church Collections.

South-West of England.

ABINGDON.—Presentation by the Mayor of Certificate won in the Life-boat Essay Competition by St. Edmund's Catholic School.

ALDERSHOT.—Life-boat Day. Address by Captain Basil Hall, R.N., to the Rotary Club.

AXMINSTER.—Life-boat Day at Colyton.

BANBURY.—Life-boat Day.

BARNSTAPLE.—Presentation of Certificate won in the Life-boat Essay Competition by Ashleigh Road School.

BASINGSTOKE.—Life-boat Day and film "Heroes of the Sea."

BATH.—Presentation by the Chairman of the Education Committee of Certificate won in the Life-boat Essay Competition by Walcot Street School. Address by the District Organizing Secretary. Presentation by the Mayor of the Certificate won in the Life-boat Essay Competition by St. Mark's School. Life-boat Day at Midsomer Norton.

BEMBRIDGE AND BRIDPORT.—Life-boat Days.

BRIXHAM.—Inaugural Ceremony by H.R.H. The Prince of Wales, K.G., President of the Institution, of the new Motor Life-boat. (A full report of this ceremony appeared in the last issue of *The Lifeboat*.)

Life-boat Day, and stalls at The Bolton

Cross, followed by Concert, organized by the Ladies' Life-boat Guild.

BUDE.—Life-boat Day.

BURNHAM.—Life-boat Days at Burnham and Highbridge.

CALNE.—Life-boat Day.

CHIPPENHAM.—Life-boat Day at Corsham.

CLEVEDON.—Life-boat Day.

COVERACK.—Life-boat Day and Dance.

COWES (East and West), CREDITON, CULLOMPTON, AND DARTMOUTH.—Life-boat Days.

DEVIZES.—Presentation by the Hon. Mrs. Bailey of the Certificate won in the Life-boat Essay Competition by West Lavington School.

EXETER.—Presentation by the Chairman of the Education Committee of the Certificate won in the Life-boat Essay Competition by St. Sidwells Girls' School.

EXMOUTH AND BUDLEIGH SALTERTON, AND FALMOUTH.—Life-boat Days.

FOWEY.—Life-boat Dance. Life-boat Day.

FROME.—Life-boat Day in Frome and surrounding villages. Presentation by the Head Master of Certificate won in the Life-boat Essay Competition by St. John's School.

GOSPORT.—Special Meeting, the Mayor, Chairman of the Branch, presiding. Speaker: The District Organizing Secretary. Life-boat Day, with a visit by the Bembridge Life-boat, and film "Heroes of the Sea."

HENLEY.—Life-boat Day at Shiplake.

ILFRACOMBE.—Special Religious Service on board the Life-boat. Life-boat Day.

ISLE OF WIGHT.—Presentation by Colonel Chatfield Clark, D.L., of the Certificate won in the Life-boat Essay Competition by Wootton School.

Life-boat Days in the villages.

JERSEY.—Special Meeting at Government House, by kind permission of His Excellency Major-General E. H. Willis, C.B., C.M.G., and Mrs. Willis. General Willis presided. Speaker: The District Organizing Secretary. Ladies' Life-boat Guild formed, with Mrs. Willis as President and Mrs. Hulton and Mrs. Lewin as Honorary Secretaries.

LISKEARD, LIZARD, LOOE, LYME REGIS, LYMINGTON, AND LYNMOUTH.—Life-boat Days.

MEVAGISSEY.—Presentation by Mr. E. B. Vian, C.C., of Certificate won in the Life-boat Essay Competition by Lower Sticker School, St. Austell.

MILFORD-ON-SEA, MINEHEAD, NEWBURY, NEWPORT (ISLE OF WIGHT), AND NEWQUAY.—Life-boat Days.

OKEHAMPTON.—Life-boat Day. Collectors entertained to tea by the Mayor.

PADSTOW.—Life-boat Day at Padstow and Wadebridge.

PAIGNTON AND PENZANCE.—Life-boat Days.

PLYMOUTH.—Whist Drive at Crown Hill. Life-boat Day at Downterry.

POOLE, BOURNEMOUTH, WIMBORNE, AND CHRISTCHURCH.—Life-boat Days at Bournemouth and New Milton. American Tea at Christchurch, arranged by the Townswomen's Guild. Special Meeting at Christchurch. Speaker: The District Organizing Secretary.

PORT ISAAC.—Life-boat Day and Dance.

PORTSMOUTH.—Life-boat Days at Portsmouth and Havant.

