

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 120 :: Pulling & Sailing Life-boats, 56

LIVES RESCUED

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A Remarkable Life-boat Launch.

By Mr. TOM F. BEVAN, Honorary Secretary of the Lynmouth Branch, and
EX-COXSWAIN G. S. RICHARDS.

It was on the night of Thursday, 12th January, 1899, and the following morning, that there took place one of the most extraordinary life-boat launches on record—the launch of the Lynmouth life-boat to the full-rigged ship *Forest Hall*, of Liverpool, a ship of 1,900 tons, with fifteen men on board. In order to launch the boat her crew and launchers took her for thirteen miles over Exmoor, climbing from sea-level to a height of over 1,400 feet! They had to dig down banks; they had to knock down gate-posts; they had to break down walls—and all in the middle of a fierce gale on a January night by the light of lamps which were continually blowing out. It took them 10½ hours, but in the end they accomplished what must at the beginning have seemed impossible.

A short account of this remarkable feat appeared in *The Life-boat* at the time, and there have been articles in the Press, but no complete account has yet been published. It is now thirty-four years since the event. Coxswain John Crocombe, who was in charge on that night, died last May.

Of the twelve other members of the crew, only three are alive—Mr. G. S. Richards, who joined the crew in 1882, became second-coxswain in 1886, and coxswain in 1926, retiring in 1931 after forty-nine years of service in the life-boat; Mr. R. Burgess, who joined the crew in 1887 and retired in 1931; and Mr. W. Richards, who joined the crew in 1899 and is now second-coxswain. He was only sixteen years old at the time, and this was his first service. The other nine members of the crew were, R. Ridlen (bowman), G. Rawle, J. Ward, W. Jarvis, Charles Crick, B. Pennicott, David Crocombe, John Ridler and T. Pugsley.

It is right that the full story of the launch should be written while it can still be told by those who took part in it. It belongs to an epoch in life-boat history which is now almost closed, before the motor life-boat and the launching tractor had come, when, at the oars at sea, and at the drag-ropes on land, the service depended on the muscles of men—and on land, of women, too. The whole story, above all, is an outstanding example of the

courage and determination of the life-boat service, undismayed and undaunted even by seemingly hopeless odds.

It was just about 7 P.M., at the height of a whole westerly gale and right on top of the spring tides, that a telegraph message was received from Porlock that a large vessel was flying distress signals in the bay and that she was in imminent danger of running ashore. By those who are acquainted with the Bristol Channel, with its tides, the position will be realized at once, and no one understood it better than the Lynmouth life-boatmen.

IMPOSSIBLE TO LAUNCH.

The wind had shifted a point north and was blowing harder than ever. The sea was sweeping right across the harbour and over the sea front. The sea-spray was like smoke. The tide was turning. It was obviously impossible to launch the boat from the beach in face of such a gale. Nor could any further message be got to or from Porlock, for after that one message the wires had been blown down. Those responsible at Lynmouth were faced with the alternative of attempting the almost superhuman task of taking the boat to Porlock by land, or abandoning the ship, not knowing whether or not, unaided, she would survive the storm. The decision was quickly made. Horses were requisitioned. Every available man and woman in the village set out to help the life-boat on a journey which entailed the ascent of the famous Countisbury Hill with its gradient of 1 in $4\frac{1}{2}$ up to the village of Countisbury, 1,000 feet up on the open moor; the descent of Porlock Hill, so well known to the motoring public of to-day, and finally the launch at 6 A.M. the following morning, after a night of as arduous and unexpected labours as life-boatmen have ever had to tackle. During the whole journey the gale blew with unabated violence, accompanied by driving rain. The men were soaked almost before they had started, and they were without food for the whole of the time.

Here is the full story of that strange journey, told by ex-Coxswain G. S.

Richards, at that time second-in-command of the life-boat.

The Second Coxswain's Story.

We had a telegram from Mr. Goddard, the Anchor Hotel, Porlock Weir, that there was a large ship drifting ashore, and sending up signals of distress for help. It was about 7 P.M. and just gone high water, blowing a gale from the west-north-west with a heavy sea running. The sea was making a clean break over the walls on the esplanade, and the roads were covered to a depth of 3 feet with water, so that it was impossible to launch the life-boat at Lynmouth.

The coxswain and I talked it over and thought the only thing to do was to get the boat to Porlock, if possible. You should have then heard the opinions of the crowd. They said it would be impossible to get the boat there, but we had the sanction of the honorary secretary, the Rev. A. R. Hockley, to go and do the best we could.

We sent to Mr. T. Jones for horses, at Lynton. He sent down sixteen to twenty in charge of Tom Willis, the driver. We had then to send away our signalman, R. Moore, with a horse and cart and half a dozen men with pickaxes and shovels, to dig down the banks to make the road wide enough for the carriage to get through, as it was very narrow in places. In the cart we put all the flat wooden skids we had, because we knew we had a mile of road, known as Ashton Lane, where it would be impossible to get the carriage through.

A WHEEL COMES OFF.

We started from Lynmouth about 8 P.M., having all the horses attached to the carriage. Our greatest trouble was lights, as we had only flares, called ducks, and oil lanterns. At first the horses could not pull together, but with the help of the men and the women we managed to get up Countisbury Hill. Here we had a bit of ill-luck. One of the wheels came off, as the linchpin had been loosened by the continual knocking against the bank. With the jacks, and willing helpers, we got the wheel on again, fitted a spare linchpin and continued on our journey. We were now at the top of Blue Ball, a



THE LATE COXSWAIN JOHN CROCOMBE, OF LYNMOUTH.

Second Coxswain from 1882-1886, and Coxswain from 1886-1926.



By courtesy of]

[Sheppard, Lynmouth

THE THREE SURVIVORS OF THE LYNMOUTH CREW OF 1899.

Left to right—R. Burgess, G. S. Richards (who was second coxswain from 1886-1926, and coxswain from 1926-1931), and W. Richards (now second coxswain).

very exposed part of Exmoor, 1,000 feet above sea-level. It was blowing a gale of wind and raining like mad. Here many of our helpers decided to turn back. We were left with about twenty, and pushed on. Our greatest difficulty now was keeping the lights lit.

We got on all right until we caught up with Moore, the signalman, and his men. They had dug down a wall on the Lynmouth side of Glenthorn White Gate, but Moore said we could not get the boat and carriage through Ashton Lane on the other side of the gate as it was only seven feet wide in places. Jack Croombe, the coxswain, said we had come so far, and we were not going to turn back without having a good try for it. It was now that our biggest trouble began. We had first to take the boat off the carriage. While some of the men were doing this others were digging down the gate-posts to make it wide enough for the carriage to go through. We were going to send it over the moor to meet us again a mile farther on, where the road became wider, while we took the boat herself along the road on the skids.

