

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXIX.

JUNE, 1933.

No. 314.

## THE LIFE-BOAT FLEET

Motor Life-boats, 114 :: Pulling & Sailing Life-boats, 62

### LIVES RESCUED

from the foundation of the Institution in 1824

to May 31st, 1933 - - - - - 63,299

## Annual Meeting.

THE hundred and ninth annual meeting of the governors of the Institution was held at the Mansion House, at 3 p.m., on Friday, 21st April.

The Right Hon. the Lord Mayor of London (Sir Percy Walter Greenaway) presided, supported by the Lady Mayoress, vice-presidents of the Institution and members of the committee of management.

The speakers were Sir Godfrey Baring, Bt., chairman of the committee of management, Sir Percy Mackinnon, chairman of Lloyd's, Mr. Robert Boothby, M.P., Mrs. Astley Roberts, president of the Eastbourne Ladies' Life-boat Guild, Mr. Walter Riggs, a member of the committee of management and honorary secretary of the Aldeburgh life-boat station, and the Hon. George Colville, deputy-chairman of the committee of management.

The Lord Mayor presented medals and other awards for gallantry, and the Lady Mayoress awards to honorary workers for distinguished services.

Among those who accepted the invitation of the committee of management were representatives of six foreign countries: His Excellency the Minister of the Netherlands, the counsellors of

the French, German and Belgian embassies and of the Norwegian legation, and the Swedish naval attaché.

The mayors and mayoresses of the following boroughs also accepted the invitation: Ealing, Highgate, Hampstead, Stepney, Barnes, Holborn, Chelsea, Fulham, Walthamstow, Lambeth, Woolwich, St. Pancras, Greenwich, Hammersmith, Hendon, Leyton, East Ham, Islington, Bermondsey, St. Albans, Margate and Folkestone.

Among others who accepted the invitation were: The Duchess of Sutherland, president of the Ladies' Life-boat Guild, the Lady Florence Pery, honorary secretary of the guild, the Viscountess Astor, M.P., and representatives of King George's Fund for Sailors, Missions to Seamen, the Imperial Merchant Service Guild, Greenwich Hospital for Seamen, and the Royal Alfred Aged Merchant Seamen's Institution.

### The Lord Mayor.

THE CHAIRMAN: My Lords, Ladies and Gentlemen: First of all, on behalf of the Lady Mayoress and myself, I should like to bid you all a very hearty welcome to the Mansion House.

I should like just to read you a little of the early and late history of the Royal National

Life-boat Institution, to show its association with the City of London.

The first life-boat station in the British Isles was established at Tynemouth. The appeal which led to the founding of the Royal National Life-boat Institution was made from the Isle of Man, but the meeting at which the Institution was actually founded was held in the City of London, on the 4th March, 1824, at the City of London Tavern. It was summoned by Mr. Thomas Wilson, a London merchant, and a Member of Parliament for the City, and Mr. Wilson was the chairman of the committee of management of the Institution for its first twenty-eight years, until his death in 1852, at the age of eighty-five.

The last occasion on which the annual meeting of the Institution was held in the City was in 1924—the centenary meeting. It was held on March 4th, the Institution's birthday, and the Lord Mayor presided. The Prince of Wales presented the awards, and the Archbishop of Canterbury moved the principal resolution, as his predecessor had done at the first meeting just a hundred years before.

The close association of the City of London with the life-boat service, begun at that first meeting, has continued to the present. The City has its own branch of the Institution. Year after year, until 1931, it stood at the head of the branches. In that year and in the following year the Glasgow branch contributed more than the City, but last year, I am glad to say, the City again returned to the head of the list, contributing no less a sum than £6,241. (*Applause*).

Among the names in the first list of subscribers in 1825 appears "Lloyd's Committee—£200." That generous support was continued year by year, and last year Lloyd's contributed £1,408. (*Applause*.) The interest of Lloyd's in the life-boat service had begun over twenty years before the Institution itself was founded. Lloyd's voted no less than £2,000 in 1802 for the building and equipping of life-boats, and when the Institution was founded there were already thirty-nine on our coasts, of which twenty-six had been provided by Lloyd's. Before 1824 Lloyd's was virtually the Institution.

This was commemorated last year by giving the name of *Lloyd's* to a motor life-boat built for a new station at Barra Island in the Hebrides. The annual contributions received from Lloyd's in future will be allocated to maintaining this life-boat, and to replacing her, so that there will always be a life-boat in the fleet bearing the name of *Lloyd's*. I am very pleased to see here to-day Sir Percy Mackinnon, the chairman of Lloyd's. (*Applause*).

One of the chief features of the work of the life-boat service during 1932 was the number of lives rescued from foreign vessels. Life-boats rendered services to fifteen foreign vessels in distress, belonging to nine different countries, and rescued from them 111 lives, well over a quarter of the total of 395 lives rescued round our coasts. The nine countries were France, Germany, Italy, Holland, Belgium, Spain, Norway, Sweden and

Panama. Early this year a service was rendered to a Greek vessel. Representatives from six of these ten countries are present at this meeting.

I am very happy to welcome to the Mansion House to-day the mayors of the metropolitan boroughs and also the mayors of Margate and Folkestone; men and women from Cromer in Norfolk, Plymouth in Devon, Dungeness in Kent, Boulmer in Northumberland, and Peterhead in Aberdeen, who are present to receive awards for gallantry in saving life (*Applause*); and honorary workers of the Institution from Chelsea, Southampton, Bembridge (Isle of Wight), Birmingham, Folkestone and Perth, who are present to receive awards for distinguished services in raising the Institution's funds. (*Applause*.)

Such a meeting as this, held in the Mansion House and so well attended, shows the long, close and generous association between London and the life-boat service; the share which every part of the British Isles, inland as well as on the coast, takes in the work of the service; and the recognition by all maritime countries of the value of the British life-boats as a great international service—a service existing for the succour of seafarers of all nations, and knowing no frontiers. (*Applause*.)

I read to-day in the *News-Chronicle* a very interesting tale of the wreck of the *Forest Hall*, which I will read to you; I think you will be interested to hear it. To sum it up: It was in January, 1899; a fierce gale was raging on the Devon coast, and a Liverpool steamer, the *Forest Hall*, was rudderless and driving on to the coast near Lynmouth. It was impossible to launch the Lynmouth life-boat, for the front had four feet of water over it, and with a fierce wind off the sea she would have been smashed to pieces. The life-boat might be launched if it were taken overland to Porlock. I do not know whether any of you ladies and gentlemen know the district, but if you do you will realize what a tremendous task this was. In an eighty-mile-an-hour gale the life-boat was put on a low truck, taken up the long and steep Countisbury Hill by sixteen farm horses helped by all the village men and women, and taken down Porlock Hill, with its fearsome gradient, to Porlock, where she was successfully launched after her thrilling land adventure. (*Applause*).

#### Sir Godfrey Baring, Bt.

SIR GODFREY BARING: My Lord Mayor, your Excellencies, my Lords, Ladies and Gentlemen: The report for the last year of the work of the Royal National Life-boat Institution is in the hands of the governors, and in that report you will find a full and, I hope, an accurate account of our activities during the last year. There are, therefore, very few remarks with which I need trouble the meeting of the governors this afternoon.

With regard to the technical side of our work, I should like to say that our technical advisers are busy at the present moment experimenting in order to see if heavy-oil

engines can be adapted to be placed in our larger life-boats. They are also making experiments in order to secure that we shall have a class, which we hope will be very useful to us, of specially light motor boats which we shall be able to launch in places where, up to now, we have only been able to launch pulling and sailing boats. There are many places on our coasts where we should like to have motor boats, but where the difficulties of launching heavy motor boats have up to now precluded us from being able to use motor power. With this new class we hope we shall be able to provide these places with motor life-boats.

Then, my Lord Mayor, with regard to finance, I am sorry to say that our ordinary income does show, as one would expect, a diminution. It is a decrease, I think, of about ten per cent, but it is a decrease which one would have expected in these difficult times. Our legacies (which is a gloomy subject) keep up wonderfully well, but I would remind the governors that about half of the legacies are allocated to the provision of boats in places specified by the donors, so that only half of our legacies can be applied to the ordinary services of the Institution.

Our organization, my Lord Mayor, I think, was never in a sounder condition. We have 1,100 branches all over the country. Those branches are manned by devoted workers, and they have done splendid work during the last year. Our subscriptions, to which we attach very great importance, have kept up extremely well, considering the bad times, but the committee of management do hope that our workers will attach great importance to securing as many annual subscriptions as they possibly can, for we find that if ladies or gentlemen are kind enough to subscribe even five shillings or half a crown a year to our funds, from that moment they take almost a proprietary interest in the work of the Institution. (*Applause.*)

I come now to a very important source of our revenue—that is, flag days. We have held during the past year, owing to the keenness of our workers, 713 flag days, and those flag days have produced nearly £39,000. There are some people who are so curiously constituted as not to approve of flag days. I am an enthusiastic supporter of them. I never at any place on any occasion where one is being held neglect to buy a flag. I very often do not know for what cause it is being sold, but I, nevertheless, buy one, and I am sure that flag days are the only way of securing the support of all classes of the community. We owe a tremendous debt of gratitude to the ladies who work so untiringly for us in organizing these days. Two-thirds of our revenue is due to the activities, devotion and help of our lady workers. It seems to me that the only thing the men have to do on a flag day is to count the money at the end of the day, and say that, on the whole, the results are not quite so good as last year. (*Laughter.*)

We are going to have a flag day in London on Tuesday, the 23rd of May. I do invite those who take an interest in our cause to help on that day by every means at their

command. Our results of flag days in London have perhaps been a little disappointing in the past, not through any lack of interest on the part of the public in our cause, but simply and solely because we cannot secure sufficient sellers to make the day a success. I hope that if any ladies or gentlemen are inspired and encouraged by the speeches this afternoon, and if they have a few hours to spare on the 23rd of May, they will kindly give their names to the organizing secretary for Greater London, who will be at the door. He will be most grateful for any promise of help.

I hope I may be allowed to take this opportunity of offering my most sincere thanks and, I am sure I may add, the thanks of the governors, to my colleagues on the committee of management for the splendid work which they have done during the past year, and for their regularity of attendance at the meetings. I wonder if the governors realize that our committees and sub-committees meet on the average more than once a week throughout the year. There is a further matter for which the governors ought to be thankful to the committee of management—that is, that the members are always ready, sometimes at great personal inconvenience, to go to all parts of the country to make speeches and to investigate life-boat problems on behalf of the Institution.

It is a commonplace to say that we are living in difficult and anxious times, times which are really trying for all those who control and take part in the control of charities. We are faced with the burden of tremendous taxation, which we may hope will be slightly relieved on Tuesday next, and we are passing through a period of unexampled trade depression. Therefore, this task which confronts those who control and serve national charities is a task of unexampled complexity and of unexampled difficulty. But the committee of management of the Institution face the future with undiminished confidence. For 109 years now the generosity of the British public has never failed the life-boat service. We believe it will not fail us in the future. We believe that the British public are determined to see, in the years that are to come, that our life-boatmen are supplied with the best boats and the most efficient equipment that science can devise and that money can buy, in order that our men may, in the sacred cause of humanity and in saving life at sea, display the highest and noblest characteristics of our race—courage, endurance and self-sacrifice. (*Applause.*)

#### Election of the Committee of Management.

Sir Godfrey Baring read the following list of those nominated, who were declared duly elected.

#### COMMITTEE OF MANAGEMENT.

*President:*

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

*Vice-Presidents :*

The Archbishop of Canterbury.  
 The Duke of Atholl.  
 The Duke of Montrose.  
 The Duke of Portland.  
 The Marquis of Ailsa.  
 The Marquis of Aberdeen and Temair.  
 The Earl of Derby.  
 The Rev. the Earl of Devon.  
 The Earl of Albemarle.  
 The Earl of Lonsdale.  
 Admiral of the Fleet the Earl Jellicoe of Scapa.  
 The Viscount Grey of Fallodon.  
 The Viscount Burnham.  
 The Lord Southborough.  
 Major-General the Right Hon. John E. B. Seely.  
 The Right Hon. Walter Runciman, M.P.  
 The Hon. George Colville.  
 Commodore Sir Richard Henry Williams-Bulkeley, Bt., R.N.R.  
 Sir Godfrey Baring, Bt.  
 Sir John G. Cumming.  
 Mr. Noel E. Peck.  
 Miss Alice Marshall.  
 Mr. Leonard Gow.

*Treasurer :*

The Earl of Harrowby.

*Other Members of the Committee of Management :*

Mr. James Bryce Allan.  
 Mr. Charles G. Ammon.  
 Mr. Ernest Armstrong.  
 Mr. H. Arthur Baker.  
 Rear-Admiral T. P. H. Beamish.  
 Lieut.-Colonel J. Benskin.  
 Mr. Frederick Cavendish Bentinck.  
 The Earl of Brecknock.  
 Professor John Cameron.  
 Major Sir Maurice Cameron.  
 Rear-Admiral Gordon Campbell, M.P.  
 Captain Charles J. P. Cave.  
 Colonel Lord William Cecil.  
 Commander the Hon. A. D. Cochrane, M.P.  
 Lieut.-Colonel Sir John Collie.  
 Engineer Vice-Admiral Sir Robert B. Dixon.  
 Admiral Sir A. A. M. Duff.  
 Commander Herbert G. Evans, R.N.R.  
 Captain Guy Fanshawe, R.N.  
 Lieut.-Commander R. Fletcher, R.N.  
 Mr. George G. Fortescue.  
 Mr. K. Lee Guinness.  
 Admiral Sir Lionel Halsey.  
 Commodore Sir Bertram F. Hayes, R.N.R.  
 Captain the Earl Howe, R.N.V.R.  
 Mr. John F. Lamb.  
 Colonel Sir A. Henry McMahon.  
 Commander Sir Harry Mainwaring, Bt., R.N.V.R.  
 Mr. Algernon Maudslay.  
 Admiral of the Fleet Sir Henry Francis Oliver.  
 Sir Gervais S. C. Rentoul, K.C., M.P.  
 Mr. Walter Riggs.  
 The Right Hon. F. O. Roberts.  
 Colonel the Hon. Harold Robson.  
 Colonel the Master of Sempill.  
 Colonel R. F. A. Sloane-Stanley.  
 Captain A. Granville Soames.  
 Commander Henry Strong, R.N.R.

Commander F. F. Tower, late R.N.V.R.  
 General Sir Reginald Wingate, Bt.,  
 and *ex officio* :

The Lord Mayor of London.  
 The Admiral Commanding Reserves.  
 The Deputy Master of the Trinity House.  
 The Hydrographer of the Navy.  
 The Chairman of Lloyd's.  
 The Deputy Master, Hon. Company of Master Mariners.

*Auditors :*

Messrs. Price, Waterhouse & Co.

**Presentation of Medals and other Awards for Gallantry.**

The secretary read the accounts of the services, and the medals and other awards were presented by the Lord Mayor, as follows :—

To COXSWAIN HENRY BLOGG, of Cromer, Norfolk, the silver medal for the rescue on 14th October, 1932, of thirty men from the Italian steamer *Monte Nevoso*. Coxswain Blogg already holds the Institution's gold medal, with a second-service clasp.

To COXSWAIN JOHN STRACHAN, of Peterhead, Aberdeenshire, the silver medal for the rescue on 18th January, 1933, of nine men from the trawler *Struan*, of Aberdeen.

To the motor mechanic, DAVID WISEMAN, the bronze medal for the same service.

To COXSWAIN BARTHOLOMEW STANTON, of Boulmer, Northumberland, the bronze medal for the rescue on 21st December, 1932, of three men from the trawler *Guillemot*, of Grimsby.

To COXSWAIN JAMES ROACH, of Plymouth, Devon, the thanks of the Institution inscribed on vellum for the rescue on 27th October, 1932, of the crew of three men of the ketch *Milom Castle*, of Plymouth.

To COXSWAIN DOUGLAS OILLER, of Dungeness, Kent, the thanks of the Institution inscribed on vellum for the rescue on 8th October, 1932, of the three men of the crew of the barge *Shamrock*, of London. Coxswain Oiller already holds the bronze medal of the Institution.

To MRS. OILLER and MRS. BRIGNALL, representing the women of Dungeness, Kent, the thanks of the Institution inscribed on vellum for their gallant services on this and other occasions in helping to launch the life-boat.

(Full accounts of these services appeared in previous issues of *The Life-boat*.)

**Sir Percy Mackinnon.**

SIR PERCY MACKINNON : My Lord Mayor, Lady Mayoress, Ladies and Gentlemen : My Lord Mayor has told you of the very early associations of the Corporation of Lloyd's with the life-boat service of this country. It therefore gives me very much pleasure, as chairman of Lloyd's, to take part in this meeting this afternoon. Sir Godfrey Baring has told us something of the progressive policy of the Institution and the up-to-date-ness of the construction of the modern life-boat. This fact was very much impressed upon me last summer at the launch of the new *Lloyd's* life-boat. Every detail of her



*By courtesy of]*

*[L.N.A.*

**THE LORD MAYOR OF LONDON PRESENTING HIS MEDAL TO COXSWAIN BLOGG.**

Behind them, left to right, Coxswain Roach, Motor Mechanic Wiseman, Coxswain Strachan, Coxswain Oiller, Mrs. Brignall, Mrs. Oiller, Coxswain Stanton.



*By courtesy of]*

*[Sport and General.*

**IN LONDON FOR THE ANNUAL MEETING.**

Left to right, Coxswain Strachan, Motor Mechanic Wiseman, Mrs. Brignall, Coxswain Stanton, Coxswain Roach, Mrs. Oiller, Coxswain Oiller.

construction had been thought out with such thoroughness that I felt that the boat was just as perfect as human ingenuity can make it. I felt, too, that the new life-boat *Lloyd's* was capable of doing all the work that could be expected of her in the very dangerous station where she is now situated. But life-boats would be quite useless unless the bravery and skill of the life-boatmen were available. (*Applause.*) It is my duty to-day to pay tribute to the wonderful work of the life-boatmen, and to ask you to pass a resolution of gratitude to them for what they have done during the past year. (*Applause.*) Happily, during the period under review, no life-boatman has been called upon to sacrifice his life in the service of the Institution, although 395 people were rescued from wrecks, and it is calculated that 17,000 life-boatmen were afloat during the year, and in many cases under the very worst conditions of weather. Could there be a finer tribute to the skill of those men, the quality of the life-boats, and the organization of the Institution? (*Applause.*)

But I would remind you that there is not always immunity from loss of life. Since 1850 the Institution's life-boats have saved over 41,000 people, but in that period no fewer than 250 life-boatmen have laid down their lives in this noble service; that is to say, that a life-boatman has lost his life for every 188 lives saved. Great as has been the bravery of those men in the past, I believe that there is no lessening of the willingness of the life-boatmen of the present day to do their share in the magnificent acts of heroism which are so characteristic of the life-boat service. (*Applause.*)

I would remind you, too, that, apart from the life-boatmen themselves, it is evident that a great organization such as this could not be carried on successfully without the aid of executive officers. To these also we owe a deep debt of gratitude. Their responsibility is very great. Whenever a distress message is received the honorary secretary of the life-boat station has to decide whether his particular life-boat is best placed for the required service and whether he shall order it to be launched for the rescue of the shipwrecked crew. In spite of that responsibility, however, the Institution has no difficulty in finding men ready to undertake the task. They are of all classes—retired officers of the Army and Navy, shopkeepers, doctors, and clergymen of all denominations, and, added to the duties they perform in an executive way, many of them often help to man the life-boats. (*Applause.*)

In view of what I have told you, I am perfectly sure that you would wish to join with me in thanking them for the splendid help that they have given to the work of the Institution in the past year. I have, therefore, very great pleasure in moving the following resolution: "That this meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's

life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the local committees, honorary secretaries and honorary treasurers." (*Applause.*)

#### Mr. Robert Boothby, M.P.

Mr. Robert BOOTHBY, M.P.: My Lord Mayor, my Lady Mayoress, my Lords, Ladies and Gentlemen: I feel it a very great honour to have been asked to second this resolution, and I would like, if I might, to congratulate the Institution upon the 1932 report. Three hundred and thirty-seven launches and 395 lives saved in one year is a magnificent record. I think we must all agree to that; and already this year, in 1933, another 122 lives have been saved from the sea. (*Applause.*)

I am naturally very pleased that of the outstanding services last year two should have been performed by Scottish life-boats, and I am still more pleased and proud that two men from my own constituency, two Peterhead men, Coxswain Strachan and Motor-mechanic Wiseman, should be present—men who performed that great epic of the seas and that magnificent service to an account of which we listened a few minutes ago. But, ladies and gentlemen, I hasten to say that the life-boat service is no mere national affair. It is manned so far as Great Britain is concerned by the best men in all the four kingdoms. Englishmen, Scotsmen, Irishmen, Welshmen, find it easy enough to sink their differences and work together for such a cause. As a humble politician, I should like to say that I wish that we could all find it as easy to work together in other fields as well. (*Applause.*)

I think it is remarkable that at such a time of economic depression the revenue should have kept up so well. There is, however, one misapprehension which an observation made in a previous speech gives me this opportunity to correct, and I should be glad to do it. It is with regard to flag days. Sir Godfrey Baring said he was thoroughly in favour of flag days. So am I. I think they are admirable institutions. About a year ago, I think it was, an enterprising press photographer went up to Aberdeen in the middle of the summer, when it is light nearly all night, and he took a flashlight photograph of Union Street, the principal thoroughfare of Aberdeen, at night, when there was not a single soul in it, and he printed it with the observation: "Aberdeen on a Flag Day." (*Laughter.*) He distributed those all over the United Kingdom. I wish to make it quite plain that not only does Aberdeen do better than almost any other city in the United Kingdom when it comes to flag days, but that there is very good reason to suppose that the gentleman who took the photograph was an Englishman. (*Laughter and Applause.*)

I think the reason why the revenue of the Institution keeps up in this remarkable way at the present time is because the service appeals to the imagination as perhaps nothing else appeals in the whole world: adventure, physical courage, high endurance, in defence not of self, not of personal interests,

not even of country, but of the lives of others. I am sure it is that combination of adventure, courage and altruism that appeals to the imaginations of all of us, and particularly of the young. Which of us has not read in our youth the magnificent stories of the life-boat rescues on the Goodwin Sands, and which of us does not keep those stories fresh in his memory? We know that those stories are being repeated almost every day; and every week that passes some ten or eleven lives are being saved by the life-boats round the coasts of this country.

