

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXIX.

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No. 313.

## THE LIFE-BOAT FLEET

Motor Life-boats, 111 :: Pulling & Sailing Life-boats, 66

### LIVES RESCUED

from the foundation of the Institution in 1824

to February 28th, 1933 - - - - 63,209

## The Life-boat Service in 1932.

DURING 1932 the number of lives rescued from shipwreck round the coasts of Great Britain and Ireland was 395, the largest number for four years, and Life-boats saved from destruction or helped to save fifty-four boats and vessels. Not a month passed without the rescue of lives somewhere round our coasts, and the two busiest months were February and December, in each of which rewards were granted for the rescue of 71 lives.

Up to the end of 1932, from its founding in 1824 the Institution had given rewards for the rescue of 63,153 lives.

Of the 395 lives last year, 354 were rescued by Life-boats, and forty-one by shoreboats. This is the largest proportion of lives rescued by Life-boats in the history of the Institution, with the exception of the years 1898 and 1916.

Of the 354 lives rescued by Life-boats, 298 were rescued by Motor Life-boats, and fifty-six by Pulling and Sailing Life-boats. That is to say, over 84 per cent of the lives were rescued by Motor Life-boats, although, at the end of the year, less than 63 per cent of the fleet consisted of Motor Life-boats. These figures confirm the fact that Motor Life-boats are being placed at those Stations where there is the greatest call on their services.

### 111 Lives Rescued from Foreign Vessels.

Although the majority of the lives rescued were British, the Life-boats rendered help to fifteen foreign vessels, belonging to nine different countries, and rescued 111 lives from them. Two of the vessels were French, two Belgian, two Swedish, two Dutch, two Norwegian, one German, one Italian, one Spanish, and two from the republic of Panama.

### Loss of Life.

Although there were 337 launches of Life-boats on service, and, in addition, the monthly launches for exercise of all Motor Life-boats, and the quarterly launches of Pulling and Sailing Life-boats, the year passed without the loss of a single life at sea. Unfortunately one of the helpers at St. Andrews, Fifeshire, was accidentally killed when the Life-boat was being launched. His widow was pensioned, with allowances for her dependent children, on the scale of the Navy, Army or Air Force for the widow of a man killed in action.

### The Five Finest Services of the Year.

Two Silver Medals and two Bronze Medals were won for gallantry. Coxswain Henry Blogg, of Cromer, who has

twice won the Institution's Gold Medal for exceptional gallantry, was awarded the Silver Medal for his faultless seamanship and the courage, endurance and devotion to duty shown by him and his Crew in the rescue of thirty lives from the Italian steamer *Monte Nevoso*. The Life-boat was on service for forty-two hours, with a short interval, during which the Crew got food and dry clothing, after the first thirty-five hours. Each member of the Crew received the Institution's thanks inscribed on vellum.

Coxswain John Swanson, of Longhope, Orkneys, received a second service clasp to his Silver Medal, for the rescue of eight men of the crew of the trawler *Dorbie*, of Hull. He handled the Life-boat with great skill, taking her over the rocks and into a channel so narrow that it was little more than the width of the boat herself. Each member of the Crew received the thanks of the Institution on vellum, and the Honorary Secretary of the Station, Mr. William Sutherland, was awarded an inscribed aneroid barometer in recognition of his energy and initiative in directing operations from the land.

Coxswain John Campbell, of Portpatrick, Wigtownshire, was awarded the Bronze Medal for his skill and courage in rescuing the crew of ten of the Belfast steamer *Camlough* in very dangerous waters. The service lasted nearly twelve hours; the Life-boat travelled seventy miles; and Coxswain Campbell remained at the wheel the whole time.

Coxswain Bartholomew Stanton, of Boulmer, was awarded the Bronze Medal for the courage and skill with which he handled the Life-boat in the rescue by night of three men from the steam trawler *Guillemot*, of Grimsby. She lay among rocks and breaking seas, and the Life-boat at times had only a few inches of water under her keel.\*

Coxswain Douglas Oiller, of the Pulling and Sailing Life-boat at Dungeness, Kent, was awarded the thanks of the Institution inscribed on vellum for the rescue of the crew of three men of the barge *Shamrock*, of London, which was being driven ashore in a

whole gale with heavy seas breaking over her. The thanks of the Institution inscribed on vellum was also awarded to the women of Dungeness for their gallantry on this and other occasions in helping to launch the Life-boat.

Coxswain J. Roach, of Plymouth, was awarded the thanks of the Institution inscribed on vellum for the rescue of the three men of the ketch *Millom Castle*, of Plymouth, in a strong gale, when she was waterlogged and about to founder.†

#### Seven New Motor Life-boats.

The Institution is drawing steadily towards the completion of its programme of Motor Life-boat construction, designed to replace Pulling and Sailing Life-boats with Motor Life-boats at all the principal stations. During the year seven new Motor Life-boats went to the coast, and the active fleet at the end of the year consisted of 110 Motor Life-boats and 66 Pulling and Sailing Life-boats.

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

The design of a new type of Motor Life-boat is under consideration. The lightest modern Motor Life-boat at present in the Institution's fleet is the 35 feet 6 inches boat, which weighs 6 $\frac{3}{4}$  tons, with crew and gear on board. The new type is intended for Stations where a still lighter boat is necessary, and it is expected that it will be 32 feet long and will weigh only 3 $\frac{1}{2}$  tons. The 35 feet 6 inches boat has a single screw, driven by one 35 h.p. engine. The new type will have twin screws and two engines, of 10 h.p. each. With the aim of keeping the weight down, all the parts will have to be specially designed.

#### Inaugural Ceremonies of Motor Life-boats.

Eleven inaugural ceremonies of new Motor Life-boats were held during the year and one of a boarding boat. Five were of boats for the English coast, four for Scotland, two for Wales, and one for Ireland. Among those who took part in these ceremonies were H.R.H. the Prince of Wales,

\* A full account of this service appears on pages 5 and 6.

† A full account of this service appears on page 15. Full accounts of the other services mentioned have been given in previous issues of *The Life-boat*.

K.G., President of the Institution; H.R.H. the Prince George, K.G.; H.R.H. the Duchess of York; H.R.H. the Princess Arthur of Connaught, Duchess of Fife; The Duke of Montrose, C.B., C.V.O., V.D., LL.D., a Vice-President of the Institution and Chairman of the Scottish Life-boat Council, and the Duchess of Montrose; the Earl of Strathmore, K.T., G.C.V.O., Lord Lieutenant of Angus; the Right Hon. the Earl of Shaftesbury, P.C., K.P., G.C.V.O., Lord Lieutenant of Dorset, and the Countess of Shaftesbury; the Viscount and Viscountess Bangor; 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 and Chairman of the Civil Service Life-boat Fund; the Right Hon. the Lord Mildmay of Flete, P.C., Lord Lieutenant of Devon; Sir Godfrey Baring, Bt., Chairman of the Institution; Sir Percy MacKinnon, Chairman of Lloyd's, and Lady MacKinnon; the Bishops of Exeter, Chester, Salisbury, St. Edmundsbury and Ipswich, Down and Connor, Colchester, and St. Davids; the Moderator of the Presbyterian Church of Ireland; the President of the Methodist Church in Ireland; the Lord Mayor and Lady Mayoress of Leicester, and the Mayor of Oldham.

### A Silver Medal Service at Peterhead.

JUST before 10 o'clock on the night of the 18th January last, the Peterhead, Aberdeenshire, Coxswain received a telephone message from the Coast-guard that a vessel was ashore on Scotstown Head, three-and-a-quarter miles north of Peterhead. She was the trawler *Struan*, of Aberdeen, with nine men on board. The night was very dark and extremely cold. There was a thick haze. A moderate westerly wind was blowing, and a very heavy easterly sea was running. The Motor Life-boat *Duke of Connaught*, was launched twelve minutes after the news had been received. As it was likely to be a difficult service the Coxswain took two extra men, making a crew of eleven in all.

Shortly after the Life-boat left Peterhead, one of the crew slipped and damaged the light connexions. Both the navigation and compass lights went out at once, and the searchlight was put out of action. With the exception of a small hand signalling lamp the Life-boat was now in complete darkness.

She reached Scotstown Head at 10.40. The wreck was showing no lights, as they had all been extinguished by the seas, but the Coxswain was able to get an idea of her position from the lights of the Life-saving Apparatus, which was trying to reach her from the shore. She had run aground on the north side of an outlying reef which extends for half-a-mile from the shore. The tide

being low, the Life-saving Apparatus had been able to get out for about five hundred yards among the rocks, but it was still three hundred yards from the wreck which was beyond the range of its rockets.

#### The First of Three Attempts.

The Coxswain studied the position very carefully. The moderate westerly wind which was blowing was offshore, but the heavy easterly sea was onshore, and the seas were estimated by the Life-boat's crew to be running ten feet high. They were breaking over the wreck as she lay on her side on the rocks. It was impossible for the Life-boat to get under her lee, as on that side there was hardly any water, so the Coxswain anchored about one hundred yards from her, to the north-east, or weather-side, just outside the broken water, and veered down. As she got near the wreck the Life-boat was caught by a strong tide and swept away to the northwards. The first attempt had failed.

It was now low tide. The trawler could be seen with her starboard gunwale under water. She appeared to be badly holed and water-logged. The seas breaking over her starboard quarter were sweeping along her whole length, and her crew could be seen clinging to the bridge and on top of the wheel-house, calling for help.

The Coxswain knew that there was no hope of rescuing the trawler's crew

from the shore. He judged it to be impossible to rescue them by means of the breeches buoy as, owing to the excessive yawing of the Life-boat in the heavy seas and the strong tide, the lines would probably have parted under the strain. If he waited, the rising tide would sweep them away, and they would be drowned. He decided that, whatever the risk to the Life-boat and her crew, he must get alongside the wreck. He veered out more cable and went ahead with his engine.

#### The Coxswain Washed Overboard.

At one stage of this manœuvre the Life-boat was broadside on to the seas, and a very heavy sea broke aboard her. It completely filled her after-part and the canopy above the engine. It flung the Motor Mechanic, almost senseless, into the fore end of the canopy. It knocked the Coxswain away from the wheel and actually washed him overboard, but he seized the guard rope and was hauled aboard again. The one remaining lamp was put out of action. The second attempt had failed.

A third attempt was made at once. This time the manœuvre was successful. The Life-boat got alongside. She was in very grave danger of being washed aboard the wreck. The greatest care had to be taken to keep her clear. She was, in fact, slightly damaged by falling on the gunwale. She was in grave danger also of striking the bottom. At times she can have had no more than a foot of water under her keel.

The Coxswain kept her in position close to the wreck by working the engine, and six of the trawler's crew jumped into her. A seventh jumped, missed, fell into the sea, and was hauled aboard. There were still two men in the trawler, when the Life-boat was in danger of being struck by a very heavy sea. The Coxswain shot ahead on his engine to avoid it. The Life-boat escaped the sea, but struck the after-gallows of the trawler with terrific force. The gallows flung her back, and this undoubtedly saved the boat and all aboard her from being smashed on the wreck.

The Coxswain then set about the rescue of the remaining two men. The tide was rising; the sea was increasing. This added to his difficulties, but with

seas repeatedly breaking on board her, the Life-boat made ten more attempts to get alongside. They all failed.

The Coxswain then had two veering lines thrown on board the wreck. The two men fastened the ends round themselves, jumped into the sea and were hauled aboard the Life-boat. It had taken an hour-and-a-half to rescue the nine men.

The Life-boat weighed anchor and made for Peterhead. There she arrived at one in the morning, repeatedly cheered by a large crowd, which was waiting anxiously for her, for in getting near Scotstown Head at all that night, she had done what those who knew the coast believed to be impossible. The master of the wrecked trawler held the same view. He thought that had it been daylight, and the Coxswain could have seen what was before him, he would not have made the attempt. He believed too, that when he and his crew were rescued they had little longer to live. They could only have clung on for a very short time before being swept away.

#### The Awards.

That this desperate attempt succeeded was due to the conspicuous courage, and determination of the Coxswain and his magnificent seamanship, supported, as he was, by the courage and skill of the crew, and in particular by the closest understanding between him and the Motor Mechanic, who almost anticipated his orders in the hazardous manœuvring of the Life-boat. The Committee of Management have made the following awards:

To COXSWAIN H. J. STRACHAN, the Silver Medal of the Institution, accompanied by a Vellum, signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

To DAVID F. WISEMAN, MOTOR MECHANIC, the Bronze Medal of the Institution, accompanied by a Vellum, signed by the Prince of Wales.

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

To each man on board an extra money award of £3, making, with the ordinary award of £1 17s. 6d. for a night service in winter, a money award of £4 17s. 6d. The total awards for the service were £52 17s. 6d.

## A Bronze Medal Service at Boulmer.

SHORTLY after nine at night on 21st December the Boulmer (Northumberland) Motor Life-boat *L.P. and St. Helen* was launched to the help of a vessel which the Coxswain had seen to be aground on a reef of rocks off Seaton Point, known as the "Boulmer South Ranges," just outside Boulmer Harbour. A strong breeze was blowing and a moderate sea running. The vessel was found to be the steam trawler *Fezenta*, of Grimsby, with a crew of nine. She had run aground while bound for the fishing-grounds off the Farnes. The Life-boat stood by until she settled down with the ebb-tide, and then, as she was not in immediate danger, and her crew did not wish to leave her, returned to Boulmer Haven, arriving there at one in the morning. The tide was getting low. As at this state of the tide there are many large boulders only just covered with water, and it would have been dangerous to attempt in the darkness to get the Life-boat on to her carriage, she was left at anchor, and the crew came ashore in a small boat.

### A Second Trawler on the Rocks.

Just before half-past two in the morning a signal of distress was seen from near Cullernose Point. It was the steam trawler *Guillemot*, of Grimsby, with nine men on board, which had run on the rocks. By this time the wind had freshened to a moderate gale, with squalls, and a heavy sea was running. Owing to the state of the tide the Boulmer Life-boat could not get away at once, and the Motor Life-boat at Holy Island was also called out.

When the Boulmer Life-boat was able to get away, she found the *Guillemot* lying among rocks and reefs about a hundred yards from the cliffs. Meanwhile, the Board of Trade Life-saving apparatus had also got to work from the shore, and had already rescued six of the *Guillemot's* crew, though only at great risk to them, as they had to be hauled for a hundred yards through the rocks and surf. There were still on board the skipper, mate and engineer, who had refused to abandon the ship.

As the life-saving apparatus was at

work the Honorary Secretary of the station signalled to the Coxswain not to attempt a rescue, for he felt it to be too desperate a venture in the pitch darkness among the rocks; but the signal was not seen.

### A Perilous Rescue.

The Coxswain attempted to take the Life-boat in to the wreck stern first, but did not succeed. With much difficulty in the darkness he found ground where his anchor would hold, veered down over the rocks and through the breaking seas, and got alongside the wreck. She was rolling and pounding on the rocks, with seas breaking over her stern. One sea broke on board the Life-boat, as she lay alongside, filling her and knocking one of her Crew from one end of the boat to the other. She was in a position of great peril, for she was in less than five feet of water, which meant that, at times, she cannot have had more than a few inches under her keel.

The three men were taken off, and hauling on the cable, the Coxswain got the Life-boat safely away. He then made for the *Fezenta* again, to make sure that all was well on board her, and arrived back at Boulmer at eight in the morning.

Shortly after the rescue had been completed, the Holy Island Life-boat arrived, having travelled about seventeen miles. Finding no one on board the *Guillemot* she made for the *Fezenta*, and stood by her until tugs arrived to try and tow her off. She then returned to her station, arriving at eleven in the morning.

As the tugs had failed to get the *Fezenta* off, the Boulmer Life-boat again went out at 10.30 in the morning and found her pounding heavily on the rocks. She again stood by until the trawler settled with the falling tide. Her skipper was still unwilling to leave, and it was arranged that he should signal if help were needed. The Life-boat was finally housed at 1.30 in the afternoon of 22nd December, twenty-eight hours after she had been launched. She was launched again to the *Fezenta* on the 23rd and to the *Guillemot* on the 24th in connexion with the attempts to refloat them. The

*Guillemot* was refloated on the 25th and the *Fezenta* on the 26th.

The service to the *Guillemot* was one in which Coxswain Bartholomew Stanton took great risks, and succeeded by the skill and courage with which he handled the Life-boat. The Institution has awarded him the Bronze Medal for gallantry, and made to him

and the Crew increased money awards amounting to £3 16s. 6d. to each man. The Holy Island Coxswain and Crew received awards of £2 16s. 6d. to each man. The total awards were £34 5s. 6d. for Boulmer and £25 19s. 6d. for Holy Island. The expenses of the launches on the 23rd and 24th were not paid by the Institution.

### Life-boats and Aeroplanes.

DURING the month of October six Life-boats were launched in response to signals which were believed to be from aeroplanes in distress. The story of their search shows the way in which the increasing traffic by air is adding to the duties of the Life-boat Service.

The first three launches were on the 15th of the month. At 6.30 in the evening a message was received at Salcombe, Devon, that a steamer, seven miles south of Bolt Head, had sent out a wireless message that she had heard the radio-telephone signal, "Mayday," the signal of an aeroplane in distress. A strong west wind was blowing, with rain, and the sea was rough. The Motor Life-boat was launched at once; the Plymouth Station was informed and stood by. At 9.30, the Salcombe Life-boat reported, through the Prawle Signal Station, that she had found nothing. Instructions were sent back to her by the Honorary Secretary to search to the west of Prawle Point. At the same time Salcombe asked Torbay to join in the search, taking the area to the east of Prawle Point. The Torbay Motor Life-boat was launched at 10.5.

Just after eleven o'clock the King's Harbour-master at Plymouth was informed that another steamer had sent out a wireless message reporting a white rocket, south of the Eddystone Lighthouse, and the Motor Life-boat was launched at 11.30. There were now three Motor Life-boats engaged in searching an area of some thirty miles from east to west in very bad weather—weather, in fact, which made it almost impossible to hope that any airmen could have survived after being forced down. Later on, H.M.S. *Broke*, from Devonport, and two aircraft, also took up the search.

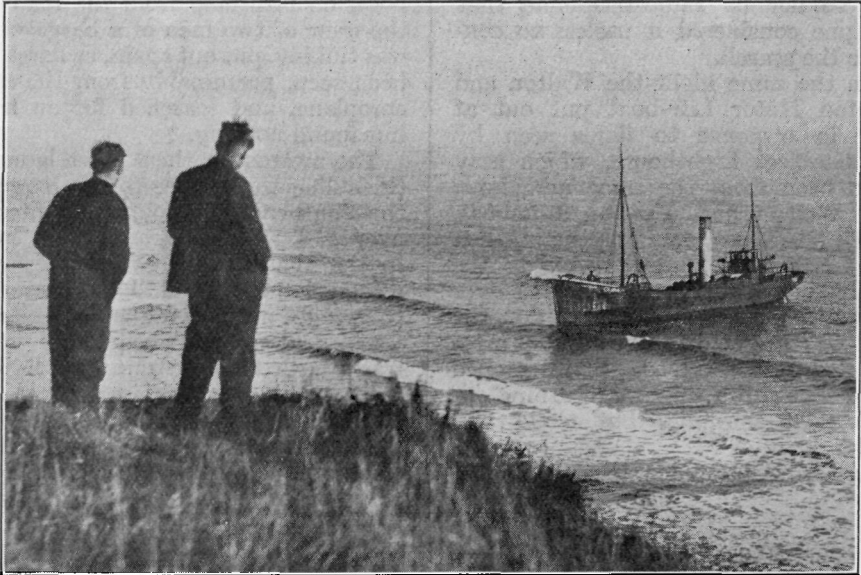
The Salcombe Life-boat returned to her Station half an hour after midnight and put out again at dawn, continuing the search until 12.40 in the following afternoon. The Torbay boat returned at 5.30 in the morning, put out again at 6.45, and returned finally at 5.15 in the following afternoon. The Plymouth boat returned at 6.30 in the morning, and put out again an hour later, continuing the search until 12.30 in the afternoon.

They had found nothing. The Salcombe boat was out for 11½ hours; the Plymouth boat for 12 hours; the Torbay boat for 18 hours.

Careful enquiries were made by the Board of Trade, but no aeroplane was found to be missing. As there seemed no doubt that the signals had been made, the Board came to the conclusion that they were a hoax. The Institution made awards to the three Life-boat Crews amounting to £70.

#### A German Aeroplane Missing.

At 9.55 on the night of 29th October, the Dover Station received a message from the aerodrome at Lympne that it had reason to believe that a German aeroplane was down in the Channel near Dover. (It was found later that the aeroplane was D2017.) The Motor Life-boat put out at 10.15. A whole gale was blowing from the south-west, with a very heavy sea. The Life-boat searched for nearly two hours, but could find no trace of the aeroplane. Then just before midnight she received a message by wireless telephone from the Ramsgate Coastguard that distress signals had been seen two miles south-west of the South Goodwins' Light-vessel. She made for the spot, but again could find nothing, and just before one in the morning a message was



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[Central Press.

**WRECKED ON THE NORTHUMBERLAND COAST.**

The Grimsby trawler *Guillemot*, the crew of which were rescued by the Boulmer Motor Life-boat and the Board of Trade's Life-saving Apparatus. (See page 5.)



By courtesy of]

[Central Press.

**ASHORE IN SOUTH DEVON.**

The Spanish steamer *Cantabria*, the crew of which were rescued by the Salcombe Motor Life-boat. (See page 20.)

sent to her by radio-telephone that Lypne considered it useless to continue the search.