BOAT AND CARRIAGE GO DIFFERENT WAYS.

We chose the quieter horses for hauling the boat. The remainder we sent with the carriage in charge of Tom Willis and R. Moore. Our horses were in charge of W. Vellacott. With men carrying lights we started to haul the boat along the road. It was a very difficult job. We could only drag the boat a little way and then had to stop while the skids behind were picked up, carried forward, and laid down again in front of her. They were placed about six feet apart. We worked in turns at carrying the skids forward, and the road was so narrow that we had a job to pass between the boat and the wall. We managed to get through in the end, and found the carriage waiting for us.

We soon got the boat on the carriage again and once more started for County Gate. Here we had to knock down one of the gate-posts, and went on all right until we reached the top of Porlock Hill, having gone over Hawkcombe Head, 1,400 feet above the sea. To go down the hill we had to use all the men

and drag-ropes, put the drag and safety chains on the wheels and lash the boat to her carriage, as this was one of the heaviest loads known to have gone down Porlock Hill, but old Tom said if we were able to keep the boat from slipping off her carriage he would be able to get around the corners, very dangerous though they were.

To everyone's surprise we managed to get down without any trouble, until we reached the bottom of the hill. Here we came to the old cottages and found there was not width for the carriage to go through, so down came the walls. We did not half get choked off by the old lady of the house. She wanted to know what right we had bringing a thing like that at this time of night, knocking down people's walls and waking them up.

When we told her that it was a life-boat she was very surprised, as she had never seen one in her life before. We told her that there was a ship in distress off Porlock Weir and we were going to try and rescue the men, so that put things all right with her, and she came along with us.

THE ROAD WASHED AWAY.

We got on all right until we met N. Pollard and some men from Porlock Weir who had come to warn us that we could not get along the main road, as the sea had washed down the sea-wall and washed the road away. The only way to get to the Weir was up the higher road. As we were not going to be beaten after coming so far, off we set up the higher road and got along fairly well until we came to the Lane Head, and there we found a large laburnum tree with big branches across the road, too low for the boat to pass. But we could not stop for that. We had a saw and cut it down. We arrived at the beach without any more trouble and launched the boat right away, not even waiting for anything to eat. The late Mr. E. J. Pedder, a member of the Lynmouth life-boat committee and Lloyd's agent, went with us in the boat. It was then about six in the morning. We were all drenched to the skin with rain, but that made no difference, as we were soon drenched with sea-water, for it was still blowing very hard.



COUNTISBURY HILL.

Up this hill, with its gradient of 1 in $4\frac{1}{2}$, the life-boat was dragged.



THE PRESENT LYNMOUTH LIFE-BOAT.

The life-boat, *Prichard Frederick Gainer*, is returning from service on the 13th of last July. Countisbury Hill can be seen in the background.

On reaching the ship, about 7.30, we found she was the *Forest Hall*, belonging to Liverpool, bound from Bristol to Liverpool (light), being towed by a tug which had parted her rope the night before. The ship was disabled owing to her rudder-head being carried away, and she had drifted with both her anchors down all night until she got near the shore of Porlock.

THE RESCUE.

We advised the captain to hang on until daylight to see if we could get a tug-boat, and just after it became light we saw one coming. It turned out to be the same one which had towed her down—*J. Joliffe*, of Liverpool. We got a rope from the tug to the ship and with the help of some of the life-boat crew who went on board the ship the captain got her anchors up. Then we all started for Barry on the Welsh coast. As there was no rudder, we could not manage to steer the ship, and we were very near the Nash Sands. The captain then decided to get another tug-boat to help him to steer the ship. She was called the *Sarah Joliffe*. It

was still blowing very hard when we reached Barry, which was about six in the evening of Friday, the 13th. We were nearly exhausted, as we had had nothing to eat since the day before. The men at Barry Docks very kindly took charge of the life-boat and sent us to an hotel, where we were cared for by the Shipwrecked Mariners Society with dry clothes and food. We got back to Lynmouth the following day, the Saturday. A steamer gave us a tow for part of the way. The carriage went back by road.

To complete ex-Coxswain Richards's story it needs only to be added that the thirteen members of the crew received awards of £5 each, and the launchers awards amounting to £27 5s. 6d. The total cost of the service, including these awards, the hire of horses and "mason's bill for repairs," was £118 17s. 9d. Towards this the owners of the *Forest Hall* contributed £75.

The late Mr. R. H. Fry, a native of Lynmouth, presented each of the crew with a watch, and the coxswain and second-coxswain also with gold chains.

A Double Gift.

MEN of the 2nd Battalion of the East Surrey Regiment, from Shorncliffe Camp, took part, as launchers, in a life-boat service at Hythe on the afternoon of 28th July, when the motor life-boat went out to the help of the yacht *Leonora Minnie*, of Brixham. The yacht's engine had broken down and her anchors were

dragging. The life-boat rescued her crew of five and saved the yacht. Having helped in making a very quick launch (the signal of distress was seen at 3 P.M. and the life-boat was away at 3.15 P.M.), the battalion then sent to the Hythe branch a gift—to which all ranks contributed—of £3 13s. 0d.

From a Poor Children's Camp.

A GIFT of 5s. 8d. has been received from a holiday camp of 180 poor children of Hull. These children were sent for a holiday by friends to a camp on the Humber, near the life-boat station at Spurn Point. They asked their officers

if they might give their pennies to the life-boat. In sending the gift the officer-in-charge wrote: "These children are very poor indeed and it must have been a very great sacrifice on their part."

“ Lee Oh ! ”

Sailing Chanty.

BY CAPTAIN Q. C. A. CRAUFURD, R.N., *honorary secretary of the Dungeness life-boat station.*

“ It seemed scarcely possible that the life-boat could reach the ketch before she broke up. To us, watching in the failing light, it also seemed that the coxswain put his helm a-lee before he could weather the spit.”—*Honorary Secretary's Report.*

There she shows on the starboard beam,
She must be nearly awash below,
'Eaven be kind an' we reach 'er soon,
They must be thinkin' us all too slow.

George can flatten the after sheet ?
Seems we could pinch a bit closer yet,
Hold on boys while she takes it green,
Keep tha' there Verys light outen the wet.

Frank, can ye squint at the compass card,
'Ow is the danger light bearin' now,
Can't get a bearin' ? All over the shop ?
Chuck it an len' 'em a hand in the bow.

That was a juicy one ! Boys, listen 'ere,
I got to chance it wen' nex' we go round
We shall be swept an' swept over again
If when she's reachin' she touches the ground.

We shall be driven an' pounded to matches
If she don' 'old when we veer alongside,
Never a man of you gets 'ome to breakfas'
If a foul anchor should fail us to ride.