Ladies and gentlemen, we live on the sea and we live by the sea, and I venture to suggest this before I sit down—that the day we let our sea services, our seafarers, and perhaps I may add our fishermen, go—the day we let them die—we shall imperil our very existence. I do not think there is a single man or woman in this hall, or outside it for that matter, who would not wish to congratulate the Institution upon a splendid year of work and service and to wish it well for the future. (*Applause.*)

*The resolution was put to the meeting and carried unanimously.*

#### Presentations to Honorary Workers.

**THE SECRETARY:** Since the last annual meeting three honorary workers have been appointed honorary life-governors of the Institution, the highest honour which it can confer on an honorary worker—Miss Lucy Silvester, honorary secretary of the St. Albans branch; Sir George Mellor, late chairman of the St. Anne's branch; and Mr. J. M. Mawson, honorary secretary of the Piel (Barrow) branch.

Unfortunately they are none of them able to be present this afternoon to receive the vellums, signed by the Prince of Wales, recording their appointments.

Since the last annual meeting sixteen gold badges, which are given only for distinguished honorary service, have been awarded. Seven of the recipients are present this afternoon to receive them.

#### CHELSEA.

**The LADY EDITH DRUMMOND,** in recognition of the distinguished work which she has done for the life-boat service in London for many years.

#### SOUTHAMPTON.

**Mr. C. J. SHARP, J.P.,** in recognition of his long and valuable co-operation as chairman of the branch.

#### BEMBRIDGE.

**Mr. W. COULDREY,** in recognition of his valuable co-operation as honorary secretary of the branch for thirty-three years.

#### BIRMINGHAM.

**Mr. T. O. GRAY,** in recognition of the valuable work which he has done for the life-boat service, especially as honorary treasurer of the branch.

#### FOLKESTONE.

**Miss ETHEL HOPKINS,** in recognition of her valuable co-operation, especially as honorary secretary of the women's auxiliary of the branch.

#### PERTH.

**Mr. W. STRACHAN,** in recognition of his valuable co-operation for twenty-five years, especially as honorary secretary of the branch for the last seventeen years.

#### LONDON.

**Mr. JOSEPH GROSSMAN,** of British International Pictures, in recognition of the valuable help which he has given by the production of the life-boat film "Heroes of the Sea," as the result of which the Institution has so far benefited by upwards of £1,000.

The Lady Mayoress presented the badges.

#### Mrs. Astley Roberts.

**Mrs. ASTLEY ROBERTS:** My Lord Mayor, my Lady Mayoress, your Excellencies, my Lords, Ladies and Gentlemen: The resolution which I have the honour to propose is a resolution of thanks to women for their work on behalf of the life-boat service. There are thousands of them, women of all classes, in all parts of the British Isles. I shall ask you to thank them all. But I am sure that you are thinking, as I am, that we owe our first gratitude and admiration to the women, represented here this afternoon, who take their part in the actual work of rescue. (*Applause.*)

In the first report of the Institution, when it began its work over a century ago, you will find the names only of men. Even among the subscribers there are only a dozen names of women. Men founded the Institution. They set it on its way. It was not until it had been in existence for some years that a woman's name first appears in its records. That woman was Queen Victoria. She became the Institution's patron when she ascended the throne.

A year later another great name appears, the first woman to win the Institution's medal for gallantry—Grace Darling. Other women have won medals since; and there have always been women on the coasts, the wives and daughters of the life-boat crews, who, as launchers, have helped in the work of saving lives. They have done this for the greater part of a century. They have done it as a matter of course. They have made no fuss about it. They would be the last to see anything extraordinary in it. We have now a younger generation of women who in sport and in work, on land and in the air, have set themselves to show that not in courage only, but in physical skill and endurance, they can emulate men. I think we may well remind them that they are not the first, but that in the life-boat service, not only their own contemporaries, but the contemporaries of their mothers and grandmothers and great-grandmothers, have always been ready to face wind and weather, the sea at its angriest, the gales of winter nights at their most bitter, and to labour side by side with the men, when lives were in peril at sea. (*Applause.*)

It is these women, represented here by the women of Dungeness, whom I ask you, first of all, to thank. But besides these splendid women, there are thousands of others who in a different way are members of the life-boat service. It is twelve years now since

the Ladies' Life-boat Guild was founded, but long before then women had been taking an increasing part in the work of raising funds for the service. In the first reports, as I have said, you find only the names of men. If you look at the Institution's reports to-day you will find at least as many women as men among those who are actively working for it. For many years now it has been true to say that the greater part of the Institution's funds has been raised by the work of women. That is as it should be. That is where we can give it our best help. It is the great strength of the service that it not only has the support of every class, but that its work is shared between men and women. (*Applause.*)

I would like to say just a word or two, if I may be allowed to do so, my Lord Mayor, as one of the Institution's oldest workers—since 1908. I hailed with delight the committee of management's idea of forming the Ladies' Life-boat Guild, and the Eastbourne and district guild now has 396 members. As a flag day organizer and collector of many years' experience, I should like to stress three points in favour of every woman worker joining the guild. Firstly, the badge, costing 2s. 6d., stands as a bond of comradeship between its members, especially upon occasions like this, or at meetings and life-boat conferences. Secondly, it gives confidence to the corporations, watch committees and police, or those who are responsible for official flag days in the larger seaport or industrial towns, and to the general and ever-generous public, who have the satisfaction of knowing that the life-boat flag day is arranged by and left in the hands of authorized collectors wearing the official badge of the Institution. Thirdly, that by all joining the guild we women help the Institution financially and show in a practical way our high appreciation of its truly national and humane work.

I should like to read to you part of a letter which was received by the Institution a short time ago. It came from a woman on the East Coast. She is a member of one of the most famous of our life-boat families—the Hayletts of Caister. Her great-grandfather won the Institution's gold medal for great gallantry. Her grandfather lost his life in the service. Her father won the silver medal. She wrote: "I have always had a great desire to help the Institution. Life-boats have always been the chief topic of my home. From a child I have been brought up amongst them. If I were a man I would be proud to carry on our family tradition, but my little bit is to try and raise funds. I am afraid it is only small, but I hope each time to increase it." (*Applause.*)

We cannot all be members of life-boat families with such a great tradition behind us, but I do believe that it is in this modest and devoted spirit that women all over the country, inland as well as on the coast, are working to-day for the life-boat service. I ask you to thank them by passing the resolution which I now have the honour to propose: "That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild

and its many hundreds of voluntary members for the work which they have done in raising funds for the life-boat service." (*Applause.*)

#### Mr. Walter Riggs.

Mr. WALTER RIGGS: My Lord Mayor, my Lady Mayoress, my Lords, Ladies and Gentlemen: I feel it a very great honour to be allowed to second this vote of thanks which has just been proposed by Mrs. Astley Roberts. There is certainly no one in the United Kingdom who can speak with more authority than Mrs. Astley Roberts on the work of the Ladies' Life-boat Guild. She herself has been markedly successful as president of the Eastbourne guild, not only in the work she has carried out herself on behalf of the Institution, but also in inspiring others to carry on that good work. As I am not a member of the guild, I can say things in praise of it which Mrs. Astley Roberts would not be able to say. As a member of the committee of management, I have the honour, in the committee's name, to say what a very deep and increasing debt of gratitude the Institution owes to the Ladies' Life-boat Guild and, indeed, to every individual member of it. In these times of financial stress it is very encouraging to see that they continue the work with the same enthusiasm and with equally successful results as in the past. Without the money that is raised by the help of the Ladies' Life-boat Guild the Institution would indeed find it a very difficult job to carry on its work and to maintain the efficiency of the life-boat service round the coast. Sir Godfrey Baring and Mrs. Astley Roberts referred in their remarks to the number of flag days that have been held in Great Britain and Ireland in the last year. One interesting point is that no less than four and three-quarter million contributions were made to the life-boat boxes on those days. That is an enormous number, and when one recalls that practically the whole of the work was done by members of the Ladies' Life-boat Guild, it will give you some little idea of what that work means on those days. If that were the only achievement (which it is not by a long way) that the Ladies' Life-boat Guild has done during the last year it would be one very well worthy of gratitude and one of which they could be very proud indeed. (*Applause.*)

Perhaps, as the honorary secretary of a station branch, I may be allowed to add a personal tribute to the work of the guild. In the old days it was part of my job to try to collect money for the funds of the station. That has all changed. The guild does it now. There is not a village anywhere in the area of the Aldeburgh branch that has not a member of the guild. That member organizes that particular district. They collect the money, and I may say they collect it very successfully. They have in every case more than doubled any subscriptions that I was able to gather in. That shows how in these things the ladies can do so very much better than we mere men. I think that my experience is shared by every honorary secretary on the coast, and it is a remarkable fact that the more one gets interested in and the more



closely one is associated with the life-boat service, the more one feels what a debt of gratitude we owe to the guild. There is no doubt whatever that the Ladies' Life-boat Guild is one of the chief financial bulwarks of the Institution, and I think that the splendid record of its achievements in the past must be, and indeed will be, an inspiration for their future effort and further success. I have much pleasure, my Lord Mayor, in seconding the resolution proposed by Mrs. Astley Roberts. (*Applause.*)

*The resolution was put to the meeting and carried unanimously.*

#### Sir Godfrey Baring, Bt.

SIR GODFREY BARING: My Lord Mayor, my Lords, Ladies and Gentlemen: It is now my privilege and great pleasure to move the following resolution: "That the hearty thanks of this meeting be given to the Lord Mayor for his kindness in presiding, and to the speakers at this the hundred and ninth annual general meeting of the Royal National Life-boat Institution."

My Lord Mayor, I should like to say that everyone who is interested in the life-boat service (I think we are all interested in it here to-day) is deeply grateful to you for two things: First of all, for coming here to preside with such dignity over this exceptionally good meeting, and, secondly, for allowing us to meet in this historic hall, under such delightful conditions. Your distinguished predecessors in the past, my Lord Mayor, have always supported our cause with the greatest readiness and generosity and we are delighted that that tradition is being carried on by yourself. We are deeply grateful to you for presiding over our meeting this afternoon, and for allowing us to meet in this hall. (*Applause.*)

May I also thank the speakers for the excellent speeches which have been made here this afternoon? Sir Percy Mackinnon is the chairman of that great institution, Lloyd's, which has always supported the Royal National Life-boat Institution with the utmost generosity. We were so glad that he was able to move one of these resolutions.

Then I should like to thank Mr. Boothby for, if I may say so, the wholly admirable and eloquent speech which he made in seconding the resolution. I am certain we listened with great approbation to Mr.

Boothby's plea for conciliation and appeasement in national affairs, for which I am sure Mr. Boothby does great work in the House of Commons from week to week, and almost from day to day. With regard to that scandalous libel on the great City of Aberdeen which he has movingly described to us, I think he was a little mistaken in saying that the photograph was taken at a very early hour in the morning. What really happened was this. The photograph was taken on a day when there was a house-to-house collection and the whole population of the city were waiting eagerly in their houses for the collector to call in order that they might make a most generous contribution to the funds. (*Loud laughter.*)

I should like to thank Mrs. Astley Roberts for what she has said about the Ladies' Guild and I should like to thank her for the wonderful work which she has done in the past. She has made Eastbourne one of the strongholds of life-boat work. We are deeply grateful to her, not only for speaking to-day, but for her many years of excellent work. I have much pleasure in moving this resolution of thanks. (*Applause.*)

#### The Hon. George Colville.

MR. GEORGE COLVILLE: My Lord Mayor, my Lady Mayoress, Ladies and Gentlemen: I do not think I can usefully add anything to what Sir Godfrey Baring has said by way of thanks. The hospitality and charity of the Mansion House are proverbial and to-day has been no exception to the rule. I beg to second the resolution.

*The resolution was put to the meeting and carried unanimously and with acclamation.*

THE CHAIRMAN: Sir Godfrey Baring and Mr. George Colville, Ladies and Gentlemen: I sincerely thank you on behalf of all the speakers, the sheriffs, the Lady Mayoress, and myself for the very hearty response which you gave to that delightful speech. I would only add this—that we in the City of London must see to it, ladies and gentlemen, that we are always at the top of the list. (*Applause.*)

#### Entertainment of Medallists.

After the meeting the coxswains and others who had received awards for gallantry were the guests of the management at the Palladium. They then visited Northcliffe House to see the production of the *Daily Mail*.

## Services of Foreign Life-boats to British Vessels in 1932.

It is hoped in future to publish each year in the summer number of *The Life-boat*, the record of the services of foreign life-boats to British vessels during the previous year. The record for 1932 is as follows:

#### The United States of America.

THE life-boat service of the United States helped nine British vessels in

the course of the year. Three of these vessels had stranded; the other six had broken down at sea. The three stranded vessels were reloaded, and all nine were towed to safety. Ten lives were rescued from peril.

#### France.

FRENCH life-boats went to the help of two British vessels. One was a

Guernsey steamer which had run ashore in a fog. The life-boat rescued seven people from her. The other vessel was an English yacht, the owner of which had been injured by an accident on board, and the life-boat towed her in.

#### Holland.

A life-boat of the South Holland Society for the Rescue of the Shipwrecked rescued two men from a motor racing boat, of Glasgow, which had caught fire two miles from shore.

#### Belgium.

Two British yachts which were in difficulties at sea were towed into safety by Belgian life-boats.

#### Iceland.

THE National Safety Association of Iceland went to the help of two English trawlers, one of Hull and one of Grimsby.

The Hull trawler had gone ashore

in a fog and her crew were landed. Later the trawler herself was refloated by the English patrol boat *Godetia*, with the help of an Icelandic coast-guard vessel. The Grimsby trawler went ashore in a heavy gale and snow-storm. She gave her position wrongly and the two motor boats sent out by the National Safety Association returned without being able to find her, but her crew were rescued and the trawler herself refloated by a coast-guard vessel.

#### British Services to Foreign Vessels.

As already recorded in *The Life-boat*, services were rendered last year by British life-boats to fifteen foreign vessels belonging to nine different countries, and 111 lives were rescued from them. Two of the vessels were French, two Dutch, two Belgian, two Swedish, two Norwegian, two from the Republic of Panama, one German, one Italian and one Spanish.

## A Rough Passage.

### The Journey of the St. Ives Motor Life-boat to her Station.

By LIEUT.-COMMANDER H. L. WHEELER, R.N., Southern District Inspector.

WE left Cowes for St. Ives, Cornwall, at noon on the 18th March. On board were Mr. H. F. Osborne, District Engineer (South), in charge of the machinery, Coxswain Thomas Cocking, Junr., of St. Ives, the motor mechanic, and two men of the St. Ives crew.

The new boat is one of the light self-righting type, 35 feet 6 inches by 9 feet 3 inches, weighing, with the full crew of seven men and gear on board, 7 tons. She is driven by a 35 h.p. engine, and on trials at Cowes her maximum speed was just under  $7\frac{1}{2}$  knots.

Rough weather was experienced during practically the whole of the passage, and on the second day's run after rounding Portland Bill we ran into a full westerly gale, which continued until we reached Brixham just before midnight on the 19th March. The reading from the coastguard's log at Berry Head on this day was "Force of wind, 8" [a gale], and I think this is by no means overestimated. There were rain squalls about every twenty minutes, and at these times, together

with the seas washing over the boat, the spray came over with such force that it was very difficult to keep one's eyes open to steer a compass course. From midday till about 10 p.m. heavy green seas were frequently shipped, and everyone was surprised to see how quickly the boat freed herself of this water.

The crew were wet through, and all spare clothing which was in suit-cases, which were again inside double canvas bags, and all covered by a large canvas sheet, was also wet.

The distance from Weymouth is only forty-seven miles, but it took nearly fifteen hours to do the trip, and the exposure told on everyone.

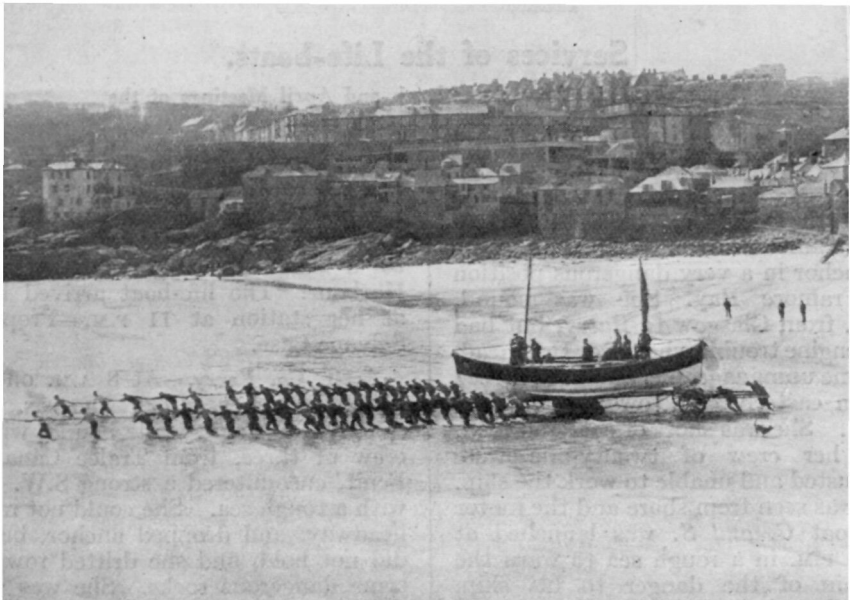
The boat behaved wonderfully, and the crew were delighted with her performance, and have the utmost confidence in her after this trip. The mizzen was hoisted during this gale, and it certainly made the steering easy. The lug was set on the run from Brixham to Plymouth, running with the wind abaft the beam, and the steering was again very easy.



*By courtesy of]*

*[Richards, Penzance.*

**THE ST. IVES MOTOR LIFE-BOAT AT SEA.**  
Leaving Newlyn Harbour on her passage from Cowes to her station.



*By courtesy of]*

*[Negus, Penzance.*

**FIRST LAUNCH OF THE ST. IVES MOTOR LIFE-BOAT.**

I cannot speak too highly of the coxswain and crew. There was never a murmur from start to finish, and they are all pleased the boat has had such a test.

We arrived at St. Ives at two in the afternoon of the 23rd. The total distance run was 236 miles. We were at sea forty-two hours and twenty minutes

and the average speed for the trip was 5.6 knots.

The committee of management sent letters of appreciation to Commander Wheeler, Mr. Osborne, the coxswain and navigating party. The coxswain and navigating party also received extra pay.

### A Rescue in an Irish Curragh.

ON the 2nd September, 1932, two men had gone out from Dooney, Co. Donegal, in a curragh, to lift lobster-pots. The wind increased, and a heavy sea swamped and capsized the curragh. Their cries for help were heard, and two other men put off at once to their help in another curragh. It was described by the district inspector as the most primitive curragh he had ever seen on the Irish coast. It was 15 feet 6 inches by 4 feet, with a depth of only 1 foot 8 inches from gunwale to keel. Its ribs were hazel sticks with the bark still on, tied together with string and bits of line, and covered with calico and tar. Its weight was about 100 lbs. In this curragh the two men rowed against wind and tide. They reached the scene to find that one of the men

was already drowned, but they picked up the other just as, exhausted, he was losing his hold on the oar to which he had been clinging.

It was a very fine rescue, carried out at considerable risk. The two men rowed about two miles, and must have handled their boat with great skill to be able to get a man aboard out of the water without capsizing her. One of them, Mr. John McFadden, who served in the Irish Guards during the War, was badly wounded in the leg and invalided. He had been a fisherman, but owing to his injury had to give this up and take to work on the land. To each of these two men, Mr. John McFadden and Mr. Michael Carr, the Institution has awarded its thanks inscribed on vellum and £2.

### Services of the Life-boats.

Reported to the February, March and April Meetings of the Committee of Management.

#### February Meeting.

**Dunmore East, Co. Waterford.**—On the 11th December, 1932, the 4,920-ton steamer *Pauline*, of Panama, came to anchor in a very dangerous position in Tramore Bay. She was bound, light, from Glasgow to Barry, but had had engine trouble when near Holyhead, become unmanageable, and been driven by an easterly gale towards the Irish coast. She was short of coal and food, and her crew of twenty-one were exhausted and unable to work the ship. She was seen from shore and the motor life-boat *C. and S.* was launched at 12.30 P.M. in a rough sea to warn the captain of the danger to his ship. After learning of the *Pauline's* plight the life-boat put back to Dunmore and returned with provisions. Then, as

the steamer began to drag her anchor and the captain had no charts and did not know where he was, two life-boatmen were put aboard, and piloted her to a safe anchorage in Waterford Harbour. The life-boat arrived back at her station at 11 P.M.—Property Salvage Case.

**Fenit, Co. Kerry.**—At 8 A.M. on the 17th December, 1932, the s.s. *Co-operator*, of Fenit, while bound, with a crew of three, from Tralee Canal to Fenit, encountered a strong S.W. gale with a rough sea. She could not make headway, and dropped anchor, but it did not hold, and she drifted towards some dangerous rocks. She was seen from shore by the honorary secretary of the life-boat station, and the motor life-boat *John A. Hay* was launched,

the honorary secretary accompanying her. The life-boat quickly got alongside and a life-boatman was put aboard. Then with his help, and with the life-boat in attendance, the *Co-operator* was taken safely to Fenit Pier. But for the help given by the life-boat the *Co-operator* and her crew would probably have been lost.—Rewards, £5 14s.