On the same night the Walton and Frinton Motor Life-boat put out at 10.5 in response to flares seen by the Gunfleet Lighthouse, which may have been from the same aeroplane. The Walton and Frinton Life-boat, which lies afloat, was only manned at great risk to her crew, owing to the heavy seas which were breaking over the landing-stage. In spite of this, the boat was away thirty-five minutes after the call was received. She searched throughout the night, returning at 7.30 next morning, but could find nothing.

At Southend-on-Sea, the Motor Life-

boat, on returning from the rescue of the crew of two men of a barge which was sinking, put out again, as flares had been seen, presumably from the same aeroplane, and searched for an hour, but found nothing.

The awards for these three launches (including the service to the barge by the Southend Life-boat) amounted to over £58. Extra awards were made to the Walton and Frinton Crew, in recognition of their skill and courage in carrying out a very dangerous piece of work, and an inscribed silver watch was awarded to Coxswain John Byford.

A letter was received from the German Ambassador expressing the appreciation of his government for the efforts made by the Life-boats.

### Service by the Torry Life-saving Apparatus.

ON the afternoon of the 18th January the steam trawler *Ben Scrael*, of Aberdeen, with a crew of ten on board, went ashore on the rocks opposite the Girdleness Lighthouse, near Aberdeen. A strong south-easterly wind was blowing with a heavy sea.

The Aberdeen Motor Life-boat, the Institution's Life-saving Apparatus at Torry and the Board of Trade's Apparatus at Aberdeen were all called out. The Life-boat, however, found it impossible, except at very grave risk, to get near the wreck, and the work of rescue was left to the two Life-saving Apparatus from the shore.

The Torry Apparatus arrived first, and found the trawler lying on her side on the rocks with four of her crew in the wheel-house and six in the fore-rigging. The first rocket carried a line over the wreck, but it fell across the triatic stay, which runs from one mast to the other, and the crew could not reach it.

A second rocket was fired, and with great difficulty and risk, owing to the heavy seas breaking on board, the trawler's crew got hold of the line, hauled the hawser on board and made it fast. The breeches buoy was then rigged, but owing to a mistake made by the trawler's crew in fixing the tail-block at their end, the buoy stuck before it reached the wreck, and had to be hauled back again. One of the trawler's crew then succeeded

in getting ashore along the hawser.

The Board of Trade Apparatus had now arrived, and fired two lines. The first fell over the lines already fired by the Torry Apparatus and was useless. The second line succeeded; a whip, or endless line, was rigged between the wreck and the shore, and the crews of the two Apparatus combined in the dangerous task of bringing the trawler's crew ashore by means of it. In this work a conspicuous part was taken by Mr. James Duncan, R.N., the volunteer-in-charge of the Torry Apparatus. He was down at the water's edge and in the water, and was repeatedly knocked down by the seas. For over a fortnight after the service he was in bed, suffering from a severe chill, bruises, and an injured eye. Thanks to his efforts, and those of the two crews, the nine men in the trawler were rescued, but all of them were numb and exhausted, and some were bruised from being flung against the rocks as they were hauled through the seas. The work of rescue, from the time when the Torry Apparatus arrived on the scene at 5.15 p.m., had taken just two hours.

The Institution has awarded an inscribed silver watch to Mr. James Duncan and has made increased money awards to him, to the sixteen members of the crew, and to the twelve volunteer helpers, amounting altogether to £28 16s.





*By courtesy of]*

*[Aberdeen Journals, Ltd.*

**THE TRAWLER "BEN SCREELE" ON THE ROCKS.**

Her crew were rescued by the Institution's Life-saving Apparatus at Torry and the Board of Trade's Apparatus at Aberdeen (See opposite page.)



*By courtesy of]*

*[Central Press.*

**ASHORE AT BOLT HEAD, DEVON.**

The Lowestoft steam drifter *Charter*, wrecked on January 7th, 1933. The Salcombe Motor Life-boat stood by, but the crew got ashore unaided.

## Services of the Life-boats.

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

### November Meeting.

**Dungeness and Hythe, Kent.**—On the 8th October, the barge *Shamrock*, of London, was in distress and the Dungeness Pulling and Sailing Life-boat rescued the crew of three. The Hythe Motor Life-boat also put out and towed in the Dungeness Life-boat.—Rewards, Dungeness £35 10s.; Hythe £25 7s. (A full account of this service appeared in the November issue of *The Lifeboat*.)

**North Sunderland, Northumberland.**—The Pulling and Sailing Life-boat *Lizzie Porter* was launched at 9.30 A.M. on the 10th October, as a very heavy sea had got up, with heavy rain showers and a strong and increasing N.E. wind, and the local fishing coble *Sea Queen* was at sea. The Life-boat came up with the *Sea Queen* about two and a half miles east of North Sunderland Point, but owing to the very heavy seas it was too dangerous to attempt to make the harbour entrance, and the Life-boat escorted the coble to the Nakker Hole, Benthall, where there is a natural refuge. They arrived off the Hole at 11.40 A.M. and at great personal risk, on account of the rocks and broken water, eight fishermen from Beadnell put off in the fishing boat *Golden Horn* to render help. Two of them were put on board the *Sea Queen* and another on board the Life-boat, to act as pilots. Both fishing vessels then made safety but the Life-boat, which was too big to get in, made Beadnell harbour, which she entered safely at 12.30 P.M. The Life-boat carriage was taken by hand to Beadnell and the Life-boat taken overland to her Station. The Committee of Management awarded an inscribed Barometer to Mr. Thomas S. Hall, of Beadnell, skipper of the boat which launched to help the Life-boat and the coble; the thanks of the Institution, inscribed on vellum, to him and to his crew, Jack Hall, Ralph Hall, Thomas Douglas, Charles Douglas, Percy Douglas, Robert Douglas and Ralph Dixon; a letter

of appreciation to James Robson, Coxswain of the Life-boat and a letter of thanks to Mr. M. R. Norris, Honorary Secretary, who organised the operations.—Rewards, £45 3s. 9d.

**Cromer, Norfolk.**—The Motor Life-boat, *H. F. Bailey*, put out at 11.5 A.M. on the 11th October, in hazy weather with a smooth sea and moderate S.W. breeze, as the Haisborough Light-vessel had reported a vessel aground on the Haisborough Sands near the North Middle Buoy. The Life-boat found the Boulogne steam drifter *Alexandrine*, and learned from another drifter which was standing by that twenty-three of the crew of twenty-eight were on board the Light-vessel. These men were taken off by the Life-boat, which then returned to the *Alexandrine*, and stood by. About 5 P.M. a Dutch tug arrived, put a tow rope on board, and half an hour later the drifter re-floated. After placing the twenty-three men on board their vessel again the Life-boat left for home and arrived back at 6.10 P.M.—Rewards, £18 10s.

**Cromer, Norfolk.**—On the 14th October the Italian steamer *Monte Nevoso* stranded on the Haisborough Sands. The Cromer Motor Life-boat rescued thirty men.—Rewards, £106 9s. (A full account of this service appeared in the November issue of *The Lifeboat*.)

**Girvan, Ayrshire.**—About 1.30 P.M. on the 14th October, the Coxswain, who was near the harbour, saw a fishing boat making for the entrance. A moderate N.W. gale was blowing with a heavy swell, and the river Girvan, which runs through the harbour was in spate and flowing strongly. These conditions made the entry into harbour very dangerous and the Motor Life-boat *Lily Glen—Glasgow* was launched. She came up with the boat—the *Duskie Maid*—about half a mile out and escorted her over the bar into safe water. When making the crossing the Life-boat was carried on to the North Pier, but was not damaged.

The fishing boat *Restango* was also at sea and the Life-boat went out again, met her a mile from shore, and escorted her into safety. The Life-boat returned to her Station at 3 P.M.—Rewards, £5 14s.

**Arklow, Co. Wicklow.**—On the night of the 15th October, the Coxswain received a message that a boat in Arklow Bay was making signals of distress. A strong N.W. gale was blowing with a choppy sea, and rain showers. The Motor Life-boat *John Taylor Cardwell* was launched at 10.30 P.M. and found the fishing boat *Erin*, of Arklow, drifting before the wind, with her sails blown away. She was leaking and unmanageable. The Life-boat went alongside, took off two of her crew of five, put a rope aboard and towed her into harbour. The crew of the *Erin* were all old men and were completely exhausted. The Life-boat arrived back at her station at 1.30 A.M.—Rewards, £19 0s. 6d.

**Whitby, Yorkshire.**—About 5 A.M. on the 18th October four of the local fishing boats put to sea. Shortly afterwards the wind veered to the N.N.W. and increased to a strong gale with very heavy seas which made it dangerous to enter the harbour. One of the boats returned immediately, and at 7.15 A.M. two more were seen approaching, so the Motor Life-boat *Margaret Harker Smith* was launched. The motor fishing boat *Venus* came first and was escorted through heavy seas into the harbour. The Life-boat put out again and accompanied the *Pilot Me* into safety. She then went out again to help the last boat but found that she had run for Scarborough, where she got in safely. The Life-boat arrived back at her Station at 9 A.M.—Rewards, £8 5s. 6d.

**Dunbar, Haddingtonshire.**—On the 18th October the German steamer *Birkenau*, of Bremerhaven, while bound in ballast from Antwerp to Methil, was caught in a strong northerly gale, with very heavy seas, and driven on to the rocks at Chapel Point, some miles east of Dunbar. The Motor Life-boat *George and Sarah Strachan* was launched at 6.15 A.M. The Captain of the *Birkenau* did not wish to abandon his vessel, and

after standing by for some time the Life-boat returned to Dunbar, arriving back at 9.50 A.M. Shortly afterwards one of the steamer's anchor-chains parted and the Life-boat put out again, to find that ten of the crew of fifteen had been landed by the Rocket Apparatus, the remainder staying on board. The Life-boat stood by all day and at half-past five the steamer re-floated. She was taken in tow by a tug and at the request of her captain the Life-boat accompanied both vessels into Leith. The Life-boat arrived back at her Station at 4.15 A.M. on the 19th, having been on service for about twenty-two hours. The master of the *Birkenau* sent a letter of thanks, and a letter of appreciation was sent by the President of the German Republic.—Rewards, £27 12s. 7d.

**Kirkcudbright.**—The Motor Life-boat *Morison Watson* was launched at mid-day on the 18th October as the owner of the fishing boat *Campaigna* had brought news that his boat, which was riding at anchor in Garlieston Bay, with no one on board, was in danger of being blown out to sea. A gale was blowing from the W.N.W. and the sea was rough. The Life-boat took the *Campaigna* in tow and brought her safely into Garlieston Harbour. This was a property salvage service, but the crew of the Life-boat generously gave their services free as the owner of the fishing boat could not afford to pay.—Expenses, 10s.

**Torbay, Devon.**—On the night of the 20th October the fishing boat *Wenden* came in and reported that the motor fishing boat *Dorothy* was in trouble off Berry Head, with her propeller fouled by nets. Her two occupants had asked for the motor trawler *Cygnets* to go out and tow them in, but it was found impossible to start the *Cygnets*' engine, and the Motor Life-boat *George Shee* was launched at 10.15 P.M. A strong S.W. gale was blowing, with a very rough sea and heavy rain squalls. The Life-boat found the *Dorothy* at anchor in a very exposed position, unable to make headway against the gale. A line was put on board, and she was towed into Brixham Harbour.—Rewards, £14 7s. 6d.

**Galway Bay, Co. Galway.**—The Motor Life-boat *William Evans* was launched at 1 P.M. on the 20th October, on the receipt of an urgent appeal from a nurse on Inishere Island for a doctor. No other suitable boat was available so the Life-boat took the doctor across, arriving back at her Station at 3.30 P.M.—No expense to the Institution.

**Fowey, Cornwall.**—On the night of the 21st October the yacht *Jess* broke away from her moorings and after drifting about the harbour, to the danger of other shipping, drove up against the quay. The Motor Life-boat *C.D.E.C.* put out and towed her to a safe anchorage.—Property Salvage Case.

**Beaumaris, Anglesey.**—At 2.5 P.M. on the 25th October, the Penmon Coastguard reported that a yacht was in difficulties off Penmon and was showing a signal. The Motor Life-boat *Frederick Kitchen* was launched and found the yacht *Anthes* at anchor, with two men on board. They did not wish to leave her, and at their request the Life-boat towed her to Bangor which was reached at 4 P.M. A strong S.W. breeze was blowing with a choppy sea and heavy rain, so the Life-boat was moored for the night and returned to the house next day.—Property Salvage Case.

**Ballycotton, Co. Cork.**—At 3.30 P.M. on the 27th October, information was received that a small boat was drifting out to sea about a mile from Garryvoe Strand. In a strong northerly gale, with a heavy sea and rain, the Motor Life-boat *Mary Stanford* was launched at 3.45 P.M. but found that there was no one on board the boat and that what had been thought to be a man was a large fish-basket in the stern. In the meantime news had been received that the fishing boat *St. Mary* with the Coxswain's son and the Life-boat's assistant mechanic on board was overdue, and as the Life-boat was returning she was sent off again. The gale was increasing and darkness was approaching as she put out. Searching along the coast to the westward she found the boat in Ballyandreen Bay and escorted her to harbour. Mr. C. H. Sloane, a member of the Local

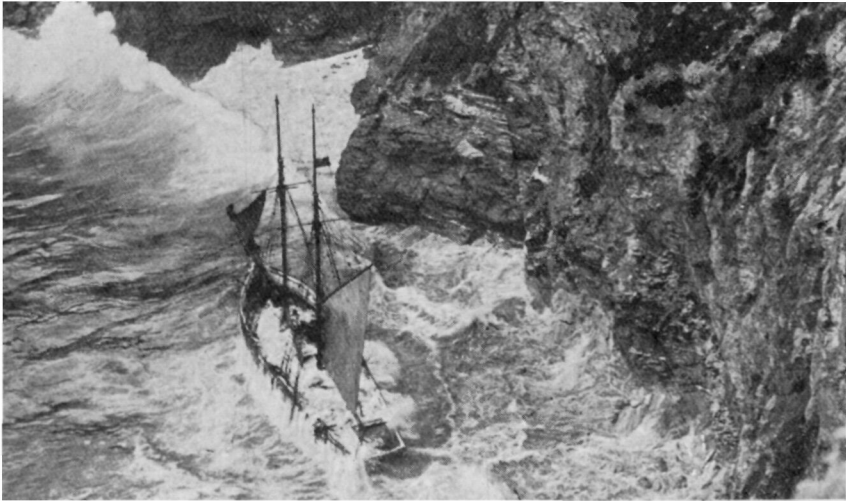
Committee, went out with the Life-boat.—Rewards, £9 4s. 9d.

**Lowestoft, Suffolk.**—During a whole N.N.E. gale, with a very heavy sea and rain, on the afternoon of the 28th October, an object, which looked like a boat, was seen and kept under observation by the Coxswain. Later it was reported that the local motor fishing boat *Sonny Boy* was missing, and the Motor Life-boat *Agnes Cross* was launched at 3.2 P.M. She found the missing boat, with her crew of three, four miles S.W. from the South Pier sheltering on the inside part of the Newcombe Sands. She had already shipped a heavy sea and would soon have been swamped. The Life-boat took her in tow and brought her and her crew into harbour.—Rewards, £19 0s. 6d.

**Southend-on-Sea, Essex.**—On the evening of the 29th October, a telephone message was received from the pierhead that flares could be seen west of the pier. A whole W. gale was blowing with a very heavy sea and rain. The Motor Life-boat *Greater London* put out at 8.50 P.M. and found the barge *New Hope*, of Maldon, west of the Low Way Buoy, sinking fast. Her crew of two were rescued and the Life-boat made for home. Signals from the shore were seen which showed that it was thought that more flares were burning further to the S.W., and the Life-boat went in that direction. She searched but could find no vessel in distress, so once more headed for her Station, which she reached at 10.55 P.M.—Rewards, £18 6s.

**Margate, Kent.**—The Motor Life-boat *Lord Southborough (Civil Service No. 1)* was launched at 6.40 A.M. on the 31st October, as information had been received from the Coastguard that a vessel was on the Tongue Sand. She found the s.s. *Santa Rita*, of Panama, ashore, and, at the request of the Master stood by in case her help was required. A strong N.W. breeze was blowing and the sea was rough. The *Santa Rita* refloated at about 8.30 A.M. on the rising tide, and the Life-boat then returned to her Station, arriving back at 10 A.M. Owing to the state of the sea she could not be rehousing until 5.30 P.M.—Rewards, £12 17s. 6d.

ONE NIGHT'S WORK.



*By courtesy of]*

**ASHORE AT PORTREATH, CORNWALL.**

*[W. G. Sandy, Truro.*

The Schooner *Sarah Evans*, of Appledore, wrecked on October 30th, 1932. Padstow and St. Ives Life-boats were launched, but the crew got ashore unaided.



*By courtesy of]*

**THE "SARAH EVANS" NEXT DAY.**

*[the "Western Morning News,"*

**Lowestoft, Suffolk.**—At 1 A.M. on the 1st November, a telephone message was received from the Coastguard that a fishing vessel was making distress signals N.N.E. of the Look-out, close inshore. A strong W.N.W. breeze was blowing with a heavy sea. The Motor Life-boat *Agnes Cross* was launched, and found the motor drifter *Bezaleel*, of Kirkwall. She had left harbour for sea; her engines had broken down; she had drifted to the outer bank of the North Beach; had bumped over the bank, and was drifting towards Ness Point when the Life-boat found her. The Life-boat manoeuvred alongside, and the crew of the *Bezaleel* were preparing to jump into her, when the engineer managed to start one of her engines, which held her head on to the wind. The Life-boat then stood by until the main engine was got going again and the drifter had got out to sea. The Life-boat then returned to her Station which she reached at 2.30 A.M.—Rewards, £33 17s. 6d.

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

**Porthdinllaen, Caernarvonshire.**—27th September. Went to a stranded motor vessel, and, at the master's request, summoned a tug.—Rewards, £5 7s. 6d.

**Montrose, Angus.**—30th September. A steamer reported ashore was found to be at anchor close inshore.—Rewards, £12 18s.

**Rhyl, Flint.**—1st October. A fishing boat in distress, but the man on board had already been rescued by a small boat from the shore.—Rewards, £19 13s. 6d. (See also Shore-boat Services, page 22.)

**Fraserburgh, Aberdeenshire.**—8th October. A trawler stranded but another vessel was standing by and she refloated.—Rewards, £11 14s. 9d.

**Boulmer, Northumberland.**—10th October. Four Craster fishing cobles in danger but reached home without help.—Rewards, £9 5s. 6d.

**Cromer, Norfolk.**—10th October. A steamer stranded on Haisborough Sands, but got off on the rising tide.—Rewards, £18 10s.

**Lytham-St. Annes, Lancashire.**—11th October. A trawler stranded but refloated as the tide rose.—Rewards, £4 15s.

**Caister, Norfolk.**—12th October. A fishing smack was reported to be ashore, but no trace of her could be found.—Rewards, £32 17s.

**Ballycotton, Co. Cork.**—12th October. A boy had drifted out to sea in a small boat but was picked up by a passing steamer.—Rewards, £6 17s. 6d.

**Swanage, and Poole and Bournemouth, Dorset.**—13th October. Distress rockets had been seen but a thorough search revealed nothing.—Rewards, Swanage, £16 16s.; Poole and Bournemouth, £29 9s. 6d.

**Weymouth, Dorset.**—13th October. A small vessel was reported to be drifting but was found to be going on her way without need of help.—Rewards, £6 13s.

**Salcombe, Torbay, and Plymouth, Devon.**—15th-16th October. A call for an aeroplane in distress was picked up but a prolonged and extensive search was unsuccessful. The origin of the call is a mystery and is believed to be a hoax.—Rewards, Salcombe, £23 5s. 6d.; Torbay, £24 18s.; Plymouth, £22 12s. (A full account of these service launches appears on page 6 of this issue.)

**Cromer, Norfolk.**—18th October. A fishing vessel was reported to be in distress, but nothing could be found.—Rewards, £21 10s.

**Clovelly, Devon.**—26th October. A boat was seen close inshore in a dangerous position but got away unaided.—Rewards, £19 14s.

**St. Ives, Cornwall.**—27th October. A steamer had dragged her anchors, but declined the services of the Life-boat.—Rewards, £79 8s. 6d.

**Torbay, Devon.**—28th October. A small boat was overdue but was found to have made land elsewhere.—Rewards, £14 0s. 6d.

**Yarmouth, Isle of Wight.**—29th October. A yacht had stranded, but her crew reached land without help.—Rewards, £14 13s. 3d.

**Dover, Kent.**—29th October. A German aeroplane had come down at sea, but no trace of her could be found.—Rewards, £5 12s. 6d. (A full account of this service launch appears on p. 6, of this issue.)

**Walton and Frinton, Essex.**—29th October. Distress flares reported but nothing could be found. It was probably the aeroplane to which Dover also launched.—Rewards £40 7s. 9d. (A full account of this launch appears on p. 8, of this issue.)

**Margate, Kent.**—30th October. A steamer had gone on the Long Sand and asked for the help of a tug to get her off.—Rewards, £16 18s. 6d.

**Stromness, Orkney.**—30th October. A man was believed to have fallen over the cliffs at Birsay, and the Life-boat helped in the search but nothing was found.—Rewards, £11 5s. 6d.

**Padstow and St. Ives, Cornwall.**—30th October. A schooner stranded but her crew got ashore before the Life-boats arrived.—Rewards, Padstow, £11 19s. 6d. ; St. Ives, £57 1s. 6d.