RINGWOOD.—Life-boat Day.

RYDE.—Annual Meeting of the Ladies' Life-boat Guild, Lady Daly presiding, supported by Mrs. Dalbiac, the Hon. Secretary of the Isle of Wight Guild. Speaker: The District Organizing Secretary. Life-boat Day.

ST. IVES.—Life-boat Day.

SALCOMBE.—Life-boat Days at Salcombe and Hope Cove.

SALISBURY.—Life-boat Days at Gillingham, Durrington, Fordingbridge, Wilton, and Shrewton. Address to the Woodford Women's Institute by Captain Holme, Hon. Secretary of the Boxmoor and Hemel Hempstead Branch.

SANDOWN.—Life-boat Days at Sandown and Lake.

SCILLY ISLANDS, SEATON, SEAVIEW, SENNEN COVE, SHANKLIN, AND SIDMOUTH.—Life-boat Days.

STAMFORD-IN-THE-VALE.—Address to the Women's Institute by Captain Basil Hall, R.N.

SWANAGE.—Presentation of Certificate won in the Life-boat Essay Competition by the Council School. Life-boat Day.

SWINDON, TAVISTOCK AND TEIGNMOUTH.—Life-boat Days.

TIVERTON.—Life-boat Day at Tiverton and Bampton.

TORQUAY.—Life-boat Day.

TOTNES.—Life-boat Day at Buckfastleigh.

TRURO.—Presentation by the Chairman of the Education Committee of Certificate won in the Life-boat Essay Competition by St. Erme Council School. Life-boat Days at Perranporth and Chacewater.

VENTNOR.—Life-boat Day.

WATCHET.—Life-boat Day, Fête and Sports.

WESTON-SUPER-MARE.—Life-boat Day in Weston and surrounding villages.

WEYMOUTH.—Inaugural Ceremony of the new Motor Life-boat. (A full report of this ceremony appeared in the last issue of *The Lifeboat*.) Presentation by the Earl of Shaftesbury, K.P., G.C.V.O., the Lord Lieu-

tenant, of Certificates won in the Life-boat Essay Competition by St. George's School, Portland, and Stratton Council School.

House-to-House Collection, arranged by the Ladies' Life-boat Guild. Collections at the Baptist Church. Life-boat Day at Lulworth, Portland and Easton.

WITNEY.—"Ye Olde Countrie Fayre" at St. Mary's Close, opened by Lady Margaret Mason. Speaker: The District Organizing Secretary.

YARMOUTH.—Life-boat Day.

YEOVIL.—Life-boat Days in villages.

Scotland.

ANNAN.—Life-boat Day.

ANSTRUTHER.—Life-boat Day and Demonstration.

ARBROATH.—Inaugural ceremony of the new Motor Life-boat by H.R.H. The Duchess of York. (For special report see p. 572.)

Annual Meeting of the Ladies' Life-boat Guild on 9th August, Mrs. Chapel, President of the Guild, in the Chair. Speaker: The Scottish Organizing Secretary. Efforts of the past year: Life-boat Day, House-to-House Collection, and Concert. Meeting of the Branch Committee, at which Mr. David Chapel was appointed Honorary Secretary, and Mr. Neil Robertson Honorary Treasurer.

Life-boat Day.

ARDRISHAIG AND AYR.—Life-boat Days.

BANFF, MACDUFF, AND WHITEHILLS.—Life-boat Days at Banff, Cornhill, Macduff, Ordighill, Portsoy, and Turriff. Swimming Gala at Whitehills.

BIGGAR, BRECHIN, BUCKHAVEN, BUCKIE, BURNTISLAND AND ABERDOUR, COATBRIDGE, COWDENBEATH, CULLEN AND DESKFORD, CRAIL, AND CROMARTY.—Life-boat Days.

DUFFTOWN.—House-to-House Collection.

DUMBARTON AND DUMFRIES.—Life-boat Days.

DUNBAR AND SKATERAW.—Annual special effort throughout East Lothian.

DUNOON.—Life-boat Day.

EASTER ROSS.—Life-boat Day at Portmahomack.

EDINBURGH.—Open Ladies' Golf Union Meeting at Longniddry, organized by Mrs. Core-Greenshields and Miss E. H. Sawers.

ELIE.—Open Air Market Stall at Lundin Links, organized by Mrs. and Miss Paxton. Market Stall at Elie, organized by Mrs. S. E. Alley, Honorary Secretary, Elie Ladies' Life-boat Guild. Sunday Concert.