**Arbroath, Angus.**—On the afternoon of the 29th December, 1932, it was learned that all the fishing boats had returned to harbour with the exception of the smallest, the *White Rose*. As the sea was rough with a moderate S.S.E. breeze, the motor life-boat *John and William Mudie* was launched at 2.40 P.M. She went to the far side of the bar, where the fishing boat could be seen, and escorted her, with her crew of four, back to harbour.—Rewards, £3 6s.

**Bridlington, Yorkshire.**—On the 2nd January, while the fishing fleet was at sea, the wind freshened and most of the boats ran for harbour, but three of them—*Gloaming*, *Miseltoe* and *Victory*—which were farther out than the rest, stayed to try and get up their lines. Just after 1 P.M. the wind veered to S.S.E. and began to blow with gale force. The sea was breaking heavily across the bar, and it was decided to send out the motor life-boat *Stanhope Smart*. She went to the harbour entrance, poured oil on the water to lessen the effect of the sea, and then escorted each boat in turn safely into the harbour. The life-boat returned to her station at 4.30 P.M.—Rewards, £9 5s.

**Padstow, Cornwall.**—On the evening of the 4th January a S.W. gale was blowing with a heavy sea and rain, and as a small fishing boat, with one man on board, had not returned, it was thought advisable to send a life-boat out to search. The No. 1 motor life-boat, *John and Sarah Eliza Stych*, was launched at 9.10 P.M. After a difficult search, owing to the fact that the small boat carried no lights, she found her in Daymer Bay. The man was taken into the life-boat and the boat was towed back to harbour. But for the life-boat's help the boat and man would have been lost. The life-boat

arrived back at her station at 10.30 P.M.—Rewards, £15 10s.

**Salcombe, Devonshire.**—Just after 6 P.M. on the 7th January the coast-guard telephoned that a vessel had stranded about half a mile west of Sewer Mill Cove. The motor life-boat *Alfred and Clara Heath* found the steam trawler *Charter*, of Lowestoft, fast aground. She carried a crew of ten and had been fishing out of Plymouth. The life-boat stood by until the crew got ashore and then returned to her station, arriving back at 8.40 P.M. The weather at the time was fine, with a fresh S.W. wind and a ground-swell. Two Looe fishing boats, who had seen the stranding of the trawler, left their fishing to give information. The masters of these boats were thanked and awarded £1 each.—Rewards, £17 9s.

**Barra Island, Hebrides.**—The trawler *Armana*, of Fleetwood, was going out to the fishing grounds on the 11th January, when she ran aground on a submerged rock. The weather was fine and there was no wind, but the motor life-boat *Lloyd's* was launched at 1.45 P.M., as it was thought that the trawler was holed. She stood by until the *Armana* refloated and went on her way, and then put back to her station, which was reached at 3.30 P.M.—Rewards, £4 15s.

**The Humber, Yorkshire.**—At 8.47 P.M. on the 13th January, the Royal Naval Signal Station reported that a vessel was ashore one and a half miles north-east of the station. The motor life-boat *City of Bradford II* was launched and found that the vessel was the steam trawler *Tranio*, of Hull. She had stranded while bound laden from the Faroes to Hull, carrying a crew of thirteen. A light variable wind was blowing with a slight ground-swell, but a dense fog had settled. The life-boat stood by at the request of the captain, and later ran out a kedge anchor to be picked up by the tugs which had been sent for. Owing to the fog the tugs were not able to find the trawler, but she refloated on the flood tide and went on her way to Hull. The life-boat then returned to her station and arrived back at 7 A.M.

She had been on service for ten hours.—Property Salvage Case.

**The Humber, Yorkshire.**—The Spanish steamer *Arantzazu*, of Bilbao, stranded six miles south of Haile Buoy on the 14th January, while bound laden from Bilbao to Immingham. She carried a crew of twenty-nine. She wirelessed for help and the motor life-boat *City of Bradford II* was launched at 11.45 P.M. A strong and increasing S.S.W. breeze was blowing, with a rough sea and patches of fog. The life-boat stood by the steamer, and, at the request of the master ran out a kedge anchor. This enabled her to refloat on the flood tide, and then the life-boat escorted her up the Humber to safety. The life-boat was out for over nine hours, and returned to her station at 9 A.M.—Property Salvage Case.

**Thurso, Caithness-shire.**—During the afternoon of the 14th January, the coxswain reported that a local motor fishing boat, the *Victory*, had put out for the fishing grounds off Portskerra at 4 A.M. and had not returned. A heavy W.S.W. gale was blowing, with a heavy ground swell and rain, and it was decided to send out the motor life-boat *H.C.J.* to look for her. The life-boat was launched at 4.30 P.M. and after a search found the *Victory* off Sandside. She was heading for Thurso, but the heavy gale and wild sea, and the fact that her engine was not working properly, made it a difficult task. The life-boat stood by and escorted her safely into Scrabster Harbour. The life-boat arrived back at her station at 7 P.M. but could not be rehoused on account of the weather, and was left at moorings.—Rewards, £11 3s.

**Peterhead, Aberdeenshire.**—On the 18th January the Aberdeen trawler *Struan* was wrecked, and the crew of nine were rescued by the Peterhead life-boat.—Rewards, £52 17s. 6d. (A full account of this service appeared in the March issue of *The Life-boat*.)

**Newbiggin, Northumberland.**—On the morning of the 18th January, the coxswain reported that seven of the local motor fishing cobsles were at sea and in danger owing to the very heavy sea. The pulling and sailing life-boat

*Arthur R. Dawes* was launched at 9.15 A.M. and escorted all of the cobsles into safety. She returned to her station at 12.30 P.M.—Rewards, £10 14s. 6d.

**Aberdeen.**—On the 18th January the Aberdeen steam trawler *Ben Screeel* was wrecked and the Institution's life-saving apparatus at Torry helped in the rescue of the crew of ten, while the life-boat stood by.—Rewards, Torry life-saving apparatus, £34 17s. 4d.; Aberdeen No. 1 life-boat, £17 0s. 3d. (A full account of this service appeared in the March issue of *The Life-boat*.)

**Aberdeen.**—A message was received on the 19th January from the coast-guard stating that a vessel was ashore two miles south of Belhelvie coastguard station, and the Aberdeen No. 1 motor life-boat *Emma Constance* put out at 7.10 P.M. She found the Hull trawler *General Birdwood* close inshore, but afloat. The trawler was bound for Iceland, but, when off Buchaness, had picked up an empty boat belonging to the steam trawler *Struan*, the crew of which had been rescued by the Peterhead motor life-boat when the vessel was wrecked the day before, and was making for Aberdeen to leave the boat there. The trawler, which had been signalling for a pilot, was escorted by the life-boat to Aberdeen, where the pilot boat took charge of her. The weather was thick at times and a moderate northerly wind was blowing with a moderate sea.—Rewards, £13 11s. 6d.

**Courtmacsherry Harbour, Co. Cork.**—The motor life-boat *Sarah Ward and William David Crossweller* was launched at 8.5 P.M. on the 19th January, during a moderate S.S.E. gale with a rough sea, to the help of the motor vessel *Hibernia*, of Skibbereen. She had grounded on the rocks at Courtmacsherry Harbour mouth earlier in the day, while bound with a general cargo, from Cork to Skibbereen. The life-boat found that her engine had broken down and that she was fast on a rock. With some difficulty owing to the shallow water and the rocks, her crew of three were taken off and the life-boat returned, reaching her station again at 9 P.M.—Rewards, £14 0s. 6d.

**Moelfre, Anglesey.**—The schooner *Kate*, of Peel, bound to Runcorn from Looe, with a crew of four and a cargo of china clay, was sheltering in Moelfre Roads on the 31st January when she caught fire. A whole S.W. gale was blowing, with a very heavy sea and rain. Her distress signals were seen from shore, and the motor life-boat *G.W.* was launched at 9.45 P.M. With great difficulty, owing to the fire and the gale, the life-boat was manoeuvred alongside the schooner and the four men were rescued. Eventually the schooner burnt to the water's edge and sank. It was not possible to get the life-boat back on her slipway, and part of the crew remained in her at moorings until the next day, when she was rehoused.—Rewards, £18 17s.

**Whitby, Yorkshire.**—Early on the morning of the 3rd February the fishing fleet went to sea in fine weather, but about 9 A.M. the sea got up suddenly and made the approach to the harbour very dangerous for small craft. Most of the boats had returned by then, but three cobsles and eleven motor fishing boats were still out, and the motor life-boat *Margaret Harker-Smith* was launched at 10.25 A.M. in case her help was needed. She put to sea and escorted the three cobsles in. She then returned to the harbour entrance, where she stood by until all the remaining boats had got safely in. She returned to her station at 3.45 P.M.—Rewards, £8 5s. 6d.

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

**Ballycotton and Youghal, Co. Cork, and Helvick Head, Co. Waterford.**—14th–15th November, 1932. Rockets reported to have been seen at sea but nothing could be found.—Rewards, Ballycotton, £15 14s., Youghal, £15 7s. 6d., and Helvick Head, £12 1s. 6d.

**Angle and Tenby, Pembrokeshire.**—21st December, 1932. A steamer in distress was taken in tow by another steamer.—Rewards, Angle, £15 17s. 6d., Tenby, £15 0s. 6d.

**Stonehaven, Kincardineshire, and Aberdeen.**—2nd January. A trawler wrecked and crew of nine lost before her plight was known.—Rewards,

Stonehaven, £17 1s. 6d., Aberdeen, £6 17s. 6d.

**Clogher Head, Co. Louth, and Howth, Co. Dublin.**—2nd January. A steamer was in difficulties but made port without help.—Rewards, Clogher Head, £12 16s., Howth, £11 7s. 3d.

**Fenit, Co. Kerry.**—On 2nd January a wireless message was received that a steamer, the *Heilo*, of Oslo, was disabled with a broken rudder sixty-five miles away in the Atlantic with a trawler standing by. A whole W.S.W. gale was blowing with a very heavy sea. The weather was cold with hail squalls, and visibility was poor. The motor life-boat *Peter and Sarah Blake* put out at two in the morning, steering a course by which it was calculated that she would intercept the steamer if she were drifting. When she reached the position given in the wireless message she cruised about for an hour but as she could find no sign of the steamer the coxswain concluded that she must be in tow of trawlers. She did, in fact, safely make Dingle Bay. The life-boat returned home, arriving at 7.30 in the evening. She had then been out for 17½ hours in very severe conditions of weather and had travelled 140 miles. The Institution presented inscribed silver watches to Coxswain Thomas Crowley and motor mechanic John Doyle, gave additional monetary rewards to them and each member of the crew, and sent a letter of appreciation to Mr. Timothy F. Barrett, the honorary secretary.—Rewards, £42 6s. 6d.

**Barra Island, Hebrides.**—6th January. A boat was seen two miles out in a heavy sea, but she reached shelter without help.—Rewards, £17 0s. 3d.

**Torbay, Devon.**—7th January. Rockets fired from an hotel at Slapton mistaken for distress signals close inshore.—Rewards, £14 0s. 6d.

**Weymouth, Dorset.**—8th January. The Fleetwood life-boat on passage to her station had engine trouble, but did not need help.—Rewards, £2 10s.

**Padstow, Cornwall.**—17th January. Searched area where rockets had been reported but found nothing.—Rewards, £8 1s. 6d.

**Walton and Frinton, Essex.**—19th January. Flares were found to have been from a steamer with her funnel on fire.—Rewards, £20 18s. 6d.

**Stromness, Orkneys.**—24th January Distress signals reported but no vessel in distress could be found.—Rewards, £16 1s.

**Great Yarmouth and Gorleston, Norfolk.**—24th January. Steamer with sick man on board asked for the life-boat, which went to the position given but found nothing.—Rewards, £29 1s.

**Ramsgate, Kent.**—26th January. A steamer stranded on the Goodwin Sands, but got off unaided.—Rewards, £7 16s. 6d.

#### March Meeting.

**Padstow, Cornwall, and Appledore, Devonshire.**—On the 30th January the s.s. *Cambalu*, of Liverpool, ran aground between Welcombe and Knapps Head, on the Cornish coast, in a dense fog. She was bound, light, from Plymouth to Mumbles, and carried a crew of nine. A moderate northerly breeze was blowing, with a moderate sea, and it was very cold. The coastguard at Hartland Point heard her signals of distress and told the life-boat authorities. The Appledore motor life-boat *V.C.S.* was launched at 3.15 A.M., and the Padstow No. 2 motor life-boat *Princess Mary* at 4.45 A.M., to search for her. At about 7.40 A.M. the Padstow life-boat saw a red flare, and going towards it found that the crew of the *Cambalu* had abandoned their ship and taken to a small boat, but had been unable to find shore and were still in danger. They were taken into the life-boat and given stimulants. Then, with the ship's boat in tow, the life-boat returned to Padstow, arriving back at 11.15 A.M. Meanwhile the Appledore life-boat had been cruising round, but could find no trace of the vessel, and after an exhaustive and fruitless search returned to her station, arriving back at 12.10 P.M.—Rewards, Padstow, £12 11s.; Appledore, £29 4s. 3d.

**Scarborough, Yorkshire.**—Just after 5 P.M. on the 3rd February the coxswain was told that the coble *Sabina*, with two men aboard, had not returned to harbour. A moderate S.S.W. breeze was blowing, with a rough sea, and it

was thought advisable to send out the motor life-boat *Herbert Joy II* to look for her. She found the coble about a mile out, trying to make harbour under sail, and in danger of being swamped. The life-boat went alongside and escorted her safely back to harbour. The life-boat arrived back at her station at 6.40 P.M.—Rewards, £38 18s.

**Eastbourne and Newhaven, Sussex.**—On the morning of the 4th February news was received from the coastguard that a steamer was ashore at Crowlink, and the Eastbourne motor life-boat *Jane Holland* and the Newhaven motor life-boat *Cecil and Lilian Philpott* were launched at about 8.30 A.M. A moderate S.W. gale was blowing, with a moderate sea, fog and rain. The Newhaven boat had not gone far when she was recalled, as it was learned that the Eastbourne boat was on her way. The steamer was found to be a Greek vessel, the *Ellin*, of Andros, bound, laden, from Santa Fé to Hull, and carrying a crew of twenty-nine. The life-boat stood by all day while tugs tried to refloat the *Ellin*, but their efforts were unsuccessful. She returned to her station at 8.15 P.M., and put out again at 9.50 P.M. to stand by all night. Next morning the weather became worse and twenty of the crew were taken into the life-boat and landed at Eastbourne, which was reached at 12.30 P.M. on the 5th. At 2.15 P.M. the life-boat put off once again for the remainder of the crew, but the captain did not wish to abandon his vessel entirely, and nine men remained with him. As tugs were in attendance the life-boat then headed for her station, arriving back at 5.10 P.M. She had been at sea for over twenty-nine hours.—Rewards, Eastbourne, £78 6s. 9d.; Newhaven, £8 15s.

**Aranmore, Co. Donegal.**—On February 6th the s.s. *Mango*, of Newry, ran ashore on the rocks off Aranmore, during a thick fog. A strong S.W. breeze was blowing, a heavy sea was running, and it was raining. The motor life-boat *William and Laura* put off at 6.40 A.M., but found that the steamer was right up among the rocks. It was impossible for the life-boat to get alongside, but the steamer's crew of nine could get ashore without difficulty,



over the bows. The life-boat stood by until all the men were safely ashore, and then returned to her station, arriving there at 10.15 A.M.—Rewards, £12 18s. 3d.

**Fraserburgh, Aberdeenshire**—The motor life-boat *Lady Rothes* was launched at 5.15 P.M. on the 9th February, as a telephone message had been received from the coastguard that the local fishing boat *Boy Bob* had gone out early that day to haul her lines off Gardenstown, and had not returned. She carried a crew of three. A moderate N.N.E. breeze was blowing, with a choppy sea and rain showers. When the life-boat was between Sandhaven and Roseheart a light was seen, and the *Boy Bob* was found with her compass and deck fittings carried away by the heavy seas, and her crew at the pumps. The life-boat took the boat and the three men safely back to Fraserburgh, arriving there shortly after 6 P.M. But for her help the boat and her crew would have been lost.—Rewards, £15 9s.

**Whitby, Yorkshire**—Six motor fishing boats from Whitby put to sea on the morning of the 10th February. By the time that they were expected back a moderate N.N.E. gale was blowing, with a very heavy sea and snow showers, making the entrance into harbour very dangerous. Before any of them returned a Scarborough fishing boat was seen approaching and the motor life-boat *Margaret Harker Smith* was launched at 11.15 A.M. She warned the fishing boat and her skipper said that he would make for Scarborough. The life-boat then remained alongside the fishquay until 12.45 P.M., when she put out again and escorted in the three Whitby boats, *Fortunatus*, *Noel II* and *Venus*. About 3 P.M. the coastguard signalled that the fishing boat *Pilot Me*, another Whitby boat, was broken down off Staithes, and the life-boat set out once more. She found that the *Pilot Me* had put up sail, and shortly afterwards her engine was got going again. The life-boat escorted her back to Whitby. The other two boats had meanwhile made Scarborough, and the life-boat returned to her station, arriving there at 4.45 P.M.—Rewards, £8 5s. 6d.

**Scarborough, Yorkshire**—Three local fishing cobsles, *Kingfisher*, *Morning Star* and *S. B. Colling*, went out crabbing on the morning of the 10th February. Shortly afterwards the sea became rough and the motor life-boat *Herbert Joy II* was launched to their help. A strong N.E. breeze was blowing. The life-boat came up with the *Morning Star* about one mile to the eastward, handed life-belts to her crew, and escorted her into harbour. The *S. B. Colling* and the *Kingfisher* were then met in turn, and escorted safely in. While the life-boat crew went home for dry clothing the *S. B. Colling* put to sea again to collect some lines, and as the sea was getting worse the life-boat went off again and escorted her in. The life-boat arrived back at her station at 4.15 P.M.—Rewards, £19 17s. 6d.

**Montrose, Angus**—During the afternoon of the 10th February anxiety was felt for the safety of the motor fishing boat *Annie*, of Montrose, which had put out for the fishing grounds in the morning and had not returned. A moderate N.E. breeze was blowing, with a very heavy sea. About 4.45 P.M. a telephone message was received from the lighthouse-keeper at Scurdyness that she was in sight about seven miles off the Ness. Darkness was approaching, and as the *Annie* could only cross the harbour bar at great risk the motor life-boat *John Russell* was launched. She came up with the *Annie* about three miles out, and her master was warned not to attempt the crossing. He decided to take the chance, however, and after a severe buffeting managed to get into harbour with the life-boat in attendance. The life-boat arrived back at her station at 6.15 P.M.—Rewards, £17 14s. 6d.

**Lowestoft, Suffolk**—At 6.5 A.M. on the 16th February the coxswain heard that a sailing trawler was ashore on the south beach. He went to the coastguard look-out, and then to the life-boat pier and saw the trawler on the beach, rolling heavily in a ground swell. The motor life-boat *Agnes Cross* put off at 6.15 A.M. She found that the trawler was the *Ivanhoe*, of Lowestoft, and that she was returning to port from the fishing grounds, with

a crew of five. She was fast aground, and straining and bumping hard. As the crew did not wish to leave her the life-boat stood by while a tug tried to refloat her. After an hour and a half the tug succeeded in towing her off and into harbour, and the life-boat returned to her moorings, arriving at 9.15 A.M.—Rewards, £27 11s. 6d.

**Thurso, Caithness-shire.**—During the afternoon of the 16th February a sudden strong N.N.W. gale got up, with a heavy, broken sea and snow showers. The motor life-boat *H.C.J.* was launched at 3.30 P.M., as two local motor fishing boats had gone to Hoy Head fishing and had not returned. One of the boats was met about five miles north-west of Hoborne Head and the life-boat escorted her until she reached more sheltered water. She then went on to search for the other boat. After a long, unsuccessful search she put into Scrabster to find if the boat had got in, and was just setting out again when she was seen entering the harbour. The life-boat arrived back at her station at 7 P.M.—Rewards, £11 3s.

**Portpatrick, Wigtownshire.**—On the 17th February the local fishing coble *Brothers* did not return to port with the other boats, and a look-out was kept for her. A strong N. breeze was blowing, with a rough sea and snow showers. Eventually she was seen about three miles south of Portpatrick, apparently making no headway. The motor life-boat *J. and W.* was launched at 4.30 P.M., picked up the coble, and towed her, and her crew of three, into safety. The life-boat arrived back at her station at 5.30 P.M.—Rewards, £3 10s.

**Whitby, Yorkshire.**—On the 17th February the local motor fishing boat *Pilot Me* put out at about 8 A.M. to fish off Marske. During the day the sea got up and increased considerably with the flood tide. A strong N. breeze was blowing, with showers of snow. Some anxiety was felt for the safety of the boat and the coxswain telephoned to the honorary secretary of the life-boat station at Staithes to ask if the *Pilot Me* had been seen. He replied that she was then off Staithes, going south, so the Whitby motor life-boat

*Margaret Harker Smith* was launched at 5.10 P.M., and put out to meet her. The coxswain warned her skipper that the sea was breaking heavily outside the harbour entrance, and the life-boat then escorted the fishing boat safely into harbour. She arrived back at her station at 6.30 P.M.—Rewards, £16 7s.