Alf, tend the bollard, you'll feel the warp taudten,
Pray for your lives when ole George makes the throw,
I'll do my best, boys, good luck to us all then,
Ready ! Check foresail ! Stan' by George ! LEE OH !

This chanty is the second of nine life-boat chanties by Captain Craufurd, which he has generously given to the Institution. They are published together in a book with coloured cover, price 6d., and can be had from the Institution. Branch honorary secretaries can obtain copies at a cheaper rate for sale on behalf of the branch funds.

Services of the Life-boats.

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

May Meeting.

Longhope, Orkney, and Thurso, Caithness-shire.—The Longhope motor life-boat *Thomas McCunn* was launched at 11.30 P.M., and the Thurso motor life-boat *H.C.J.* at 11 P.M., on the 25th February, as news had been received from the coastguard that the steam trawler *Silanion*, of Grimsby, was in distress north of Dunnet Head. She carried a crew of thirteen, and was bound for the Iceland fishing grounds, when she stranded at Torness Point, Hoy Island, in the Orkneys. A strong E. to E.S.E. breeze was blowing, with a rough sea and showers of snow and sleet. The Longhope life-boat was the first to find the trawler, and getting alongside threw ropes aboard. Then, as she rose on the swell to the level of the trawler's deck, the trawler's crew jumped into her. She landed the rescued men at Longhope pier and returned to her station at two the next morning. The Thurso life-boat arrived to see the flares burning on board the *Silanion*, but found that she had already been abandoned. She arrived back at her station at three-fifteen the next morning.—Rewards, Longhope, £14 16s. 6d. ; Thurso, £14 10s. 6d.

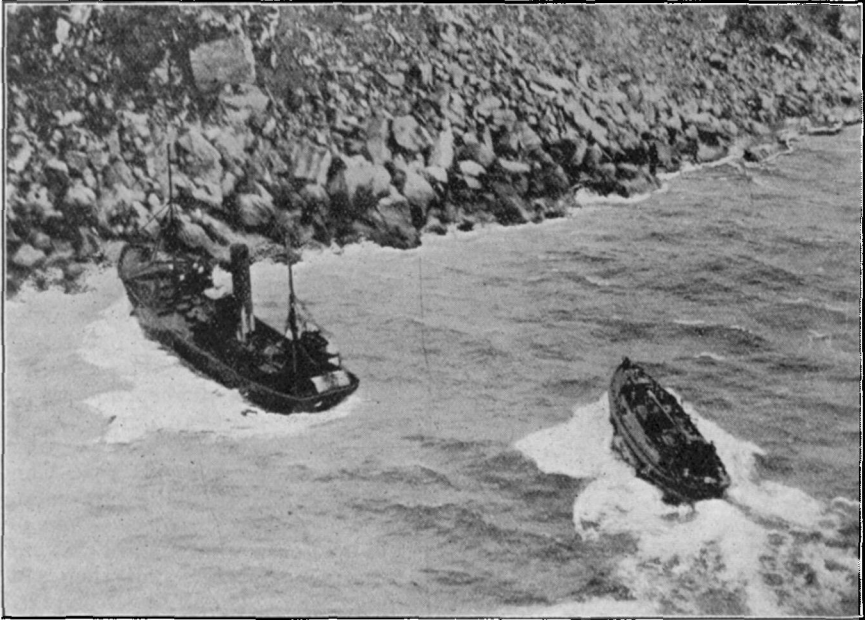
New Brighton, Cheshire.—During the evening of the 1st April the life-boat motor mechanic received a telephone message from the police and the coastguard, reporting that six men were stranded on Burbo Bank. A moderate N.W. breeze was blowing with a rough sea. The No. 2 motor life-boat *William and Kate Johnston* left her moorings at 9.44 P.M., and after searching for two hours with the aid of her searchlights, found two men drifting in a water-logged small boat. They were taken into the life-boat and told the coxswain that four other men were still missing. The search continued and eventually a flare was seen in the direction of the north bank. The life-boat found the fishing boat *Eagle*, of Bootle, with the four men on board. She was leaking, her rudder had been lost, and her sails

were torn. The men were taken off and the *Eagle* was towed back to New Brighton, which was reached at twelve forty-five next morning.—Rewards, £11 5s.

Campbeltown, Argyllshire.—Early on the morning of the 25th April a telephone message was received from the postmistress at Machrihanish that a steamer was sounding her siren and sending up rockets about four miles south of Machrihanish. A strong S.E. breeze was blowing with a moderate sea, and the weather was thick. The motor life-boat *City of Glasgow* was launched at 5.35 A.M., and found the steam trawler *Sulby*, of Fleetwood, aground in Inian Bay. She carried a crew of eleven. She was in no immediate danger, but her master asked the life-boat to stand by while another trawler tried to tow her off. Later the life-boat ran out a kedge anchor from the *Sulby* and she eventually refloated at 2.30 P.M. and went on her way. The life-boat then returned to her station, arriving back at 6.10 P.M. She had been on service for nearly thirteen hours.—Property Salvage Case.

Staithes, Yorkshire.—On the morning of the 1st May the local motor fishing cobsles put out to haul crab pots. A moderate N. wind was blowing, with a considerable ground swell, and at 10.30 A.M. with the tide ebbing the sea broke heavily across the bay, making the entrance into harbour very dangerous. As there were still three cobsles at sea—*Star of Hope*, *Freda* and *Minnie*—the pulling and sailing life-boat *John Anthony* was launched and escorted them all safely in. She returned to her station at 11.50 A.M.—Rewards, £12 12s. 6d.

Hythe, Kent.—On the afternoon of the 2nd May the Sandgate coastguard telephoned to the coxswain that the fishing boat F.E. 78—the *Cereal*, of Folkestone—was in difficulties half a mile off Sandgate. A moderate N.E.



By courtesy of]

[*Scottish Daily Express.*

ON THE COAST OF KINTYRE.

The Fleetwood trawler *Sulby* aground, with the Campbeltown motor life-boat standing by. (*See opposite page.*)



By courtesy of]

[*Central Press.*

ON THE PLYMOUTH BREAKWATER.

The Government tug *Emilia* driven ashore in a gale.

gale was blowing, with a moderate sea, and the weather was thick. The motor life-boat *City of Nottingham* was launched at 5.10 P.M. and found the *Cereal* three and a half miles south-east of Sandgate. Her petrol supply had run out, and her sails had been blown away. The life-boat towed her into Folkestone and arrived back at her station at 7.20 P.M.—Rewards, £15 15s.

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

Arklow, Co. Wicklow.—24th and 26th February. A vessel had broken away from her tow, but was able to anchor to await tugs and did not need help.—Rewards, 1st launch, £24 15s. ; 2nd launch, £8 8s.