#### December Meeting.

**Plymouth, Devon.**—The Motor Life-boat *Robert and Marcella Beck* was launched at 9.5 P.M. on the 27th October to the help of the ketch *Millom Castle*, of Plymouth. A strong W.N.W. gale was blowing, with a very heavy and confused sea, and the Life-boat found the ketch two and a half miles inshore of the Eddystone Lighthouse, with her engine broken down, all her sails blown away, and her mizzen mast gone. She was waterlogged and likely to founder. By the light of his searchlight the Coxswain could see broken spars thrashing about on the lee-side of the wreck, and he was compelled to approach from windward. The bow-fender of the Life-boat was smashed against the wreck as she got alongside her, and other damage was done, but as the two boats touched, the three men of the ketch jumped together into the Life-boat. The return journey was made against the gale, with great seas sweeping over the Life-boat, and every man hanging on to keep from being washed overboard. The ketch was picked up by a trawler next morning and towed into

Plymouth. The Institution awarded its thanks inscribed on vellum and framed to Coxswain James S. Roach.—Rewards, £11 5s.

**Appledore, Devon.**—Two men had gone out fishing on the 6th November, in the motor fishing boat *Beryl*, of Appledore, but had not returned. At 10.40 P.M. on the 7th, with moderate E. breeze blowing and a moderate sea, the Motor Life-boat *V.C.S.* was launched and searched over the Clovelly fishing grounds but without success. She then put into Clovelly and learned that a light could be seen in the direction of Hartland Point. She put out again and found the *Beryl* at Mill Mouth, between Clovelly and Hartland. Her engine had failed and the men had been waiting all day for help. They were taken on board the Life-boat and brought into Appledore, with the *Beryl* in tow.—Rewards, £19 9s. 6d.

**Weymouth, Dorset.**—On the closing of the Lyme Regis Life-boat Station the Pulling and Sailing Life-boat *Thomas Masterman Hardy* was to be returned to London, by rail from Weymouth. She left Lyme Regis for Weymouth at 8 P.M. on the 10th November. At daybreak on the 11th she was seen making for Portland Bill from West Bay. A strong E. breeze was blowing with a rough sea, and with the turn of the tide she was unable to get round the Bill. The Motor Life-boat *William and Clara Ryland* put out at 2 P.M., took the *Thomas Masterman Hardy* in tow and brought her safely into Weymouth, which was reached at 4.10 P.M.—Rewards, £4 6s.

**Poole and Bournemouth, Dorset.**—At 9.40 P.M. on the 13th November a telephone message was received from the Coastguard that the s.s. *Pitwines* was aground, about three quarters of a mile W. of Bar Buoy. The Pulling and Sailing Life-boat *Harmar* was launched and found the steamer in a dangerous position between the Training Bank and Old Harry. A strong E. wind was blowing with a rough sea. At the request of the master she stood by, and in the early morning ran out lines to a tug. The *Pitwines* was eventually refloated, and the Life-boat arrived back at her Station at 10.30 A.M. on the 14th.—Property Salvage Case.

**Margate, Kent.**—The Ramsgate Coast-guard telephoned at 11.30 A.M. on the 14th November that the Tongue Light-vessel had reported a ship's Life-boat drifting by in a westerly direction. The Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched, in a moderate S.E. wind, with a moderate sea, and found the boat, with nobody aboard. She towed her into Margate harbour. The boat belonged to the Dutch steamer *Rozenburg*, and had apparently drifted off when the steamer came into collision with another vessel, fortunately without loss of life.—Rewards, £8 13s.

**Kilmore, Co. Wexford.**—The Coxswain was informed at 5.50 P.M. on the 15th November that the Barrels Rock Light-vessel had fired a rocket, and the Pulling and Sailing Life-boat *John Dunn* was launched in a strong S.E. breeze with a rough sea. She found that the mate of the light-vessel was seriously ill. With great difficulty he was lowered into the Life-boat and brought ashore, where he was at once taken to hospital. The Life-boat arrived back at her Station at midnight.—Rewards, £39 5s. towards which the Irish Lights Commissioners contributed £20.

**Torbay, Devon.**—The Motor Life-boat *George Shee* was launched at 4.45 A.M. on the 26th November, as a telephone message had been received from the Coastguard that a fishing boat, about two miles south of Combe Point, was burning flares. A strong W. breeze was blowing, with a rough sea and driving rain. The Life-boat found the motor fishing boat *Irene*, of Brixham, at anchor. She was helpless with her propeller fouled by her nets, and her crew of two were exhausted. They were taken into the Life-boat and given stimulants, and the Life-boat brought them back to Brixham harbour, with the *Irene* in tow. She arrived back at her Station at 8.15 A.M.—Rewards, £14 9s. 6d.

**Cromer, Norfolk.**—The Motor Life-boat *H. F. Bailey* was launched at 8.15 A.M. on the 28th November as a message had been received from the Coastguard that a barge was in distress

some miles north of Cromer. A strong N.N.W. breeze was blowing, with a heavy sea. The barge was found to be the *Matilda Upton*, of Ipswich, bound from that place to Goole, in ballast. Her topsail had been blown away, and her anchor was dragging. She carried a crew of three, and two were completely exhausted. Some of the Life-boat crew went aboard and set her sails, and then, with the Life-boat in attendance, made for Yarmouth, arriving there at 6.30 P.M. The Life-boat arrived back at her Station at 12.45 A.M. on the 29th, after having been out for nearly seventeen hours.—Property Salvage Case.

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

**Galway Bay, Co. Galway.**—11th October. A trawler had grounded in fine weather but did not need help.—No rewards.

**Teignmouth, Devon.**—5th November. What were probably fireworks were mistaken for distress signals.—Rewards, £30 13s. 6d.

**Fowey, Cornwall.**—6th November. A schooner went ashore, but her crew were rescued by a pilot boat.—Rewards, £6 13s.

**Campbeltown, Argyllshire.**—10th November. Unannounced gunnery trials were thought to be signals of distress.—Rewards, £14 0s. 6d.

**Portrush, Co. Antrim.**—11th November. A motor vessel had engine trouble, but was helped by a steamer.—Rewards, £14 18s. 6d.

**Cromer, Norfolk.**—14th November. A fishing boat grounded on the Haisborough Sands but got off unaided.—Rewards, £36 12s.

**Great Yarmouth and Gorleston, Norfolk.**—19th November. A steam-drifter stranded on the Scroby Sands, but refloated without help.—Rewards, £14 13s.

**Torbay, Devon.**—22nd November. Search was made for a fishing vessel which, meanwhile, got in with the help of another fishing boat.—Rewards, £7 6s. 6d.





*By courtesy of]*

*[T. T. Bisset, Dunbar.*

**RETURNING FROM SERVICE.**

The Dunbar Motor Life-boat on the 26th September, 1932.



*By courtesy of]*

*[Associated Press,*

**AT SEA.**

A Northumberland Pulling and Sailing Life-boat.

**St. Ives, Cornwall.**—26th November. A rocket was reported off Godrevy Light, but nothing could be found.—Rewards, £48 16s. 6d.

**Portrush, Co. Antrim.**—26th November. A fishing boat was in distress, but her crew were rescued by the Innishowen Head pilots. (See page 23.)—Rewards, £13 11s. 6d.

**Campbeltown, Argyllshire.**—26th November. A trawler went ashore at Islay, but her crew were rescued by the Life-saving Apparatus.—Rewards, £28 15s. 3d.

**Southend-on-Sea, Essex.**—27th November. A search of Nore Sands was made in answer to flares, but nothing was found.—Rewards, £18 6s.

**Sunderland, Co. Durham.**—27th November. A fishing coble was in distress, but reached harbour unaided.—Rewards, £8 15s. 6d.

**Yarmouth, Isle of Wight.**—27th November. A search was made for a small sailing boat. She was found bottom up and the two men on board were already drowned.—Rewards, £11 14s.

**Ramsgate, Kent.**—29th November. A fishing boat ran ashore, but a motor-boat rescued the crew.—Rewards, £15 9s.

**St. Mary's, Scilly.**—30th November. A fishing boat was partially disabled, but was able to go on her way when the wind changed.—Rewards, £15 7s. 6d.

#### January Meeting.

**Cloughy, Co. Down.**—On the 26th November the s.s. *Ring*, of Gothenburg, with a crew of nineteen, bound from Runcorn to Sweden with a cargo of salt, was caught in a moderate S.W. gale, with a very heavy sea and rain, driven off her course, and forced to seek shelter. She anchored in a most dangerous position near South Rock, in Cloughy Bay. The South Rock Light-vessel fired warning guns, the Coastguard telephoned to the Life-boat Station and the Motor Life-boat *William Maynard* was launched at 7 P.M. She found that the steamer had gone in among the rocks. The second-coxswain went aboard, and with great difficulty piloted the *Ring* to a safer anchorage, although, in

the darkness, it was impossible to take her clear of the rocks. Then, at the request of the Captain, the Life-boat stood by all night, and at daybreak on the 27th the steamer was got safely out to sea and went on her way. The Life-boat then returned to her Station, arriving back at 8.40 A.M., but she could not be rehoused for some hours owing to the bad weather. The help given saved the steamer from becoming a total wreck.—Property Salvage Case.

**Whitby, Yorkshire.**—On the morning of the 5th December, the motor fishing coble *Primrose*, of Whitby, was seen to be in difficulties about a mile E.S.E. from Whitby Rock Buoy, and the Motor Life-boat *Margaret Harker Smith* was launched at 11.25 A.M. A strong N.N.W. breeze was blowing. The sea was rough and increasing. The Life-boat found the *Primrose* at anchor with her engine flooded, and towed her into harbour with her crew of three. There were ten fishing vessels still at sea, so the Life-boat remained afloat and later escorted them all into safety. She arrived back at her station at 2.45 P.M.—Rewards, £7 6s. 6d.

**Scarborough, Yorkshire.**—The Motor Life-boat *Herbert Joy II* was launched at 3.20 P.M. on the 5th December, as a strong N.N.E. gale had sprung up, bringing a rough sea, and it was known that the local motor fishing coble *Eagle* was at sea. The Life-boat found the *Eagle* about four miles north of Scarborough, and, after passing life-belts to her crew of three, escorted her into harbour. The Life-boat arrived back at her station at 4.50 P.M.—Rewards, £19 6s. 6d.

**Filey, Yorkshire.**—The Pulling and Sailing Life-boat *Hollon the Third* was launched at 10.30 A.M. on the 6th December, in a moderate N.E. gale with a heavy sea, and escorted into safety four of the local fishing cobbles which had been overtaken by the bad weather.—Rewards, £14 19s. 6d.

**Courtmacsherry Harbour, Co. Cork.**—At 10.30 P.M. on the 8th December a telephone message was received from the Civic Guard at Kinsale that a vessel was in distress off Garrettstown Strand. The Motor Life-boat *Sarah Ward and David William Crossweller* was launched

in a strong E.S.E. gale with a very heavy sea, and found the auxiliary schooner *Elizabeth Drew*, of Plymouth, about 600 yards from the rocks, riding to one anchor. All her sails had been blown away and her engines had broken down. The Life-boat stood by for two hours, and then went to windward of the schooner and poured oil on the water, to lessen the effect of the seas while the engines were being repaired. The *Elizabeth Drew* then slipped her anchor and made for Courtnacsherry, with the Life-boat in attendance. When approaching the bar the Life-boat again poured oil on the water, and this enabled the schooner to make harbour safely. But for the help given by the Life-boat the schooner and her crew of four would have been lost.—Rewards, £15 9s.

**Margate, Kent.**—Early on the afternoon of the 7th December the Coastguard reported that a motor yacht west of the jetty appeared to be in distress. A strong N.E. breeze was blowing with a heavy sea, and hail showers. The Motor Life-boat *Lord Southborough* (Civil Service No. 1) was launched at 2.30 P.M., and found the yacht—the *Thelma*, of Southend—ashore. She had been bound, with three men aboard, from Southend to Ramsgate, but had become unmanageable, and was leaking. Two Life-boatmen were put aboard her, and then the Life-boat towed her into deep water, and eventually into harbour. But for the Life-boat's help the yacht and her crew would have been lost. The Life-boat arrived back at her station at 5.30 P.M., but could not be rehoused on account of the heavy seas.—Property Salvage Case.

**Bembridge, Isle of Wight.**—A request was received from the Officer Commanding, 4th Fortress Company, Royal Engineers, Gosport, on the 10th December, for the help of the Life-boat, as three men were marooned on St. Helen's Fort without food. The Motor Life-boat *Langham* was launched at 4 P.M. in bitterly cold weather with a strong E. gale and very heavy sea. Owing to heavy seas it was very difficult to take the men off, but they were got into the Life-boat without mishap. They were landed at Gosport, and then, as it was not possible to rehouse the Life-boat

at her Station, she was taken to Cowes, where she remained until the 12th.—Rewards, £27 2s. 4d.

**Galway Bay, Co. Galway.**—The Motor Life-boat *William Evans* was launched on the morning of the 12th December, on the receipt of an urgent appeal from Inishere Island for a doctor. No other suitable boat was available so the Life-boat took a doctor across.—No expense to the Institution.

**Salcombe, Devon.**—On December 13th a telephone message was received from the Hope Cove Coastguard that a vessel was ashore between Prawle Point and Greystones. The Motor Life-boat *Alfred and Clara Heath* was launched at 4.45 A.M., in a strong N.E. breeze, with a ground swell and dense fog, and eventually found the Spanish steamer *Cantabria*, of Santander, ashore in Steeple Cove. She carried a crew of twenty-four, and had been bound with a cargo of iron ore from Santander to Newcastle. She had struck at the foot of a sheer cliff, and her crew, although they managed to scramble on to the rocks, were still in grave danger, as it was impossible to scale the cliffs, and the Life-saving Apparatus could not reach them from above. The Life-boat worked in and made fast to the wreck, and then, with great difficulty, owing to the heavy ground swell, the crew were taken off, two at a time, in a small boat, and put on board the Life-boat. She landed them at Salcombe, and returned to her Station, arriving there at 8.30 A.M. The *Cantabria* became a total wreck.—Rewards, £19 7s. 3d.

**Ramsey, Isle of Man.**—The Motor Life-boat *Lady Harrison* was launched at 2 A.M. on the 21st December, as information had been received from the Coastguard that the steam trawler *Velia*, of Fleetwood, had stranded about two miles south of the Point of Ayre. A strong S.S.E. breeze was blowing with a heavy sea and rain. The crew of the *Velia* did not wish to leave their ship, and the Life-boat stood by in case her help was needed. Two other vessels came up to help, but attempts to refloat the *Velia* were unsuccessful. Later she was driven over the rocks on to a firm beach, and as her crew were

no longer in danger, the Life-boat returned to her Station, arriving there at 7.30 A.M.—Rewards, £31 14s. 9d.

**Boulmer and Holy Island, Northumberland.**—On the 22nd December the Grimsby steam trawler *Guillemot* stranded, and three men of the crew were rescued by the Boulmer Motor Life-boat. The Holy Island No. 1 Motor Life-boat was also launched. The steam trawler *Fezenta*, of Grimsby, also stranded, and the Boulmer Life-boat made several trips to the vessels.—Rewards, Bronze Medal to Coxswain Bartholomew Stanton; Boulmer, 21st–22nd, £26 11s. 6d.; Holy Island, 22nd, £25 19s. 6d.; Boulmer, 23rd and 24th, Property Salvage Cases. (A full account of this service appears on page 5.)

**Rosslare Harbour, Co. Wexford.**—On the morning of the 23rd December, a message was received from the harbour-master at Wexford that a vessel was ashore on Wexford bar. A strong S.W. gale was blowing, with a very heavy sea and rain. The Motor Life-boat *K.E.C.F.* left her moorings at 10.10 A.M., and found the Dutch motor vessel *Oceaan*, of Groningen. She stood by until the *Oceaan* refloated, and then returned to her Station, arriving there at 12.35 P.M.—Permanent Crew, Rewards, £1 3s. 6d.

**Lerwick, Shetland.**—On the night of the 23rd December the steam trawler *Drumblair*, of Aberdeen, bound to Lerwick for repairs, moored at Fishmarket, Lerwick. Early next morning a whole S.W. gale sprang up, bringing a rough sea, and the trawler broke adrift and went ashore just west of Cruister Holm. The Coastguard telephoned to the Honorary Secretary of the Station, and the Motor Life-boat *Lady Jane and Martha Ryland* was launched at 6.30 A.M. She went alongside, and at the request of the skipper passed a hawser to another trawler. The trawler then towed the *Drumblair* off and into safety, and the Life-boat returned to her Station, arriving there at 8.30 A.M. As usual Mr. G. T. Kay, the Honorary Secretary, accompanied the Life-boat on service.—Property Salvage Case.

**Flamborough, Yorkshire.**—During the afternoon of the 31st December two of the local fishing cobsles were at sea, and as a moderate S.E. gale was blowing with a rough sea, it was decided to send out the No. 1 Pulling and Sailing Life-boat *Forester*. She was launched at 2 P.M., and found the cobsles about four miles offshore in very bad positions. Both cobsles were escorted into safety and the Life-boat returned to her Station at 5 P.M.—Rewards, £18 11s.

**Holy Island, Northumberland.**—At 12.30 P.M. on the 2nd January a telephone message was received from the Coastguard that a fishing coble was in distress north of Emmanuel Head. The No. 1 Motor Life-boat *Milburn* was launched and found the *May* of Holy Island drifting fast to the north, with her engine flooded. A moderate south gale was blowing, with a rough sea and rain. With some difficulty a line was got aboard and the *May* and her crew of two were towed into harbour, which was reached at 2.30 P.M. But for the help of the Life-boat, the boat and the men would have been lost.—Rewards, £8 14s. 6d.

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

**Newhaven and Shoreham Harbour, Sussex.**—30th November. A tug had trouble with her boiler, and needed the help of a tug.—Rewards, Newhaven, £8 15s; Shoreham, £9.

**Kessingland, Suffolk.**—5th December. A vessel grounded on the Barber Sands, but got off without help.—Rewards, £41 15s.

**Cromer, Norfolk.**—7th December. A barge stranded at Bacton. Three of the crew were rescued by lines from the shore, and one was drowned.—Rewards, £24 8s. 6d.

**Lerwick, Shetland.**—7th December. A fishing boat was on fire, but her crew got ashore on Mousa Island and were taken to the mainland by another boat.—Rewards, £11 5s.

**Barry Dock, Glamorganshire.**—7th December. A French schooner ran ashore, but got away unaided. The master expressed his thanks for the launch of the Life-boat.—Rewards, £3 1s. 9d.



*By courtesy of]*

*[L. Pelman, Aberdeen.*

**LAUNCHING BY TRACTOR.**  
The Aberdeen Pulling and Sailing Life-boat



*By courtesy of]*

*[Robert Muine.*

**LAUNCHING BY SLIPWAY.**  
The Motor Life-boat *Edward, Prince of Wales*, at the Mumbles.

**Clacton-on-Sea, Essex.**—7th December. A steamer stranded between Barrow Deep and Middle Deep, but refloated and went on her way.—Rewards, £16 10s.

**Torbay, Devon.**—10th December. Lights were seen at sea, but no vessel was found in distress.—Rewards, £14 9s. 6d.

**Courtmacsherry Harbour, Co. Cork.**—11th December. A steamer was reported in distress near the Barrel Rock, but nothing was found. Later a steamer with a list was seen near Galley Head, but declined help.—Rewards, £22 16s.

**Great Yarmouth and Gorleston, Norfolk.**—13th December. A flare was seen

on Corton Sands, but nothing was found.—Rewards, £28 19s.

**Dunbar, Haddingtonshire.**—17th December. Flares reported E.S.E. of Inchkeith, but nothing was found.—Rewards, £16 16s. 6d.

**New Brighton, Cheshire.**—27th December. A steamer was reported to be ashore in Crosby Channel, but nothing was found.—Rewards, £6 18s.

**Weymouth, Dorsetshire.**—The Branch has received a donation of £10 10s. 0d. from Dr. J. Gerard-Pearse, owner of the yacht *Hope*, and the three men who were on board with him when the yacht was rescued by the Weymouth Motor Life-boat on the 8th September last.

## Shoreboat Services.

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

**Clacton-on-Sea, Essex.**—At about 5 P.M. on the 21st August, an open out-board motor boat, with three men and three children on board, capsized off Jaywick, near Clacton. A squally W.S.W. wind was blowing with a rough sea, and the tide was ebbing. The Clacton Motor Life-boat was launched, but before she could reach the scene five men had already put out to the rescue. Three of them were in a small out-board motor boat, and the other two manned a small boat by swimming out with oars to where she was moored 150 yards from the shore. At considerable risk to themselves they rescued the six, but one man never recovered consciousness.

The rescuers were Mr. Douglas W. Cooper, of Chingford, Mr. Rochefort A. C. Mitchell and Mr. Cyril E. Locks, of Woodford Green, Mr. Paul Borges, of Colchester, and Mr. Henry D. Williams, of Walthamstow. To each of them the Committee of Management sent a Letter of Appreciation and presented a framed Record of Thanks.

**Blackrock, Co. Louth.**—On the 3rd September two men, with little experience of boats, put out in a rowing boat. They got into difficulties owing to a strong and squally N.W. wind and

rough sea, and were in danger of being swamped. Two other men put off in an open sailing boat and at some risk rescued them.—Rewards, £1.

**Borth, Cardiganshire.**—While driving along the front on the morning of the 22nd September a carrier—an R.N.R. Seaman—saw a sailing boat in the bay. A squally N.E. wind was blowing, with a moderate sea. A moment later he could not see her, and realised that she had capsized. Jumping from his cart, he obtained a bicycle and went for help. With two other men he put out in a boat, called *Grace Darling*, and pulled to the capsized boat. They found three men clinging to the keel, and took them ashore. They then put out again, and, with some difficulty, brought in the boat.—Rewards, 10s. to the carrier, and letters of thanks to him and the other two men.