**Plymouth, Devon.**—On the morning of the 18th February a message was received from the King's Harbour Master that Yealm coastguard had reported that a vessel, apparently flying distress signals, was anchored about three miles south-west of Mewstone. A moderate E.N.E. gale was blowing, with a rough sea and snow. The honorary secretary, after making further enquiries regarding the nature of the signals, decided to send out the motor life-boat *Robert and Marcella Beck*, and she left her moorings at 8.40 A.M. She found that the vessel was the ketch *Ethel Edith*, of Faversham, bound light to London, with five persons on board, including the captain's wife. The ketch had had her sails blown away and was in a helpless condition. Her crew were too exhausted to do any work. Some of the life-boat crew went aboard, and, after three hours, managed to lift her anchors. The life-boat then towed her into port.—Rewards, £6 13s.

**Scarborough, Yorkshire.**—The Scarborough motor life-boat *Herbert Joy II* was launched at 12.50 P.M. on the 18th February, as a message had been received from the Burniston coastguard that a small boat was making very bad weather three or four miles east of Burniston. A N.E. gale was blowing, with a very heavy sea. The life-boat found the Scarborough fishing boat *Progress* about three miles out and escorted her safely into harbour through a very heavy sea.—Rewards, £19 6s. 6d.

**Filey, Yorkshire.**—The local motor fishing cobbles *Heather* and *Venture* put out on the morning of the 19th February to haul crab-pots. The *Heather* returned very shortly afterwards, and as a strong N.E. gale was blowing, with a heavy sea, the pulling and sailing life-boat *Hollon the Third* was launched at 11 A.M. to the help of the *Venture*. Life-belts were handed to her crew and

she was then escorted back to safety. The life-boat returned to her station at 12.30 P.M.—Rewards, £15 19s.

**Whitby, Yorkshire.**—Several fishing boats went to sea early on the morning of the 21st February, and by noon all of them except the motor fishing boats *Fortunatus* and *Pilot Me* had returned to harbour. Later a moderate N.N.E. gale sprang up, with a rough sea and snow, and it was thought advisable to send the motor life-boat *Margaret Harker Smith* to stand by the two boats. She put off at 1.40 P.M., picked up both boats about one and a half miles north of Whitby, and escorted them safely through the broken water into harbour.—Rewards, £8 5s. 6d.

**Scarborough, Yorkshire.**—The motor life-boat *Herbert Joy II* was launched at 11.45 A.M. on the 23rd February, as a whole N. gale was blowing, with a heavy sea and a snow blizzard, and some fishing boats were still at sea. She found the Scarborough fishing boat *S. B. Colling* about one mile north-north-east of Scarborough, and escorted her safely into harbour. She then put to sea again in the same direction, and met and escorted into safety the Scarborough fishing boat *Progress* and the Bridlington motor fishing coble *Gloaming*. The life-boat returned to her station at 12.30 P.M.—Rewards, £19 6s. 6d.

**Weymouth, Dorset.**—Soon after midnight on the 24th–25th February the coastguard at Portland Bill telephoned that a vessel was burning flares about three and a half miles south-west of the Bill. A moderate S.S.E. gale was blowing, a heavy sea was running, and it was snowing. The motor life-boat *William and Clara Ryland* was launched at 1 A.M., and found the s.s. *Engineer*, of Newcastle, at anchor about two hundred yards off Chesil Beach. She was bound with a cargo of stone from Newlyn to London, but had fouled her propeller and become unmanageable. She carried a crew of eight. The life-boat stood by her and at 7 A.M. an Admiralty tug and two H.M. ships arrived and towed the *Engineer* into Portland. The life-boat arrived back at her station at 2.30 P.M., having been on service for over thirteen hours.—Rewards, £19 18s.

**Cromer, Norfolk.**—The motor life-boat *H. F. Bailey* was launched at 2.5 P.M. on the 1st March, as news had been received from the coastguard that a vessel was aground on Haisborough Sands. A moderate S.E. breeze was blowing, with a moderate sea. The life-boat found the s.s. *Mary Kingsley*, of London, aground about one and three-quarter miles south of the North Middle Haisborough buoy. She was bound, partly laden, from Hull to London, carrying a crew of thirty-seven. The coxswain boarded the steamer and her master said he was waiting for tugs. When they arrived the life-boat took ropes across to them, and stood by until the steamer was refloated at 7.30 P.M. The life-boat remained alongside for another hour, and then returned to her station, arriving there at 12.30 A.M.—Property Salvage Case.

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

**Donaghadee, Co. Down.**—31st January. A small boat was blown out to sea, but the life-boat failed to find her. She was washed ashore on the Ayrshire coast thirty-six hours later with her occupant still alive.—Rewards, £20 9s.

**Lytham St. Annes, Lancashire.**—5th February. Signals reported at sea, but search revealed nothing. The signals were probably occulting lights marking the channel in the Ribble estuary.—Rewards, £8 17s. 9d.

**Torbay, Devon.**—11th February. Rockets reported at sea, but nothing could be found.—Rewards, £7 6s. 6d.

**North Sunderland, Northumberland.**—14th February. Life-boat put out to meet an incoming fishing boat, which came in without waiting for the life-boat.—Rewards, £12 10s.

**Stornoway, Isle of Lewis.**—20th February. A steamer was drifting with damaged steering gear, but repaired it and did not require help.—Rewards, £13 2s. 6d.

**Clacton-on-Sea, Essex.**—22nd February. Searched where a rocket was reported to have been seen, but found nothing.—Rewards, £16 5s. 6d.

**Walmer, Kent.**—23rd February. A steamer had stranded at Hope Point,

but refloated without help.—Rewards, £26 4s. 3d.

**Porthdinllaen, Caernarvonshire.**—24th February. Two seaplanes stranded but their crews got safely ashore.—Rewards, £7 16s. 6d.

**Hoylake, Cheshire.**—24th February. Two men in a boat were seen to be in difficulties, but managed to get ashore when their boat grounded.—Rewards, £18 15s. 6d.

**Redcar and Teesmouth, Yorkshire.**—24th February. A steamer sent out an S O S, but cancelled it after the life-boats had left. The chief inspector of life-boats and the district inspector of life-boats were on board the Teesmouth life-boat. The life-boat crews at Runswick, Whitby and Hartlepool also assembled. The master of the steamer expressed his thanks and sent a donation.—Rewards, Redcar, £19 1s.; Teesmouth, £17 17s.; Runswick, £4 17s. 6d.; Whitby, £2 19s.

**Hartlepool, Durham.**—24th–25th February. Following the above assembly the life-boat launched to a steamer in difficulties, but she reached the Tees unaided.—Rewards, £15 9s. 6d.

**Wicklow, Co. Wicklow.**—24th–25th February. Failed to find a dredger in distress on the 24th, but went out again next morning, only to find that she did not then need help.—Rewards, £28 4s. 6d.

**Montrose, Angus.**—25th February. Report received that a vessel was ashore, but she could not be found.—Rewards, £23 0s. 3d.

**The Lizard, Cadgwith and Penlee, Cornwall, and Plymouth, Devonshire.**—On the 5th March the Italian steamer *Eleno* sent out a wireless message that her engines had broken down, that she was drifting ashore, and wanted help. She was found about six miles W.S.W. of the Lizard. A whole S.W. gale was blowing, with a very heavy sea which was breaking a mile from the shore and running with great weight into the cove. It was raining heavily and visibility was poor. The risk of launching was great, but the coxswain and crew insisted on making the attempt. As the motor life-boat *Frederick H. Pilley* left the slipway a very heavy sea struck her. She was

almost up-ended, and the coxswain thought her bottom had been knocked in, but she got away undamaged. This was just after seven in the evening. She made a thorough search, but could find no trace of the steamer, and put into Falmouth at 1.30 next morning. Here she learned that the steamer had succeeded in anchoring and was no longer in need of help. The life-boat returned to her station later in the day. The crews of the life-boats at Cadgwith, Penlee and Plymouth were also assembled in case they were needed, but did not launch. The institution made extra monetary awards to the crew at The Lizard, and sent a letter of appreciation to the secretary of the station, the coxswain and crew.—Rewards, The Lizard, £26 2s. 6d.; Cadgwith, £4 9s. 6d.; Penlee, £1 15s.; and Plymouth, 17s. 6d.

#### April Meeting.

**Dunbar, Haddingtonshire, and St. Andrews, Fifeshire.**—On the 27th December the steam trawler *Ebor Abbey*, of Aberdeen, ran aground on the Carr Rocks, Fife Ness, while bound with a crew of nine to Granton for bunker coal. A light to moderate W.S.W. breeze was blowing, with a smooth sea and fog. The news was received from the coast-guard and the Dunbar motor life-boat *George and Sarah Strachan* and the St. Andrews pulling and sailing life-boat *John and Sarah Hatfield* were launched soon after 6 P.M. The life-boats found the trawler surrounded by rocks and unable to move until the tide came in. She had a big list and there was a risk that she might turn over. The life-boats stood by until, at about 11.30 P.M., the trawler refloated, and finding that no serious damage had been done, went on her way. Both life-boats then returned to their stations, Dunbar arriving back at 2.40 A.M., and St. Andrews at 2.30 A.M.—Rewards, Dunbar, £14 19s.; St. Andrews, £40 2s. 6d.

**Kingstown, Co. Dublin.**—On the morning of the 24th February the dredger *Sisyphus*, of Dublin, which was anchored in the harbour, signalled for help. A strong to whole E.S.E. gale was blowing, a very heavy sea was running and it was snowing. The motor life-boat *Dunleary* put off at noon and found that two of the dredger's three

moorings had parted. The life-boat stood by the dredger in case her help should be needed until 4.45 P.M., and then, at the request of the harbour master, she landed the crew of three. She could not return to her moorings, however, on account of the gale and the fact that the boarding boat had been capsized, so she remained in the harbour until 9 A.M. next day. The gale was the worst known at Kingstown for seventeen years, the wind being officially registered at ninety miles an hour. A letter of appreciation was sent to Mr. T. L. M. Fuge, district organizing secretary, for his personal attendance at the life-boat station on this occasion, when the honorary secretary and district inspector were absent, and for his endeavours to get information through to Wicklow regarding another casualty.—Rewards, £13 19s. 6d.

**Tynemouth, Northumberland.**—On the 25th February the s.s. *Eilandi*, of London, while sheltering from a storm behind the south pier, and trying to repair her damaged steering gear, was driven across the harbour mouth and stranded on the Black Midden rocks. She carried a crew of eight and was bound with a cargo of coal from the Tyne to Par. A whole S.E. gale was blowing, with a heavy sea and snow showers, when the motor life-boat *Henry Frederick Swan* was launched at 9.40 A.M. The coxswain dropped anchor and veered down to the *Eilandi*, and then got a line aboard with the line-throwing gun, but the crew would not leave by this means. Although unable to approach the steamer on the leeside owing to lack of water, the coxswain, after great difficulty, manoeuvred the life-boat alongside her and six of the crew jumped safely into the life-boat. The master and the remaining man fell into the sea in making the attempt, but were quickly pulled aboard. The life-boat then returned to her station, arriving there at 11.5 A.M. In making the rescue the life-boat was carried by a big sea against the side of the *Eilandi*, and sustained some damage to her stern and gunwale. Owing to the state of the weather a watch was kept until the afternoon of the 26th. This service was well and quickly carried out and the committee granted

an additional reward of 10s. to each member of the life-boat crew.—Rewards, £13 9s.

**Dunmore East, Co. Waterford.**—On the 28th February the local motor fishing boat *Sirius*, with two men on board, was seen to be in distress to the north-east of Dunmore. Her engine had broken down and she was drifting on to the rocks before a strong S.E. wind. The sea was moderate. The motor life-boat *C. and S.* was launched at 11.45 A.M. and came up with the *Sirius* when she was within one hundred yards of the rocks. She took her in tow and brought her safely back to harbour, which was reached at 12.45 P.M. Had the life-boat not gone to the rescue so promptly the fishing boat would undoubtedly have been lost on the rocks.—Rewards, £5 14s.

**Great Yarmouth and Gorleston, Norfolk.**—On the 1st March the s.s. *Commandant Charles Meric*, of Bayonne, ran aground on the Cross Sand while bound from the Tyne to Bordeaux with a cargo of coal. She carried a crew of thirty. There was very little wind, but the sea was very heavy on the sands, and there was a thick fog. She wirelessed for help, the coastguard passed the news to the coxswain, and the motor life-boat *John and Mary Meiklam of Gladswood* was launched at 4.50 P.M. With some difficulty the life-boat got alongside the steamer, and some life-boatmen were put on board. Her master thanked them and gave over the command to them to get the vessel off the sands. After much manoeuvring the steamer was refloated on the flood tide, the life-boatmen piloted her clear of the sands, and she went on her way. The coxswain then took his men off and the life-boat returned to her station, arriving there at 10.47 P.M.—Property Salvage Case.

**Dunmore East, Co. Waterford.**—The local motor fishing boat *Sirius*, with two men aboard, which the life-boat had saved from destruction a few days earlier, got into difficulties again on the 2nd March. She was fishing about two miles north-east of Dunmore when her propeller was fouled by the nets, and she began to drift. A strong S.E. breeze was blowing, with a rough sea, and it was raining. The motor life-boat

*C. and S.* was launched at 2.50 P.M., and found her very close to the rocks. One of her crew had fallen overboard and nearly been drowned. The life-boat towed the fishing boat into harbour and arrived back at her station at 4.10 P.M.—Rewards, £4 3s.

**Whitehills, Banffshire.**—On the morning of the 3rd March the coxswain was told that a fishing boat had been seen in difficulties. As it was known that the local motor fishing boat *Gowan*, with four men on board, was overdue from the fishing grounds, it was decided to launch the motor life-boat *Civil Service No. 4.*, and she put out at 12.15 P.M. A strong easterly gale was blowing, with a heavy sea, and it was raining. The life-boat found the *Gowan* about three and a half miles north by west of Whitehills. Her engine had broken down, and she was drifting helplessly. She was taken in tow and brought safely into harbour, which was reached at 1.45 P.M.—Rewards, £8 2s. 3d.

**Whitby, Yorkshire.**—Early on the morning of the 4th March six local motor fishing boats—*Fortunatus, Gallilee, Mizpah, Noel, Pilot Me* and *Venus*—put off to the fishing grounds. By 8 A.M. the sea had become rough, and the river was running strongly into the harbour, making the entrance into harbour very dangerous. The motor life-boat *Margaret Harker Smith* was launched at 10.10 A.M. and stood by outside the entrance until eleven o'clock, when the *Gallilee* came in sight and was escorted safely home. She then put out again and met and escorted in all the other boats, returning to her station at 2.5 P.M.—Rewards, £8 5s. 6d.

**Girvan, Ayrshire.**—On the morning of the 23rd March the coxswain was told that the small local motor fishing boat *Clarinda*, with four men on board, had not returned with the rest of the fleet from the Ballantrae Banks. A moderate S.E. gale was blowing, with a heavy sea, and great anxiety was felt for her safety. The motor life-boat *Lily Glen-Glasgow* was launched at 11 A.M. and found the *Clarinda* near Bennane Head, about seven miles from Girvan. She towed her safely back to harbour, and arrived back at her station at 2 P.M.—Rewards, £6 17s. 6d.

**The Humber, Yorkshire.**—At 11 P.M. on the 1st April the life-boat watchman reported that a vessel had stranded on the Inner Binks. A N.W. to W. wind was blowing, with a rough ground sea. The motor life-boat *City of Bradford II* found the steam trawler *Lord Harewood*, of Grimsby, rolling heavily and thumping on the bottom. She was bound, laden, with a crew of twelve, from the fishing grounds to Grimsby. The life-boat dropped anchor and stood by until daybreak. She then passed tow-ropes from the trawler to a tug that had arrived to refloat her. After the tug had pulled for half an hour the tow parted, and this left the trawler in a very dangerous position. The life-boat, however, managed to pass another hawser between the two vessels, and eventually the trawler was refloated. Her skipper was very grateful for the life-boat's help. The life-boat arrived back at her station at 7.30 A.M., having been on service for over eight hours.—Property Salvage Case.

**Easington, Yorkshire.**—The Grimsby trawler *Sea Lion*, carrying a crew of nine, ran ashore at Dimlington early on the morning of the 2nd April. A gentle N.W. breeze was blowing, but there was a heavy swell on the beach. The pulling and sailing life-boat *Docea Chapman* was launched at 7.30 A.M. She stood by the trawler until 10.30 A.M. and then returned to her station, as her services were no longer required.—Rewards, £21 15s.

**Clacton-on-Sea, Essex.**—On the evening of the 9th April the coastguard telephoned that a yacht was in difficulties one mile S.W. of Clacton pier, and the motor life-boat *Edward Z. Dresden* was launched at 7.45 P.M. A light N.W. breeze was blowing and the sea was smooth. The life-boat found the yacht to be the *Amy*, of West Mersea, with three men and two women on board. She had been aground twice, was leaking very badly, and was in a sinking condition. The life-boat rescued the five persons, and then, with two life-boatmen on the yacht continuously baling, the yacht was towed back to Clacton and beached. The life-boat arrived back at her station at 9 P.M.—Rewards, £11.

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

**Portpatrick, Wigtownshire, and Donaghadee, Co. Down.**—25th February. A steamer stranded, but of the people on board some were taken off by another vessel and others reached the shore over the rocks.—Rewards, Portpatrick, £7 12s. ; Donaghadee, £20 9s.

**Wick, Caithness-shire ; Cromarty, Cromartyshire ; Whitehills, Banffshire, and Fraserburgh, Aberdeenshire.**—25th February. An S O S was picked up by Wick Radio Station, but no casualty was found, although each life-boat searched a separate area.—Rewards, Wick, £8 15s. 6d. ; Cromarty, £20 9s. ; Whitehills, £16 1s., and Fraserburgh, £23 5s. 6d.

**Stromness, Orkney.**—27th February. A trawler ran ashore and sank, but her crew reached safety in their own boat.—Rewards, £7 16s. 6d.

**Fraserburgh, Aberdeenshire.**—27th February. A trawler stranded, but her crew were landed by the life-saving apparatus company.—Rewards, £13 19s. 6d.

**Flamborough, Yorkshire.**—1st March. A steamer ran on the rocks, but when the life-boat reached her she found that the master did not wish to leave. Heavy seas struck the life-boat, flinging her against the steamer, and one of her crew was thrown into the sea, but was saved.—Rewards, £28 3s. 6d.

**Rosslare Harbour, Co. Wexford.**—4th March. A Dutch vessel was wrecked on Blackwater Bank, but another vessel rescued the crew.—Permanent crew, Rewards, £2 6s. 6d.

**Plymouth, Devon.**—6th March. A tug stranded and her crew jumped on to the breakwater, from which they were landed by a pilot cutter's boat.—Rewards, £13 11s. 6d.

**Newhaven, Sussex.**—8th March. A fishing boat went ashore under Peacehaven cliffs, but the rocket apparatus was in attendance.—Rewards, £15 18s.

**Dunmore East, Co. Waterford.**—15th March. What was thought to be a boat flying a distress signal was found to be a weighted pole with a flag attached.—Rewards, £13 11s. 6d.

**Ramsgate, Kent.**—17th March. A barge drove into the harbour and stranded, but her crew got safely ashore.—Rewards, £8 5s.

**Baltimore, Co. Cork.**—At 4.50 A.M. on the 17th March a telephone call was received from Dublin that Valentia Wireless Station had reported a trawler in distress twenty-five miles S.S.W. of Mizen Head. A strong W.S.W. breeze was blowing, with a rough sea and showers of rain. The motor life-boat *Shamrock* was launched at 5.30 A.M., but failed to find the trawler, and eventually put in to Crookhaven for further information. There was none, so the life-boat returned to her station, arriving there at 5 P.M. She had been out on service for eleven and a half hours. It was learned later that the trawler, which had lost her propeller, had been towed by another vessel into Berehaven. It was a long and arduous service, and an additional reward of 10s. was given to each of the crew.—Rewards, £17 5s.

**St. Peter Port, Guernsey.**—A wireless message was received from a French ship in difficulties, but no trace of her could be found.—Rewards, £13 11s. 6d.

**Barry Dock, Glamorganshire.**—20th March. A man in a small boat was in distress, but was helped by a tug.—Rewards, £4 8s. 6d.

**Youghal, Co. Cork.**—21st March. A salmon yawl capsized, but before the life-boat could reach her two of her crew had been picked up by another boat and the other two had been drowned.—Rewards, £15 7s. 6d.

**Boulmer, Northumberland.**—23rd March. A Beadnell fishing coble was overdue, but reached safety unaided.—Rewards, £9 10s.

**St. Peter Port, Guernsey.**—25th March. Rockets had been reported, but no vessel in distress could be found.—Rewards, £13 16s. 6d.

## H.R.H. The Prince George, K.G., at Shoreham Harbour.

Inaugural Ceremony of the New Motor Life-boat.

H.R.H. THE PRINCE GEORGE, K.G., G.C.V.O., R.N., named the new motor life-boat at Shoreham Harbour, Sussex, on 15th March last. This is the eighth motor life-boat which he has named. In 1928 he named the life-boats at Stromness and Longhope in the Orkneys; in 1929 the Southend-on-Sea, Essex, life-boat; in 1930 the life-boats at Walton-on-the-Naze and Clacton-on-Sea, Essex; in 1931 the Newhaven, Sussex, life-boat, and in 1932 the Aldeburgh, Suffolk, life-boat.

A life-boat station was first established at Shoreham in 1865, and it has rescued forty-eight lives. It was closed in 1924, owing to the silting of the harbour, but as, during the next five years, there was a great improvement in the condition of the harbour, and the harbour bar had disappeared, the station was reopened and a motor life-boat was placed there in 1929. This boat was of the Watson type, 40 feet by 11 feet, with a 40 h.p. engine, which had previously been stationed at Weymouth. This year this boat has been replaced by a larger and more powerful boat of the same type built for the station. She is 41 feet by 11 feet 8 inches. On service, with crew and gear on board, she weighs just over 15 tons. She is divided into five water-tight compartments, and is fitted with 145 air-cases. She has twin-screws, driven by two 35 h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just over 8 knots, and she carries enough petrol to be able to travel 139 miles at full speed without refuelling. She carries a crew of eight, and in rough weather can take fifty people on board. She has two cock-pits, a line-throwing gun, and an electric search-light, and is lighted by electricity.