Porthdinllaen, Caernarvonshire, and Holyhead, Anglesey.—22nd March. Searched without success for a small boat which was adrift and eventually made land in Co. Down after thirty-five hours at sea.—Rewards, Porthdinllaen, £15 4s. ; Holyhead, £13 2s. 6d.

Torbay, Devon.—17th April. A fishing boat was reported to be missing but had anchored in a creek.—Rewards, £9 7s.

Moelfre, Anglesey.—19th April. An aeroplane had dived low and had flown off when the observers were unsuspected. They reported her to have disappeared into the sea.—Rewards, £8.

Skegness, Lincolnshire.—23rd April. An aeroplane fell into the sea, but the services of the life-boat were not required.—Rewards, £6 6s. (See also Shoreboat Services, page 115.)

Barry Dock, Glamorganshire.—24th April. A steamer reported to be on fire, but was found to be all right.—Rewards, £5 9s. 6d.

Aberdeen.—26th April. A small boat was reported to be driving ashore, but she was not in distress.—Rewards, £4 10s. 6d.

Aldeburgh, Suffolk.—30th April. A steamer had grounded on the Shipwash Sands, but refloats without help.—Rewards, £15 8s.

June Meeting.

Margate, Kent.—On the morning of the 2nd May a pilot reported to the coxswain that a vessel in the Gore Channel was flying a signal flag, and a life-boatman went to Westgate to find out the nature of the signal. He telephoned that it was a distress signal, and the motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 9.30 A.M. A moderate E.N.E. gale was blowing with a heavy sea, and visibility was poor owing to heavy rain. The life-boat found the ketch *Ethel Edith*, of Faversham. She had on board five men and a woman, and was bound from Par to Dagenham with a cargo of china clay. She was leaking badly and her crew, who had been pumping all night, were exhausted. At the master's request some of the life-boat crew went aboard and pumped her free of water, and then got her under way. The life-boat escorted her to Whitstable and towed her into a safe anchorage in Whitstable Harbour at 4 P.M., saving the vessel and the six persons on board. She arrived back at her station at 7 P.M., having been on service for nine and a half hours, but she could not be re-housed until next day owing to the heavy seas on the slipway.—Property Salvage Case.

Coverack, Cornwall.—On the morning of the 6th May it was reported that a distress signal had been hoisted on the s.s. *Ocklinge*, a steamer which had been wrecked on Lowland Point in March, 1932, and which had since been bought for breaking up. There were three men on board, and they had been marooned by bad weather for some days. A strong S. wind was blowing with a moderate ground swell, and it was raining, when the pulling and sailing life-boat *Constance Melanie* was launched at 8.20 A.M. She took off the men, who had lived on nothing but flour and water for two or three days, and landed them safely at Coverack. The life-boat arrived back at her station at 9.50 A.M.—Rewards, £10 9s. 6d.

Maryport, Cumberland.—On the afternoon of the 8th May a man reported that a small fishing boat with three men on board was in difficulties

to the north of Maryport, between Bank End and Allonby. A strong, squally S.W. breeze was blowing, the sea was choppy, and it was raining. The motor life-boat *Priscilla Macbean* was launched at 7.4 P.M. and found the boat to be the *Merry Mac*, of Maryport. Her sails had carried away. She was helpless and was being carried fast to leeward on the strong flood tide. She was leaking badly, and her crew of three, who were completely exhausted, were taken into the life-boat, and given stimulants. Then a life-boatman was put aboard the *Merry Mac* and she was towed into Maryport. The life-boat arrived back at her station at 10 P.M.—Rewards, £14 11s. 3d.

St. Mary's, Scilly.—On the 10th May some men from Bryher on their way home noticed four men ashore on Mincarlo, a small island south-west of Bryher, apparently without a boat. A moderate N.N.W. breeze was blowing and the sea was rough. They went close and found that the men were Frenchmen who had put out in a motor boat from Tresco, where their ships were at anchor, to gather limpets. After they had landed their motor boat had been dashed on the rocks by a heavy swell and had sunk. The Bryher men tried to get them off but could not get near enough owing to the state of the sea. On reaching Bryher they immediately notified the coastguard who telephoned to St. Mary's, and the motor life-boat *Cunard* was launched at 11.15 P.M., taking a punt in tow. The men were taken off the island and landed, and the life-boat arrived back at her station at 2.30 A.M.—Rewards, £12 2s.

Walmer, Kent.—On the evening of the 10th May the coastguard reported that a yacht was ashore on the Brake Sands with a motor boat standing by. A strong squally N.W. wind was blowing, with a very heavy sea, and it was raining. A little later the coastguard reported that the yacht had lost her topmast, and the pulling and sailing life-boat *Barbara Fleming* was launched to her help at 8.39 P.M. She found that the yacht—which was the *Gordon*, with a crew of three—had just refloated. At the request of the owner, three life-boatmen were put on board and they navigated her safely into Dover, the

life-boat accompanying her until it was seen that everything was right. The life-boat, which was damaged during the service, arrived back at her station at twelve-ten next morning. But for the help given by the life-boatmen the yacht would probably have foundered, with the loss of her crew.—Rewards, £23 11s.

Berwick-on-Tweed, Northumberland.—During the afternoon of the 15th May the small motor yacht *Heather Bell*, of Blyth, put to sea from Berwick. The easterly wind was light, but a heavy swell was breaking on the bar. Some time later she was seen making for the harbour entrance, and as she appeared to have difficulty in getting in, the motor life-boat *Westmorland* was launched at 4.20 P.M. to her help. She found that three men had gone out in the yacht, but one had been washed overboard and been drowned. One of the remaining two men was taken into the life-boat and two life-boatmen got aboard the yacht which was then taken safely into harbour, with the life-boat in attendance. But for the help of the life-boat the yacht and her two occupants would probably have been lost. The life-boat arrived back at her station at 6 P.M.—Rewards, £6 1s. 6d.

Howth, Co. Dublin.—On the afternoon of 28th May three boys were on the cliffs at Howth Head looking for birds' nests, when one of them slipped and fell about fifty feet into the sea. One of his companions, a boy of ten, pluckily scrambled down to the water's edge and pulled him ashore from the rocks on which he was lying. The third boy gave the alarm and the Howth motor life-boat *Lady Kylsant* was launched at 3.50 P.M., within five minutes of the assembly signal being fired, the bowman, Patrick Moore, acting as coxswain. A moderate east breeze was blowing and the sea was smooth. The life-boat had taken a punt in tow and this was sent in to take the boys off the rocks as the life-boat could not get close enough. The life-boat then made full speed for Howth and the injured boy was taken at once to a doctor. Unfortunately he died from his injuries some time later. The life-boat arrived back at her

station at 4.20 P.M.—Rewards, £4 18s. 6d.