**Rhyl, Flintshire.**—On the morning of the 1st October, during a north-easterly gale, the fishing boat *Polly*, of Liverpool, with one man on board, ran for shelter, but struck a sandbank 150 yards from the shore at the mouth of the River Clwyd. After two attempts the Rhyl Life-boat was launched, but so heavy were the seas that two of the crew were washed out

of her. Meanwhile, close to the scene of the wreck, a small boat had been launched with three men on board. They succeeded in getting through the breakers, at imminent risk of being swamped, and rescued the exhausted man on board the *Polly*, who, for twenty minutes, had been clinging to the mast with seas continually breaking over him. This was a prompt and courageous rescue, and the Committee of Management awarded the Thanks of the Institution inscribed on Vellum and £2 to each of the three rescuers, Mr. John H. Broome, Mr. Frederick H. C. Harrison, and Mr. Robert C. Hughes.—Rewards, £6; grant for repair of damaged boat, £2 5s.

**Pwllheli, Caernarvonshire.**—A fisherman was going up harbour at about 5 P.M. on the 28th October, when his boat was swept against the gantry at the harbour gates. He shouted for help and the Life-boat motor mechanic and another man put off in a 14-foot boat. They secured their painter to a projecting pier, veered down and rescued the man, at considerable risk to themselves, as the tide was running through the gates at eight knots and there was a 5-foot drop on the other side. After the rescue they had to wait three-quarters of an hour until the tide slackened sufficiently to let them get away.—Rewards, £2; and a Letter of Thanks to each of the rescuers.

**Bridlington, Yorkshire.**—Five men put off in a motor fishing boat at about 1.30 A.M. on the 11th November to the help of another fishing boat. This boat, with a crew of four, had been out since the 9th, drifting about with her engine out of order. Early on the 11th a strong S.E. wind got up, and as she was in danger of driving ashore the men on board let go the anchor. It did not hold, and they burnt flares for help. The rescuers took nearly three hours to save the boat and her crew, and ran some risk as the boat had drifted so close to a lee shore.—Rewards, £2 15s. 4d.

**Newquay, Cornwall.**—At 5 P.M. on the 13th November information was received that a sailing boat had gone ashore on Goose Rock, two miles West of Towan Head. Mr. H. P. Thomas, the Honorary Secretary, engaged a

motor boat with a crew of three men, and went out to the rescue, taking with him a small boat. The two men of the sailing boat were found on the rock, and at some risk, owing to the darkness and the rise and fall of the sea among the sunken rocks, they were rescued by means of the small boat.—Rewards, £3 to the crew of the motor boat; also allowed 3s. 6d. for fuel used. A Letter of Thanks to Mr. H. P. Thomas.

**Aldeburgh, Suffolk.**—On the 17th November a fleet of twelve sprat-boats launched between 2 and 3 A.M. The wind was then light, but there was a considerable swell. A S.E. wind sprang up and freshened. Nine of the boats got their nets and returned, but the other three did not care to face the breaking shoals until daylight. The Life-boat Coxswain, who was one of the first ashore, put off with four other men in a large sprat-boat at about 5 A.M., as the wind was still increasing, and stood by inside the breakers while the three boats came ashore safely.—Rewards, £3 17s. 6d.

**Minehead, Somerset.**—On the 23rd November a fishing-boat shipped a heavy sea, which stopped her engine. She attempted to reach harbour under canvas, but did not make much headway, as there was a heavy sea. Other fishermen put out and towed her in.—Rewards, 6s.

**Innishowen Head, Co. Donegal.**—Seven pilots and boatmen from Innishowen Pilot Station put out on 26th November to the rescue of two men on board a new motor fishing boat, who had left Arklow a week before, and, as their motor had broken down, had anchored on a reef off Innishowen Head, Lough Foyle. A strong westerly wind was blowing with a heavy sea, and efforts had been made by the life-saving apparatus to reach them from the shore, but they were out of range. The wind freshened to a gale, the two men were in imminent peril, and the Motor Life-boat was summoned from Portrush. Before she arrived, the seven men had put out in a rowing boat. The gale was blowing off shore, it was bitterly cold, and had anything gone wrong the rescuers would have been carried out to sea. They reached

the fishing boat, got alongside, and took off the two men, both exhausted, for they had had no food for twenty-four hours.—Rewards, £5 5s. to be divided equally between the men and

a framed Record of Thanks to each of them, John Gillespie, Daniel McCann, George Gillespie, Michael McLaughlin, Hugh McLaughlin, George Hegarty and James Farren.

### Grace Darling.

“Grace Darling and Her Times.” By Constance Smedley. With a Foreword by Commander Stephen King-Hall. (Hurst & Blackett. 18s. net.)

THE news of the great exploit of William Darling, keeper of the Longstone Lighthouse, and Grace Darling, his daughter, when they rescued the nine survivors of the steamer *Forfarshire*, in the early morning of the 7th September, 1838, reached the Institution in a brief statement signed by four men. At the same time they sent in a statement that seven fishermen of North Sunderland also went out in their own boat and, “to the imminent risk of their lives,” succeeded in reaching the wreck, from which they brought away three dead bodies.

The story of the exploit was told with the same brevity in the Institution’s Annual Report for 1838, where it was also recorded, “that the Silver Medal be presented to William Darling and his daughter, Grace Horsley Darling, and that an award of £10 be made, to be subscribed from the general fund, to be distributed amongst Darling, his daughter, and the boat’s crew from North Sunderland.”

Grace Darling became at once a popular heroine—the victim of souvenir hunters, the subject of numerous artists. During the four years of life which were all that remained to her (she died when she was only twenty-six) she bore the fatigue, the flattery, the publicity, with a modesty and good sense which have earned the admiration of posterity as much as her courage. Now, nearly a century later, she is secure in her place as a great national figure. Thousands know her as a name symbolizing courage and self-sacrifice to whom the details of her exploit are unknown.

Much has been written about her, but not much that is worthy of the subject. Both Wordsworth and Swinburne wrote poems to her, moved

by a whole-hearted admiration. Many lesser men have done the same, but it is only with the publication of Miss Smedley’s admirable life that the story has been fully and accurately told, and justice done to the other actors.

It was inevitable that the honest and deserved admiration which her own and later generations have felt for Grace Darling herself should have thrown them into shadow. Her courage was felt to be exceptional, theirs was taken for granted, and so, in the popular mind, she has come to stand as a solitary and brilliant figure. Her father has been almost, the boatmen of North Sunderland entirely, forgotten. In one poem, which Miss Smedley oddly selects as the best written about her (a Northumberland ballad in which one would certainly have expected accuracy), Grace is actually represented as going out to the rescue alone.

Grace Darling herself loses nothing now that, in Miss Smedley’s account, the other actors take their proper place. But Miss Smedley, in championing the North Sunderland men, has gone further than was quite just in representing them as entirely forgotten. She quotes the Duke of Northumberland as saying that “had twenty pounds been given to the North Sunderland boat’s crew, they would have considered themselves amply remunerated by the public.” But she does not say that they did in fact receive awards from the Institution. Nor does she record the awards of Silver Medals to Grace Darling and her father. It was very natural that the public should direct all its attention, praise and generosity to Grace Darling herself, but it is important that it should be known that the Institution, whose special duty it was to recognize



and reward gallantry in saving life from shipwreck, did recognize and reward all who were concerned.

#### The Owners of the "Forfarshire."

Miss Smedley has also put right another injustice. It was believed at the time, and has been believed ever since, that the boilers of the *Forfarshire*, the failure of which was the cause of the wreck, were defective through culpable negligence. Miss Smedley shows that the owners of the steamer, the Dundee, Perth & London Shipping Company, were condemned unheard at the inquest which was held at Bambergh, although they had ready their answer to the charges which had been made against them, and although their representatives had hurried to Bam-

burgh to give it. The Institution most heartily welcomes this vindication, after so many years, of a shipping company which is to-day a most generous supporter of the Life-boat Service in Dundee.

Some of the critics have found fault with Miss Smedley for introducing a good deal into her book which only concerns Grace Darling very indirectly. It is not for the Institution to join with these critics, since Miss Smedley has found room to include an interesting appendix on the work of the Life-boat Service. Her book has earned her the gratitude of all who are connected with the Service and of all who must be glad to see one of the greatest stories of our coast fully, accurately and vividly told.

### A Motor Life-boat's Trip of 669 Miles.

THE new Motor Life-boat for Longhope, in the Orkneys, which is one of the 45 feet 6 inches Watson (cabin) type, with two 40 h.p. engines, left Cowes for her station at nine at night on the 4th January. She reached Ramsgate just before one in the afternoon of the following day, having made the passage in a southerly gale. From Ramsgate the journey was continued north in fine weather. The Life-boat called at Gorleston, Spurn Point on the Humber, Tynemouth, Berwick-on-Tweed, Aberdeen and Fraserburgh, and reached her station just after six in the evening on the 11th January, having taken a few hours under the week to travel the 669 miles. The longest passage from port to port was the passage of 125 miles from Cowes to Ramsgate,

which took just over 14½ hours. From Tynemouth, which was left at 9.35 in the morning of the 9th, the Life-boat pushed on to Fraserburgh, travelling through that day, the next night and the following day, with short rests at Berwick and Aberdeen. This stage of 179 miles was done in just under thirty-one hours, the actual sailing time being just under twenty-two hours.

The time at sea for the whole journey of 669 miles was 81 hours 24 minutes, giving an average speed of 8.2 knots, only a quarter of a knot less than the maximum speed of 8.48 knots on trials at Cowes. During the whole journey the engines not only ran without giving any trouble, but required not the slightest adjustment.

### Congratulations from 14,000 miles Away.

COXSWAIN HENRY BLOGG, of Cromer, who recently received the Silver Medal of the Institution for the rescue, last October, of thirty lives from the Italian steamer, *Monte Nevoso*, has received a postcard from San Diego, California, which says: "At a distance of 14,000 odd miles we Britons have read of the splendid deeds of you and your helpers. We are grateful and proud to think

that we remain your fellow countrymen. Three cheers for the Island of the Sea." San Diego on the Pacific coast of America, is roughly 6,000 miles from Great Britain. Coxswain Blogg's correspondent, it is interesting to see, looks towards England not eastwards across America and the Atlantic, but westwards over the Pacific, Asia and Europe,

## “Capstan Bars.”

### *Walk Around Chanty*

BY CAPTAIN Q. C. A. CRAUFURD, R.N., *Honorary Secretary of the Dungeness Life-boat Station.*

“We were much relieved, when dawn broke, to see our boat beating home in the offing. As there had been no news of her all night some of us had feared that she might have been overwhelmed. There was still a very heavy surf and I judged it necessary to engage extra helpers. Most of the women launchers had been up all night and looked tired and it was essential to get the boat out of the surf as quick as possible.”—*Honorary Secretary’s Report.*

Come, ladies, man the capstan bars,  
Capstan bars, the capstan bars,  
Come, ladies, man the capstan bars  
And warp your husbands in.

Most of you women ’ave spent the night,  
Terrible night, oh a dirty night,  
Watching an’ waitin’ for mornin’ light,  
To know will ever they come.

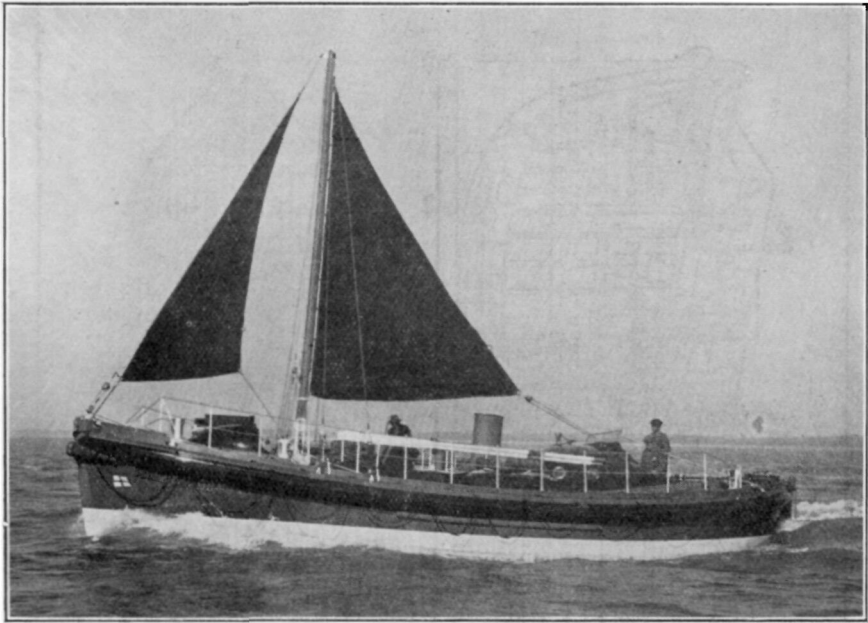
Screechin’ voice of the south-east gale,  
South-east gale, a proper gale,  
Scream an’ roar wi’ answerin’ wail,  
An’ they in the tumblin’ foam.

Crash an’ send of the salt sea waves,  
Salt sea waves, great green back waves,  
Breakers ravin’ for seamen’s graves,  
Murmurin’ Davy Jones.

Hours of darkness creepin’ by,  
Slowly creepin’, creepin’ by,  
Flush o’ dawn in the weather sky,  
An’ then the watch is done.

So merrily heave the capstan bars,  
The capstan bars, the capstan bars,  
Ho merrily heave the capstan bars  
An’ welcome Life-boat home.

*This chanty about the women launchers of Dungeness, who recently received a special award for their gallantry (see the last issue of THE LIFE-BOAT) is the first of nine Life-boat chanties by Captain Craufurd, which he has generously given to the Institution. They are published together in a book with coloured cover, price 6d., and can be had from the Institution. Branch Honorary Secretaries can obtain copies at a cheaper rate for sale on behalf of the Branch funds.*



The 45 ft. 6 in. Watson (Cabin) Motor Life-boat.

## Motor Life-boats of the Institution.

### No. 3.—The 45-feet 6-inches Watson (Cabin) Type.

THE 45-feet 6-inches Watson (Cabin) Motor Life-boat was the first type of Motor Life-boat in the Institution's fleet to be provided with a cabin, and the first of the type was built in 1923.

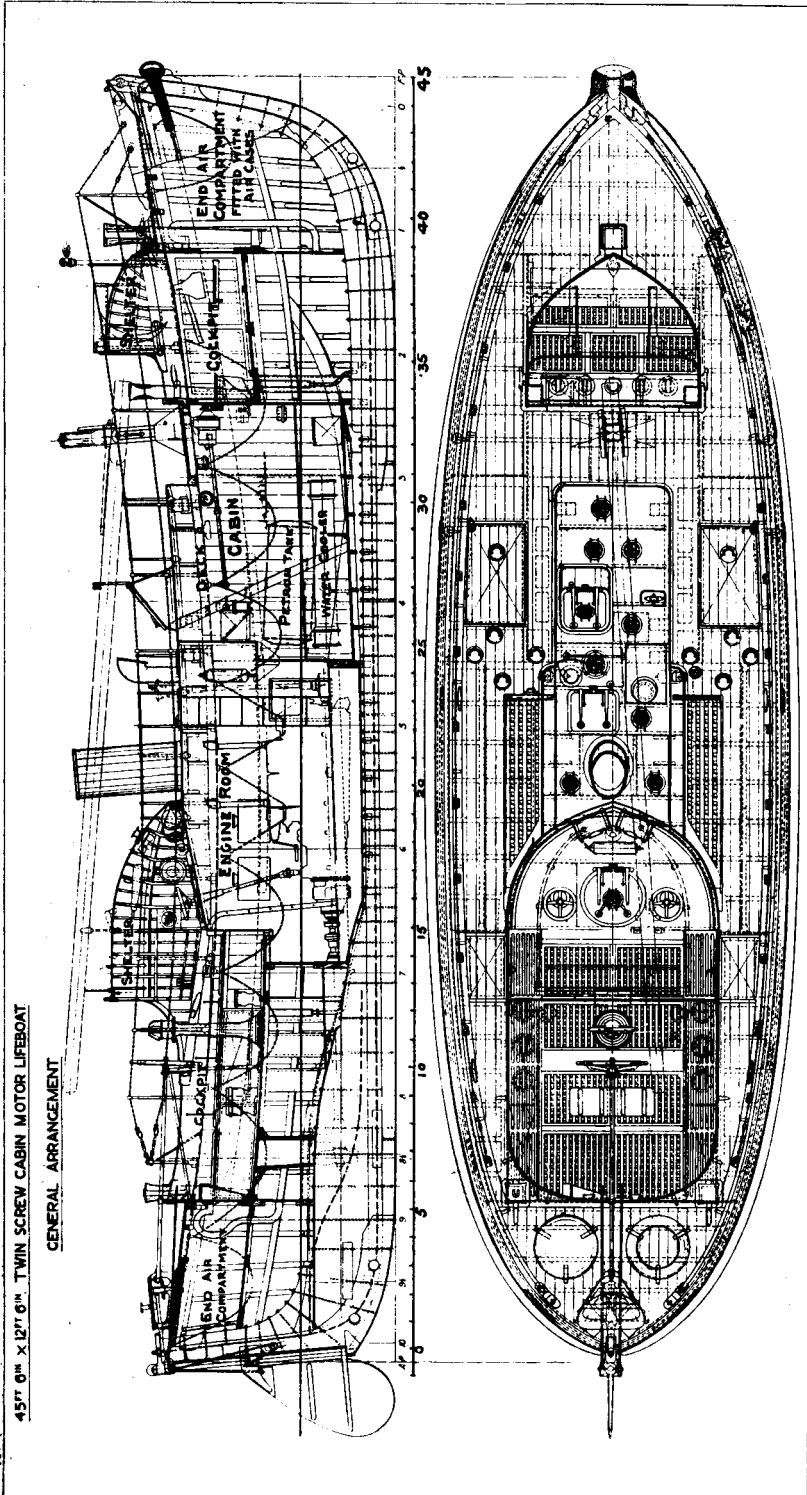
This Life-boat is a development of the famous Watson Life-boat, which was designed by the late Mr. G. L. Watson, of the Glasgow firm of yacht builders, Messrs. G. L. Watson & Co., who was appointed the Institution's Consulting Naval Architect in 1887. In 1890 Mr. Watson designed two Life-boats, one 43 feet by 12 feet 8 inches, weighing nearly 11 tons, which was a sailing Life-boat, and the other 38 feet by 9 feet 4 inches, weighing 4 tons 14 cwt., which was a pulling Life-boat. These two boats were the fore-runners of the stable, non-self-righting Life-boat of to-day.

The Watson (cabin) type was, as first designed 45 feet by 12 feet 6 inches, but in 1926 she was lengthened by 6 inches, in order to get an easier run on the water-line and a little more speed. Her displacement in service conditions is 20½ tons, and she has a

mean draft of 3 feet 8 inches. She is divided into seven water-tight compartments, and is fitted with 142 air-cases and ten relieving scuppers. She has a forward and an after cockpit, both fitted with shelters, with room in them for twelve people, and a cabin which will take twenty people, with sitting accommodation for ten. The cabin is fitted with an electric fan, which can be used to ventilate the hold as well as the cabin. In rough weather she can take ninety-five people on board.

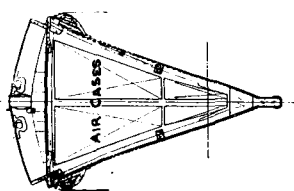
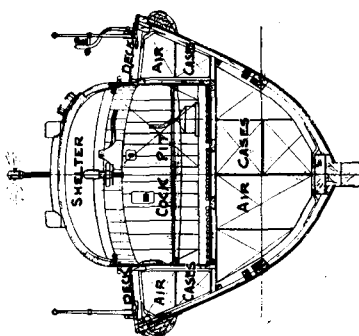
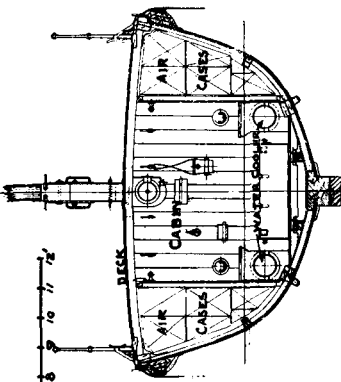
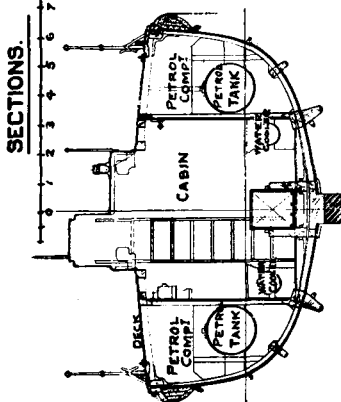
She is built with a double skin of mahogany, keel of teak, ribs of Canadian rock-elm and stem and stern posts of English oak.

She is driven by two four-cylinder 40 h.p. engines. They are in a water-tight compartment, and each engine is itself water-tight, so that they would continue running 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 herself is water-logged. The exhausts are carried up a funnel



45' x 12' 6" TWIN SCREW CABIN MOTOR LIFEBOAT.

SECTIONS.