This boat has been built out of a legacy of £4,000 received from the late Mrs. Rose Lord, of South Kensington, and a gift of £1,200 from Mr. W. Holdsworth Lunn and Mr. C. F. S. Perowne, this sum having been collected on board the steam yacht *Argonaut* and the *R.M.S. Dunottar Castle*.

The inaugural ceremony took place in the presence of some 3,000 people immediately after Prince George had opened the new lock at Shoreham. The Lord Leconfield, Lord-Lieutenant of Sussex, presided, and after Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, had described the boat, Sir Godfrey Baring, Bt., chairman of the Institution, presented her to the branch on behalf of the donors and the Institution. The boat was accepted by the Right Hon. the Earl Winterton, P.C., M.P., president of the branch, and was dedicated by the Bishop of Lewes (the Right Rev. H. M. Hordern, M.A.).

### The Prince's Speech.

Before naming the life-boat, Prince George said:

"I am very glad to be here to-day, and again to pay my tribute of admiration to the life-boat service. I have seen it now on many parts of the immense coast of the British Isles—in the Orkneys, on the East Coast, and once before on the coast of Sussex, when, two years ago, I named the Newhaven motor life-boat.

"The more I see of the service, of the men who man its boats, and of the men and women who as honorary workers take a generous part in the organization of the service on land, the more I realize what a great place the life-boats have in our national life.

"I have seen, too, how great everywhere is the local pride in the life-boat, so that I can understand and share your satisfaction in Shoreham that you once more have a life-boat station. I am sure that with this new boat the Shoreham life-boatmen will add new honours to the splendid record of the Sussex stations.

"Your part as men of Sussex in the life of the sea must be as old as England herself, but there is nothing in that long history of seafaring which does the county greater honour than the record of its life-boat stations. Since 1850 the life-boatmen of Sussex have rescued 875 lives. They have won thirty-two medals for gallantry. A splendid record!

"In the honour of that record the





*By courtesy of]*

*[Central News.*

**PRINCE GEORGE IN THE SHOREHAM HARBOUR MOTOR LIFE-BOAT.**



*By courtesy of]*

*[J. F. Seaman, Scarborough.*

**A LAUNCH THROUGH THE SNOW.**

The Scarborough motor life-boat being taken out in a blizzard on February 23rd.

(See page 67.)

whole county shares—the men who man the boats, the men and women who work for the service, the men and women who give to its funds. In that honour the generous donors of this new boat, and those whose names it bears, will now also have their share.” (*Loud applause.*)

A vote of thanks to Prince George was proposed by the chairman of the Shoreham Urban District Council (Mr. E. T. Corbyn) and seconded by Mr. Harold Brown, J.P., chairman of the branch.

Prince George named the life-boat *Rosa Woodd and Phyllis Lunn* and wished her and her crew God-speed on every journey which they made to the succour of the shipwrecked. The boat

was then launched and Prince George went afloat in her.

Among those present at the ceremony were the Duchess of Norfolk, a vice-patron of the Ladies' Life-boat Guild, the Duke of Norfolk, president of the Arundel branch, Mr. Holdsworth Lunn, one of the donors of the boat, Dr. Phyllis Lunn, after whom the boat is in part named, Mr. V. G. North, the honorary secretary of the Shoreham Harbour station, the divisional inspector of coastguards and Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution.

The singing was led by the choir of Lancing College and accompanied by the band of the Welsh Guards.

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

THE inaugural ceremony of the new motor life-boat was held at Aberystwyth on 20th April, in the presence of a large audience. The Earl of Lisburne, Lord-Lieutenant of Cardiganshire, the Bishop of St. David's and the Mayor and Mayoress of Aberystwyth took part in the ceremony. Guards of honour were formed of boy scouts, girl guides and members of the fire brigade, and the singing was led by the Chor Y Castell, accompanied by the town band.

There has been a life-boat station at Aberystwyth since 1862. It has had five pulling and sailing life-boats, which have rescued fifty-two lives. The motor life-boat replaced a pulling and sailing life-boat last year. She is of the light self-righting type, 35 feet 6 inches by 8 feet 10 inches, specially designed for stations where the life-boat has to be launched off a carriage or the open beach. This type of life-boat is fully described on page 76.

This boat has been built out of a gift from the estate of the late Mr. Frederick Angus, of Poole, Dorset.

The Earl of Lisburne presided. He gave a short history of the station, pointed out that in its seventy-one years it had had only three honorary secretaries, and paid a tribute to the work of the present honorary secretary, Lieut.-Colonel J. C. Rea, and the present coxswain, David Williams, who was appointed in 1891, so that he has served as coxswain for forty-two years.

Lieut.-Commander G. R. Cousins, D.S.C., R.N., district inspector of life-boats, described the boat and, on behalf of the donor and the Institution, presented her to the branch.

The life-boat was accepted by the Mayoress of Aberystwyth (Mrs. P. B. Loveday) and dedicated by the Bishop of St. David's (the Right Rev. D. L. Prosser, D.D.), assisted by the Rev. T. A. Roberts, M.A. (vicar of Holy Trinity and the Mayor's chaplain) and the Rev. R. J. Pritchard, M.A., representing the Free Church Council. In the course of his address the bishop said: "When the call comes for service, the life-boatmen never ask: 'Am I expected to go?' Their minds are made up. They go without hesitation. We should all go through life more happily and more securely if, like the life-boatmen, we remembered that we too have duties which allow for no hesitation."

The life-boat was then named *Fredrick Angus* by Mrs. Angus, the widow of the donor.

#### Thanks to the Donor.

The Mayor of Aberystwyth (Alderman P. B. Loveday) proposed a vote of thanks to those taking part in the ceremony. In the course of it he said to Mrs. Angus: "We are specially indebted to you, who have come a long distance to name the life-boat. We also thank you for the part you played in making it possible for the Aberystwyth

branch to possess such a fine life-boat. Your husband's memory will be kept alive in this town by this splendid gift."

The vote of thanks was seconded by Alderman T. H. Edwards, and the life-boat was then launched.

At the end of May Mrs. Angus entertained the crew and some of the members of the committee to supper. The mayor, as chairman of the branch, presided, and a telegram of thanks was sent to Mrs. Angus.

### Shoreboat Services.

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

**Dooley, Co. Donegal.**—The institution awarded its thanks inscribed on vellum and £2 to each of two men, Mr. John McFadden and Mr. Michael Carr, for rescuing a man who had been thrown into the sea from a capsized curragh on 2nd September. (A full account of this service appears on page 60.)

**Llanelly, Carmarthenshire.**—While returning from fishing at about 1 P.M. on the 12th December, 1932, four men saw several cockle-women on a slag bank in the Burry estuary who had been cut off by the rapidly rising tide. They went to their help at full speed. Two women standing on the slag bank were calling for help and pointing to two other women who were struggling in the water. These two were submerged except for their heads when the boat arrived, and were picked up exhausted and helpless. The rescuers then found two other women floating face downwards in the water. The first was got into the boat, where she collapsed. The other was unconscious. She was an exceptionally big woman, and in attempting to get her into the boat the men nearly capsized it. Holding her head above water, they towed her to the side of the river, and were then successful in getting her on board. The boat then returned to the slag bank and rescued the two women who were still there. It was impossible to do anything to revive the women in the boat, but they were landed with all speed. Two of the women were able, with help, to walk home. Two others

had recovered by the evening, but the two who had been found floating face downwards never recovered consciousness. But for the prompt action of the men in the boat in going to the rescue and getting the women ashore for first aid, it is probable that two others would also have lost their lives.—Rewards, £2.

**Tenby, Pembrokeshire.**—On the afternoon of February 7th a man in a small pulling boat found himself unable to regain the shore against a strong north-westerly wind and ebb tide. He signalled for help, and the signal was seen by the coastguard at Caldey Island. Two other men in a motor boat went to his help, took him on board, and towed his boat into Tenby.—Rewards, 15s.

**Aith, Shetland.**—During the evening of the 14th March information was received from the Lerwick coastguard that a motor boat, manned by two men, had been seen in St. Magnus Bay. As the sea was heavy, with a strong N.W. breeze blowing, it was thought that the boat might need help and it was arranged that a motor boat should go out to look for her at daybreak. The motor boat, manned by three fishermen, left about 5.30 A.M. She was out for seven hours, but returned without finding the boat. It was found afterwards that the engine of the boat seen in the bay had broken down, but the boat had made safety with the help of a torn sail.—Rewards, £3, and 7s. 6d. for fuel used.

### The Portrait on the Cover.

THE portrait on the cover is of Mr. Harry Finch, who has been a member of the life-boat crew at Walton and Frinton, Essex, since May, 1907, except for the years 1914 to 1918, when he

was on war service. He has taken part in 45 life-boat services. Since he became a member of the crew the Walton and Frinton station has rescued (excluding the years of war) 105 lives.

## Motor Life-boats of the Institution.

No. 4.—The 35-foot 6-inches Self-righting Type.



UNTIL 1921 all the Institution's motor life-boats were of a weight which made it necessary that they should either lie afloat or be launched down a slip-way.

In that year the first boat was stationed at Eastbourne of a new type, which was sufficiently light to be launched off a carriage or the open beach. This boat was experimental. She was followed by another, an improvement on the first boat also experimental, which was stationed at Scarborough in 1923.

The difficulty in designing this new type was to get her sufficiently light for launching and at the same time to keep her construction sufficiently strong. The first experimental boat was just under 7 tons, with crew and gear on board. The second was over a ton lighter, 5 tons 17 cwt., but after experience with her it was found necessary to strengthen her framework. Then in 1929 a third boat was built, with important modifications. This boat was stationed at Hythe, Kent, and with her the experiments had reached a successful conclusion. There have been minor modifications since, but the Hythe boat is the standard to which the Institution has since built this light type.

Her weight, with crew and gear on board, is 6 tons 14 cwt. The first experimental boat was 35 feet by 8 feet 6 inches. This was increased to 35 feet 6 inches by 8 feet 10 inches. In the latest boats of the type it has been found possible to increase the beam to 9 feet 3 inches, thus adding considerably to the stability of the boat, although without diminishing her self-righting power, and in future boats of the type the beam will be still further increased to 9 feet 6 inches.

This type is built with a double skin of mahogany, keel of teak, ribs of Canadian rock-elm, stem and stern posts of English oak, and air-cases of Columbian red cedar, which is now being used instead of white deal as being a lighter wood. She is divided into six watertight compartments and is fitted with 110 air-cases. She has twenty-four relieving scuppers and these can free her entirely of water in 20 seconds. If she is bottom up she can right herself in  $4\frac{1}{2}$  seconds.

The first boats of the type were fitted with 35 h.p. engines built for racing cars, but these were not found very satisfactory, and as a result of this experience with them the Institution



has designed its own engine. It is a 6-cylinder high-speed engine running at 3,300 revolutions a minute, as compared with 1,200 revolutions a minute in the 60 h.p. and 40 h.p. engines used in the larger types of life-boat. It develops 35 h.p. with a combined self-contained reduction gear, giving a propeller speed of 900 revolutions a minute. The engine is water-tight, and would continue running even when entirely submerged, for the air-intakes are well above the water-line even when the boat herself is water-logged.

The maximum speed is  $7\frac{1}{2}$  knots, and, as with all the Institution's motor life-boats, there is a great reserve of power, so that the maximum speed can be maintained even in very severe weather. The boat carries 48 gallons of petrol, and the engine's consumption is just under  $3\frac{1}{2}$  gallons an hour at full

speed, so that she can travel 106 miles at full speed without refuelling.

The boat is fitted with a drop keel, and carries a fore lug and jib which can be used either with the engine running or as auxiliary power in the event of any failure of the engine.

She carries a crew of from seven to ten men and in rough weather can take thirty people on board.

Since the Hythe boat of this type was completed in 1929 more life-boats have been built of this type than of any other, and it has made it possible to replace pulling and sailing life-boats with motor life-boats at a large number of stations where, owing to the launching conditions, it was impossible to place motor life-boats of the heavier types. There are now ten of this type on the English coast, four on the Scottish, three on the Irish and one on the Welsh coast.

### The Institution's First Statement of Accounts.

Statement of the Receipt and Expenditure of the Royal National Life-boat Institution for the Preservation of Life from Shipwreck, to March 1, 1825.

<i>Dr.</i>			
1825			
March 1		£	s. d.
To amount of Donations and Subscriptions received to this day .. .. .	9706	6	6
Interest on Exchequer Bills	120	0	0
	<hr/>	<hr/>	<hr/>
	£9826	6	6

<i>Cr.</i>			
1825			
March 1		£	s. d.
By advertisements paid to this day	470	10	11
Stationery and Printing .. .. .	205	16	9
Rent and Furniture .. .. .	224	17	9
Clerks, Postage, Portage, etc.	442	7	0
Rewards .. .. .	466	7	9
£5000 3 per cent Reduced .. .. .	4756	5	0
£2500 Exchequer Bills .. .. .	2607	7	1
Balance at Bankers' .. .. .	652	14	3
	<hr/>	<hr/>	<hr/>
	£9826	6	6

London, March 1, 1825.

T. A. CURTIS  
H. SIKES  
WM. THOMPSON } Auditors.

*Memorandum.* The Committee are under engagements for Life-boats, Apparatus, etc., which it is estimated will amount to .. .. . £3750 0 0

Readers of *The Life-boat* will be interested to compare this statement of accounts for the first year of the Institution's work with the statement on pages 96-99 of the income and expenditure in 1932.

### Carrying on though Crippled.

IN the last issue of *The Life-boat* two cases were recorded of ladies who had continued their work for the life-boat service when crippled by serious accidents. There is a third to be added to them. Miss Silvester, the honorary secretary of the St. Alban's and Harpenden branch, was very seriously injured in a motor accident at the end of July, 1932, and Miss Leishman, the honorary secretary of the St. Alban's Ladies' Life-boat Guild, was badly hurt in the same accident. Miss Silvester

was still not sufficiently recovered, nine months later, to be present at the annual meeting of the institution to receive the vellum recording her appointment as an honorary life-governor of the institution, but in spite of her injuries she has continued to look after the work of the branch. The subscriptions of the branch have remained the same as in the previous year, and life-boat day in St. Albans raised £196 as compared with £188 in the previous year.

## The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1932.

£	s.	d.	
29	16	0	Construction and Repair of Life-boats, Carriages and Tractors.
19	12	0	Payments to Life-boat Crews; Rewards for Wreck Services; Retaining Fees; Wages; Payments for Exercises; Grants to Injured Men and Pensions.
16	0	0	Propaganda and Publicity, in connexion with Headquarters and over 1,100 Branches.
11	16	0	Provision, Custody and Inspection of Life-boat Stores.
10	2	0	Construction and Repair of Life-boat Houses and Slipways.
3	18	0	Amount spent locally at Life-boat Stations.
4	2	0	Technical Supervision and Inspection of Life-boat Stations.
4	14	0	Administration.
<hr/>			
£100	0	0	
<hr/>			

(For full Statement of Expenditure, see pages 96-99.)

## The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1932.

£	s.	d.	
38	6	0	Subscriptions, Donations, and Life-boat Days.
41	14	0	Legacies.
17	14	0	Income from Investments.
2	6	0	Receipts from other sources.
<hr/>			
£100	0	0	
<hr/>			

(For full Statement of Income, see pages 96-99.)

## Duke of Northumberland's Life-boat Essay Competition, 1933.

THE Duke of Northumberland's Life-boat Essay Competition for elementary schools was held this year for the thirteenth time. The number of schools which took part was 2,207, as compared with 2,249 in 1932. But though there was a decline of 42 in the total taking part, there was an increase of 111 in the number which entered for the inter-school competition—1,363 in 1933, as compared with 1,252 in 1932. In the North-West and the North-East of England and in London there was a decline in the number of schools competing, in the other districts an increase.

For the first time separate challenge shields were offered for competition in Ireland and Wales, so that the number of shields is now nine, while the number of individual prizes (35 for each district) has been increased from 280 to 315.

### The Subject.

The subject was: "Why I should like to be a Life-boatman." It was felt that with the increasing part which women are taking in the adventures and hazards of life this was a subject on which the girls could write as well as the boys. Two head-mistresses wrote that they thought the subject unsuitable for girls and several of the girl essayists themselves seem to have felt some embarrassment, and were led into uncalled-for regrets at their sex. "I am sorry to say," wrote one, "that I was born a girl and can never be a man, which is very distressing." But the subject has certainly been justified by the results. The examiner in the North-West of England writes: "My first thought was that by the very nature of the title all the essays of the girls would be written under a severe handicap. I soon discovered that my fears had no foundation." The examiner for Scotland writes: "One would have thought that the subject would make a greater appeal to boys than to girls. But where this district is concerned the girls have more than held their own, thus showing that if they can never

hope to be life-boatmen they can at least use their imagination well." The division of prizes between boys and girls fully bears this out. A boy and a girl tie for the prize for the best essay in Great Britain and Ireland. It has now been won eight times by girls and six times by boys. Five of the challenge shields have been won by boys and four by girls, and of the individual prizes 158 go to boys and 155 to girls.

Girls, in fact, were as successful as boys in giving their reasons for thinking the life-boatman's the ideal life. "Oh, give me this life," cries one essayist, "and I would be contented for ever."

### Love of Danger and Speed.

Many were attracted by the danger.

"As I am of a very adventurous nature, I think I would rather take an interest in being awakened in the middle of the night, and in going out in the life-boat in the howling, raging storm to rescue some terrified wretches on a sinking ship."

"I should laugh if the boat overturned and righted itself again."

"I love to go racing along in motor-cars and buses and I would love to go speeding along in a life-boat."

"I was meant to have thrills, and I love water."

"The sea is in my blood, and I should like to snatch lives from its angry grasp."

"I feel that a job of this kind will make me the man I want to be."

"A self-righting life-boat would not suit me; it would not go fast enough, and there is more thrill when there is a chance of the boat going over."

"It would be lovely to ride on the waves, one second up and the next second down, just like on the round-about."

But all the essayists were not such daredevils. One modestly writes: "This good work should be left to better people than myself."

### Changing Ambitions.

Ambitions change as we grow older, but did ever anyone examine and reject so many before coming to his final choice as this writer:



"When I was a small boy I wanted to be a lamp-lighter, later my ambition was to be a lion-tamer, then a bus-driver, an engine-driver, an airman, but when I learnt a little about life my ambition was to be a life-boatman."

Another essayist, aged ten, wrote: "I should like to be a life-boatman now that I am getting older."

#### Medals, "but not too many."

Numbers of essayists looked forward to winning medals, but "not too many," said one, "because if you have a lot you are inclined to boast." But a medal is not the only desirable tribute to courage. "I would like," wrote another, "to get my photograph in the papers."

Several essayists looked forward to more than a medal.

"Then when I would come to the shore, all the people would be ringing my hands and saying he deserves a gold medal. My master would raise my pay."

Another essayist, after declaiming that "to save human life is better than all the wealth of the world," went on: "I should get a good deal of money for doing so."

Another was more concerned to leave his family provided for. "One can always be sure of the security of the family when one gets drowned or injured. That is not always assured in many other situations, so therefore one might as well die for a noble cause than for none at all."

But of those who touched on finance the quaintest were two who found satisfaction in being of help to the insurance companies.

"I should save much lamentation and sorrow," wrote one, "and I should also save the insurance companies from paying out money."

A number looked forward to wearing oilskins, and one even found pleasure in the difficulties of getting into sea-boots.

"I would love the thought that if I was a life-boatman I would have to pull on big boots so quickly that I should nearly fall over."

#### "Splendid Godsend."

But if some of the reasons were frivolous, the essays left no doubt that

the two things which appeal to the youth of the British Isles in the life-boatman's calling are the danger and the chivalry.

"I am convinced that the work of a life-boatman is of a higher value and of a nobler standard than that of the old Devon sea-dogs of Elizabethan days. They brought sorrow and bloodshed—but the life-boatmen bring hope and gladness."

"In these days when romance seems dormant, the life-boatmen are like the romantic knights of olden times, who spent their lives helping those in distress."

"Like the Viking, I have a love for the sea, but, as a life-boatman, I go not filled with thoughts of plunder and murder, but with the thought of helping a fellowman who is in distress."

"The life-boatman has a much worse adversary than an armoured knight—the mighty ocean."

But these knightly and chivalrous qualities were best expressed in two very simple and fine phrases. One essayist called the life-boatmen "brave sons of Providence," and another "splendid Godsend."

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

Among the nine essays which won the challenge shields three stood out from the rest—those by Joan Patricia Rose Jefferis, of the Circus Church School, Portsmouth; Eric Channell, of Wood Memorial Boys' School, Saltney, Flintshire, and Gordon Groves, of Portland Senior Boys' School, South Norwood, London, S.E.25. It was impossible to say which of the first two was the better, and Joan Jefferis and Eric Channell will each receive the prize for the best essay in the British Isles. Gordon Groves is a very close third. Eric Channell has also the distinction that for the second year running he has won the Welsh challenge shield for his school. This feat has only once before been performed, in the first two years of the competition. In Scotland also, the same school, but a different essayist, has won the challenge shield for the second year running—St. Augustine's School, Coatbridge, Lanarkshire. If these schools win the shields again next year, they will be entitled to keep them.

### Successful Towns.

Portsmouth and Southsea schools have now won the challenge shield for the South-West of England no fewer than six times in the thirteen competitions, a record unapproached by any other place; and Portsmouth this year has altogether eight prize-winners. Bristol has not only won the shield for the Midlands, but has altogether nine prize-winners; Liverpool has no fewer than eleven prize-winners, Cardiff six and North Shields five. In Scotland the Orkneys are again prominent with five prize-winners.