Porthdinllaen, Carnarvonshire.—On the evening of the 1st June the coast-guard telephoned that a small boat, with two youths on board, was drifting seawards out of control. A strong squally S.S.E. breeze was blowing, with a moderate sea. The motor life-boat *M.O.Y.E.* was launched at 8.5 P.M. and found the small boat about one and a half miles N.N.W. of Porthdinllaen Point. The youths were taken into the life-boat and the boat was towed in. The life-boat arrived back at her station at 9 P.M.—Rewards, £10 4s. 6d.

Rosslare Harbour, Co. Wexford.—The motor life-boat *K.E.C.F.* was launched at 7.15 A.M. on the 3rd June, in a moderate S.E. breeze, with a moderate sea, and landed the body of a man who had died on board the Lucifer lightship, which is stationed about eight miles N.E. of Rosslare Harbour. The life-boat arrived back at her station at 11 A.M.—Permanent Crew, Rewards, 15s. 6d.

St. Ives, Cornwall.—At about 8.35 P.M. on the 8th June, a telephone message was received from the coast-guard at St. Agnes that a small boat appeared to be in difficulties off St. Agnes, and unable to make harbour. A moderate N.N.E. breeze was then blowing, and the sea was rough. A little later the coast-guard telephoned that the motor life-boat *Caroline Parsons* was wanted, and she was launched at 9 P.M. She found the motor boat *White Heather*, of St. Agnes, with three men on board, about one hundred and fifty yards off the shore. She had run out of petrol, and the men were trying to keep the boat off the shore by oars. They were taken into the life-boat and the *White Heather* was towed into St. Ives. The life-boat arrived back at her station at one next morning.—Rewards, £25 6s.

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

Anstruther, Fifeshire, and Broughty Ferry, Angus.—15th April. A steam

trawler had stranded, but refloated and was taken in tow by another trawler.—Rewards, Anstruther, £14 9s. 6d.; Broughty Ferry, £30 16s. 6d.

Tynemouth, Northumberland.—1st May. A motor boat had had engine trouble but was able to go on her way without help.—Rewards, £5 15s.

Exmouth, Devon.—4th May. A schooner had been dragging her anchors, but she was taken in tow by a tug.—Rewards, £12 12s. 6d.

Hastings, Sussex.—9th May. A trawler was shewing a misplaced trawling signal, which was mistaken for a distress signal.—Rewards, £16 12s. 3d.

The Mumbles, Glamorganshire, and Tenby, Pembrokeshire.—14th May. Signals of distress were heard, but no ship in need of help was found.—Rewards, The Mumbles, £12 9s.; Tenby, £15 0s. 6d.

Aith, Shetlands.—24th May. A steam drifter had run aground, but she refloated on the flood tide without help.—Rewards, £13 2s. 6d.

Kingstown, Co. Dublin.—24th May. An aeroplane crashed into the sea. A fishing boat picked up the body of the pilot, and the body of the passenger was recovered later.—Rewards, £10 7s.

Kingstown, Co. Dublin.—1st June. A small boat was in difficulties, but she made harbour unaided.—Rewards, £11 12s.

Lowestoft, Suffolk.—8th June. A cargo steamer had stranded but got off and went on her way.—Rewards, £13 17s. 6d.

July Meeting.

Margate, Kent.—At 5.20 P.M. on the 4th June, the coastguard reported that a vessel was ashore on Margate Sands, and the motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 5.40 P.M. A moderate easterly breeze was blowing, with a ground swell, and it was hazy. The life-boat found the motor ketch *Storm Finch*, of London, with six people on



By courtesy of]

[Central News.

LAUNCH OF THE NEWQUAY (CORNWALL) LIFE-BOAT.



By courtesy of]

[Central News.

RETURN OF THE NEWQUAY (CORNWALL) LIFE-BOAT.

board, aground near the North Beacon. Two life-boatmen were put on board the ketch and the life-boat then got her off and towed her into deep water. The life-boat arrived back at her station at 8 P.M.—Property Salvage Case.

Bridlington, Yorkshire.—On the 8th June the Finnish steamer *Otava*, of Helsingfors, ran aground in a thick fog at Tunstall, about twenty miles south of Bridlington. She was bound for Hull with a cargo of timber, and carried a crew of sixteen. A moderate N.E. breeze was blowing with a moderate sea. The coastguard gave news of the steamer's plight, and the motor life-boat *Stanhope Smart* was launched at 10 P.M. She found the *Otava* at 1 A.M. next morning, but could not get alongside until about 2.30 A.M. when the tide flowed. At the captain's request the life-boat ran out anchors, and at 5.15 A.M. the *Otava* was re-floated with her help. Some of the life-boat crew went to Hull with the steamer and the life-boat returned to her station, arriving back at 9.30 A.M.—Property Salvage Case.

Lowestoft, Suffolk.—At 1.5 P.M. on the 21st June the coxswain was told by the coastguard that two canoes were in difficulties in Kessingland Bay, about two and a half miles S.S.W. of the south pier. A moderate southerly gale was blowing with a heavy sea. The motor life-boat *Agnes Cross* was launched at 1.18 P.M. and found that one canoe had been stove in by the sea, and the occupant, a young German, was hanging on to the outside of the other canoe, the occupant of which was a German girl, who had set out from London with the intention of canoeing round the British Isles. They were both taken into the life-boat, together with the girl's dog, and the man, who was in a condition of collapse, was given stimulants. The canoes were then taken on board and the life-boat returned to harbour, eventually reaching her station at 2 P.M.—Rewards, £16 7s. 6d.

Newbiggin, Northumberland.—On the 29th June at 10.2 A.M. the coxswain reported that the local cobsles were in danger off St. Paul's Point, as the sea was making and the wind rising. The

weather was fine but a strong north-easterly breeze was blowing, with a heavy sea. It was decided to launch the pulling and sailing life-boat *Arthur R. Dawes* and she left at 10.13 A.M. Four cobsles were out but one got in as the life-boat was being launched. The other three were escorted into safety by the life-boat, which then returned to her station and was re-housed at 12.23 P.M.—Rewards, £7 9s.

Stromness, Orkney.—On the 25th June, the steam trawler *Cape Sable*, of Hull, ran aground in a very dangerous place near Hoy Head, in a dense fog. She was homeward bound from the fishing grounds at the Faroes, and carried a crew of twelve. A moderate N.E. breeze was blowing with a moderate sea. Her distress signals were heard in the fog but nothing could be seen of her, and the motor life-boat *J.J.K.S.W.*, which was launched at 4 A.M., searched the cliffs in the direction of Yesnabie. Meanwhile the honorary secretary, who had been searching the cliffs by car, received a message from a party of campers that the signals appeared to be coming from the direction of Hoy Head. This news was wirelessly to the life-boat, and she eventually found the *Cape Sable* hard and fast among the rocks. The life-boat ran out a kedge anchor, and stood by until flood tide, when she managed to pull the trawler stern first into deep water. Then, as the trawler skipper was not acquainted with Stromness harbour, a life-boatman went on board and piloted the *Cape Sable* into Stromness. The life-boat, which carried out the rescue with great skill and promptness, arrived back at the station at 8.30 A.M.—Property Salvage Case.