FORTROSE.—Life-boat Day.

FRASERBURGH.—Life-boat Demonstration, including boat races by model yachts, sail yawls, and motor boats.

GIRVAN.—Life-boat Day and Demonstration.

GOUROCK.—Life-boat Day. Visit of Troon Motor Life-boat.

GRANTOWN-ON-SPEY AND INVERARY.—Life-boat Days.

INVERGORDON.—Life-boat Day. Regatta.

ISLE OF ARRAN.—Concert at Whiting Bay, arranged by Mrs. Charles Graham, the Duke of Montrose, Chairman of the Scottish Life-boat Council and a Vice-President of the Institution, in the Chair. Among those present were Mary, Duchess of Hamilton, and the Duchess of Montrose, President of the Arran Ladies' Life-boat Guild. Life-boat Essay Competition Certificate won by Whiting Bay School, presented by the Duke of Montrose.

Life-boat Day.

KELSO AND KINGUSSIE.—Life-boat Days.

KIRKCALDY.—Life-boat Day at Kinghorn.

KIRKCUDBRIGHT.—Whist Drive at Castle Douglas. Life-boat Days at Auchencairn, Dalbeattie, and Kippford.

KIRKINTILLOCH, LENZIE AND DISTRICT.—Life-boat Days.

KYLE, LARGS, LESLIE, LOCHGILPHEAD, LOCHMABEN, AND LOCKERBIE.—Life-boat Days.

LONGHOPE.—Life-boat Day at South Ronaldshay.

LOSSIEMOUTH, MARKINCH, MILLPORT, MOFFAT, MONTROSE, NAIRN, NEWMILNS, NEWTONMORE, NEWTON STEWART, AND NORTH BERWICK.—Life-boat Days.

OBAN.—Life-boat Days at Oban, Connel Ferry, Taynult, and Tobermory.

PERTH.—Annual Meeting on 29th September, the Rev. P. R. Landreth, Chairman of the Branch, presiding. Efforts of the past year: Life-boat Days. Amount collected last year £341, as compared with £469 in 1930.

PETERHEAD, PORTPATRICK, ST. ANDREWS, STEWARTON, STONEHAVEN, AND STRANRAER.—Life-boat Days.

SYMINGTON.—Lantern Lecture to the Symington Women's Rural Institute on 9th September by the District Assistant Secretary.

TARBERT.—Life-boat Day.

THURSO.—Life-boat Day and Pageant. Cake, Candy and Produce Stall, organized by the Ladies' Life-boat Guild. Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

TROON.—Life-boat Day and Demonstration.

Ireland.

ARMAGH AND BALBRIGGAN.—Life-boat Days.

BALLYCOTTON. — Life-boat Day and Dance.

BALTIMORE AND BANGOR.—Life-boat Days.

BELFAST.—Broadcast Address to children by the District Organizing Secretary.

BRAY.—Life-boat Day.

BUNCRANA.—House-to-House Collection.

CLOGHER HEAD, CLONMEL, COLE-RAINE, CORK, AND COURTMACSHERRY.—Life-boat Days.

DONAGHADEE.—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 569.) Life-boat Day.

DUNDALK AND BLACKROCK, ENNIS, GALWAY, GREYSTONES, HOTH, LARNE, LURGAN, MIDDLETON, MILTOWN MALBAY, AND MULLINGAR.—Life-boat Days.

NEWCASTLE (Dundrum).—Dance. Life-boat Day.

NEW ROSS, PORTRUSH, PORT-STEWART, SKERRIES, SKIBBEREEN, TANDRAGEE, AND TRAMORE.—Life-boat Days.

TUAM.—Dance.

WEXFORD, WHITEHEAD, AND YOUGHAL.—Life-boat Days.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERDOVEY.—Life-boat Day. Dance.

ABERGAVENNY.—Whist Drive.

ABERYSTWYTH.—Life-boat Day, with launch of the Life-boat.

ANGLE.—Inaugural Ceremony of the new Motor Life-boat. (For special report see p. 574.)

BARMOUTH.—Life-boat Day and Launch. Presentation by Mr. T. W. Piggott, J.P., Chairman of the Branch, of Life-boatmen's Certificates of Service awarded to Thomas Garnett and John Lewis Jones.

BARRY.—Presentation by Councillor J. R. Llewellyn, J.P., Chairman of the Education Committee of the Urban District Council, of Certificate won in the Life-boat Essay Competition by Romilly School, Barry.