### The Awards.

Joan Jefferis and Eric Channell will each receive a copy of *Britain's Life-boats*, by Major A. J. Dawson, inscribed by the Prince of Wales, and a certificate. Each of the other seven winners of challenge shields will receive a copy of *Launch*, by Major-General Seely, acting-coxswain of the *Brooke*, Isle of Wight life-boat, inscribed by the author. The schools will hold the shields for a year and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prize-winners will each receive a certificate and a copy of *Launch*.

### Thanks to the Teachers.

Once again the Institution most gratefully acknowledges the kindness of the Education Authorities in giving permission for the competition to be held, and the help which many of them were so good as to give by circulating the particulars of the competition and drawing attention to it in other ways. The Institution's warmest thanks are

offered also to the teachers, without whose cordial and unselfish co-operation it would be impossible to carry out the competition, and to the judges in the nine districts for their generous interest and help.

Below will be found the names of the nine winners of challenge shields and the two best essays. The full list of winners is printed as a separate leaflet and will be sent, with a copy of this journal, to each of the schools which entered for the inter-school competition.

### Winners of the Challenge Shields.

LONDON.—Violet Berryman, St. Luke's (Mixed) School, Fernhead Road, Paddington.

NORTH-EAST OF ENGLAND.—Ivy Leadley, Central Senior Girls' School, Scarborough.

NORTH-WEST OF ENGLAND.—Cecilia Murphy, St. Mary's Roman Catholic School, Crewe.

SOUTH-EAST OF ENGLAND.—Gordon Groves, Portland Senior Boys' School, South Norwood.

SOUTH-WEST OF ENGLAND.—Joan Patricia Rose Jefferis, The Circus Church School, Surrey Street, Portsmouth.

MIDLANDS.—Harold Warfield, Wick Road Senior Boys' School, Brislington, Bristol, 4.

SCOTLAND.—William McKenna, St. Augustine's School, Coatbridge, Larnarkshire.

IRELAND.—William McCague, Rockvale Public Elementary School, Newry, Co. Down.

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

## The Best Essays.

I. By JOAN PATRICIA ROSE JEFFERIS (13), The Circus Church School, Portsmouth, Hants.

### Why I should like to be a Life-boatman.

THERE are many noble callings in life in which workers have lit lamps of self-sacrifice, courage and heroism which can never be extinguished. At the head of them all I place the life-boatman, and were I a man I should want to join this army of the world's great heroes.

All are not fitted for the work, but by the exertion of will-power, many could equip themselves for it. A life-boatman must have the qualities I admire most and long to have in a high degree. Self-control, courage,

sympathy, loyalty, gentleness, resolution and resourcefulness, rank high among those virtues which go towards the making of a chivalrous man, one who truly loves his fellows.

A life-boatman is a member of a vast brotherhood which extends goodwill to all nations. Thus he carries out in his daily life the aims of the League of Nations, which, as a schoolgirl, I long to see fulfilled.

Splendid physique must be possessed by the ideal life-boatman, who, leading a healthy, self-controlled and busy life, maybe in a quiet

retreat sometimes racked by violent storms, or in a fashionable watering-place, exemplifies the noble, heroic type so admired by all.

Skill and quick judgements are necessary for the coxswain of a life-boat, qualities essential in every branch of life. "The waves of the sea are mighty and rage horribly," yet the coxswain, cool and unafraid, steers his precious charge into the heart of the hurricane. Could I choose, I should like his post in the boat best of all.

The unassuming manner in which the life-boatman cloaks his deeds, the willing spirit, which, without hope of gain, moves him to risk his life for another, inspire me with a longing to emulate the fine example he has set. Wonder fills me at the unselfishness displayed. Truly there must be a noble heart hidden beneath that oft-times rough exterior, to make him steadfast and patient under such irksome circumstances. His endurance in face of apparently overwhelming

odds amazes me. Amazement gives way to intense admiration and a longing to follow in the sturdy life-boatman's footsteps.

Life-saving is his hobby. His every-day occupation may be fishing, yet after strenuous work he is willing, nay, eager, to battle with the elements. Everyone should have a hobby. What nobler one than this could be chosen?

Every life-boatman seems to have the "Mark Tapley" spirit of "looking on the brighter side"; each one having a cheerful, sympathetic, understanding outlook.

Add to the power of his example the call of the seas so well expressed by Masfield in "I must go down to the seas again—" and it is easy to understand the appeal the life-boatman makes to me. I cannot accompany him on the raging seas, but I can emulate his character by striving to be sympathetic, courageous, resolute, loyal and resourceful, ever upholding the traditions of the English race and extending goodwill to all.

## II. By ERIC CHANNELL (13), Wood Memorial Boys' School, Saltney, Flintshire.

### Why I should like to be a Life-boatman.

OF all those noble characters which we so proudly associate with the name of the Briton, none is more inspiring and stimulating to the youthful British mind than the character of the life-boatman.

I am patriotic enough to have great pride in stating that I am of British nationality. Most British boys or girls have, for an ideal career, something with a strong sense of danger in it, and I, being a British boy, have for my ideal career something which certainly possesses both danger and adventure. Definitely, if the choice were mine, and circumstances would allow it, I would be, if at all possible, a life-boatman. That gallant person is the one whom a great number of people, including myself, consider to be the model character in humanity.

Why should I like to be a life-boatman? Multitudes of answers instantly present themselves to my mind. These reasons are too numerous to be stated fully, but are not the meritorious qualities of the life-boatman sufficient to gain my admiration? They are, or should be sufficient to gain the high esteem and admiration of the entire British populace.

Perhaps the foremost of these qualities which every life-boatman possesses is the amazing courage and fortitude with which he faces the terrific force of the gale, and sets out in those characteristic blue and white boats in a gallant endeavour to deliver some unfortunate persons from a terrible death in the hungry, engulfing waves. Not the least sign of hesitation or fear shows on his sturdy, weather-beaten countenance, when the heraldic rocket, with its fateful message, spurts into the black, abyss-like skies. What an indomitable nature he must have to be able to go forth, quite willingly from the cosy warmth of his home, and walk boldly into the black night on his merciful errand of succour.

These qualities form a prominent reason why I should like to be a life-boatman, for I should be proud to serve for such a bene-

ficient cause, and to face danger with such noble companions. The mere thought that I should be serving the cause of my race and humanity would be sufficient reward for my small services.

Another two qualities which gain my admiration of the life-boatman are his virility and modesty. His fine, stalwart figure is itself a living illustration of strength, endurance, and manliness, alone sufficient to account for my desire to be a life-boatman.

His very countenance and stature suggests manliness, while action shows that he is modest and humble. No foolish avidity for fame and reward induces him to place his own life in jeopardy to save his fellowmen. No expectancy of reward urges him on, his services are entirely voluntarily. True, the gold medal of the life-boat service is an object which every life-boatman wishes to possess, that serves to them as the famous Victoria Cross does to the British soldier. There is only one difference between the two, while the "V.C." is won in the full pomp and circumstance of battle, the gold medal of the "R.N.L.I." is gained quietly. When a life-boatman is awarded a medal for his courage and bravery it is nearly always unexpected.

Numerous other qualities, such as veracity, integrity, efficiency, and self-sacrifice all go to form that fine specimen of manhood, the gallant life-boatman. He, in his practical idealism, combines and incarnates that which should be the aim of all who fight the good fight—the chivalry and glamour of knightly combat, and the gentle charity and benevolence of the Biblical Good Samaritan. What can one possibly wish to attain above that? The gallant life-boatman certainly fights the good fight, even unto death, and it is impossible for anyone to exceed that.

The life-boatman has a much worse adversary than an armoured knight—the mighty ocean. Despite the enormous progress in modern civilization, despite all the wonderful inventions and contrivances of the modern age, nobody human can control the sea, the sea is supreme. It is this mighty, and

formidable foe which the life-boatman has to fight against, and one may imagine the perils and adversities which he must go through, all for the safety of his fellow humans.

With all these meritorious qualities to his credit, can it be at all wondered at that I

should choose the life-boatman as my ideal, and wish to be one myself, for all his actions seem to be centred round that famous passage, uttered by Him Who, with one command, made the mighty tempest cease :

“ Greater love hath no man than this, that a man lay down his life for his friends.”

## District Conferences.

### North-East of England, South-East of England, and North-West of England.

TEN years ago the first conference of honorary workers was held in the North of England and although the practice of holding them regularly was not established until three years later, they have proved so valuable that it has been decided to hold them in each district in every second year. This year four have been held, in the North-East of England the South-East of England, the North-West of England and London. Different methods were adopted at the first three conferences, but at each the same interest was shown and at each the delegates were officially welcomed by the Mayor of the town in which it was held.

#### North-East of England.

At this conference delegates from thirty branches in Yorkshire and eleven branches in adjacent counties in the Midlands district met at Hull on the 31st March. Sir Godfrey Baring, Bt., chairman of the committee of management, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution, and the organizing secretaries for the North-Eastern and Midlands districts.

During the morning the delegates inspected the Humber motor life-boat *City of Bradford II*, which had been brought, under the charge of Coxswain Robert Cross, from its station at Spurn Point to the Victoria Pier, Hull. Before the conference in the Council Chamber there was a luncheon in the Reception Room, at which the Lord Mayor and Lady Mayoress of Hull (Alderman and Mrs. J. M. Dossor) were present and over ninety delegates. At the conference the Lord Mayor welcomed the delegates. Sir Godfrey Baring thanked him and the City Council, and expressed the Institution's appreciation of the generous help which the branches had again given so readily

during the past year. The secretary reviewed the work that had been done by the eighty branches and guilds in Yorkshire and particularly welcomed the delegates from the Midlands, as it was the first time that workers from two districts had joined in conference. As an experiment, no attempt was made to follow a fixed agenda and a general discussion took place. The chief points discussed were the importance of securing a good annual subscription list ; the difficulties in some places of obtaining permission to hold life-boat days, and in others of securing an adequate number of collectors ; the usefulness of house-to-house collections, particularly where a life-boat day had been refused ; the importance of emphasizing the low cost of administration ; the value at branches on the coast of having the life-boat launched on life-boat day and, where the branch had not a life-boat, of arranging for the life-boat of the nearest station to be present.

#### South-East of England.

Delegates from eighteen branches attended this conference, which was held in the St. George's Hotel, Cliftonville, Margate, on the 6th May. Sir Godfrey Baring, Bt., chairman of the committee of management, presided, supported by Commander H. Strong, R.D., R.N.R., a member of the committee of management, Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Some time previous to the conference eight papers, some written by honorary secretaries and some by officials of the Institution, had been circulated. They dealt with the following subjects : The constitution of an ideal branch ; difficult places ; the importance of annual subscriptions ; the organization of a life-boat day ; house-to-house collections ; cinema col-

lections ; garden fêtes, and carol singing, and at the conference points arising from these papers were discussed, after the chairman had thanked the delegates very cordially for their continued generous support.

An official luncheon was held at which 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, and Captain H. H. Balfour, M.C., M.P. for Thanet, were present, and at which the Mayor of Margate (Alderman F. L. Pettman) welcomed the delegates. A visit was then paid to the life-boat house. Mr. Gomm, the honorary secretary of the Margate branch, gave a brief talk on the best ways of raising money at a boat-house and the Margate motor life-boat, *The Lord Southborough*, was launched. On the following day a special life-boat service was held at Holy Trinity Church at which the vicar, the Rev. A. E. Cook, preached, and a collection was taken for the Institution.

#### North-West of England.

This conference was held in the Town

Hall, Manchester, on the 16th May. Sir Godfrey Baring, Bt., chairman of the committee of management, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Delegates from 47 branches were present. The chairman gave a short address on the work of the Institution and congratulated the branches on their achievements during a very difficult year. The subjects discussed included : Branch organization ; the value and methods of the Ladies' Life-boat Guild ; the provision by the Institution of necessary books, stationery, Press articles, films, slides, etc. ; methods of collecting, including annual subscriptions, life-boat days, and house-to-house collections, and methods of arousing and maintaining public interest, such as annual meetings and lectures. At the close of the conference the Lord Mayor and Lady Mayoress of Manchester (Alderman and Mrs. W. Walker) held a reception and welcomed the delegates.

An account of the London Conference will be given in the next issue of *The Life-boat*.

## "Heroes of the Sea."

### Over a Thousand Pounds made by a Life-boat Film.

IN 1930 British International Pictures made a film called "The Lady from the Sea," in which the principal incident was a life-boat rescue. Part of the scenes were filmed at the life-boat station at Walmer, Kent, and on the Goodwin Sands.

After this picture had been produced British International Pictures made, with the life-boat material which it had obtained, a short film for the use of the Institution. This film, which takes seven minutes to show and is in two versions, one silent and one with sound, shows the launch of a life-boat by night, the life-boat at sea, the coxswain washed overboard and rescued, the rescue of the shipwrecked, and the return of the life-boat next morning.

The whole of the advertising and dis-

tribution of the film was undertaken by Wardour Films (the distributing agency for British International Pictures) without any cost to the Institution. It is issued to cinemas without charge on the understanding that they allow collections to be made for the life-boat service.

The film was issued in February, 1931, and in the first two years, to the end of February, 1933, it was issued to 219 cinemas and the collections made amounted to £1,050 3s. 10d.

At the meeting of the committee of management on 9th March it was decided to send a special letter of thanks to Mr. John Maxwell, the chairman of British International Pictures, and to award the gold badge to Mr. Joseph Grossman, the studio manager.

## The Folkestone Branch.

No one of the 1,136 branches of the institution can equal in the number of its activities the record of Folkestone for the first three months of the year. There were nine in all—in January a lecture and a dance, in February a bridge party, in March two whist drives, a bridge drive, a lecture, a jumble sale and a spinsters' ball. The spinsters' ball, in particular, was a great success. The tickets were 3s. 11½d. and no change was given, but one of the guests retorted by paying the whole charge in farthings. The ball included a carnival, competitions, and a "surprise packet for every man."

These efforts have been organized by

the women's auxiliary of the branch, and its secretary, Miss Ethel Hopkins, in a vigorous attempt not to let the funds of the branch suffer by the refusal of a life-boat day. In addition to them eight meetings of the committee were held, and at a special tea party arranged by the mayor and mayoress, the local presentation was made to Miss Hopkins of the gold badge which the institution had awarded her for her distinguished services. As reported elsewhere, Miss Hopkins was also present at the annual meeting of the institution in London, where the badge was presented to her by the Lady Mayoress of London.

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

Thursday, 9th February, 1933.

Sir GODFREY BARING, Bt., in the chair.

Co-opted Colonel the Hon. Harold Robson, a member of the committee of management.

Reported the receipt of the following special contributions:—

	£	s.	d.
Anonymous	100	0	0
Messrs. Wallace Bros. & Co., Ltd.	100	0	0
Great Western Railway	20	0	0

Paid £14,092 10s. 7d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boat-houses and slipways and the maintenance of the life-boat stations.

Included in the above were:—

£237 6s. 1d. to pay the rewards for life-boat services, accounts of which appear on pp. 60–63.

£279 19s. to pay the rewards for life-boat launches, accounts of which appear on pp. 63 and 64.

£8 13s. 4d. for the 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.

£68 4s. to men for injury in the life-boat service at Caister and Plymouth.

Voted £10 towards the funeral expenses of George Robinson, a silver medallist of the Institution, who retired in 1932 after serving as coxswain and second coxswain for over 20 years at New Brighton.

Voted a compassionate grant of £27 12s. 1d. to the widow of Leng Major, who had been coxswain of the Flamborough No. 2 life-boat for 5 years and previously second coxswain for 12 years. Had Coxswain Major retired on account of the illness from which he died he would have received this sum as a gratuity.

Voted a compassionate grant of £10 for the benefit of Fred Jones, an ex-member of the Newhaven life-boat crew, to which he had belonged for 30 years, in view of his serious illness and poor circumstances.

Voted a compassionate grant of £23 6s. 3d. to the widow of Thomas W. Gunn, who was bowman of the Longhope life-boat for nearly 33 years and died shortly after retiring with a pension, leaving his widow in poor circumstances. The sum represents the gratuity he would have been entitled to on retirement, less the amount of pension already drawn.

Also voted £6 to pay the rewards for the shoreboat services at Dooley and Llanely, accounts of which appear on p. 75.

Reported on the excellent co-operation which obtains between the Institution's district inspector and the Civic Guards in the Irish Free State in connexion with enquiries, especially in relation to shoreboat services, and sent a letter to the Director, Department of Industry and Commerce, Transport and Marine Branch, Dublin, expressing the committee of management's satisfaction.

Thursday, 9th March, 1933.

Sir GODFREY BARING, Bt., in the chair.

Reported that the Edinburgh Corporation had decided to withdraw from their proposed bill the clause seeking to regulate collections for charity.

Confirmed the appointment of Mr. T. L. M. Fuge and Captain V. M. Lewis, M.C., as district organizing secretaries.

Reported the receipt of the following special contributions:—

	£	s.	d.
Executors of the late Miss E. W.	7500	0	0
Allen			
Executors of the late Mr. William Gibson	200	0	0

Paid £13,751 5s. 4d. 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 :—

£389 19s. 9d. to pay the rewards for the life-boat services, accounts of which appear on pp. 64-67.

£276 0s. 9d. to pay the rewards for life-boat launches, accounts of which appear on pp. 67 and 68.

£13 16s. 6d. for the assemblies of crews, etc.

£319 3s. 6d. 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, Wells, and Whitby.

£69 18s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Dunbar, Moelfre, Newhaven, and Walmer.

Voted 15s. to pay the rewards for the Tenby shoreboat service, an account of which appears on p. 75.

Decided that the special weekly allowance now being paid to James Bultitude, an ex-member of the crew of the Caister life-boat, who was injured at a launch in November, 1929, be continued until March, 1934.

Decided that the special weekly allowance now being paid to Henry Marchant, who has been incapacitated by illness since going out on service in the Newhaven life-boat in November, 1929, be continued until March, 1934.

**Thursday, 20th April, 1933.**

Sir GODFREY BARING, Bt., in the chair.

Passed a vote of thanks to H.R.H. the Prince George, K.G., for his kindness in

attending the inaugural ceremony of the new Shoreham Harbour motor life-boat and naming the boat on the 15th March.

Decided to close forthwith the Easington and Port Isaac life-boat stations.

Reported the receipt of the following special contributions :—

	£	s.	d.
Anonymous	200	0	0
Mr. W. E. C. Watkinson	50	0	0

Paid £21,776 4s. 1d. 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 :—

£148 7s. 3d. to pay the rewards for life-boat services, accounts of which appear on pp. 68-70.

£274 3s. to pay the rewards for life-boat launches, accounts of which appear on p. 71.

£30 18s. for assemblies of crews, etc.

£2 4s. 6d. additional rewards in connexion with cases already reported.

£29 7s. 4d. 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 Rye Harbour.

£8 10s. to men for injury in the life-boat service at Lynmouth and Skateraw.

A compassionate grant of £5 to Mrs. Thomas, widow of the late ex-second coxswain of the Porthleven life-boat, Richard H. Thomas, who died in March, 1933, having retired in 1921 after over 20 years' service as second coxswain and bowman.

Voted £3 7s. 6d. to pay the rewards for the Aith, Shetland, shoreboat case, an account of which appears on p. 75.

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 exposures in the life-boat service, be continued.

## Awards to Coxswains and Life-boatmen.

To THOMAS TALON, on his retirement, after serving for 4 years as coxswain, 11½ years as second coxswain, and previously 18½ years as bowman of the Clogher Head life-boat, a coxswain's certificate of service, and a gratuity in lieu of a pension.

To PETER JOHNSTONE, on his retirement, after serving for 18 years as second coxswain, and previously 18½ years as bowman of the Dunbar life-boat, a life-boatman's certificate of service, and a pension.

To AUGUSTUS N. MANN, on his retirement, after serving for 8½ years as second coxswain, 7 years as bowman, and previously 31 years as a member of the crew of the Aldeburgh life-boat, a life-boatman's certificate of service, and a pension.

To GEORGE RITCHIE, on his retirement, after serving for 6½ years as second coxswain, and previously 3½ years as bowman of the Whitehills life-boat, a life-boatman's certificate of service, and a pension.

To PATRICK SHARKEY, on his retirement, after serving for 21 years as shore signalman of the Clogher Head life-boat, a pension.

To WILLIAM WELLS, who retired after serving for 40 years as a member of the crew of the North Deal life-boat, a life-boatman's certificate of service.

Life-boatmen's certificates of service have been awarded to the following men at Cromer, the figures after the names denoting the years of service :—

GEORGE ROOK, who served for 9 years as bowman, and 43 years as a member of the crew.

ROBERT DAVIES, who served for 4 years as bowman, and 39 years as a member of the crew.

Also to :—

WILLIAM ALLEN (52).

JAMES ALLEN (52).

JOHN BALLS (50).

WILLIAM HARRISON (50).

WILLIAM RIX (37).

ROBERT BALLS (30).

## Awards to Honorary Workers.

### Gold Badges.

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

The Lady **LOUISA CECIL**, chairman, Ladies' Committee, Worthing branch.

Mr. **JOSEPH GROSSMAN**, of British International Pictures, Ltd., in recognition of the valuable help which he has given by the production of the life-boat film "Heroes of the Sea," as the result of which the Institution has so far benefited by upwards of £1,000.

Mr. **WILLIAM STRACHAN**, honorary secretary, Perth branch.

### Thanks of the Institution on Vellum.

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

Mr. **CHARLES BURGESS**, on his retirement,

after 8½ years as honorary secretary of the Filey branch.

Mr. **CHARLES B. LINDSAY**, on his retirement, in acknowledgment of his valuable services to the life-boat service in Dundee as honorary secretary of the branch.

Mr. **NATHANIEL STEPHENS**, on his retirement, after nearly 11 years as honorary secretary of the Ilfracombe branch.