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

Aldeburgh, Suffolk.—7th June. A swamped sailing boat was reported to have been seen, but only a survey buoy surmounted by a large flag could be found.—Rewards, £15 8s.

Buckie, Banffshire.—15th June. A local fishing boat was long overdue but

she was picked up by another fishing boat.—Rewards, £6 13s.

Poolbeg, Co. Dublin.—16th June. A yacht capsized during a race, but another yacht picked up the crew. Mr. David Plunket put off from the shore in a motor boat and quickly brought

the rescued men ashore. A letter of thanks was sent to him.—Rewards, £18 1s.

Bembridge, Isle of Wight.—27th June. A vessel was on fire, but the crew were saved by a steamer.—Rewards, £13 1s.

Shoreboat Services.

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

Skegness, Lincolnshire.—At about 5 P.M. on the 23rd April an aeroplane fell into the sea about two hundred yards from the shore. A south-westerly breeze was blowing, with a moderate sea. Two men swam out to the plane, and five men put off in a motor boat. When the boat reached the machine the pilot and the two swimmers were found to be nearly exhausted and were taken on board. A passenger in the aeroplane was trapped in the cockpit and two of the motor boat's crew dived into the sea and tried to liberate him, but without success. After the three men had been landed and the machine towed into shallow water the passenger was got out, but was then dead.—Rewards, two swimmers, £2; two of boat's crew, £1 10s.; three of boat's crew, £1 10s.

Southwold, Suffolk.—When the motor fishing boat *Victor* was entering Southwold harbour shortly before 1 P.M. on the 3rd May a heavy following swell stopped her engine and swung her on to a broken pile and she sank. Three men were on board. Two of them managed to find refuge on the piles. The other supported himself in the water with the help of the boat's oars. Two men saw the accident, went out in a small rowing boat and rescued the three men. Their nets and the sunken boat were recovered later.—Rewards, 15s.

Beaumaris, Anglesey.—On the 3rd May a boy of about ten years of age fell from Beaumaris Pier into the water. William Matthews, the life-boat coxswain, heard his cries, put off in a rowing boat and rescued him, and then, as he was unconscious, revived

him by artificial respiration. The sea was smooth and no special risk was incurred, but the coxswain's promptitude and practical knowledge of first-aid undoubtedly saved the boy's life.—Rewards, 10s.

New Brighton, Cheshire.—Information was received at about 9 P.M. on the 21st April, that a disabled yacht had been seen in the Crosby Channel. The motor life-boat was undergoing overhaul so the coxswain and four other men put out in a motor pleasure boat. The sea was smooth. On reaching the yacht they found that she had been picked up by another vessel, was water-logged and had no one on board.—Rewards, £1 5s.; also allowed 3s. for fuel used.

Clacton-on-Sea, Essex.—At 7 P.M. on the 1st June, a motor cabin cruiser was seen two miles E. by N. of Clacton Pier flying a distress signal. The life-boat was undergoing overhaul and the coxswain and three other men went out in a motor boat. The weather was fine, with a fresh S.E. wind blowing, and the tide was ebbing. The cruiser was the *Wanderer*, of Brightlingsea, to which place she was bound. She had been disabled by engine trouble, but by the time the motor boat reached her the engine was working again and she was able to go on her way. The motor boat accompanied her for some distance and then returned ashore. Slight risk was incurred by the motor boat's crew who were out for about two and a half hours.—Rewards, £1 10s.

Llandudno, Carnarvonshire.—At about 3.30 P.M. on the 5th June, the

pier-master told the coxswain that a boat had been driven towards the Little Orme's Head. The weather was fine but a strong westerly wind had sprung up and the sea was rough. The coxswain, with two other life-boatmen, put out in his motor launch and found the boat partly swamped and in danger of driving ashore. He anchored, veered the launch down to the boat, and took the three men on board. They had been fishing and were exhausted by their efforts to keep their boat from going ashore.—Rewards, £1 2s. 6d.; also allowed 5s. for fuel used.

Yarmouth, Isle of Wight.—The yacht *Enid*, of Ventnor, was taking part in a race round the Isle of Wight on the 17th June, when she got into difficulties off the Needles in a strong westerly wind with a rough sea. Information was sent to Yarmouth at 11.45 A.M., and as the motor life-boat was away for overhaul the coxswain, with three other men, put off in a motor boat.

They found the yacht water-logged, and owing to the rough sea they had great difficulty in getting alongside. Five men were on board the yacht and each one had to jump separately for the motor boat. The rescue took an hour. Soon afterwards the yacht broke up and sank. The motor boat reached Yarmouth again and landed the rescued men at 3.15 P.M.—Rewards, £8, and 6s. 6d. for fuel used.

Newton, Northumberland.—The auxiliary motor vessel *Bonaventure*, manned by a party of Blyth sea scouts, stranded on the rocks while attempting to make Newton Haven shortly before eleven on the night of the 17th June. The weather was fine and the sea smooth. Three men manned the motor coble *Reliance* and went to her help. Advice was given to the scouts and the vessel was soon refloated. The three men then piloted her safely into the haven.—Rewards, 15s., and 2s. 6d. for fuel.

The Record of a Legacy.

1,072 Lives Rescued by the Twenty James Stevens Life-boats.

In 1894 the Institution received under the will of the late Mr. James Stevens, of Birmingham, a sum of £50,000, to be spent on the construction of twenty life-boats, all bearing the testator's name. This is the largest legacy which the Institution has ever received.

The twenty life-boats were built, eighteen being pulling and sailing life-boats and two steam life-boats. The first, the *James Stevens No. 1*, went to

Port St. Mary, Isle of Man, in 1896, and the last of the twenty was built in 1901. The last to be on service was the *James Stevens No. 10*, which was replaced by a motor life-boat at St. Ives, Cornwall, in March of the present year. Thus there have been *James Stevens* life-boats in the fleet for 37 years, and these twenty boats have rescued 1,072 lives. The following is the record of the individual boats.

The James Stevens Life-boats.