BLAINA.—Cinema Collection.

BORTH AND BRIDGNORTH.—Life-boat Days.

BRONANT (ABERYSTWYTH).—Presentation by Mrs. Lonsdale, wife of the Lord of the Manor, of Certificate won in the Life-boat Essay Competition.

BUCKLEY AND BISTRE, AND CAR-DIFF.—Life-boat Days.

COLWYN BAY.—Annual Meeting on the 26th July, Mr. P. W. Aston presiding. Speaker: The District Organizing Secretary. Amount collected last year £313, as compared with £353 in 1930. Mr. Thomas E. Purdy, J.P., C.C., was appointed President of the Branch, in place of Mr. David Gamble, who has resigned. Mr. P. W. Aston was appointed Honorary Secretary; Mr. O. A. Evans, Honorary Treasurer in succession to the late Mr. A. S. Bradburn; and Mr. Gwillam Davies, Assistant Secretary.

Life-boat Day.

CONNAH'S QUAY AND SHOTTON.—Cinema Performance. Speaker: The District Organizing Secretary. Life-boat Day.

CONWAY, COWBRIDGE, CRICCIETH AND FISHGUARD AND GOODWICK.—Life-boat Days.

GLANAMMAN.—Presentation by Councillor John Phillips, J.P., Vice-Chairman of the Carmarthenshire Education Committee, of Certificate won in the Life-boat Essay Competition by Glanamman Council School.

GOWERTON.—Life-boat Day.

HAVERFORDWEST. — Presentation by the Mayor of Certificate won in the Life-boat Essay Competition by Barn Street Council School.

HOLYHEAD.—House-to-House Collection.

KINGTON AND LLANDDULAS AND ABERGELE.—Life-boat Days.

LLANDRINDOD WELLS.—Life-boat Day and Hotel Collections.

LLANFAIRECHAN AND LLANDOVERY.—Life-boat Days.

LUDLOW.—Life-boat Day and Sale.

MACHYNLLETH, NEATH, NEW QUAY, NEWPORT (MON.), OSWESTRY, AND PENARTH.—Life-boat Days.

PENMAENMAWR.—House-to-House Collection.

PENRHIWCEIBER.—Presentation by Mr. Morgan, Director of Education, Mountain Ash Urban District Council, of Certificate won in the Life-boat Essay Competition by Penrhiwceiber Boys' School.

PORTHCRAWL, PORTMADOC, AND PRESTATYN.—Life-boat Days.

ST. DAVID'S.—Life-boat Day and Carnival.

SALTNEY.—Presentation of the Irish and Welsh Challenge Shield in the Life-boat Essay Competition, won by Eric Channell, of the Wood Memorial Boys' School, Saltney. Speaker: The District Organizing Secretary.

SOUTH CAERNARVONSHIRE. — Life-boat Days throughout the area of the Branch

at all the seaside resorts, including Portmadoc and Borthygest, where Days were held for the first time. Special illumination of the Life-boat House at Criccieth.

TENBY.—Inaugural Ceremony of the new Motor Life-boat. (For special report see p. 574.) Life-boat Day and Hotel Collection.

TOWYN.—Life-boat Day.

WHITCHURCH.—Presentation by Miss Walford, Honorary Secretary of the Branch, of the Certificate won in the Life-boat Essay Competition by the Whitchurch Church of England School. Speaker: The District Organizing Secretary.

Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in the Welsh District and would be very grateful to any readers of *The Lifeboat* who could help it to do this, either personally or by putting it in touch with those who might be able to help.

Wales

(including Herefordshire, Monmouthshire and Shropshire.)

BRECONSHIRE.—Brecon and Builth Wells.

CARDIGANSHIRE.—Lampeter.

CARMARTHENSHIRE. — Ammanford and Llanelly.

DENBIGHSHIRE. — Chirk, Llangollen, and Llanrwst.

GLAMORGAN: Aberavon and Port Talbot, Bridgend, and Merthyr Tydfil.

HEREFORDSHIRE.—Hereford, Ledbury, Leominster, and Ross.

MONMOUTHSHIRE.—Chepstow and Monmouth.

MONTGOMERYSHIRE—Llanidloes and Welshpool.

SHROPSHIRE.—Much Wenlock, Newport, Oakengates, Shifnal and Wem.

Notice.

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

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

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

To Our Readers.

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

The next number of "The Lifeboat" will be published in February, 1933.