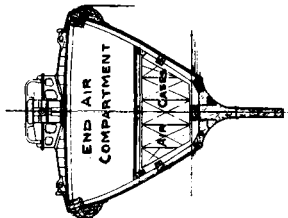
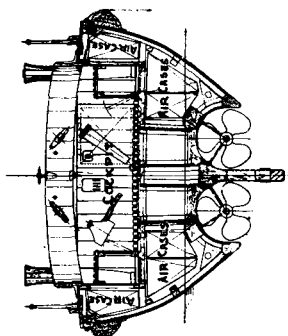
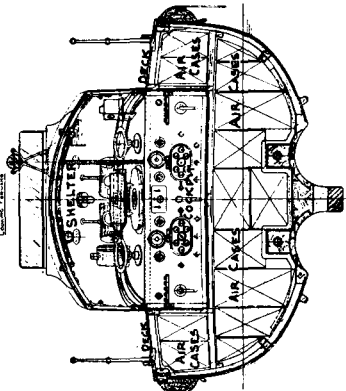
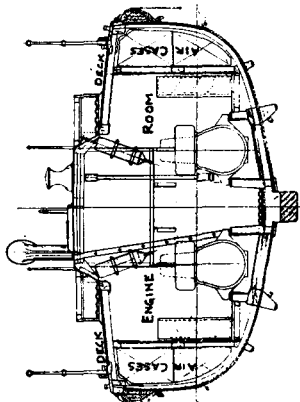


SECTION A-A THROUGH MAST

SECTION B-B THROUGH MAST

SECTION C-C THROUGH MAST

SECTION D-D THROUGH MAST



SECTION E-E THROUGH MAST

SECTION F-F THROUGH MAST

SECTION G-G THROUGH MAST

SECTION H-H THROUGH MAST

amidships. Her maximum speed is  $8\frac{1}{4}$  knots, which, having regard to her speed-length ratio is equivalent to a speed of nearly 34 knots in a vessel of the size of the *Mauretania*.

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 carries 108 gallons of petrol and the engines' consumption is  $7\frac{1}{2}$  gallons an hour at full speed, so that she can travel 116 miles at full speed without refuelling.

She carries a staysail and trysail, which can be used either with the engine running or as an auxiliary power in the event of any failure on the part of the engines.

She carries a crew of eight men, has a line-throwing gun, an electric searchlight and a mechanical capstan, is lighted throughout with electricity, and has a fire-extinguishing plant, worked from the deck, which can throw jets of

Pyrene fluid to all vital parts of the boat.

There are twenty-nine Watson (Cabin) Motor Life-boats in the Institution's fleet, stationed at Holy Island (Northumberland), Teesmouth (Yorkshire), Cromer (Norfolk), Margate (Kent), Yarmouth (Isle of Wight), Porthdinllaen (Carnarvonshire), Douglas (Isle of Man), Portrush (Antrim), Dunmore East (Waterford), Humber (Yorkshire), Clacton (Essex), Newhaven (Sussex), Selsey (Sussex), Fowey (Cornwall), Penlee (Cornwall), St. Mary's (Scilly Islands), Tenby (Pembrokeshire), Angle (Pembrokeshire), Fishguard (Pembrokeshire), Piel (Barrow), Lancashire, Longhope (Orkneys), Aith (Shetlands), Thurso (Caithnessshire), Cromarty (Cromartyshire), Montrose (Angus), Dunbar (Haddingtonshire), Donaghadee (Co. Down), Rosslare Harbour (Co. Wexford), and Courtmacsherry (Co. Cork).

The original Life-boat of this type, stationed at Tenby, is now in the Institution's reserve fleet.

### Life-Boat Days in 1932.

IN 1932 the number of Branches which held Life-boat Days was 713, an increase of 27 on the previous year. Each year there has been a steady increase, and there were nearly 100 more Days in 1932 than in 1929.

Though the number of Days was larger the total raised by these appeals was £2,491 smaller than in 1931. It was still a very substantial sum: £38,872.

The number of people who contributed in this way was 4,754,640, a decline of 250,833 on 1931. The average contribution was just under twopence a head.

Permission to hold Days was refused in 45 places, 11 more than in 1931.

That there should be a decline in the amount raised by Life-boat Days was, in the circumstances of the year, inevitable; but these figures show how important a source of income the Life-boat Day is to the Institution, and how ready the public are to respond to this form of appeal through which millions of people, who would have no other opportunity of contributing, are able to do their share in maintaining the Life-boat Service.

### Carrying on Though Crippled.

It is not only the crews of the Life-boats who carry on in spite of injury. There have recently been two cases, which deserve to be recorded, of ladies continuing their work for financial Branches after serious accidents.

Mrs. Finch, the Honorary Secretary of the Chelmsford Branch, who had fractured her thigh while in Bourne-

mouth, insisted upon returning to Chelmsford, although unable to travel alone, in order to make arrangements for the Branch collection. Failing on that occasion to secure anybody to carry on Mrs. Finch herself made all the arrangements for Life-boat Day, and later returned again to Chelmsford to carry through the Life-boat Day,

organize a Whist Drive, and find a successor as Honorary Secretary. Although, owing to her accident, Mrs. Finch has been compelled to leave Chelmsford and to give up her work for the Chelmsford Branch, she has already found work to do for

the Bournemouth and Christchurch Branch.

Miss Derbyshire, the Honorary Secretary of the Nottingham Ladies' Life-boat Guild, also fractured her thigh, but continued her work from hospital.

### Life-boat Carol-singing.

LAST Christmas eleven Branches arranged carol-singing parties, several new Branches trying this form of appeal. Sussex was again the most successful county, with carol-singers at East Grinstead, Bognor Regis and Cuckfield and Hayward's Heath. The East Grinstead Branch, which has been the leader in carol-singing, collected £22, making a total of £150 in six years. Bognor Regis, which again divided its collection between the Institution

and another charity, collected £28. The other Branches which had carol-singing parties were Leatherhead and Marlow in Surrey, Badsey, Kidderminster and Lye in Worcestershire, Chelmsford and Walthamstow (Essex), Bishop's Stortford (Hertfordshire), Cleethorpes (Lincolnshire) and Yardley Wood (Warwickshire). It will be seen that carol-singing seems to appeal particularly to the South-east of England and the Midlands.

### Special Gifts.

#### From the Sale of Lavender.

It has already been mentioned in *The Life-boat* that last year money was made for Branches by the sale of flowers at the Exmouth and Budleigh Salterton Life-boathouse, and also at Appledore. The Institution has now received a gift from a subscriber in Bath, who, instead of his usual subscription, has sent a larger sum, the proceeds of the sale of lavender from his garden.

#### - From Model Life-boats.

LIEUT.-COL. B. M. HYNES, O.B.E., the Honorary Secretary of the Lyme Regis Station, has recently made two scale models, about three feet long, of the

Lyme Regis Life-boat. Each model takes about six months to make. One was disposed of at Lyme Regis and the other at Weymouth. The two models have, in this way, brought £45 to the funds of the Institution. Colonel Hynes is now making a third model.

#### From Fishing.

Mrs. Lowe, the President of the Halstead and Gosfield Branch, Essex, has, besides her own Christmas contribution, sent the sum of £1 10s. voluntarily subscribed at different times by those who had had a day's fishing in her lake. During the severe frost four years ago Mrs. Lowe collected over a pound among skaters on the lake.

### The Storeyard's Children's Party.

THE ninth Christmas Party, given to poor children by the staff of the Institution's Storeyard at Broomfield Street, Poplar, with the help of the Staff at Headquarters, took place on the 7th January, at the Bromley Public Hall. One hundred and eighty children were entertained, fifty more than last year. After tea there was community singing, followed by an entertainment provided

by a clown and a conjurer. At the end Father Christmas presented each guest with a toy and a bag of fruit and sweets. On the 21st December there was the Annual Party to 200 children at the special school for the defective in Piggott Street. Here, after tea, there were games and every guest received a toy and a bag of fruit from Father Christmas.

## Obituary.

### Brigadier-General Noel M. Lake, C.B.

By the death last Christmas of Brigadier-General Noel M. Lake, C.B., late of the Royal Engineers, at the age of 82, the Institution has lost a friend who for ten years gave it devoted service as a member of the Committee of Management. General Lake was appointed a member in 1916 and took a very active part in the work of the Committee until, on account of advancing years, he resigned in 1926. He was not only a regular attendant at the monthly meetings of the Committee of Management, but served on no fewer than six of its Sub-Committees, and was Chairman of the Special Committee which arranged the Life-boat House erected at the British Empire Exhibition at Wembley in 1924, the Institution's centenary year. His never-failing courtesy and kindness brought him the affection as well as esteem, both of his colleagues on the Committee of Management, and of the staff of the Institution. When he retired the Committee showed its appreciation of his long and valued services by appointing him an Honorary Life-Governor of the Institution. The Institution was represented at the funeral by the Secretary, Lieut.-Col. C. R. Satterthwaite, O.B.E.

### Mr. S. S. Jerrett, of New Brighton.

MR. S. S. JERRETT, of Liverpool and New Brighton, who died on the 9th November last, at the age of seventy-four, was for over thirty years associated with the Life-boat Station at New Brighton. The son of a sea-captain, he was connected for fifty-nine years with the shipping firm of Messrs. Goodyear, in which he became a partner, and for some years served as one of the commercial assessors to the Admiralty Court, so that he brought to the work of the New Brighton Station a wide experience of the mercantile marine. He became a member of the Branch

Committee in 1901, and its Chairman in 1903, a position which he held until his death. He was also for a number of years a member of the Committee of the Port of Liverpool Branch. As some small mark of the Institution's gratitude for his many services, he was presented with inscribed Binoculars in 1912, and in 1920 with the Institution's Gold Badge, which is given only for distinguished honorary work for the Life-boat Service.

### Miss Caroline Georgina Harvey, of Tenby.

A VERY generous friend of the Life-boat Services of Great Britain and Norway passed away by the death on the 11th November last, at the age of seventy-five, of Miss Caroline Georgina Harvey, of Tenby, Pembrokeshire. She had lived there for thirty years, and while she was very generous in her help to many charities, her chief interest was the welfare of the Tenby Life-boat crew. She was for twenty years a member of the Tenby Committee, as well as a generous subscriber. She took also a deep interest in the work of the Norwegian Life-boat Service. For more than forty years she regularly visited Svolvær in the Lofoten Islands, one of the centres of the great cod fisheries, and won the esteem of the whole population by her philanthropic work among the families of the fishermen. In 1897 she presented to the Norwegian Life-boat Society the Life-boat *Svolvær*, which is still on service. For her distinguished and unselfish work for life-boatmen she was awarded a Gold Medal by the King of Norway and the Gold Badge of the Institution. At the funeral the Institution was represented by Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, the Norwegian Government by the Secretary of its Legation in London, and the Tenby Life-boat Station by its Coxswain and ex-Coxswain.



**Summary of the Meetings of the Committee of Management.**

**Thursday, 10th November, 1932.**

Sir GODFREY BARING, Bt., followed by the Hon. GEORGE COLVILLE, in the chair.

Reported the receipt of the following special contribution :—

|                            |    |    |    |
|----------------------------|----|----|----|
| Ancient Order of Foresters | £  | s. | d. |
| Friendly Society           | 65 | 0  | 0  |

*To be thanked.*

Paid £13,567 15s. for the total charges of the Institution during the month, including rewards for services, payments for the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Included in the above were :—

£395 8s. 1d. to pay the rewards for the Life-boat services, accounts of which appear on pp. 10-14.

£537 19s. 3d. to pay the rewards for Life-boat launches, accounts of which appear on pp. 14 and 15; also £17 10s. for assemblies of crews, etc.

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

Also voted £8 5s. to pay the rewards for the Rhyl shoreboat service, an account of which appears on pp. 22-24.

**Thursday, 8th December, 1932.**

Sir GODFREY BARING, Bt., in the chair.

Received with regret the resignation of Sir Johnston Forbes-Robertson from the Committee of Management.

Reported the receipt of the following special contribution :—

|           |    |    |    |
|-----------|----|----|----|
| Anonymous | £  | s. | d. |
|           | 30 | 0  | 0  |

Paid £15,981 18s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of Life-boat Stations.

Included in the above were :—

£97 8s. to pay the rewards for the Life-boat services, accounts of which appear on pp. 16 and 17.

£285 12s. 3d. to pay the rewards for Life-boat launches, accounts of which appear on pp. 17 and 18, and £16 for assemblies of crews, etc.

£342 0s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Ramsgate, Rhoscolyn, Rye, St. Andrews, St. David's, Troon, and Whitby.

£53 12s. 6d. to men for injury in the Life-boat Service at Blackpool, Broughty Ferry, Caister, Cardigan, Newhaven, Moelfre, and Walmer.

A compassionate grant of £3 to J. Macey Ellis, ex-Second Coxswain, and formerly Bowman, of the Criccieth Life-boat, who was in ill-health and poor circumstances.

A compassionate grant of £5 to the widow of William Escott, late Second Coxswain of

the Watchet Life-boat, who was left in poor health and straitened circumstances.

Also voted £13 12s. 4d. to pay the rewards for the Shoreboat Services, accounts of which appear on pp. 22-24.

**Friday, 30th December, 1932.**

Paid £14,839 3s. 11d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, etc., and the maintenance of the Life-boat Stations.

**Thursday, 12th January, 1933.**

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

|   |     |    |    |
|---|-----|----|----|
| Dr. and Mrs. Aitken                     | £   | s. | d. |
| Mr. Herbert Jones                       | 200 | 0  | 0  |
| White Star Line, Steamers' Charity Fund | 100 | 0  | 0  |
| Mr. Alfred Barrett                      | 50  | 0  | 0  |
| Major the Hon. J. J. Astor              | 26  | 5  | 0  |
| Mr. C. E. W. Lambert                    | 26  | 5  | 0  |
| The Gas Light and Coke Company          | 25  | 0  | 0  |
|   | 21  | 0  | 0  |

*To be thanked.*

Paid £10,603 7s. 9d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the Life-boat Stations.

Included in the above were :—

£223 5s. 10d. to pay the rewards for Life-boat services, accounts of which appear on pp. 18-21; and £13 13s. 6d. in connexion with a launch of the Plymouth Motor Life-boat on the 22nd November, 1931.

£204 14s. 3d. to pay the rewards for Life-boat launches, accounts of which appear on pp. 21 and 22; and £8 18s. 6d. for assemblies of crews, etc.

£37 7s. on account of pensions already granted to the dependent relatives of men who had lost their lives in the Life-boat Service at Caister and Fethard.

A compassionate grant of £20 to the widow of Captain Owen Jones, who was left in poor circumstances. Capt. Owen Jones had been a member of the Moelfre Life-boat Crew for many years and was a Gold Medallist of the Institution.

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

A compassionate grant of £2 to the widow of Lewis Roberts, who had been a member of the Life-boat Crew at Holyhead for many years.

A compassionate grant of £2 to David Roberts, who was for many years a Life-boatman at Holyhead, and who is now in very poor health and circumstances.

Decided that the special weekly allowance now being paid to W. E. Haylett, ex-Second Coxswain of the Caister Life-boat, who was compelled to retire owing to serious illness due to exposure in the Life-boat Service, be continued.

## Awards to Coxswains and Life-boatmen.

To WILLIAM G. SANDERS, on his retirement, after serving for 36½ years as Coxswain of the Torbay Life-boat, a Coxswain's Certificate of Service, and a Pension.

To THOMAS HAYES, on his retirement, after serving for 19½ years as Coxswain of the Arklow Life-boat, a Coxswain's Certificate of Service, and a Pension.

To WILLIE CLARK, on his retirement, after serving for 2 years as Coxswain, 15 years as Second Coxswain, and previously 2½ years as Bowman of the Newhaven Life-boat, a Coxswain's Certificate of Service, and a Pension.

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

To JOHN EVANS, who served for 12½ years as Coxswain, and previously 2½ years as Second Coxswain, a Coxswain's Certificate of Service, and a Pension.

To THOMAS GRIFFITHS, who served for 12½ years as Second Coxswain, 7½ years as Bowman, and previously 13 years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To DAVID GRIFFITHS, who served for 12½ years as Bowman, and previously 30½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

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

BENJAMIN DAVIES (17).  
WILLIAM STEPHENS (16).  
BENJAMIN JONES (14).  
BENJAMIN RICHARDS (14).

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

To ROBERT J. BOALCH, who served for 7½ years as Coxswain, 2½ years as Second Coxswain, 15 years as Bowman, and previously 10 years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To SAMUEL J. S. CURTIS, who served for 3½ years as Second Coxswain, 4 years as Bowman, and previously 2½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Gratuity.

To ERNEST H. HOMYER, who served for 3½ years as Bowman, and previously 14½ 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:—

JAMES GRATTAN (40).  
ALFRED ROWE (40).  
WALTER ABBOTT (37).  
HENRY HOSKINS (36).  
FRANK LENO (35).  
WILLIAM COOK (26).  
WILLIAM LEGG (18).  
JOHN GRATTAN (16).  
CLARENCE CURTIS (14).  
SAMUEL CRABB (11).  
CHRISTOPHER WALKER (10).

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

To MORRIS JONES, who served for 2½ years as Coxswain, 7½ years as Second Coxswain, and previously 16 years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To DAVID WILLIAMS, who served for 2½ years as Bowman, and previously 8½ years as a member of the Crew, a Life-boatman's Certificate of Service.

To ROBERT WILLIAMS, who served for 13 years as a member of the Crew, a Life-boatman's Certificate of Service.

To CHARLES MATTHEWS, on his retirement, after serving for 13½ years as Second Coxswain, 4½ years as Bowman, and previously 8½ years as a member of the Crew of the Beaumaris Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To ALEXANDER RANKIN, on his retirement, after serving for 3 years as Second Coxswain, and previously 20 years as a member of the Crew of the Portpatrick Life-boat, a Life-boatman's Certificate of Service.

To THOMAS W. GUNN, on his retirement, after serving for 39½ years as Bowman, and previously 7½ years as a member of the Crew of the Longhope Life-boat, a Life-boatman's Certificate, and a Pension.

To CHARLES MAY and WILLIAM H. NICHOLAS, who served for 41 and 30 years, respectively, as members of the Crew of the North Deal Life-boat, Life-boatmen's Certificates of Service.

To ANDREW OLIVER and THOMAS BROWN, who served for 40 and 39 years, respectively, as members of the Crew of the Hauxley Life-boat, Life-boatmen's Certificates of Service.

To GEORGE IMPETT, on his retirement, after serving for 21 years as a member of the Crew of the Hythe Life-boat, a Life-boatman's Certificate of Service.

## Awards to Honorary Workers.

### Honorary Life-Governor.

Mr. J. M. MAWSON, J.P., has been appointed an Honorary Life-Governor of the Institution in recognition of the valuable services which he rendered as Honorary Secretary of the Piel (Barrow) Station 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.

### Silver Inkstand and the Thanks of the Institution on Vellum.

A SILVER INKSTAND, suitably inscribed, and the THANKS OF THE INSTITUTION INSCRIBED ON VELLUM, have been awarded to Mr. ALFRED BELK, who is already an Honorary Life-Governor of the Institution, on his retirement, after 51 years as Honorary Secretary of the Hartlepool Station Branch.

### Gold Badges.

THE GOLD BADGE, with the RECORD OF THANKS, has been awarded to the following :—

Mrs. COLLINGS-JONES, President, Smethwick Ladies' Life-boat Guild, Birmingham and District Branch.

Mr. W. COULDREY, Honorary Secretary, Bembridge Branch.

Mr. M. E. GOLDSMITH, Honorary Treasurer, Northampton Branch.

Mr. T. O. GRAY, Honorary Treasurer, Birmingham and District Branch.

Miss H. F. GREENHAM, Honorary Secretary and Treasurer, Ladies' Life-boat Guild, Wallasey, New Brighton and Moreton District of the Port of Liverpool Branch.

Miss ETHEL HOPKINS, B.A., Honorary Secretary, Women's Auxiliary, Folkestone Branch.

Mrs. ADA J. Oglethorpe, Vice-President, Ladies' Life-boat Guild, Lancaster Branch.

Mr. CHARLES J. SHARP, J.P., Chairman, Southampton and District Branch.

### Thanks of the Institution on Vellum.

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

Mr. FRED BRITAIN, on his retirement, after 18 years as Honorary Secretary of the Southend-on-Sea Branch.

Mr. P. C. SAYERS, on his retirement, after 12 years as Joint Honorary Secretary of the Sheringham Branch.

### 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. T. R. BLAMPIED, Jersey.

Mr. J. H. BURTON, Beaumaris.

Mr. VINCENT DESSON, Whitehills.

Mr. ALEXANDER FINDLAY, Whitehills.

Lieut.-Col. B. M. HYNES, O.B.E., Lyme Regis.

Mr. ERNEST JONES, Rhyl.

Mr. W. J. E. LEE, Watchet.

Mr. COLIN MACCALLUM, St. Abbs.

Mr. GEORGE SCANTLEBURY, Plymouth.

Rev. H. L. SCOTT, Kilmore.

Mr. CHARLES SHILLITOE, Salcombe.

Mr. ROBERT TYRRELL, Arklow.

### Aneroid Barometers.

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

Mr. F. LE BOULANGER, who has been Honorary Secretary of the Mumbles Branch for 34 years.

Mr. J. LEWIS, who has been Honorary Secretary of the Holyhead Branch for over 30 years.

Captain DAVID REES, who has been Honorary Secretary of the New Quay (Cardigan) Branch for over 42 years.

The Rev. H. VYVYAN, M.A., who has been Honorary Secretary of the Cadgwith Branch for 34 years.

### Life-boat Pictures.

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

Mrs. F. ALLSOP, Honorary Secretary, Hyde Branch.

Lady BAYNHAM, Honorary Secretary, Sidcup Branch.

Mrs. SIDNEY CLIFFORD, Honorary Treasurer, Ladies' Life-boat Guild, Bristol and District Branch.

Mrs. JANE A. CONWAY-JONES, Honorary Secretary, Conway and District Branch.