### Records of Thanks.

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

Mr. **DAVID DOW**, honorary secretary, Kirkintilloch branch.

Miss **MILLIGAN**, life-boat collector, Bournemouth branch.

Mrs. **TUCKER**, life-boat collector, Moelfre branch.

## News from the Branches.

1st January to 31st March.

### Greater London.

**CITY**.—Annual meeting at the Mansion House, the Right Hon. the Lord Mayor in the chair. Amount collected in 1932 £6,241, as compared with £7,647 in 1931.

**CLAPHAM**.—Whist drive. Bring-and-buy sale.

**HACKNEY**.—Address by Lady Keymer to the Conservative and Unionist Association.

**HORNSEY**.—Annual meeting. Speaker: Lieut.-Col. J. Benskin, D.S.O., O.B.E., a member of the committee of management of the Institution, supported by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £268, as compared with £222 in 1931.

**ISLINGTON**.—Address by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, to the Finsbury Conservative and Unionist Association.

**KENSINGTON**.—Address by the district organizing secretary to the Rotary Club.

**LEYTON**.—Address by Major A. D. Burnett Brown, M.C., deputy secretary of the Institution, to the Rotary Club.

**TOOTING**.—Dance.

**WALTHAMSTOW**.—Concert at St. Mary's church hall. Concert at St. Saviour's church hall. Two concerts with addresses by the district organizing secretary.

**WESTMINSTER**.—Careme cocktail party organized by the Junior Central London Women's Committee.

Address by Captain Basil Hall, R.N., late district inspector of life-boats, at the United Service Institution.

Lantern lecture by the district organizing secretary at R.N.V.R. dinner. The Earl of

Brecknock, a member of the committee of management of the Institution, also spoke.

Address by the district organizing secretary at British Sea Anglers' Society's annual dinner.

Lectures at Croydon and Cricklewood.

### North-West of England.

**ACCRINGTON**.—Bridge and whist drive.

**BAMBER BRIDGE AND WALTON-LE-DALE**.—Whist drive.

**BLACKPOOL**.—Annual meeting on 21st February, the mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, collections in hotels and places of worship. Amount collected in 1932 £391, as compared with £446 in 1931.

**BOLTON**.—Annual meeting on 20th February, the mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. The Institution's award of the life-boat picture was presented to Mr. H. Ormson Dixon, branch honorary secretary. Amount collected in 1932 £311, the same amount as in 1931.

Dinner, dance and whist drives, arranged by the Ladies' Life-boat Guild.

**BURY**.—Annual meeting on 22nd March, the mayor, president of the branch, in the chair. Presentation of the life-boat picture awarded to Miss L. Cook, honorary secretary of the branch. Amount collected in 1932 £172, as compared with £123 in 1931.

Bridge and whist drive.

**CARLISLE**.—Annual meeting on 24th February, the mayor, president of the



branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £205, as compared with £235 in 1931. Afterwards the assembly were entertained to tea by Mrs. Talbot Caddow, president of the Ladies' Life-boat Guild.

Annual whist drive and dance. Bridge drive organized by Mrs. Connell and Mrs. B. Anderson.

**CARNFORTH.**—Annual meeting on 23rd February. Amount collected in 1932 £69, as compared with £78 in 1931.

**CHESTER.**—Annual meeting on 17th March, the mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Mayor's appeal for subscriptions, life-boat day. Amount collected in 1932 £203, as compared with £182 in 1931.

**DARWEN.**—Concert by the pupils of Miss McConnell.

**DOUGLAS.**—Annual meeting on 24th March, the mayor presiding in the absence of the lieutenant-governor. Amount collected in 1932 £522, as compared with £628 in 1931.

**DUKINFIELD.**—Whist drive and dance.

**FARNWORTH.**—Special meeting to revive the branch.

**FLEETWOOD.**—Annual meeting on 21st February, Councillor F. J. Thompson, J.P., presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £95, as compared with £45 in 1931.

**HINDLEY.**—Annual meeting and whist drive on 22nd February. Amount collected in 1932 £62, the same amount as in 1931.

**HOLLINGWORTH.**—Annual whist drive and dance.

**HORWICH.**—House-to-house collection.

**HYDE.**—Whist drive, arranged by the branch committee.

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

**KESWICK.**—Annual meeting on 23rd February, Mr. A. R. Thomson, chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £44, as compared with £38 in 1931.

**LAKE DISTRICT.**—Annual meeting on 23rd February. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £151, as compared with £99 in 1931. Mr. Stanley H. Le Fleming, J.P., Lord Lieutenant of Westmorland, elected patron of the branch.

**LANCASTER.**—Annual meeting on 22nd February, the mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, who presented the Institution's gold badge awarded to Mrs. Oglethorpe, vice-president of the Ladies' Life-boat Guild. Amount collected in 1932 £151, as compared with £165 in 1931.

Collection at the football ground. Jumble sale.

**LIVERPOOL.**—Annual meeting on 16th March, the lord mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation of the gold badge awarded to Miss Greenham, honorary treasurer of the Wallasey and New Brighton district. Amount collected in 1932 £2,824, as compared with £2,616 in 1931.

**NEW BRIGHTON.**—Annual meeting of the committee. Reference was made to the loss sustained by the deaths of Mr. S. S. Jerrett, chairman, and Coxswain George Robinson. Mr. Stuart Deacon elected chairman. The annual life-boat men's supper followed the meeting.

**LYMM AND HEATLEY.**—American tea.

**LYTHAM ST. ANNES.**—Annual meeting on 21st February, the mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, who presented the vellum signed by H.R.H. the Prince of Wales, K.G., to Sir George Mellor, J.P., recording his appointment as an honorary life-governor of the Institution, and the life-boat picture awarded to Mrs. Marsden, honorary secretary of the Ladies' Life-boat Guild. Amount collected in 1932 £121, as compared with £284 in 1931.

**MACCLESFIELD.**—Annual meeting on 27th March, the mayoress, president of the Ladies' Life-boat Guild, in the chair. Amount collected in 1932 £109, as compared with £134 in 1931.

**MANCHESTER, SALFORD AND DISTRICT.**—Annual meeting on 16th February, the Mayor of Salford presiding, in the absence of the Lord Mayor of Manchester. Speakers: The Lady Mayoress of Manchester, the Bishop of Manchester, Councillor J. Toole, J.P., Councillor C. F. Hampson, Mr. J. H. Borlase and Mr. J. H. Lawson. Amount collected in 1932 £2,812, as compared with £3,108 in 1931.

Address by the branch secretary to the Manchester Grammar School, with life-boat films.

**BARTON-ON-IRWELL.**—Presentation by Mrs. H. H. Pearce of the certificate won in the life-boat essay competition by a pupil of St. Catherine's Church of England School, Barton.

**CHEADLE HULME.**—Special meeting. Ladies' Life-boat Guild formed. Mrs. Elliott Mottram, president; Miss G. Jeffries, honorary treasurer, and Miss Maureen Johnson, honorary secretary.

**COLLYHURST AND HARPURHEY.**—Special meeting. Life-boat Guild formed. Councillor C. F. Howarth elected president; Mr. H. C. Welborn, hon. treasurer, and Mr. E. Price, honorary secretary.

Dancing display given by Madame Robinson's pupils, with collection. Lectures by the branch secretary at the Queen's Park Congregational Church, the Crusaders' Mission, and the Harpurhey and Collyhurst Women and Junior Unionists' Associations.

**FALLOWFIELD.**—Special meeting of the Junior Life-boat Guild.

**GORTON.**—Annual meeting of the district committee. Annual dance, attended by well-known theatrical artistes, who gave a cabaret show.

**LONGSIGHT.**—Whist drive, arranged by Mrs. Hastain, president of the Ladies' Life-boat Guild.

**NEW MOSTON.**—Annual whist drive.

**NORTH SALFORD.**—Special meeting, Alderman J. Rothwell, J.P., presiding. Life-boat Guild formed. Mrs. Neville Finburgh, president; vice-presidents, Mr. J. P. Morris, M.P., Alderman Rothwell, Councillor Dulberg, Captain Busby, M.C., and Mrs. Boutflower; honorary treasurer, Mrs. Peace; honorary secretary, Mr. H. Shaw.

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

**PRESTWICH.**—Special meeting. Ladies' Life-boat Guild reconstituted. Mrs. Wild, J.P., elected president.

**WHALLEY RANGE.**—Annual meeting of the Ladies' Life-boat Guild.

**MORECAMBE.**—Annual meeting on 22nd February, the mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £117, as compared with £56 in 1931.

**OLDHAM.**—Annual dance and whist drive.

**ORRELL.**—Annual whist drive and dance.

**PADIHAM.**—Whist drive.

**PIEL (Barrow).**—Annual meeting on 19th January, the Mayor of Barrow in the chair. Amount collected in 1932 £132, as compared with £174 in 1931.

Fancy dress evening party, arranged by the Ladies' Life-boat Guild.

**PORT-ST.-MARY.**—Vaudeville entertainment, given by the Rushen Amateur Dramatic Society.

**PRESTON.**—Annual meeting on 20th February, the mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £308, as compared with £338 in 1931. Mr. W. H. Harris elected chairman of the branch, and Mrs. P. Temple, honorary secretary of the Ladies' Life-boat Guild in succession to Miss Cross.

**RADCLIFFE.**—Whist drive.

**RISHTON.**—Annual ball.

**ROCHDALE.**—Annual meeting on 8th February, the mayor, president of the branch, in the chair. Speaker: Mrs. A. Brierley, a member of the Rochdale Ladies' Life-boat Guild committee. Amount collected in 1932 £155, as compared with £161 in 1931.

**SANDBACH.**—Annual meeting on 13th January. Amount collected in 1932 £33, as compared with £69 in 1931.

The "dance of the season."

**STANDISH.**—Annual whist drive, arranged by the Ladies' Life-boat Guild.

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

**TOTTINGTON.**—Dance.

**TYLDESLEY.**—Fisher-folk dance and life-boat tea, organized by the Ladies' Life-boat Guild.

Cinema collections.

**WESTHOUGHTON.**—Whist drive.

**WIGAN.**—Annual bridge tea.

Lectures at Stonyhurst College and schools at Ambleside, Appleby (Carlisle), Blackpool, Fleetwood, Liverpool, Seascale, Southport, Wetheral (Carlisle).

#### North-East of England.

**ALNWICK.**—Annual meeting on 20th February, Col. the Hon. Harold Robson, chairman of the Alnmouth and Boulmer branch and a member of the committee of management, presiding. Among those present were the Duke of Northumberland, president of the branch, Earl Grey of Howick, Viscount Grey of Falloden, K.G., and Archdeacon Mangin. Amount collected in 1932 £138, as compared with £93 in 1931. The Duke of Northumberland presented the Institution's bronze medal awarded to Coxswain Bartholomew Stanton, of Boulmer, for the rescue, on 22nd November last, of three men from the steam trawler *Guillemot*.

**BATLEY.**—Drawing-room meeting. Ladies' Life-boat Guild revived.

**BERWICK-ON-TWEED.**—Dance and whist drive. Annual supper to the life-boat crew. Lantern lecture at Bowsden by Commander H. Lillingston, R.N., chairman of the branch.

**BEVERLEY.**—Whist drive.

**BLYTH.**—Annual meeting on 10th March, the mayor, president of the branch, in the chair. Amount collected in 1932 £294, as compared with £306 in 1931. Bridge and whist drive.

**BRADFORD.**—Annual meeting. Efforts of the past year: Life-boat day, *matinée*. Amount collected in 1932 £1,571, as compared with £1,678 in 1931.

**BRIDLINGTON.**—Annual meeting of the Ladies' Life-boat Guild on 30th March, the mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, concert, organ day. Amount collected in 1932 £180, as compared with £304 in 1931. Concert.

**CAWTHORNE.**—Whist drive and dance.

**CULLERCOATS, WHITLEY & MONKSEATON.**—Dramatic recital. Bridge and whist drive.

**DARLINGTON.**—Annual meeting on 28th March, the mayoress, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat day, garden fete, bridge and whist drives. Amount collected in 1932 £170, as compared with £161 in 1931.

LIFE-BOAT DAYS.



*By courtesy of]*

*[Planet News.*

**H.R.H. THE DUKE OF CONNAUGHT, K.G., WEARING HIS LIFE-BOAT EMBLEM.**  
Greater London life-boat day on May 23rd.



*By courtesy of]*

*[“ Daily Record,” Glasgow.*

**THE NAVY HELPS THE LIFE-BOAT SERVICE IN EDINBURGH.**  
A record day: over £1,900 raised.

**DONCASTER.**—Annual meeting on the 27th February, the mayor presiding. Efforts of the past year : Life-boat day. Amount collected in 1932 £59, as compared with £88 in 1931.

Jumble sale.

**GATESHEAD.**—Bridge drives and whist drive.

**HALIFAX.**—Annual meeting on 21st March, the mayor, president of the branch, in the chair. Efforts of the past year : Bridge drive and dramatic performance. Amount collected in 1932 £161, as compared with £224 in 1931.

**HARTLEPOOL.**—Dance and whist drive.

**HARROGATE.**—Special meeting, the mayoress presiding. Ladies' Life-boat Guild formed.

**HECKMONDWIKE.**—Bridge and whist drives.

**HOLMFIRTH.**—Whist drive and dance.

**HULL.**—Annual meeting on 31st March, Col. C. H. S. Cooper in the chair. Speaker : Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year : Works appeal and life-boat day. Amount collected in 1932 £602, as compared with £551 in 1931.

Life-boat conference. (See special report on p. 84.)

**MIRFIELD.**—Bridge and whist drives.

**NEWCASTLE-UPON-TYNE.**—Annual meeting of the Ladies' Life-boat Guild on 10th March, the acting lady mayoress presiding. Efforts of the past year : Life-boat day and concert. Amount collected in 1932 £202, as compared with £380 in 1931.

Dinner dance, arranged by the Northumberland county committee. Guests received by the Duchess of Northumberland, who was accompanied by the Duke.

**NORTH SUNDERLAND.**—Dance.

**POCKLINGTON.**—Annual meeting on 14th February. Efforts of the past year : Life-boat day and whist drives. Amount collected in 1932 £33, as compared with £40 in 1931.

**SCARBOROUGH.**—Ladies' Life-boat Guild "At Home." Bridge and whist drives.

**SEAHAM HARBOUR.**—Children's dance and whist drive.

**SELBY.**—Dance.

**SKELMANTHORPE AND SCISSET.**—Whist drive.

**SOUTH SHIELDS.**—Whist drive.

**SOWERBY BRIDGE.**—Annual meeting on 13th March. Amount collected in 1932 £5, as compared with £27 in 1931.

**STAMFORDHAM.**—Whist drive and dance.

**TYNEMOUTH.**—Annual supper and concert, given by the Ladies' Life-boat Guild to the life-boat crew. Whist drive.

**WAKEFIELD.**—Variety entertainment.

**WASHINGTON.**—Drawing-room meeting. Ladies' Life-boat Guild formed.

**WEST HARTLEPOOL.**—Bridge drives. Lectures by the district organizing secretary at Hebdon, Morley (Leeds), Slaithwaite and Wylam.

### Midlands.

**ASHBOURNE.**—Life-boat day.

**BIRMINGHAM.**—Collection at Royal Theatre, during pantomime, for one week. Collections at West End Cinema and Gaumont Cinema.

**BRISTOL.**—Annual meeting, Mr. Frank Wills, chairman of the branch, presiding. Speaker : the district organizing secretary. Amount collected in 1932 £946, as compared with £1,137 in 1931. Presentation by the lord mayor of the framed picture awarded to Mrs. Clifford, honorary treasurer of the Ladies' Life-boat Guild.

Life-boat talks by the district organizing secretary to Bristol schools. Lantern lecture to Naval Reserve on H.M. training sloop *Flying Fox* by the district organizing secretary.

**BUXTON.**—Miss Austin appointed honorary secretary. Lectures at four schools by the district organizing secretary.

**CHELTENHAM.**—Jumble sale.

**CLEETHORPES.**—Supper dance, arranged by the Ladies' Life-boat Guild.

**HORNCASTLE.**—Life-boat day.

**LANGWITH.**—Concert, whist drive and dance.

**LEAMINGTON.**—Annual house-to-house collection. Cinema and theatre collections.

**LICHFIELD.**—Presentation by the mayor of the record of thanks awarded to Mrs. Ashpole, the honorary secretary. Dance. Whist drive.

**NORTON CANES.**—Life-boat day.

**NORTHAMPTON.**—Presentation by the mayor of the gold badge awarded to Mr. M. E. Goldsmith, honorary treasurer. Speaker : The district organizing secretary.

**NOTTINGHAM.**—Annual meeting, the Duke of Portland, K.G., P.C., G.C.V.O., patron, presiding. Speaker : Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £592, as compared with £810 in 1931.

**OLDBURY AND LANGLEY.**—Annual meeting. Amount collected in 1932 £41, as compared with £29 in 1931.

Bridge drive.

**OWSTON FERRY.**—Concert.

**PETERBOROUGH.**—Annual meeting, Lady Winfrey, president, in the chair. Speaker : Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £116, as compared with £164 in 1931.

**RUGELEY.**—Annual meeting, Mr. H. W. Bush, J.P., chairman of the branch, presiding. Amount collected in 1932 £71, as compared with £81 in 1931.

**SPALDING.**—Life-boat day, followed by a dance.

**STAFFORD.**—Lantern lecture by the honorary secretary, Mr. E. F. R. Catterall.

**STOURBRIDGE.**—Presentation of the life-boat picture awarded to Mr. Trow, honorary secretary and treasurer.

**STROUD.**—Bridge drive, organized by Mrs. Allen.

**TETBURY.**—Mr. and Mrs. Parkhouse appointed honorary treasurer and honorary secretary.

**TEWKESBURY AND UTTOXETER.**—Life-boat days.

**WARWICK.**—Life-boat day. "Heroes of the Sea" film shown at County Cinema.

**WOLVERHAMPTON.**—Annual meeting, Mr. A. C. Skidmore, chairman, presiding. Speaker: The district organising secretary. Amount collected in 1932 £375, as compared with £495 in 1931.

Whist and bridge drive. Annual life-boat ball.

Lectures by the district organizing secretary at Chesterfield, Dudley, Little Comp-ton, Mansfield, Stratford and Walsall.

#### South-East of England.

**ARUNDEL.**—Special meeting at Arundel Castle, by kind permission of the Duke of Norfolk. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, and Commander H. B. Boothby, D.S.O., R.N.R., chairman and honorary secretary of the Littlehampton branch. Branch formed. Mrs. Ramsay, honorary secretary.

**BIRCHINGTON.**—Jumble sale.

**BRIGHTON AND HOVE.**—Bridge tournament and dance. Theatricals.

**CAMBRIDGE.**—Lecture on producing *The Times* by a member of the staff of *The Times*. Admiral Weekes in the chair; vote of thanks proposed by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

**CHICHESTER.**—Theatricals at Petworth. Lantern lecture at Stansted. Whist drive. Two performances by concert party.

**COBHAM.**—Concert. Address by the district organizing secretary.

**COLCHESTER.**—Presentation of the record of thanks awarded to Mr. P. Borges for the share he took in rescuing five lives at Clacton-on-Sea when a small boat capsized in August, 1932.

**CROMER.**—Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the silver medal awarded to Coxswain Henry Blogg, and the thanks of the Institution on vellum awarded to each member of the crew for the rescue on the 15th October, 1932, of 30 lives from the Italian steamer *Monte Nevoso*.

**DARTFORD.**—Address to the Rotary Club by the district organizing secretary. Life-boat day. Whist drive.

**EASTBOURNE.**—Entertainment of the crew and their families by the Ladies' Life-boat Guild at a New Year's party. Entertainment at Hurstmonceux.

**EAST GRINSTEAD.**—Lecture at Dor-mansland women's institute by the honorary secretary, Miss Rowe.

**EDENBRIDGE.**—Whist drive.

**FOLKESTONE.**—See special article on page 86.

**GILLINGHAM.**—Meeting to inaugurate branch.

**GREAT YARMOUTH AND GORLE-STON.**—Annual meeting on 29th March, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman of the branch, presiding. Efforts of the past year: Collection on Norwich life-boat day, collections at theatres, hotels, etc., sale of souvenirs. Amount collected in 1932 £203, as compared with £365 in 1931.

**HEMEL HEMPSTEAD.**—Lantern lecture by the honorary secretary, Captain H. E. Holme, R.N.

**HYTHE.**—Dinner to the life-boat crew, given by Mr. W. H. Spinney. Concert. Entertainment by the life-boat crew.

**KESSINGLAND.**—Life-boat Sunday.

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

**MARGATE.**—Annual party for life-boat-men's children, arranged by Mrs. Gomm.

**NEWHAVEN.**—Presentation by Com-mander J. Bray, R.N.V.R., of the life-boat-man's certificate awarded to Coxswain W. Clark on his retirement.

**SEAFORD.**—American tea. Address by the district assistant secretary. Thé dansant.

**SHERINGHAM.**—Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the thanks of the Institution on vellum awarded to Mr. P. C. Sayers, late honorary secretary of the branch.

**SHOREHAM.**—Inaugural ceremony of the new motor life-boat performed by H.R.H. the Prince George, K.G. (For full report see p. 72.)

**SOUTHWICK.**—Dance.

**UPMINSTER.**—Progressive bridge party.

**WALTON AND FRINTON.**—Annual dinner to the crew, at which Mr. P. J. Pybus, M.P., presented the silver watch awarded to the coxswain for a dangerous launch on the 29th October, 1932.

**WEYBRIDGE.**—Bridge tournament.

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

**WORTHING.**—Annual meeting on 6th March, the mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day and church collections. Amount collected in 1932 £420, as compared with £441 in 1931. Presentation by Colonel Satterthwaite of the gold badge awarded to Lady Louisa Cecil on her retirement from the chairmanship of the ladies' committee.