Life-boat.	Years of Service.	Stations.	Lives rescued.
<i>James Stevens No. 1</i>	.. 1896–1917	.. Port St. Mary (Isle of Man)	.. 53
<i>James Stevens No. 2</i>	.. 1898–1924	.. Campbeltown (Argyllshire)	} 49
	..	.. Hilbre Island (Cheshire)
<i>James Stevens No. 3</i> (Steam Life-boat)	.. 1898	.. Grimsby (Lincolnshire)	} 54
	.. to	.. Gorleston (Norfolk)	
	.. 1929	.. Angle (Pembrokeshire)	
	..	.. Totland Bay (Isle of Wight)
	..	.. Dover (Kent)
<i>James Stevens No. 4</i> (Steam Life-boat)	.. 1899–1900	.. Holyhead (Anglesey)	} 9
		.. Padstow (Cornwall)	

Life-boat.	Years of Service.	Stations.	Lives rescued.
<i>James Stevens No. 5</i>	.. 1900-1917	.. Newquay (Cornwall) ..	.. 26
<i>James Stevens No. 6</i>	.. 1899-1924	.. Eastbourne (Sussex) ..	.. 34
<i>James Stevens No. 7</i>	.. 1899-1926	.. Howth (Co. Dublin) ..	.. 10
<i>James Stevens No. 8</i>	.. 1899-1913	.. Ardrossan (Ayrshire) ..	.. 41
<i>James Stevens No. 9</i>	.. 1899-1923	.. Southend-on-Sea (Essex)	.. 94
<i>James Stevens No. 10</i>	.. 1899-1933	.. St. Ives (Cornwall) ..	.. 227
<i>James Stevens No. 11</i>	.. 1899-1920	.. New Romney (Kent) Angle (Pembrokeshire)	} 12
<i>James Stevens No. 12</i>	.. 1899-1903	.. Swansea (Glamorgan)	.. 7
<i>James Stevens No. 13</i>	.. 1900-1925	.. Arbroath (Angus) ..	.. 12
<i>James Stevens No. 14</i>	.. 1900-1928	.. Walton-on-the-Naze (Essex) ..	.. 227
<i>James Stevens No. 15</i>	.. 1900-1921	.. Wexford ..	.. 124
<i>James Stevens No. 16</i>	.. 1900-1930	.. Helvick Head (Waterford)	.. 12
<i>James Stevens No. 17</i>	.. 1900-1922	.. Porthoustock (Cornwall)	.. 8
<i>James Stevens No. 18</i>	.. 1901-1931	.. Girvan (Ayrshire) ..	.. 20
<i>James Stevens No. 19</i>	.. 1901-1926	.. Newburgh (Aberdeen)	.. 53
<i>James Stevens No. 20</i>	.. 1901-1920	.. Queenstown (Cork) —

The Caister Disaster Pension Fund.

At two o'clock in the morning of 14th November, 1901, the *Beauchamp*, the No. 2 life-boat at Caister, Norfolk, was launched in answer to flares of distress seen from a vessel on the Barber Sands. A whole gale was blowing, with a very heavy sea.

Sail was set and the life-boat made for the sands, which were dead to windward. On nearing the sands the coxswain stood ashore and tacked just outside the surf. He tacked again and then a third time, but this time the boat missed stays. Twice she failed to come round, and was now in the breakers close to the beach. Her bow struck. At the same moment a very heavy sea caught her and turned her right over. Her masts were broken off short and the crew pinned beneath her. Of the twelve men on board only three were saved, and these three by the efforts of James Haylett, ex-coxswain of the life-boat, a man of seventy-eight, and his son Frederick Haylett, who both rushed into the surf and dragged them out. It was one of the most terrible of life-boat disasters, but made memorable by the heroism of James Haylett, who was awarded the Institution's gold medal. Two of his sons and one grandson were among the dead.

One of the nine bodies was carried away by the sea, but the other eight were buried in Caister Cemetery. A

memorial of stone in the form of a broken mast was erected on their grave and a memorial window was placed in the parish church.

Six widows, thirty-three children, three other dependent relatives and one partly dependent were left to be provided for if in want. A fund was opened and contributions were received from all over the country. Some £12,000 was subscribed, of which the Institution contributed £2,000.

During thirty-one years weekly allowances have been paid to the dependants out of this fund, of which Mr. H. Chamberlin, notary public of Great Yarmouth, has been the honorary secretary since the beginning, while the actual distribution of the allowances has been made by the successive rectors of Caister.

The final meeting of the committee of the fund was held on 23rd November, 1932, with the Mayor of Great Yarmouth presiding, and the audited accounts for the previous year showed that the fund would be exhausted by Christmas, 1932. The position of the fund was then brought to the notice of the Institution.

Six persons were still receiving help from it. Two were widows of men who had lost their lives in the disaster. Another was the eldest daughter of a member of the crew who was a widower, and as she had brought up her eleven

brothers and sisters, she was from the beginning treated by the fund as the "widow" of her father. Two others were a sister and a daughter of members of the crew. The sixth had himself been a life-boatman for forty-seven years. He was not in the life-boat at the time of the disaster, but his father and son were on board. The

father was rescued, injured, the son, a boy of nineteen, who was taking part in his first life-boat service, was drowned.

The Institution has undertaken to continue the pensions and allowances to these six, all of whom had suffered bereavement and loss through the disaster.

First Aid for the Shipwrecked.

A NEW division of the St. John Ambulance Brigade has been formed at Brixham, where it will work in conjunction with the Torbay life-boat, turning out whenever the life-boat receives a call, and standing by to give first aid to any among the shipwrecked or life-boat crew who may come ashore injured.

For a number of years there has been very close co-operation between the life-boat station and the local division of the St. John Ambulance Brigade at Plymouth, where the Brigade's county commissioner for Devon deals personally with all shipwreck calls, has been

out in the life-boat on service to give aid to a man who was known to be injured, and has instructed the life-boat crew in first aid. It was as a result of the proposals of the Devon commissioner that the same system of co-operation was extended in 1926 to the majority of the life-boat stations, which work in conjunction with the St. John Ambulance Brigade and the British Red Cross Society in England and Wales, and with the St. Andrew's Ambulance Association in Scotland.*

* See articles "First Aid for the Shipwrecked," in *The Life-boat* for September, 1926, and December, 1931.

Inaugural Ceremonies of Motor Life-boats.

Holyhead, Skegness, Fleetwood, St. Ives, and Anstruther.

THE inaugural ceremony of the new motor life-boat stationed at Holyhead (Anglesey), took place on 13th June, in the presence of some 2,000 people.