Miss L. COOK, Honorary Secretary, Bury Branch.

Mr. H. O. DIXON, Honorary Secretary, Bolton Branch.

Mrs. A. H. DOLMAN, President, Ladies' Life-boat Guild, Abertillery Branch.

Mr. F. J. GOODALL, Honorary Secretary, Bradford-on-Avon Branch.

Miss DORICE GRADWELL, Honorary Secretary, Hatch End Branch.

Mrs. EDGAR JENKINS, Chairman, Pontypridd Branch.

Mrs. J. LAMONT, Honorary Secretary, Ladies' Life-boat Guild, Darlington Branch.

Mrs. MARY A. F. MACDONALD, Honorary Secretary, Nantwich Branch.

Capt. G. MONTFORD, R.D., R.N.R., Honorary Secretary, Church Stretton Branch.

Mrs. HUGH PEIRS, President, Carshalton Branch.

Mr. F. C. RAWLING, Honorary Secretary of the Wisbech Branch, and Mrs. RAWLING.

Mrs. M. REES, President, Ladies' Life-boat Guild, Newport (Mon.) Branch.

Mrs. WALTER REES, President, Ladies' Life-boat Guild, Neath Branch.

Mr. E. DOUGLAS TROW, Honorary Secretary, Stourbridge Branch.

Capt. H. D. WAKEMAN-COLVILLE, R.N., Honorary Secretary, Bridgnorth Branch.

Miss MARY J. H. WALFORD, Honorary Secretary, Whitchurch (Salop) Branch.

Miss ELISABETH ff. WANKLYN, Honorary Secretary, Cheltenham Branch.

Miss ELIZABETH YEOMAN, Honorary Secretary, Lewisham Branch.

#### Records of Thanks.

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

Mrs. STANLEY AIREY, Honorary Secretary, Headingley District of the Leeds and District Branch.

Mrs. S. A. ASHPOLE, Honorary Secretary, Lichfield Branch.

Mrs. ELLEN BARLOW, Honorary Secretary, Oswestry Branch.

Mr. C. H. BEECH, Honorary Treasurer, Kensington Branch.

The late Mr. JAMES D. BROWN, Honorary Secretary, Whithorn and Bay of Wigtown Branch.

Mr. and Mrs. G. B. DIXON, Junr., Life-boat Workers, Walthamstow Branch.

Mr. and Mrs. J. B. DIXON, Life-boat Workers, Walthamstow Branch.

Miss D. M. FINDON, Honorary Secretary, Kidderminster Branch.

Mrs. DAVID FLATHER, Chairman, Ladies' Life-boat Guild, Sheffield Branch.

Mr. HAROLD GARNETT, Honorary Treasurer, Bingley District of the Bradford and District Branch.

Councillor G. L. HODGE, Honorary Secretary, Fulham Branch.

Mr. WYNNARD HOOPER, Chairman, Kensington Branch.

Rector A. J. KERR, M.A., Honorary Secretary, Wishaw Branch.

Mrs. T. J. KIRK, Honorary Secretary, Ladies' Life-boat Guild, Stockton and Thornaby Branch.

Miss LEISHMAN, Honorary Secretary, St. Albans Ladies' Life-boat Guild, St. Albans and Harpenden Branch.

Mr. and Mrs. G. W. PARROTT, Life-boat Workers, Walthamstow Branch.

Mr. F. S. SEXTON, Honorary Treasurer, Ashford (Middlesex) Branch.

Mr. DAVID SHARP, Life-boat Worker, Edinburgh Branch.

Air Vice-Marshal Sir OLIVER SWANN, K.C.B., C.B.E., and Lady SWANN, Life-boat Workers, Chelsea Branch.

Mr. WILLIAM TRIGG, Deputy Chief Constable of Lincolnshire, in recognition of the valuable help he has given throughout the county.

Mr. EDWIN WILSON, Honorary Treasurer, Croydon Branch.

### Rug-Making for the Institution.

As recorded in *The Life-boat* for last September, the Honorary Secretary of the Cobham (Surrey) Branch, made a rug in the shape and colours of the Institution's flag for an official of the Sudan Government Dockyard at Khartoum, giving the profits to the

Institution. The official wrote how pleased he was to see this reference to his rug, and added that it was in "the engineer's cabin on the steamer running the petrol service on the White Nile, and has over 4,000 miles of African river travel to its credit already."

## News from the Branches.

1st October to 31st December.

### Greater London.

**CHELSEA.**—Annual Meeting. Speaker : Sir Godfrey Baring, Bt., Chairman of the Institution. Amount collected in 1932 £244, as compared with £184 in 1931.

Visit of new Skegness Motor Life-boat to Cadogan Pier.

**CLAPHAM.**—Whist Drive.

**HAYES.**—Annual Meeting. Speaker : The District Organizing Secretary. Amount collected in 1932 £133, as compared with £114 in 1931.

**HORNSEY.**—Concert. Whist Drive. Dolphin Dance, with address by the District Organizing Secretary. Address by the District Organizing Secretary to the North London 62nd Scout Group.

**MITCHAM.**—Annual Meeting. Amount collected in 1932 £122, as compared with £110 in 1931.

Dance. Dramatic Entertainment.

**ST. ALBANS.**—Bridge Drive and Dance.

**ST. MARYLEBONE.**—Drawing-room Meeting. Speaker : Sir Godfrey Baring, Bt., Chairman of the Institution.

**TOOTING.**—Whist Drive.

**TWICKENHAM.**—Presentation at St. Mary's Boys' School of the Challenge Shield for Greater London in the Life-boat Essay Competition.

**WALLINGTON.**—Concert.

**WALTHAMSTOW.**—Concerts at St. Andrew's Hall and Mathews Memorial Hall, with addresses by the District Organizing Secretary.

Lantern Lectures or addresses were also given to the British Sea Anglers' Society, the Little Ship Club, the Brentford and Chiswick Rotary Club, and at East Ham, Hendon, Islington, Mile End, New Barnet, New Malden, Tottenham, West Ham, West Norwood and Willesden.

### North-West of England.

**ACCRINGTON.**—Annual Meeting on 2nd December. Mr. A. Hunter elected Honorary Secretary in succession to the late Councillor Walter Holden. Amount collected in 1932 £63, as compared with £123 in 1931. Cinema Collections.

**BLACKBURN.**—Annual Meeting on 21st October. Amount collected in 1932 £182, as compared with £150 in 1931.

**BREDBURY.**—Annual Meeting on 3rd November. Amount collected in 1932 £38, as compared with £33 in 1931.

**COLNE.**—Concert by the "Optimists."

**CONGLETON.**—Whist Drive.

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

**HINDLEY.**—Whist Drive and Dance.

**KENDAL.**—Annual Meeting on 9th December. Amount collected in 1932 £116, as compared with £122 in 1931.

**KESWICK.**—Annual Meeting. Amount collected in 1932 £44, as compared with £38 in 1931.

**LANCASTER.**—Annual Whist Drive.

**LIVERPOOL.**—Annual Meeting at Walsley and New Brighton, and Dance, arranged by the Ladies' Life-boat Guild.

**MANCHESTER, SALFORD AND DISTRICT.**—Special effort in the Drill Hall of the 6th Manchester Regiment. Crowning of Miss Elsie Thrisk as Sea Queen by Lady Nall. Speaker : Colonel Sir Joseph Nall, D.S.O., M.P. Flannel Dance.

**CHORLTON - CUM - HARDY.**—Whist Drive.

**DIDSBURY.**—Dance.

**GORTON.**—Fancy-dress Ball.

**NEW MOSTON.**—Ladies' Life-boat Guild Annual Dance.

**PRESTWICH.**—Address by the Branch Secretary to the Prestwich Women's Co-operative Guild.

**SALFORD.**—Annual Whist Drive, the Mayor and Mayoress being present. Appeal by the Mayor.

Annual Meeting on 31st October, the Mayor of Salford, Vice-President, in the Chair.

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

**WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.**—Ladies' Life-boat Guild formed.

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

**MORECAMBE.**—Bring and Buy Sale.

**MOTTRAM AND BROADBOTTOM.**—Annual Meeting on 12th October. Amount collected in 1932 £7, as compared with £16 in 1931.

**OLDHAM.**—Annual Meeting on 12th December, the Mayor, President of the Branch, in the chair. Amount collected in 1932 £256, as compared with £234 in 1931.

**PORT ERIN.**—Concert.

**RADCLIFFE.**—Dance.

**RAMSBOTTOM.**—Whist Drives and Dances, arranged by the Ladies' Life-boat Guild.

**RAMSEY.**—The Branch has lost an old and valued friend by the death of Mr. A. H.

Teare. He was its Honorary Secretary from 1915 to 1930, being presented with inscribed binoculars in 1929 and the thanks of the Institution inscribed on Vellum on his retirement, in recognition of his many services to the Branch.

ROMILEY.—Annual Meeting on 8th October. Amount collected in 1932 £43, as compared with £46 in 1931.

Whist Drive.

STANDISH.—Whist and Bridge Drive.

TOTTINGTON.—Annual Whist and Bridge Drive.

WARRINGTON.—Annual Meeting on 27th October, the Mayor, President of the Branch, in the chair. Mrs. B. Fairclough elected Chairman of the Branch in place of Miss Broadbent, who had resigned. Amount collected in 1932 £189, as compared with £154 in 1931.

WESTHOUGHTON.—Whist Drive.

#### North-East of England.

BARNARD CASTLE.—Annual Meeting on 20th October. Amount collected in 1932 £16, as compared with £26 in 1931.

BEDLINGTON.—The Branch has suffered a severe loss by the death of Miss Elizabeth Brown, its Honorary Secretary since 1929.

Whist Drive.

BERWICK.—Annual Meeting on 18th November, the Mayor presiding. Efforts of the past year: Life-boat Day and Whist Drives. Amount collected in 1932 £202, as compared with £182 in 1931.

Whist Drive and Dance at Spittal.

BRADFORD.—Annual Matinée at the Alhambra Theatre.

BRIDLINGTON.—Whist Drives and Supper.

CONISBROUGH.—Whist Drives.

CRESSWELL.—Jumble Sale.

DARLINGTON.—Bridge and Whist Drive.

DERWENT VALLEY.—Bridge Drive.

DRIFFIELD.—Tea, Whist and Bridge, to which the members of the Ladies' Life-boat Guild and friends were invited by Mrs. W. H. Blakeston, one of the Honorary Secretaries. Collection.

DURHAM.—Chrysanthemum Show, opened by Lady Surtees.

GATESHEAD.—Annual Meeting on 25th November, the Mayor, President of the Branch, in the chair. Speaker: Sybil, Lady Eden. Efforts of the past year: Life-boat Day, Bridge Drives. Amount collected in 1932 £190, as compared with £293 in 1931.

HALIFAX.—Dramatic performance given by the Heath Old Boys' Dramatic Society.

HARROGATE.—Life-boat Day.

HONLEY.—Whist Drive.

HUDDERSFIELD.—Annual Meeting on 12th December, the Mayoress, President of the Guild, in the chair. Efforts of the past year: Whist Drives. Amount collected in 1932 £111, as compared with £311 in 1931. Life-boat day.

KIRKBURTON.—Whist Drive.

LEEDS.—Annual Life-boat Matinée. Dance and Whist Drive. Dance at Headingley.

MEXBOROUGH.—Bridge Drive.

NORTH SUNDERLAND.—Presentation of awards made for the service to the coble *Sea Queen* of North Sunderland on 10th October, 1932. Whist Drive.

POCKLINGTON.—Whist Drive.

RIPPONDEN.—Whist Drive and Dance.

SELBY.—Annual Meeting. Efforts of the past year: Life-boat Day; Dance and Bridge Drive. Amount collected in 1932 £72, as compared with £65 in 1931. Social.

SOWERBY BRIDGE.—Whist Drive and Dance.

STAINLAND.—Whist Drive and Dance.

STAMFORDHAM.—Lantern Lecture.

WAKEFIELD.—Whist Drive.

WEST HARTLEPOOL.—Dance.

WHITBY.—A Wreath was laid on the sea from the Life-boat on Armistice Day, 11th November, in memory of the officers and men of the Navy, mine-sweepers, patrol-drifters, and Merchant Service, who lost their lives in the Great War.

WOOLER.—Address by District Organizing Secretary to Toc H.

#### Midlands.

BADSEY.—Carol-singing.

BIRMINGHAM.—Special Meeting of the Branch and Guild. New officers appointed. Life-boat Ball. Collections at Grand, Alexandra, and Hippodrome theatres. Collecting boxes in shop arcades and at railway stations. "Heroes of the Sea" film shown, with collection, at Aston Hippodrome. Carol singing at Yardley Wood. Lantern Lecture by the District Organizing Secretary at Springfield Baptist Chapel.

BRIERLEY HILL AND QUARRY BANK.—Branch reformed. Mr. Andrew Cooper, Hon. Secretary.

BRISTOL.—Life-boat Ball held in H.M.S. *Flying Fox*.

CLEETHORPES.—Whist Drive, Poultry Drive, and Carol-singing.

GLOUCESTER.—"Heroes of the Sea" film shown at Hippodrome.

KIDDERMINSTER.—Life-boat Day.

LEAMINGTON.—Annual Meeting, Canon Feist, Vice-President of the Branch, in the chair. Amount collected in 1932 £208, as compared with £248 in 1931. Speaker: The District Organizing Secretary.

LYE.—Carol-singing.

MIDDLETON - BY - WIRKSWORTH.—Branch formed. Hon. Secretary: Mr. A. B. Farnsworth. Lantern Lecture by the District Organizing Secretary.

NOTTINGHAM.—Special Meeting. Speaker: The District Organizing Secretary.

**OUNDLE.**—Branch formed. Hon. Secretary, Mr. J. M. Siddons. Lantern Lecture by the District Organizing Secretary.

**ROTHWELL.**—Life-boat Day.

**RUGBY.**—Annual Life-boat Ball.

**SCOTHERN.**—Whist Drive and Dance.

**STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.** Life-boat Day. Annual Meeting of the Newcastle Ladies' Life-boat Guild.

**STRATFORD-ON-AVON.**—"Heroes of the Sea" film shown at the Picture House. Lantern Lecture by the District Organizing Secretary at a meeting arranged by the Brotherhood.

**SUTTON-IN-ASHFIELD.**—Tea Dance and Whist Drive. "Heroes of the Sea" film shown at two cinemas, and collections taken.

Lantern Lectures were also given at Brigg, Daventry, Halesowen, Hinckley, Market Harborough, Stafford, Stow-on-the-Wold and Todenham.

#### South-East of England.

**ALDEBURGH.**—Annual Meeting, Capt. F. C. U. Vernon Wentworth, C.B., R.N., President and Chairman of the Branch, presiding. Events of the past year: Inaugural Ceremony of the new Motor Life-boat by H.R.H. the Prince George, K.G. Life-boat Day. Amount collected in 1932 £223, as compared with £140 in 1931.

**ATTLEBOROUGH.**—Life-boat Day. Film shown.

**BECCLES.**—House-to-House Collection.

**BEXHILL.**—Annual Meeting on 24th November, Admiral C. E. Anson, C.B., M.V.O., Chairman of the Branch, presiding. Amount collected in 1932 £42, as compared with £140 in 1931.

"Heroes of the Sea" film shown, with collection. Bridge Drive.

**BIGGLESWADE.**—Jumble Sale.

**BISHOP'S STORTFORD.**—Carol-singing.

**BOGNOR REGIS.**—Carol-singing.

**BRENTWOOD.**—"Heroes of the Sea" film shown, with collection.

**BRIGHTON AND HOVE.**—Annual Meeting of the Ladies' Life-boat Guild on 29th November, followed by a Concert, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Efforts of the past year: Life-boat Day in Hove, Dance, Cinema Collections, Bridge Drive. Amount collected in 1932 £471.

Address to Toc H. Speakers: Mr. V. G. North, Hon. Secretary, Shoreham Branch, Mr. C. Heaton, Asst. Hon. Secretary, and the District Organizing Secretary.

**BURNHAM - ON - CROUCH.**—Branch formed. Joint Hon. Secretaries, Mrs. Joy and Miss Penrose Fitzgerald. Burnham was before part of the Chelmsford Branch.

**BURY ST. EDMUNDS.**—House-to-House collection at Ixworth.

**BYFLEET AND PYRFORD.**—Golf Competition.

**CAMBERLEY.**—Films shown at Cordwalles School.

**CANTERBURY.**—Cathedral Collection. Christmas Day Church Collections at Wingham.

**CHELMSFORD.**—Carol-singing. Whist Drive.

**CHICHESTER.**—Annual Meeting on 11th October, Mrs. Keith Wannop, Chairman of the Branch, presiding. Efforts of the past year: House-to-House Collection, Public Meeting, Church Collection, Theatre and Cinema Collections, Entertainment. Amount collected in 1932 £168, as compared with £192 in 1931.

Conference of Country Workers, Lantern Lecture at Wesleyan Women's Hour.

**CHORLEY WOOD.**—Scavenging Party.

**CROMER.**—Annual Meeting on 4th November, Lord Suffield, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Life-boat Cup Competition. Amount collected in 1932 £362, as compared with £433 in 1931.

Dinner given by Mr. T. A. Cook, Member of Parliament for North Norfolk, to the Crews, Chairmen and Hon. Secretaries of the Life-boat Stations at Blakeney, Cromer, Sheringham and Wells.

**CUCKFIELD AND HAYWARDS HEATH.** Bridge Tournament. Carol-singing.

**DARTFORD.**—Lantern Lecture at Farningham by Mr. Percy Kemp.

**DISS.**—"Heroes of the Sea" film shown, with Collection.

**DORKING.**—"Heroes of the Sea" film shown, with Collection.

**EASTBOURNE.**—Annual Meeting on 28th November, Mr. N. S. Holland, Chairman of the Branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution. Efforts of the past year: Life-boat Days in Eastbourne and District, Collections in hotels, schools, boarding-houses, etc., Whist Drive at Hailsham. Amount collected in 1932 £1,198, as compared with £1,415 in 1931.

**EAST GRINSTEAD.**—Carol-singing.

**FAKENHAM.**—"Heroes of the Sea" film shown, with Collection.

**FARNHAM.**—Life-boat Competition at Hankley Common Golf Club.

**FOLKESTONE.**—Annual Meeting of Women's Auxiliary, Mrs. R. G. Wood, J.P., Chairman, presiding. Efforts of the past year: Life-boat Day, Bridge and Whist Drives, Lectures. Amount collected in 1932 £373, as compared with £454 in 1931.

Production of Life-boat Play, *Their Business in Great Waters*, for one week, with daily Collections. Life-boat Ball. Lecture to Tontine Street Sisterhood.

**GODALMING.**—Series of three Bridge Tournaments.

**GOODWIN SANDS AND DOWNS.**—Presentation by the Mayor of Certificates of Service awarded to the Coxswain and Crew of the North Deal Life-boat, on the closing of the Station.

**GREAT YARMOUTH AND GORLESTON.**—A Wreath was laid on the sea from the Life-boat on Armistice Day, 11th November, in memory of the officers and men of the Navy, mine-sweepers, patrol-drifters and Merchant Service who lost their lives in the Great War.

**HASTINGS.**—Theatricals.

**HEMEL HEMPSTEAD.**—Lantern Lecture by Capt. H. E. Holme, Hon. Secretary, at Potten End Women's Institute, and Lecture to Rover Scouts.

**HIGH WYCOMBE.**—Bridge Drive.

**KESSINGLAND.**—Entertainment, arranged by the Ladies' Life-boat Guild.

**LEATHERHEAD.**—Dance. Carol-singing.

**LITTLEHAMPTON.**—Dance.

**LOWESTOFT.**—Annual Meeting on 2nd November, Mr. F. Spashett, Chairman of the Branch, presiding. Efforts of the past year: Life-boat Day. Amount collected in 1932 £160, as compared with £390 in 1931.

**MARGATE.**—Annual Meeting on 5th December, the Mayor presiding. Efforts of the last year: Life-boat Day, Dance, Sale of souvenirs. Amount collected in 1932 £505, as compared with £567 in 1931.

Annual Dinner to the Crew.

**MARLOW.**—Carol-singing.

**MIDHURST.**—House-to-House Collection and Life-boat Service at Heyshott, with address by Capt. Basil Hall, R.N.

**NEWHAVEN.**—Annual Meeting on 31st October, Mr. R. W. Dewdney, Chairman, presiding. Efforts of the past year: Life-boat Day. Amount collected in 1932 £59, as compared with £85 in 1931.

**NEWMARKET.**—Bridge Drive.

**ST. IVES.**—Annual Meeting on 7th November. Efforts of the past year: Special Matinée of Life-boat Films, Life-boat Day. Amount collected in 1932 £85, as compared with £98 in 1931.

**SHOREHAM HARBOUR.**—Annual Meeting on 30th November. In the absence of the chairman, Mr. J. G. Jackson presided. Efforts of the past year: Life-boat Day, Dance, organized by the Ladies' Life-boat Guild. Amount collected in 1932 £159, as compared with £180 in 1931.

**SITTINGBOURNE.**—"Heroes of the Sea" film shown, with Collection. Whist Drive and Dance.

**SLOUGH.**—Jumble Sale.

**SOUTHBOROUGH AND DISTRICT.**—Annual Meeting on 23rd November, Capt. B. K. Boase, Vice-President of the Branch, in the chair. Efforts of the past year: Life-boat Day. Amount collected in 1932 £34.