Lantern lecture to the Town Club for

Women and Girls by the district assistant secretary.

Lectures at Ashford, Colchester and Westgate.

#### South-West of England.

**BATH.**—Lady Waldegrave's matinée at the Theatre Royal; performance of "Passing Brompton Road." Presentation by Major A. D. Burnett Brown, M.C., deputy secretary of the Institution, of a copy of "Britain's Life-boats," signed by H.R.H. the Prince of Wales, K.G., awarded to Mrs. George Goldie, the honorary secretary.

Annual meeting, Brigadier-General E. H. Molesworth, C.B., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1932 £299, as compared with £278 in 1931.

**BASINGSTOKE.**—Annual meeting, Mr. Stratford presiding, supported by the mayoress, president of the Ladies' Life-boat Guild. Speaker: The district organizing secretary. Amount collected in 1932 £63, as compared with £62 in 1931.

**BRADFORD - ON - AVON.**—Presentation by the chairman of the urban district council of the life-boat picture awarded to Mr. J. F. Goodall, the honorary secretary. Address by the district organizing secretary.

**COWES.**—Annual dance and children's party, arranged by the Ladies' Life-boat Guild.

**DAWLISH.**—Dance and variety entertainment.

**EXETER.**—Annual meeting of the branch and Ladies' Life-boat Guild. The Rev. the Earl of Devon, president, in the chair, supported by the mayoress. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1932 £192, as compared with £521 in 1931.

Whist drive, arranged by Mrs. Cottey. Prizes distributed by Mrs. Arthur Reed, chairman of the branch, supported by the Rev. the Earl of Devon and Mr. Arthur Reed, M.P.

**FALMOUTH.**—Ball, arranged by the "Double Six" Club.

**FARNBOROUGH.**—Concert and play. Address by the district organizing secretary.

**FOWEY.**—Whist drive and dance, arranged by the Ladies' Life-boat Guild. The mayoress presented the prizes.

**JERSEY.**—Special meeting, Major-General E. H. Willis, C.B., C.M.G., Lieut.-Governor of the island, presiding, supported by the Bailiff. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution, who presented the inscribed binoculars awarded to Mr. T. R. Blampied, the honorary secretary.

**MARLBOROUGH.**—Address to the members of the Cadley women's institute by the district organizing secretary.

**PAIGNTON.**—Bridge drive, arranged by the Ladies' Life-boat Guild.

**PETERSFIELD.**—Theatrical entertainment.

**PORTSMOUTH.**—Annual meeting, the Lord Mayor, president, in the chair, supported by the lady mayoress, Sir Harold Pink, chairman, and Mrs. Gleave, chairman of the Ladies' Life-boat Guild. Speaker: The Rev. A. M. Peckham, M.A. Amount collected in 1932 £367, as compared with £430 in 1931. Presentation by the lady mayoress of certificates won in the life-boat essay competition. Rev. A. M. Peckham appointed vice-chairman.

Bridge and whist drive, organized by the Ladies' Life-boat Guild, at Admiralty House, by kind permission of the Commander-in-Chief and Lady Waistell. Prizes presented by Lady Waistell.

**SALISBURY.**—Special meeting, the mayor, chairman, presiding, supported by the mayoress. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

Five performances of "The Middle Watch," by the Salisbury Amateur Dramatic Society.

**SHEPTON MALLET.**—Life-boat day.

**SHERBORNE.**—Bridge drive, organized by the Ladies' Life-boat Guild.

**SOUTHAMPTON.**—Annual meeting, Mr. Cyril Sharp, honorary secretary, in the chair, in the absence of the mayor. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts for the past year: Life-boat day, theatrical performances, works collections, collections at theatres, whist drive. Presentation of the gold badge awarded to Mr. Charles J. Sharp, chairman. In his absence, on account of illness, it was received by his son, Mr. Cyril Sharp, the honorary secretary. Amount collected in 1932 £760, as compared with £686 in 1931.

Meeting of life-boat day workers, Mr. C. J. Sharp, chairman, presiding. Presentation of certificate won by a Southampton school in the life-boat essay competition.

**THAME.**—Annual meeting, with concert, and the life-boat play "Their Business in Great Waters." Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts for the past year: Life-boat day and village collections. Amount collected in 1932 £63, as compared with £105 in 1931.

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

**YEOVIL.**—Life-boat day.

Lectures at Aldershot and Seaton.

#### Scotland.

**ABERDEEN.**—Annual meeting on 14th February, the Lord Provost, president of the branch, in the chair. Speaker: Lieut.-Commander T. G. Michelmores, R.D., R.N.R., northern district inspector of life-boats. Efforts of the past year: Life-boat day and procession, and annual dance. Amount collected in 1932 £977, as compared with £987 in 1931.

Presentation at meeting of town council to Mr. James Duncan, the volunteer-in-charge of the Torry life-saving apparatus, of the silver watch awarded to him in recognition of the gallant part he played in the rescue of the crew of the Aberdeen trawler *Ben Scree*, on the 18th January last.

Annual ball, with Lord Carnegie as the guest of honour.

**BURNTISLAND.**—Annual whist drive.

**DUNDEE.**—Annual meeting on 8th February, Mr. B. L. Nairn, president of the branch, in the chair. Speakers: The Lord Provost, the Lady Provost, the Rev. V. C. Alexander, B.D., Mrs. T. H. H. Walker, Mr. D. J. Nicoll, Baillie William Reid, M.B.E., V.D., and the district organizing secretary. Efforts of the past year: Appeal by committee, life-boat day and procession, dramatic entertainments and whist drives. Mr. Robert Hunter was appointed honorary secretary in place of Mr. C. B. Lindsay, resigned. Amount collected in 1932 £957, as compared with £1,793 in 1931.

Whist drive at Carnoustie, organized by the Ladies' Life-boat Guild; prizes presented by the lady provost.

**DUNFERMLINE.**—Whist drive and dance.

**DUNOON.**—Bridge party, organized by the Ladies' Life-boat Guild.

**EDINBURGH.**—Bridge and whist drive, arranged by the Ladies' Life-boat Guild. Address by Lady Findlay, D.B.E., president of the Guild. Country fair in the Waverley Market in aid of the Institution and the Edinburgh Royal Infirmary, organized by Mr. David Sharp. At the opening ceremony Lady Findlay spoke of the work of the life-boat service. Lantern lectures.

**ELIE.**—Whist drive and dance, organized by Mrs. Jamieson and members of the Ladies' Life-boat Guild.

**FALKIRK.**—Drawing-room meeting, arranged by the Ladies' Life-boat Guild, at West Bank, by the courtesy of Mrs. Nimmo; lantern lecture by the district organizing secretary. Whist drive and dance, organized by Mrs. Wright, Bothgowan; address given by the district organizing secretary. Life-boat day.

**GLASGOW.**—Performance of "The Old Guard," by the Lyric Club, for one week. The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish life-boat council and a vice-president of the Institution, thanked the members of the Lyric Club at the last performance.

**GOUROCK.**—Whist drive, organized by the Ladies' Life-boat Guild.

**HAMILTON.**—Swimming gala attended by Sir Harry Lauder.

**KILSYTH.**—Life-boat day.

**LEVEN.**—Whist drive and dance, with appeal by Dr. Johnstone, president of the branch, and an address by the district organizing secretary.

**MILLPORT.**—Special meeting, Provost Young presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed.

**NAIRN.**—Two performances of "Rookery Nook," arranged by Mrs. Fleming, honorary secretary of the Ladies' Life-boat Guild.

**NEWBURGH.**—Dance, organized by members of the Ladies' Life-boat Guild. Miss Forbes, president of the Guild, presented prizes.

**PETERHEAD.**—Life-boat ball, organized by a special committee. Whist prizes were auctioned at the request of the winners.

Annual Sunday concert, Provost Dickie presiding. Presentation of the thanks of the Institution on vellum, awarded to each member of the crew for the service to the s.s. *Struan* on 18th January last, by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish life-boat council and vice-president of the Institution. Money awards were also made from the Cruickshank Trust. The Earl of Caithness proposed a vote of thanks to the Duke of Montrose.

**ROTHESAY.**—Whist drive and dance. Prizes presented and address given by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish life-boat council and a vice-president of the Institution. Addresses by Provost Halliday and the district organizing secretary.

**ST. ABBS.**—Special meeting of the life-boat committee, at which the resignation of Mr. MacCallum, honorary secretary and treasurer, was received.

**TROON.**—Joint church service. Lecture-concert, Mr. James Clark presiding. Lecturer: Miss Mary L. Young, honorary secretary of the Ladies' Life-boat Guild.

Lantern lectures were also given at Abbeyburnfoot, Abernyte, Appin, Braco, Cairnryan, Carradale, Castle Kennedy, Coulter, Craignish, Culshabbin, Dolphinton, Drumlie, Drymen, Fenwick, Fordoun, Garieston, Glencoe, Kentallen, Kirkahoe, Kirkpatrick-Durham, Largieside, Lockerbie, Loudon, Morebattle, Muckhart, New Luce, Palnackie, Pitcairngreen, Sibbaldie, Southend (Argyllshire), Strichen, Tarbert, Tibbermore and Torthorwald.

### Ireland.

**BELFAST.**—General committee meeting, with Mr. Thomas Richardson, presiding, supported by Lady Dixon, D.B.E., chairman and first vice-president of the Ladies' Life-boat Guild, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

**DROGHEDA.**—Mr. J. R. Pearson appointed honorary secretary.

**DUBLIN.**—Annual meeting of the Ladies' Life-boat Guild, the Countess van Cutsem, vice-president and chairman, presiding. Speakers: Senator Andrew Jameson, the chairman of the branch, Major Arthur Whewell, the chairman of the special effort committee, Mrs. David Barry, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, Mr. B. J. Newcombe, assistant secretary of the branch, the district inspector of life-boats, and the district organizing secretary. The Countess Van Cutsem presented a "Grace Darling" brooch to Mrs. Jack Craigie as the collector showing the best return in the house-to-house collection.

(Continued on page 100.)

## INCOME and EXPENDITURE for 1932.

## EXPENDITURE.

Life-boats :—	£	s.	d.	£	s.	d.
New Life-boats for the following stations :—On account— Aberystwyth, Aldeburgh, Anstruther, Arbroath, Barra Island, Donaghadee, Dungeness, Fenit, Hoylake, Long- hope, St. Ives, Shoreham, Skegness, Walmer and Whitehills - - - - -	47,018	2	5			
Upkeep of Office and Store at Cowes - - - - -	77	13	10			
Alterations and Repairs of Life-boats, etc. - - - - -	9,928	10	2			
Consulting Naval Architect - - - - -	427	2	3			
Salaries of Superintendent Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff - - - - -	10,058	13	6			
Travelling Expenses - - - - -	2,886	5	11			
Pensions under the Pension Scheme - - - - -	325	15	-			
Contributions to Superannuation and Provident Fund - - - - -	262	6	4			
	70,984	9	5			
<b>Life-boat Carriages and Tractors, viz. :—</b>						
New Tractors, etc. - - - - -	358	18	3			
Repairs to Tractors - - - - -	303	11	10			
Alterations and Repairs of Life-boat Carriages, etc. - - - - -	258	18	1			
Salaries of Assistant Surveyor of Carriages and Tractor Engineer - - - - -	690	-	-			
Travelling Expenses - - - - -	539	14	3			
Contributions to Superannuation and Provident Fund - - - - -	34	14	2			
	2,185	16	7			
<b>Life-boat Houses, Slipways, etc. :—</b>						
New Construction and Adaptation - - - - -	19,817	16	3			
Repairs and Maintenance - - - - -	5,103	1	6			
	24,920	17	9			
<b>Life-boat Stores - - - - -</b>				11,935	11	6
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs - - - - -</b>	2,809	4	2			
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers - - - - -	13,786	7	-			
Pensions under the Pension Scheme - - - - -	281	-	-			
Contributions to Superannuation and Provident Fund - - - - -	92	4	-			
	16,968	15	2			
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life- boat Carriages, and Life-boat Houses, done locally ; Conveyance of Boats, Carriages and Stores ; Postages, etc.</b>	9,304	19	1			
Salaries of Assistant Secretaries, etc., of Stations - - - - -	339	16	-			
	9,644	15	1			
<b>Wages, Rewards and other payments to Coxswains, Motor Mechanics, Crews, etc., viz. :—</b>						
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums - - - - -	5,033	1	9			
Grants to men injured in the Life-boat service - - - - -	401	-	6			
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc. - - - - -	30,573	4	2			
Payments to Life-boat Crews and Launchers for exercises, etc. - - - - -	6,020	5	3			
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen - - - - -	3,829	1	2			
Pensions and Grants to Relatives of deceased Life-boatmen and others - - - - -	1,565	16	9			
Pensions and Gratuity under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats, etc. - - - - -	768	19	8			
	48,191	9	3			
Carried forward - - - - -	184,831	14	9			



**INCOME.**

Subscriptions, Donations, etc. :—	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters - - - -	5,919	19	6			
"    "    through Station Branches - - - -	5,749	11	5			
"    "    through Financial Branches - - - -	17,549	17	6			
Donations to Headquarters - - - -	4,235	16	2			
"    "    through Station Branches - - - -	17,923	9	8			
"    "    through Financial Branches - - - -	45,619	17	1			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations - - - - -	1,834	19	2			
Contribution Boxes (Headquarters) - - - - -	207	11	5			
"    "    (Station Branches) - - - - -	3,064	14	-			
"    "    (Financial Branches) - - - - -	836	3	10			
				102,941	19	9

**Life-boat Funds :—**

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments— Donaghadee, Margate, Southend-on-Sea and Whitehills -	1,121	1	6			
Southport Funds (Balances of Mr. W. H. Shaw's Fund and Special Reserve Fund) - - - - -	1,154	15	2			
North Deal—Bevan Reward Fund (per the Charity Com- missioners) - - - - -	208	5	-			
				2,484	1	8

**Income from Investments :—**

Dividends and Interest on Investments - - - -	45,111	15	6			
Less Income Tax deducted - - - - -	6,541	7	8			
				38,570	7	10

Special Purposes Trust Fund Income	£	s.	d.			
Account - - - - -	1,562	12	-			
Less Transfer to Special Purposes Trust Fund - - - - -	271	3	8			
				1,291	8	4

Less Transfers to General Subscriptions, Station Branch Contributions, and Financial Branch Contributions -	118	19	10			
				1,172	8	6
Income Tax recovered - - - - -	7,650	13	3			
				47,398	9	7

Carried forward - - - - -	152,819	11	-
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## EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				184,831	14	9
<b>Life-boat Inspectors, etc. :—</b>						
Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	6,443	4	8			
Travelling Expenses - - - - -	2,137	8	8			
Pensions under the Pension Scheme - - - - -	1,225	17	-			
Contributions to Superannuation and Provident Fund - - - - -	162	4	5			
				9,968	14	9
<b>Administration :—</b>						
One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff - - - - -	4,118	2	6			
Rent, Leasehold Depreciation, Rates, Taxes, £ s. d.						
Lighting, Heating, Insurance, etc. - - - - -	2,075	10	11			
Insurance under Workmen's Compensation, National Insurance and Unemployment						
Insurance Acts - - - - -	674	15	11			
Commissionaires and Watchman - - - - -	548	15	-			
Telephones, Postages and Parcels - - - - -	812	18	5			
	4,112	-	3			
Less estimated amount chargeable to Pub- licity - - - - -	2,050	-	-			
				2,062	-	3
Pensions and Gratuities under the Pension Scheme - - - - -	3,108	6	9			
Contributions to Superannuation and Provident Fund - - - - -	207	9	1			
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -	1,903	11	8			
Travelling Expenses to Headquarters—Committee of Management - - - - -	208	6	5			
Auditors' Fee - - - - -	315	-	-			
Law Expenses - - - - -	737	6	1			
Repairs and improvements to the House of the Institution - - - - -	401	12	7			
				13,061	15	4
Calls on Shares received from the Estate of the late Miss Sarah Berry - - - - -				86	5	-
Expenses re the following Estates :—						
The late Rev. Thomas A. Wills - - - - -				10	-	-
The late Dr. W. R. Ashurst - - - - -				41	19	8
The late Mrs. M. Flattely - - - - -				-	10	-
The late Mr. H. N. Vansittart - - - - -				2	-	9
<b>Publicity at Headquarters and 1,136 Branches :—</b>						
One-half of Salaries of Secretary, Deputy Secretary, Assis- tant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc.	4,845	7	8			
Salaries of District Organizing Secretaries and Clerical Staff	7,112	2	1			
Travelling Expenses of District Organizing Secretaries - - - - -	1,984	18	11			
Annual General Meeting - - - - -	40	16	1			
Advertising and Appeals - - - - -	6,453	12	11			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	8,437	2	10			
Printing and Binding the Annual Report and <i>The Life-boat Journal</i> - - - - -	2,402	18	5			
Pension and Gratuity under the Pension Scheme - - - - -	585	10	10			
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	3,282	3	9			
Contributions to Superannuation and Provident Fund - - - - -	219	19	7			
Estimated proportion of Administration Expenses as above - - - - -	2,050	-	-			
				37,414	13	1
<b>TOTAL EXPENDITURE - - - - -</b>				<b>£245,417</b>	<b>13</b>	<b>4</b>

**INCOME.**

	£	s.	d.
Brought forward - - - - -	152,819	11	-
<b>Sundry Receipts :—</b>			
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc. - - - - -	1,853	4	7
Sale of <i>The Life-boat Journal</i> , Advertisements, etc. - - -	46	4	6
	<u>1,899</u>	<u>9</u>	<u>1</u>
<b>Ordinary Income - - - - -</b>	154,719	-	1
<b>Legacies for General Purposes - - - - -</b>	57,535	14	8
<b>Gifts and Legacies for Special Purposes :—</b>			
Income only available :—			
Legacies - - - - -	2,316	10	1
Special Gifts - - - - -	200	-	-
	<u>2,516</u>	<u>10</u>	<u>1</u>
Capital available :—			
Legacies - - - - -	52,181	2	5
Special Gifts - - - - -	1,635	18	9
	<u>53,817</u>	<u>1</u>	<u>2</u>
	<u>56,333</u>	<u>11</u>	<u>3</u>
<b>TOTAL RECEIPTS - - - - -</b>	268,588	6	-
Less :—			
Transferred to Endowment Trust Fund - - - - -	2,516	10	1
Transferred to Special Purposes Trust Fund - - - - -	53,817	1	2
Less Calls on Shares - - - - -	86	5	-
	<u>53,730</u>	<u>16</u>	<u>2</u>
	<u>56,247</u>	<u>6</u>	<u>3</u>
<b>Total Receipts available for General Purposes - - - - -</b>	212,340	19	9
<b>Transferred from Special Purposes Trust Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations - - - - -</b>	13,325	4	2
	<u>225,666</u>	<u>3</u>	<u>11</u>
<b>Deficit charged to General Purposes Fund - - - - -</b>	19,751	9	5

£245,417 13 4

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1932, and of the Branches for the year to 30th September, 1932.

Whist drive. Prizes presented by the Countess van Cutsem, in the absence of the lord mayor owing to illness.

**FENIT (Tralee).**—Presentation to the coxswain, Thomas Crowley, and the motor mechanic, John Doyle, of silver watches awarded by the Institution for their devotion to duty when the motor life-boat was out for 17½ hours, in very heavy weather, in response to a call from the s.s. *Heilo* of Oslo.

**LONDONDERRY.**—Presentation by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, of the records of thanks awarded to seven pilots and boatmen of Innishowen Head, for the rescue of two men from a motor fishing boat, which had broken down in a very heavy sea. Mr. Humphrey M'Connell presided in the absence of Mr. R. H. Smyth, D.L., chairman of the harbour board.

#### Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

**ABERTILLERY.**—Annual meeting, with Mrs. Dolman, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat day, house-to-house collection. Amount collected in 1932 £10, as compared with £14 in 1931. Presentation of the life-boat picture awarded to Mrs. Dolman.

**BEDWAS.**—Whist drive and dance.

**CARDIFF.**—The branch has suffered a

severe loss by the death of Mr. Samuel Thomas, J.P., for many years honorary treasurer.

**COLWYN BAY.**—Annual meeting on 27th February, Mr. T. E. Purdy, C.C., J.P., president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1932 £271, as compared with £313 in 1931.

Lecture at girl guide headquarters by the district organizing secretary.

**CONWAY AND DISTRICT.**—Meeting of the Ladies' Life-boat Guild. Presentation by the mayor of the life-boat picture awarded to Mrs. J. A. Conway-Jones, the honorary secretary.

**IRON BRIDGE.**—Life-boat ball. Address by the district organizing secretary.

**NEWPORT (Mon.).**—Annual ball. Presentation by the deputy-mayor, in the absence of the mayor, of the life-boat picture awarded to Mrs. M. Rees, president of the Ladies' Life-boat Guild.

**PONTYPRIDD.**—Annual Meeting on 3rd February. Efforts of the past year: Life-boat day, house-to-house collection. Amount collected in 1932 £75 as compared with £82 in 1931. Presentation by Mrs. John Lewis of the life-boat picture awarded to Mrs. Edgar Jenkins.

**WHITCHURCH (Glamorganshire).**—Lantern lecture by the district organizing secretary at the Wesleyan guild room.

## 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.

It is the current record of the work of the life-boat service, and the chief means by which it keeps its workers, subscribers and the general public informed of its activities. Unless you are keeping a complete set of the journal you will help the Institution if, after reading this number, you will pass it on to a friend.

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to the secretary, Royal National Life-boat Institution, 42, Grosvenor Gardens, London, S.W. 1.

All enquiries about the work of the Institution or about the journal should be addressed to the secretary.

The next number of THE LIFE-BOAT will be published in September, 1933.