**SOUTHEND.**—Annual Meeting on 27th October, Mr. W. C. Day, Hon. Treasurer of

the Branch, presiding, in the absence of Sir John Francis, whose resignation as Chairman was reported. Mr. Fred Britain, Hon. Secretary, elected Chairman, and Mr. J. L. Elliston, Branch Secretary. Efforts of the past year: Life-boat Days at Southend, Hadleigh and Canvey Island, Lantern Lecture by the District Organizing Secretary at the Essex Yacht Club, Leigh-on-Sea. Amount collected in 1932 £357, as compared with £408 in 1931.

**TRING.**—Special Matinée of Life-boat Films in connexion with the Women's Section of the British Legion. "Heroes of the Sea" film shown, with Collection.

**TUNBRIDGE WELLS.**—Life-boat Competition at the Nevill Golf Club.

**WALTON AND FRINTON.**—Annual Meeting on 9th December, Mr. T. W. Eagle, Chairman of the Branch, presiding. Events of the past year: Inaugural Ceremony of boarding boat, Life-boat Day, Life-boat Sunday. Amount collected in 1932 £225, as compared with £223 in 1931.

**WOKING.**—Life-boat Competition at Worplesdon Golf Club.

**WORTHING.**—Presentation, arranged by the Shoreham Harbour Branch, of the Life-boat Picture, awarded by the Institution to Messrs. G. N. & L. Prideaux, and Miss Prideaux, of Lancing, for their gallantry in saving two lives. (An account of their service appeared in the last issue of *The Life-boat*.)

Lantern Lectures were also given at Benington, Great Yarmouth, Guildford, Stevenage and Walton-on-Thames.

#### South-West of England.

**ABINGDON.**—Life-boat Day.

**BIDEFORD.**—Concert Recital by Madame Delines at the Church Institute, organized by the Ladies' Life-boat Guild.

**BODMIN.**—Life-boat Day.

**BRIDGWATER.**—Dance at North Petherton.

**DEVIZES.**—Presentation by the Hon. Mrs. Bailey of the Certificate won in the Life-boat Essay Competition by West Lavington School. Theatrical Entertainment, "Hullo Devizes" at the Corn Exchange, arranged by the staff of the Mental Hospital.

**DORCHESTER.**—(Dorset)—Annual Dance.

**GOSPORT.**—Address by Sir Godfrey Baring, Bt., Chairman of the Institution, to the Rotary Club. Presentation by the Mayor of Gosport of the Challenge Shield for the South-West of England in the Life-boat Essay Competition, and of the special prize for the best essay in Great Britain and Ireland, won by Miss Barbara Bull, of the Lees Girls' School, Gosport.

**OXFORD.**—Life-boat Day.

**PAIGNTON.**—Annual Meeting of the Ladies' Life-boat Guild, Mrs. H. J. Vick, Chairman, presiding. Whist Drive, organized by the Ladies' Life-boat Guild.



**PORTSMOUTH.**—Concert by the Portsmouth Glee Club.

**PLYMOUTH.**—Annual Meeting, the Mayor, a Vice-President of the Branch, in the chair. Amount collected in 1932 £437, as compared with £494 in 1931.

Life-boat Day, Concert and Dance at Bere Alston.

**SALISBURY.**—Life-boat Day at Ludgershall.

**SIDMOUTH.**—Life-boat Day at Ottery St. Mary.

**SOUTHAMPTON.**—First of a series of Whist Drives, organized by the Ladies' Life-boat Guild.

**TAUNTON.**—Presentation by Lady Portman of a Certificate won in the Life-boat Essay Competition, by Holy Trinity School.

**TOTNES.**—Ashburton Life-boat Day.

**WESTON-SUPER-MARE.**—Concert and distribution of hampers to Life-boat Crew, arranged by the Ladies' Life-boat Guild. Whist and Bridge Drive, organized by the Ladies' Life-boat Guild.

**WEYMOUTH.**—Annual Meeting, Major J. H. C. Devenish, J.P., Chairman of the Branch, presiding. Events of the past year: Inaugural Ceremony of the new Motor Life-boat; House-to-House Collection. Amount collected in 1932 £301, as compared with £268 in 1931.

**WINCHESTER.**—Life-boat Day, organized by the Ladies' Life-boat Guild.

**WOODSTOCK.**—Concert.

#### Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 27th October, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., Chairman of the Council, presiding. Presentation of awards to Scottish Honorary Workers by Sir Godfrey Baring, Bt., Chairman of the Institution.

**ABERLOUR.**—Lantern Lecture.

**AIRDRIE.**—Life-boat Day.

**ANSTRUTHER.**—Special Meeting of Branch, Provost Readdie, Chairman of the Branch, presiding. Speaker: The District Inspector of Life-boats, Lieut.-Commander T. G. Michelmores, R.D., R.N.R. Mr. Hugh C. Mackintosh appointed joint Hon. Secretary in succession to the late Mr. Henry Watson.

**BANFF.**—Performances of Gilbert & Sullivan's *Princess Ida* by the Banff Operatic Society for four nights. Annual Whist Drive and Dance at Whitehills.

**BURNTISLAND.**—Annual Meeting on 7th November, Mr. James Piper, Chairman of the Branch, presiding. Efforts of the past year: Whist Drive and Life-boat Days. Amount collected in 1932 £102, as compared with £79 in 1931.

**CARSTAIRS JUNCTION, COAT-BRIDGE AND DINGWALL.**—Life-boat Days.

**DUFFTOWN.**—Lantern Lecture.

**DUNBAR.**—Annual Meeting. Efforts of the past year: Life-boat Days. Amount collected in 1932 £292, as compared with £749 in 1931.

Christmas gifts of woollen gloves and scarves, tea, tobacco, sweets and currant buns made to the Crew by the Chairman of the Branch.

**DUNDEE.**—Bridge and Whist Drive on board H.M.S. *Unicorn*, by kind permission of the officers, organized by Mrs. T. Himsforth, Honorary Secretary of the Ladies' Life-boat Guild.

Whist Drive to Ladies' Life-boat Guild Presidents and Collectors.

Bridge Drive, organized by Mrs. C. Butler, Hon. Treasurer of the Ladies' Life-boat Guild and a Committee.

**DUNFERMLINE.**—Dance, arranged by the Branch Committee. Cinema Exhibition arranged by Rosyth Sub-Committee.

**EDINBURGH.**—Annual Meeting on 28th October, Bailie Wilson McLaren presiding in the absence of the Lord Provost. Speakers: Sir Godfrey Baring, Bt., Chairman of the Institution, Mr. Gilbert Archer, Master of the Merchant Company, and Mr. A. L. F. Smith, C.B.E., M.V.O., Rector of the Edinburgh Academy. Efforts of the past year: Life-boat Day; Orchestral Concert; Bridge and Whist Drive; Golf Tournament; Bonnyrigg Cinema Exhibition. Amount collected in 1932 £2,682, as compared with £3,360 in 1931.

Meeting of Ladies' Life-boat Guild, Lady Findlay, D.B.E., President of the Guild and Hon. Secretary of the Scottish Life-boat Council, presiding. Speakers: Mrs. Hourston, O.B.E., J.P., President of the Glasgow Ladies' Life-boat Guild, and the District Organizing Secretary.

Lantern Lecture at Fettes College by Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P., Vice-Chairman of the Scottish Life-boat Council.

Life-boat Stall at the Ideal Homes Exhibition from the 5th to 19th November.

**ELIE.**—Annual Meeting on 25th October, Lady Nairn, President of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Whist Drive and Dance; Concert and Dramatic Entertainment; Market Stall at Lundin Links; Market Stall at Elie; Concert. Amount collected in 1932 £143, as compared with £151 in 1931.

**FORFAR.**—Life-boat Day.

**GLASGOW.**—Life-boat Dance, organized by the Ladies' Life-boat Guild.

**GLENALMOND.**—Lantern Lecture to Trinity College, by Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P., Vice-Chairman of the Scottish Life-boat Council.

**GREENOCK.**—Annual Meeting on 21st October, Mrs. James A. Morrison, presiding. Efforts of the past year: Life-boat Day. Amount collected in 1932 £212, as compared with £228 in 1931.

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

**HAWICK.**—Life-boat Day.

**HOLM.**—House-to-House Collection.

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

**JOHNSTONE AND KIRKCALDY.**—Life-boat Days.

**KIRKCUDBRIGHT.**—Annual Meeting on 9th December, Sir C. D. Hope-Dunbar, President of the Branch, in the chair. Efforts of the past year : House-to-House Collections ; New Galloway Sale of Work ; Castle Douglas Whist Drive, and Life-boat Days. Amount collected in 1932 £105, as compared with £135 in 1931.

**LAURENCEKIRK, MAYBOLE AND MOTHERWELL.**—Life-boat Days.

**NEWBURGH.**—Children's Fancy Dress Party, organized by the Ladies' Life-boat Guild.

**PAISLEY.**—Address to the Rotary Club, by Sir Godfrey Baring, Bt., Chairman of the Institution.

Reception by the Duke of Montrose, Chairman of the Scottish Life-boat Council and a Vice-President of the Institution, the Duchess of Montrose, and Major Harold Glen-Coats, D.L., President of the Branch. Speaker : Sir Godfrey Baring, Bt., Chairman of the Institution. Ladies' Life-boat Guild formed.

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

**PEEBLES.**—Life-boat Day.

**ROSEHEARTY.**—House-to-House Collection.

**SCOTSCALDER.**—Life-boat Day.

**TROON.**—Annual Meeting on 3rd November, Mr. James Clark, President of the Branch, in the chair. Efforts of the past year : Appeal by the Committee, Joint Church Service, Whist Drive, and Life-boat Day. Amount collected in 1932 £114, as compared with £26 in 1931.

Special Meeting, Mr. James Clark presiding. Ladies' Life-boat Guild formed.

**WHITEHILLS.**—Inaugural Ceremony of the new Motor Life-boat on 5th October, followed by a Dance. (For special report see the last issue of *The Life-boat.*) Life-boat Day.

**WHITHORN AND BAY OF WIGTOWN BRANCH.**—The Branch has suffered a severe loss by the death of Mr. James D. Brown, its Hon. Secretary since 1919.

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

**WISHAW.**—Life-boat Day.

Lantern Lectures were also given at the Women's Rural Institutes at Athelstaneford, Borestone, Cameron, Carron, Colmonell, Errol, Farnell, Furnace, Greenhills, Kilmartin, Kingsford, Lendalfoot, Letham, Lochgair, Lochgilphead, Manor, Minard, Newmill, Newstead, Stratherrick, Strathnairn, Tayvallich and Uphall.

#### Ireland.

**BALLYCOTTON.**—The Branch has lost a very valued friend by the death of Mr. W. H.

Garde, who was Hon. Secretary from 1922 to 1931.

**BELFAST.**—Annual Life-boat Ball. Lady Dixon, D.B.E., first Vice-President of the Ladies' Life-boat Guild, received the guests.

**CORK.**—Third Annual Life-boat Ball.

**DUBLIN.**—Reception, at which Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution, met the members of the Ladies' Life-boat Guild. Special Meetings of the Ladies' Life-boat Guild, the Countess van Cutsem presiding.

Resignation of Mrs. James McNeill, wife of the late Governor-General, from the position of President of the Guild, was received with regret.

**DUN LAOGHAIRE.**—Mrs. R. De Courcy Wheeler appointed President of the Ladies' Life-boat Guild, and Mrs. Cathcart Hon. Secretary. Bridge Tournament, by kind permission of Mr. and Mrs. David Barry.

**HOWTH.**—The Branch has suffered a severe loss by the death of its Chairman, Commander J. C. Gaisford-St. Lawrence, R.N., D.L.

**TUAM.**—Life-boat Day.

#### Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

**CAERLEON.**—Presentation by Mrs. Whitfield of Certificate in the Life-boat Essay Competition won by Caerleon Endowed School. Speakers : The Director of Education for Monmouthshire, and the District Organizing Secretary.

**CARDIFF.**—Presentation, by the Lady Mayoress, of Certificate won by the Severn Road Girls' School in the Life-boat Essay Competition. Speakers : The Lord Mayor and the District Organizing Secretary.

**IRON BRIDGE.**—Drawing-room Meeting, by the kindness of Mrs. W. Bishop. Speaker : The District Organizing Secretary. Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. H. Fisher.

**MILFORD HAVEN.**—Life-boat Day.

**MONMOUTH.**—Miss Kay Lennox appointed Hon. Secretary of the Branch.

**NEWPORT.**—Lantern Lecture by the District Organizing Secretary to school-children at the Carnegie Library.

**PONTYPOOL.**—Life-boat Day.

**SOUTH CAERNARVONSHIRE.**—The Branch has suffered a severe loss by the death of Capt. Owen Evans, the Hon. Secretary of the Porthdinllaen Station since 1917.

**SWANSEA.**—Presentation, by the Mayoress, of Certificates won by Swansea Schools in the Life-boat Essay Competition. Speaker : The District Organizing Secretary.

**WREXHAM.**—Life-boat Day. Mr. A. Williamson appointed Hon. Treasurer, in place of Mr. G. H. West, who had resigned on leaving Wrexham.

SERVICES OF THE LIFE-BOATS OF THE INSTITUTION DURING 1932.

| 1932. |     | Time of Launching. |  | Persons rescued from shipwreck. |
|-------|-----|--------------------|--|---------------------------------|
| Jan.  | 1.  | 2.40 p.m.          | Ketch <i>Maggie Murray</i> , of Ayr. Maryport Motor Life-boat . . .  | 2                               |
| "     | 3.  | 9.30 a.m.          | Ketch <i>Florence</i> , of Runcorn. Beaumaris Motor Life-boat landed 2.  |                                 |
| "     | 5.  | 1.45 p.m.          | S.S. <i>Hawthorn</i> , of Liverpool. Ramsey Motor Life-boat landed an injured man.   |                                 |
| "     | 6.  | 1.10 a.m.          | Barges <i>Cader Idris</i> and <i>Stanley Margetts</i> , of Rochester. Southend-on-Sea Motor Life-boat . . . . .  | 3                               |
|       |     |                    | Barge <i>Lady Mary</i> , of London. Southend-on-Sea Motor Life-boat stood by vessel.   |                                 |
| "     | 6.  | 10.0 p.m.          | S.S. <i>Trevaylor</i> , of St. Ives. Torbay Motor Life-boat stood by vessel.   |                                 |
| "     | 8.  | 1.55 a.m.          | S.S. <i>Afon Dulais</i> , of Llanelly. The Mumbles Motor Life-boat stood by vessel.  |                                 |
| "     | 8.  | 1.45 p.m.          | Motor fishing boat <i>Remembrance</i> , of Whitby. Whitby Motor Life-boat escorted boat into harbour.  |                                 |
| "     | 9.  | 10.7 a.m.          | S.S. <i>Polaris</i> , of Stockholm. Aldeburgh Motor Life-boat rendered assistance.   |                                 |
| "     | 9.  | 1.30 p.m.          | Seven fishing boats, of North Sunderland. North Sunderland Pulling and Sailing Life-boat stood by boats.   |                                 |
| "     | 9.  | 7.30 p.m.          | Steam trawler <i>Dorbie</i> , of Hull. Longhope Motor Life-boat . . .  | 8                               |
| "     | 9.  | 10.0 p.m.          | Barge <i>Vicunia</i> , of London. Margate Motor Life-boat rescued and a dog.   | 3                               |
| "     | 10. | 3.0 a.m.           | S.S. <i>Mango</i> , of Newry. Selsey and Bognor Motor Life-boat . . .  | 9                               |
| "     | 13. | 8.0 a.m.           | Ketch <i>Ethel Edith</i> , of Faversham. Great Yarmouth and Gorleston Motor Life-boat rendered assistance.   |                                 |
| "     | 13. | 10.30 a.m.         | Barge <i>Servic</i> , of London. Lowestoft Motor Life-boat stood by vessel.  |                                 |
| "     | 13. | 8.45 p.m.          | S.S. <i>Camlough</i> , of Belfast. Portpatrick Motor Life-boat . . .   | 8                               |
| "     | 13. | 9.35 p.m.          | Steam trawler <i>James Lay</i> , of London. Filey Pulling and Sailing Life-boat . . . . .  | 5                               |
| "     | 14. | 11.45 a.m.         | Fishing boat <i>Jenny</i> , of Lytham. Lytham - St. Annes Motor Life-boat . . . . .  | 1                               |
| "     | 14. | 12.40 p.m.         | Fishing boat <i>Thistle</i> , of Peterhead. Peterhead Motor Life-boat saved boat and rescued . . . . .   | 2                               |
| "     | 15. | 3.45 a.m.          | Barge <i>Conqueror</i> , of Rochester. Southend-on-Sea Motor Life-boat   | 2                               |
| "     | 18. | 1.35 p.m.          | Ketch <i>Bessie Gould</i> , of Barnstaple. Appledore Motor Life-boat rendered assistance and rescued . . . . .   | 3                               |
| "     | 30. | 8.34 a.m.          | S.S. <i>Sojourner</i> , of Newcastle. Ramsgate Motor Life-boat rendered assistance.  |                                 |
| Feb.  | 2.  | 1.0 p.m.           | Five fishing cobs, of Flamborough. Flamborough No. 1 Pulling and Sailing Life-boat stood by cobs.  |                                 |
| "     | 3.  | 12.30 a.m.         | Steam trawler <i>Arragonite</i> , of Hull. Thurso Motor Life-boat assisted to save vessel and rescued . . . . .  | 15                              |
| "     | 8.  | 7.30 a.m.          | Steam trawler <i>Johannesburg</i> , of Scarborough. Filey Pulling and Sailing Life-boat . . . . . (8 crew and 20 salvors)  | 28                              |
| "     | 8.  | 2.35 p.m.          | Steam trawler <i>Johannesburg</i> , of Scarborough. Scarborough Motor Life-boat assisted to save vessel and rescued . . . . .  | 2                               |
| "     | 10. | 8.10 a.m.          | S.S. <i>E. Rose</i> , of Great Yarmouth. Torbay Motor Life-boat stood by vessel.   |                                 |
| "     | 10. | 4.10 p.m.          | Motor fishing boat <i>Morning Star</i> , of Portpatrick. Portpatrick Motor Life-boat saved boat and rescued . . . . .  | 3                               |
| "     | 12. | 11.20 a.m.         | Fishing boats <i>Our Maggie</i> , <i>Albatross</i> , and <i>Fife's Own</i> , of Scarborough, and <i>Gloria</i> , of Bridlington. Scarborough Motor Life-boat escorted boats into safety. |                                 |
| "     | 16. | —                  | Steam trawler <i>Jeanne</i> , of Ostend. Runswick Life-boatmen, by personal exertions on shore . . . . .   | 11                              |

| 1932.    | Time of Launching. |   | Persons rescued from shipwreck. |
|----------|--------------------|---|---------------------------------|
| Feb. 17. | 10.0 p.m.          | H.M. Seaplane S1502. Bembridge Motor Life-boat saved seaplane and rescued . . . . .   | 3                               |
| „ 22.    | 5.30 p.m.          | Schooner <i>Happy Harry</i> , of Whitehaven. Rosslare Harbour Motor Life-boat stood by vessel.  |                                 |
| „ 23.    | 7.30 p.m.          | Steam trawler <i>Othello</i> , of Grimsby. Ramsgate Motor Life-boat saved vessel and rescued . . . . .  | 9                               |
| „ 29.    | 1.30 p.m.          | Motor fishing boats <i>Fortunatus</i> and <i>Pilot Me</i> , of Whitby. Whitby Motor Life-boat escorted boats into harbour.                        |                                 |
| Mar. 3.  | 10.30 p.m.         | Motor vessel <i>Surodan</i> , of Bristol. Ilfracombe Pulling and Sailing Life-boat landed 4.  |                                 |
| „ 4.     | 4.15 a.m.          | S.S. <i>Ocklinge</i> , of Cardiff. Coverack Pulling and Sailing Life-boat stood by vessel.  |                                 |
| „ 4.     | 5.40 a.m.          | Steam trawler <i>Omer Denise</i> , of Ostend. Cadgwith Pulling and Sailing Life-boat . . . . .  | 6                               |
| „ 11.    | 11.40 a.m.         | Fishing coble <i>Kingfisher</i> , of Scarborough. Scarborough Motor Life-boat escorted coble into harbour.  |                                 |
| „ 11.    | 1.20 p.m.          | Fishing boats <i>Irene</i> and <i>Noel</i> , of Whitby, and <i>Progress</i> , of Scarborough. Whitby Motor Life-boat escorted boats into harbour. |                                 |
| „ 15.    | 8.30 a.m.          | Motor fishing cobsles <i>Freda</i> and <i>True Love</i> , of Staithes. Staithes Pulling and Sailing Life-boat escorted boats into harbour.        |                                 |
| „ 22.    | 10.15 a.m.         | Motor fishing coble <i>S. B. Colling</i> , of Scarborough. Scarborough Motor Life-boat escorted coble into harbour.                               |                                 |
| „ 26.    | 4.15 a.m.          | Steam trawler <i>Macaw</i> , of Milford Haven. Ballycotton Motor Life-boat stood by vessel.   |                                 |
| „ 26.    | 10.30 a.m.         | Motor fishing coble <i>Royal Empire</i> , of Whitby. Runswick Pulling and Sailing Life-boat saved coble and rescued . . . . .                     | 3                               |
| „ 28.    | 7.10 a.m.          | Yacht <i>Capri</i> , of Fleetwood. Poole and Bournemouth Pulling and Sailing Life-boat rendered assistance.                                       |                                 |
| „ 30.    | 2.30 p.m.          | Fishing coble <i>D.C.M.</i> , of Sunderland. Sunderland Motor Life-boat saved coble and rescued . . . . .   | 4                               |
| „ 31.    | 10.5 a.m.          | Steam trawler <i>Eamont</i> , of Fleetwood. Barra Island Motor Life-boat landed a sick man and stood by vessel.                                   |                                 |
| Apl. 6.  | 1.0 p.m.           | Motor fishing boat <i>Lively</i> , of Stornoway. Stornoway Motor Life-boat saved boat and rescued . . . . .                                       | 2                               |
| „ 7.     | 10.30 a.m.         | A diving boat, of Rosslare Harbour. Rosslare Harbour Motor Life-boat saved boat.  |                                 |
| „ 7.     | 11.32 a.m.         | Motor fishing boat <i>John and George</i> , of Lowestoft. Lowestoft Motor Life-boat saved boat and rescued . . . . .                              | 1                               |
| „ 8.     | 1.45 p.m.          | Motor fishing boat <i>Pilot Me</i> , of Whitby. Scarborough Motor Life-boat escorted boat into harbour.   |                                 |
| „ 11.    | 3.50 a.m.          | S.S. <i>Pentland Firth</i> , of Newcastle. Thurso Motor Life-boat stood by vessel.  |                                 |
| „ 12.    | 2.20 a.m.          | Barge <i>Spartan</i> , of London. Margate Motor Life-boat saved vessel and rescued . . . . .  | 2                               |
| „ 13.    | 7.55 a.m.          | Fishing boat <i>Yvonne et Marie</i> , of Camaret. St. Mary's Motor Life-boat saved boat.  |                                 |
| „ 14.    | 2.30 p.m.          | S.S. <i>Ixion</i> , of Glasgow. Portrush Motor Life-boat saved vessel.  |                                 |
| „ 15.    | 10.25 a.m.         | Motor fishing boats <i>Daisy</i> and <i>Provider</i> , of Montrose. Montrose No. 1 Motor Life-boat stood by boats.                                |                                 |
| „ 17.    | 7.30 a.m.          | S.S. <i>Slateland</i> , of London. Baltimore Motor Life-boat rendered assistance.   |                                 |
| May 1.   | 9.15 p.m.          | Motor fishing boat <i>Recruit</i> , of Peterhead. Peterhead Motor Life-boat saved boat and rescued . . . . .                                      | 7                               |
| „ 3.     | 10.55 a.m.         | Motor fishing boat <i>Fortunatus</i> , of Whitby. Whitby Motor Life-boat escorted boat into harbour.  |                                 |
| „ 5.     | 2.20 p.m.          | S.S. <i>Elsie Annie</i> , of Wexford. Rosslare Harbour Motor Life-boat stood by vessel.   |                                 |

| 1932.   | Time of Launching. |   | Persons rescued from shipwreck. |
|---------|--------------------|---|---------------------------------|
| May 12. | 8.45 a.m.          | Fishing boats <i>Golden Rule II</i> and <i>Dawn</i> , of Arbroath. Arbroath Motor Life-boat escorted boats into harbour.                        |                                 |
| „ 12.   | 9.50 a.m.          | Motor fishing boats <i>Comfort</i> , <i>Daisy</i> and <i>Widgeon</i> , of Montrose. Montrose No. 1 Motor Life-boat escorted boats into harbour. |                                 |
| „ 12.   | 6.45 p.m.          | Motor yacht <i>Arran Cross</i> . Weston-super-Mare Pulling and Sailing Life-boat escorted yacht.  |                                 |
| „ 15.   | 6.57 p.m.          | S.S. <i>Roumelian</i> , of Liverpool. Yarmouth (I.O.W.) Motor Life-boat rendered assistance and landed 4.                                       |                                 |
| „ 25.   | 11.10 p.m.         | Auxiliary yacht <i>Edith</i> , of Bigbury-on-Sea. Salcombe Motor Life-boat saved boat and rescued . . . . .                                     | 1                               |
| June 2. | 11.45 a.m.         | S.S. <i>Castle Galleon</i> , of Newcastle. Great Yarmouth and Gorleston Motor Life-boat landed 12.  |                                 |
| „ 9.    | 7.30 p.m.          | Schooner <i>Kathleen Clare</i> , of Wexford. Rosslare Harbour Motor Life-boat saved vessel and rescued . . . . .                                | 3                               |
| „ 17.   | 6.10 a.m.          | Steam trawler <i>Marz</i> , of Grimsby. Thurso Motor Life-boat . . .  | 14                              |
| „ 17.   | 6.15 a.m.          | Steam trawler <i>Marz</i> , of Grimsby. Longhope Motor Life-boat stood by vessel.   |                                 |
| July 1. | 2.18 a.m.          | Yacht <i>Rosalind</i> , of Penarth. Dover Motor Life-boat saved yacht and rescued . . . . .   | 2                               |
| „ 4.    | 5.46 a.m.          | S.S. <i>Lovoy</i> , of Haugesund. Ramsgate Motor Life-boat rendered assistance.   |                                 |
| „ 6.    | 7.0 p.m.           | Norwegian yacht <i>Sofie</i> . Walton-on-the-Naze Motor Life-boat stood by yacht.   |                                 |
| „ 13.   | 11.9 a.m.          | Rowing boat <i>Winifred</i> , of Ramsgate. Ramsgate Motor Life-boat rendered assistance.  |                                 |
| „ 13.   | 11.30 p.m.         | Motor boat ex- <i>Bacchus</i> , of Burnham-on-Crouch. Southend-on-Sea Motor Life-boat rendered assistance.                                      |                                 |
| „ 15.   | 8.55 a.m.          | Fishing cibles <i>Silver Line</i> and <i>Star of Hope</i> , of Staithe. Staithe Pulling and Sailing Life-boat stood by cibles.                  |                                 |
| „ 17.   | 6.38 a.m.          | Yacht <i>Daedalus</i> , of Cowes. Yarmouth (I.O.W.) Motor Life-boat saved yacht and rescued . . . . .   | 1                               |
| „ 17.   | 3.30 p.m.          | Motor fishing boat <i>Fife's Own</i> , of Scarborough. Scarborough Motor Life-boat escorted boat into harbour.                                  |                                 |
| „ 18.   | 2.55 p.m.          | Yacht <i>Damaris</i> , of Lowestoft. Southwold Motor Life-boat saved yacht and rescued . . . . .  | 2                               |
| „ 19.   | 6.30 p.m.          | Motor launch <i>Sea Breeze</i> , of Birchington. Margate Motor Life-boat rendered assistance.   |                                 |
| „ 28.   | 10.30 p.m.         | Yacht <i>Mayfly</i> , of Poole. Shoreham Harbour Motor Life-boat saved yacht and rescued . . . . .  | 1                               |
| „ 29.   | 10.30 a.m.         | Yacht <i>Jo</i> , of Aldeburgh. Aldeburgh Motor Life-boat assisted to save yacht and rescued . . . . .  | 2                               |
| „ 29.   | 1.35 p.m.          | Motor boat <i>Commander</i> , of Paignton. Torbay Motor Life-boat stood by boat.  |                                 |
| „ 31.   | 12.40 a.m.         | Motor launch <i>Skylark</i> , of Lerwick. Lerwick Motor Life-boat rendered assistance.  |                                 |
| Aug. 6. | 2.15 p.m.          | Motor vessel <i>Capable</i> , of London. Plymouth Motor Life-boat stood by vessel.  |                                 |
| „ 6.    | 2.45 p.m.          | Motor vessel <i>Capable</i> , of London. Salcombe Motor Life-boat assisted to save vessel and rescued . . . . .                                 | 7                               |
| „ 7.    | 4.25 p.m.          | Motor trawler <i>Iverna</i> , of Grimsby. Cromer Motor Life-boat rendered assistance.   |                                 |
| „ 10.   | 8.30 a.m.          | Fishing cible <i>Passing Cloud</i> , of Portpatrick. Portpatrick Motor Life-boat saved cible and rescued . . . . .                              | 2                               |
| „ 10.   | 8.45 p.m.          | Two small fishing boats. Bembridge Motor Life-boat saved boats and rescued . . . . .  | 4                               |
| „ 11.   | 3.30 p.m.          | A sailing boat, of Appledore. Appledore Motor Life-boat saved boat and rescued . . . . .  | 2                               |

| 1932.    | Time of Launching. |  | Persons rescued from shipwreck. |
|----------|--------------------|--|---------------------------------|
| Aug. 13. | 10.45 p.m.         | Yacht <i>Colleen</i> , of Dublin. Kingstown Motor Life-boat saved yacht and rescued . . . . .  | 2                               |
| „ 14.    | 10.45 a.m.         | The Whitehills Life-boat. Aberdeen No. 1 Motor Life-boat towed life-boat to port.  |                                 |
| „ 21.    | 12.45 a.m.         | A small boat, of Piel. Piel (Barrow) Motor Life-boat saved boat and rescued . . . . .  | 1                               |
| „ 22.    | 2.55 p.m.          | Thirteen fishing cibles, of Whitby. Whitby No. 2 Pulling and Sailing Life-boat escorted cibles into harbour.   |                                 |
| Sept. 2. | 8.18 p.m.          | Fishing boat <i>Redwing</i> , of Poole. Swanage Motor Life-boat saved boat and rescued . . . . .   | 2                               |
| „ 3.     | 6.30 p.m.          | Barge <i>Olive May</i> , of London. Cromer Motor Life-boat rendered assistance.  |                                 |
| „ 4.     | 5.40 p.m.          | Ex-fishing boat <i>Roamer</i> , of Swansea. The Mumbles Motor Life-boat saved boat and rescued . . . . .   | 5                               |
| „ 5.     | 1.29 p.m.          | Seven yachts. Fowey Motor Life-boat stood by yachts.   |                                 |
| „ 8.     | 1.45 p.m.          | Yacht <i>Hope</i> , of Weymouth. Weymouth Motor Life-boat saved yacht and rescued . . . . .  | 4                               |
| „ 8.     | 4.30 p.m.          | A small boat, of Peterhead. Peterhead Motor Life-boat saved boat and rescued . . . . .   | 1                               |
| „ 11.    | 4.0 a.m.           | Two small boats. Clacton-on-Sea Motor Life-boat saved boats and rescued . . . . .  | 3                               |
| „ 11.    | 11.26 a.m.         | Yacht <i>Pauline May</i> . Walton and Frinton Motor Life-boat saved yacht and rescued . . . . .  | 3                               |
| „ 11.    | 1.0 p.m.           | Fishing coble <i>Phil</i> , and small boat <i>Cissie</i> , of Sunderland. Sunderland Motor Life-boat saved boats and rescued . . . . .                 | 2                               |
| „ 14.    | 10.20 p.m.         | A small boat, of Withernsea. Bridlington Motor Life-boat saved boat and rescued . . . . .  | 2                               |
| „ 18.    | 3.30 p.m.          | Yacht <i>Swallow</i> , of Blyth. Blyth Motor Life-boat saved yacht and rescued . . . . .   | 3                               |
| „ 18.    | 6.40 p.m.          | Yacht <i>Thrush</i> , of Hull. The Humber Motor Life-boat rendered assistance.   |                                 |
| „ 21.    | 1.35 a.m.          | Auxiliary yacht <i>Capri</i> , of Fleetwood. St. Peter Port Motor Life-boat . . . . .  | 7                               |
| „ 26.    | 10.30 a.m.         | Fishing boat <i>Laurel</i> , of St. Abbs. St. Abbs Motor Life-boat stood by boat.  |                                 |
| „ 26.    | 11.0 a.m.          | Motor fishing boats <i>Enterprise</i> , <i>Rosa</i> , <i>Comfort</i> and <i>Provider</i> , of Montrose. Montrose No. 1 Motor Life-boat stood by boats. |                                 |
| „ 29.    | 2.25 p.m.          | Motor boat <i>Edith</i> , of Salcombe. Salcombe Motor Life-boat saved boat and rescued . . . . .   | 3                               |
| Oct. 1.  | 9.0 a.m.           | Motor fishing boat <i>Marigold</i> , of Thurso. Thurso Motor Life-boat escorted boat into harbour.   |                                 |
| „ 5.     | 10.45 a.m.         | Fishing coble <i>Star of Hope</i> , of Staithes. Staithes Pulling and Sailing Life-boat stood by coble.  |                                 |
| „ 8.     | 1.30 p.m.          | Barge <i>Shamrock</i> , of London. Dungeness No. 2 Pulling and Sailing Life-boat . . . . .   | 3                               |
| „ 8.     | 1.37 p.m.          | Barge <i>Shamrock</i> , of London. Hythe Motor Life-boat rendered assistance.  |                                 |
| „ 10.    | 9.30 a.m.          | Fishing coble <i>Sea Queen</i> , of North Sunderland. North Sunderland Pulling and Sailing Life-boat escorted coble into safety.                       |                                 |
| „ 11.    | 11.5 a.m.          | Steam drifter <i>Alexandrine</i> , of Boulogne. Cromer Motor Life-boat stood by vessel.  |                                 |
| „ 14.    | 1.40 p.m.          | Fishing boats <i>Dusky Maid</i> and <i>Restango</i> , of Girvan. Girvan Motor Life-boat escorted boats into harbour.                                   |                                 |
| „ 14-16. | 9.30 a.m.          | S.S. <i>Monte Nevoso</i> , of Genoa. Cromer Motor Life-boat rescued . . . . . and a dog  | 30                              |
| „ 16.    | 10.30 p.m.         | Fishing boat <i>Erin</i> , of Arklow. Arklow Motor Life-boat saved boat and rescued . . . . .  | 5                               |
| „ 18.    | 6.15 a.m.          | S.S. <i>Birkenau</i> , of Bremerhaven. Dunbar Motor Life-boat rendered assistance.   |                                 |

| 1932.    | Time of Launching. |  | Persons rescued from shipwreck. |
|----------|--------------------|--|---------------------------------|
| Oct. 18. | 7.30 a.m.          | Motor fishing boats <i>Pilot Me</i> and <i>Venus</i> , of Whitby. Whitby Motor Life-boat escorted boats into harbour.                |                                 |
| „ 18.    | 12 noon.           | Fishing boat <i>Campaina</i> , of Ballantrae. Kirkcudbright Motor Life-boat saved boat.  |                                 |
| „ 20.    | 1.0 p.m.           | Galway Bay Motor Life-boat took a Doctor to a neighbouring island.   |                                 |
| „ 20.    | 10.15 p.m.         | Motor fishing boat <i>Dorothy</i> , of Brixham. Torbay Motor Life-boat saved boat and rescued . . . . .                              | 2                               |
| „ 25.    | 2.25 p.m.          | Yacht <i>Anthes</i> . Beaumaris Motor Life-boat rendered assistance.   |                                 |
| „ 27.    | 3.45 p.m.          | Motor boat <i>St. Mary</i> and a punt, of Ballycotton. Ballycotton Motor Life-boat escorted boats into safety.                       |                                 |
| „ 27.    | 9.5 p.m.           | Auxiliary ketch <i>Millom Castle</i> , of Plymouth. Plymouth Motor Life-boat . . . . .   | 3                               |
| „ 28.    | 3.2 p.m.           | Motor fishing boat <i>Sonny Boy</i> , of Lowestoft. Lowestoft Motor Life-boat saved boat and rescued . . . . .                       | 3                               |
| „ 29.    | 8.50 p.m.          | Barge <i>New Hope</i> , of Maldon. Southend-on-Sea Motor Life-boat .   | 2                               |
| „ 31.    | 6.40 a.m.          | S.S. <i>Santa Rita</i> , of Panama. Margate Motor Life-boat stood by vessel.   |                                 |
| Nov. 1.  | 1.7 a.m.           | Motor drifter <i>Bezaleel</i> , of Kirkwall. Lowestoft Motor Life-boat stood by vessel.  |                                 |
| „ 7.     | 10.49 p.m.         | Motor fishing boat <i>Beryl</i> , of Appledore. Appledore Motor Life-boat rendered assistance.                                       |                                 |
| „ 11.    | 2.0 p.m.           | Lyme Regis Life-boat <i>Thomas Masterman Hardy</i> . Weymouth Motor Life-boat rendered assistance.                                   |                                 |
| „ 13.    | 9.45 p.m.          | S.S. <i>Pitwines</i> . Poole and Bournemouth Pulling and Sailing Life-boat rendered assistance.                                      |                                 |
| „ 14.    | 12 noon.           | A ship's boat from the Dutch steamer <i>Rozenburg</i> . Margate Motor Life-boat saved boat.  |                                 |
| „ 15.    | 6.30 p.m.          | Barrels Rock Light-vessel. Kilmore Pulling and Sailing Life-boat landed a sick man.  |                                 |
| „ 26.    | 4.45 a.m.          | Motor fishing boat <i>Irene</i> , of Torbay. Torbay Motor Life-boat saved boat and rescued . . . . .                                 | 2                               |
| „ 26.    | 7.0 p.m.           | S.S. <i>Ring</i> , of Gothenburg. Cloughy Motor Life-boat assisted to save vessel and rescued . . . . .                              | 19                              |
| „ 28.    | 8.15 a.m.          | Barge <i>Matilda Upton</i> , of Ipswich. Cromer Motor Life-boat assisted to save vessel and rescued . . . . .                        | 3                               |
| Dec. 5.  | 11.25 a.m.         | Motor fishing coble <i>Primrose</i> , of Whitby. Whitby Motor Life-boat saved coble and rescued . . . . .                            | 3                               |
| „        |                    | Ten fishing boats, of Whitby. Whitby Motor Life-boat stood by boats.   |                                 |
| „ 5.     | 3.20 p.m.          | Motor fishing boat <i>Eagle</i> , of Scarborough. Scarborough Motor Life-boat escorted boat into safety.                             |                                 |
| „ 6.     | 10.30 a.m.         | Four fishing cobles, of Filey. Filey Pulling and Sailing Life-boat escorted cobles into safety.                                      |                                 |
| „ 7.     | 2.30 p.m.          | Motor yacht <i>Thelma</i> , of Southend. Margate Motor Life-boat saved yacht and rescued . . . . .                                   | 3                               |
| „ 8.     | 10.55 p.m.         | Auxiliary schooner <i>Elizabeth Drew</i> , of Plymouth. Courtmacsherry Harbour Motor Life-boat assisted to save vessel and rescued . | 4                               |
| „ 10.    | 3.55 p.m.          | Bembridge Motor Life-boat landed three Royal Engineers from St. Helen's Fort.  |                                 |
| „ 11.    | 12.30 p.m.         | S.S. <i>Pauline</i> , of Panama. Dunmore East Motor Life-boat assisted to save vessel and rescued . . . . .                          | 21                              |
| „ 12.    | —                  | Galway Bay Motor Life-boat took a Doctor to another island.  |                                 |
| „ 13.    | 4.45 a.m.          | S.S. <i>Cantabria</i> , of Santander. Salcombe Motor Life-boat . . .   | 24                              |
| „ 17.    | 9.45 a.m.          | S.S. <i>Co-operator</i> , of Fenit. Fenit Motor Life-boat assisted to save vessel and rescued . . . . .                              | 3                               |
| „ 21.    | 2.0 a.m.           | Steam trawler <i>Velia</i> , of Fleetwood. Ramsey Motor Life-boat stood by vessel.   |                                 |

| 1932.  | Time of<br>Launching. |  | Persons<br>rescued from<br>shipwreck.   |
|--|-----------------------|--|---|
| Dec. 22.   | 5.0 a.m.              | Steam trawler <i>Guillemot</i> , of Grimsby.   | Boulmer Motor Life-boat . . . 3   |
| „ 23.  | 10.10 a.m.            | Motor vessel <i>Ocean</i> , of Groningen.      | Rosslare Harbour Motor<br>Life-boat stood by vessel.                            |
| „ 23.  | 10.50 a.m.            | Steam trawler <i>Fezenta</i> , of Grimsby.     | Boulmer Motor Life-boat<br>took out a surveyor.                                 |
| „ 24.  | 6.30 a.m.             | Steam trawler <i>Drumblair</i> , of Aberdeen.  | Lerwick Motor Life-boat<br>rendered assistance.                                 |
| „ 24.  | 10.0 a.m.             | Steam trawler <i>Guillemot</i> , of Grimsby.   | Boulmer Motor Life-boat<br>rendered assistance.                                 |
| „ 27.  | 6.12 p.m.             | Steam trawler <i>Ebor Abbey</i> , of Aberdeen. | Dunbar Motor Life-boat<br>stood by vessel.                                      |
| „ 27.  | 6.15 p.m.             | Steam trawler <i>Ebor Abbey</i> , of Aberdeen. | St. Andrews Pulling and<br>Sailing Life-boat stood by vessel.                   |
| „ 29.  | 2.40 p.m.             | Fishing boat <i>White Rose</i> , of Arbroath.  | Arbroath Motor Life-boat<br>escorted boat into harbour.                         |
| „ 31.  | 2.0 p.m.              | Two fishing cobles, of Flamborough.            | Flamborough No. 1 Pulling<br>and Sailing Life-boat escorted cobles into safety. |
| <b>Total of lives rescued by Life-boats . . . . .</b>  |                       |  | <b>354</b>  |
| <b>Lives rescued by shoreboats and in other ways, for which the<br/>rescuers received rewards from the Institution . . . . .</b> |                       |  | <b>41</b>   |
| <b>Total of lives rescued . . . . .</b>  |                       |  | <b>395</b>  |
| <b>Boats and vessels which Life-boats saved or helped to save. . . . .</b>   |                       |  | <b>54</b>   |
| <b>Total launches, including those in which, for various reasons,<br/>no services were rendered . . . . .</b>                    |                       |  | <b>337</b>  |

### Notice.

THE LIFE-BOAT is published quarterly and is sent free to all Honorary Secretaries of Branches and the Ladies' Life-boat Guild, to Coxswains, Honorary Workers, subscribers of ten shillings and over, libraries, the principal hotels, and the Press.

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