There has been a life-boat station at Holyhead since 1828, and since 1850 its life-boats have rescued 881 lives. For thirty-one years Holyhead had a steam life-boat. This was replaced in 1928 by a 45 feet motor life-boat of the Watson (cabin) type. The following year this motor life-boat was replaced by a Barnett (Stromness) motor life-boat, the largest and most powerful type which the Institution is now building. The new boat is 51 feet by 13 feet 6 inches. On service, with crew and gear on board, she weighs 26½ tons. She is divided into seven water-tight compartments, and is fitted with 160 air-cases. She has twin screws, and is driven by two 60 h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room

were flooded. Her speed is just under 9 knots, which, having regard to her speed-length ratio, is equivalent to a speed of nearly 35 knots in a vessel the size of the *Mauretania*. She carries enough petrol to be able to travel 120 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take 100 people on board. She has a cabin, a line-throwing gun, and an electric search-light, is lighted throughout with electricity, and is fitted with an oil-spray in the bows to make smooth the water round the wreck.

The boat has been built out of a legacy from the late Captain William A. Dobie, of Ryde, Isle of Wight, and the engines out of a gift from Mr. G. W. Hayes, of Basingstoke.

Lord Stanley of Alderley presided at the ceremony; and in the absence, through illness, of Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., a vice-president of the Institution and president of the

Anglesey branch, Lord Stanley also presented the boat to the branch on behalf of the donor and the Institution. Commander Gregory Stapleton, R.N., chairman of the branch, accepted the life-boat. She was dedicated by the Rev. T. J. Rowlands, M.A., B.D., vicar of Holyhead, assisted by the Rev. H. D. Hughes, and Margaret, Lady Stanley of Alderley named the life-boat *A.E.D.*

Lady Magdalen Williams-Bulkeley then presented the inscribed barometer awarded by the Institution to Mr. John Lewis, the honorary secretary of the branch, in recognition of his services for over thirty years. A vote of thanks to Lord Stanley and, Margaret, Lady Stanley was proposed by Admiral Sir Percy Grant, K.C.V.O., C.B., and seconded by Captain Ivor Roberts, O.B.E. The singing at the ceremony was accompanied by the band of the Boys' Institute.

Skegness, Lincolnshire.

The Skegness (Lincolnshire) ceremony took place on 17th June, in the presence of thousands of people. Skegness has had a life-boat station since before 1825, and this is now the only life-boat station on the Lincolnshire coast. Its life-boats have rescued 147 lives. The motor life-boat, which has replaced a pulling and sailing life-boat, is of the light Liverpool type, specially designed to be launched off a carriage or the open beach. A full description of this type appears on page 122.

This boat has been built out of a legacy from the late Mrs. Anne Allen, of Spalding, Lincolnshire.

Mr. Henry Haslam, Sc.D., M.P. for Horncastle, presided, and the life-boat was presented to the branch by Sir Godfrey Baring, Bt., chairman of the Institution. Mr. Haslam received her on behalf of the branch. The service of dedication was conducted by the Rev. Canon Morris, M.A., Rector of Skegness, and the Right Hon. the Earl of Yarborough, P.C., J.P., Lord-Lieutenant and Vice-Admiral of Lincolnshire, named the life-boat *Anne Allen*.

A vote of thanks to Lord Yarborough was proposed by Mr. Walter Hudson, J.P., C.C., chairman of the Skegness Urban District Council, and seconded by Mr. George G. Dunkley, honorary secretary of the branch; and a vote of

thanks to Mr. Haslam was proposed by Mr. S. Moody, J.P., chairman of the branch, and seconded by Mr. C. H. Major. The singing at the ceremony was led by the choir of St. Matthew's Church, accompanied by the Skegness Town Band.

Fleetwood, Lancashire.

The motor life-boat *Sir Fitzroy Clayton*, named after Col. Sir Fitzroy Clayton, K.C.V.O., the deputy-chairman of the Institution from 1883 to 1908 and chairman from 1908 until his death in 1915, which was previously stationed at Newhaven, Sussex, has now been transferred to Fleetwood, Lancashire. She is a self-righting life-boat, 38 feet by 9 feet 9 inches, with a 35 h.p. engine, giving her a speed of 7 knots, and while she was at Newhaven, from 1912 to 1930, she rescued 108 lives.

The inaugural ceremony at Fleetwood was held on 1st July, in the presence of between 3,000 and 4,000 people. The motor life-boat from Piel (Barrow) and the pulling and sailing life-boat from Blackpool came over for the ceremony. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presented the boat to the branch, and in the unavoidable absence of Captain Lord Stanley, M.C., M.P., patron of the branch, she was received by Mr. A. Lever, deputy-chairman of the branch. The service of dedication was conducted by the Rev. J. W. Marsh, vicar of Fleetwood, and the singing of the hymns was accompanied by the British Legion Band.

A vote of thanks to Lieut.-Col. Satterthwaite was proposed by Mr. A. Lever, the deputy-chairman of the branch, and seconded by Mrs. J. W. Dandy, acting-president of the Fleetwood Ladies' Life-boat Guild; and a vote of thanks to the Fleetwood branch was proposed by Councillor A. J. Priestley, J.P., chairman of the Fleetwood Urban District Council.

St. Ives, Cornwall.

The inaugural ceremony of the St. Ives motor life-boat took place on 6th July, in the presence of some 5,000 people. St. Ives has had a life-boat station since 1840, and since 1850 its life-boats have rescued 363 lives. The motor life-boat, which has replaced a

pulling and sailing life-boat, is of the light, self-righting type, specially designed for launching off a carriage or the open beach. She is 35 feet 6 inches by 9 feet 3 inches, and on service, with crew and gear on board, she weighs $6\frac{3}{4}$ tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds, and if she were capsized, even with a hole in her bottom, she could right herself in four seconds. She has one screw, driven by a 35 h.p. engine in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $7\frac{1}{3}$ knots, and she carries enough petrol to be able to travel 116 miles without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

She has been provided out of two legacies, one from the late Miss Caroline Parsons, of Edinburgh, and the other from the late Mrs. Elizabeth Noy, of St. Ives, whose legacy was left to provide the engine for a motor life-boat to be stationed at St. Ives.

The Mayor of St. Ives (Alderman C. G. Warren), chairman of the branch, and the Mayoress presided. Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boat to the branch, and expressed his regret that Mr. Phineas Bell Brander, Miss Parsons's trustee and executor, was unable to be present at the ceremony. The boat was received by the Mayor of St. Ives, and the ceremony of dedication was conducted by the Rev. Canon F. S. Marsh, vicar of St. Ives, assisted by the Rev. H. Marsden, the Mayor's chaplain. The Mayoress then named the life-boat *Caroline Parsons*.

Sir Godfrey Baring presented a certificate won by a pupil of the local county school in the life-boat essay competition. A vote of thanks to the Mayor and Mayoress and Sir Godfrey Baring, Bt., was proposed by Captain

Guppy, honorary secretary of the branch, and seconded by Mrs. George Pearce, joint honorary secretary of the St. Ives Ladies' Life-boat Guild. The singing of the hymns was led by a united choir and accompanied by the St. Ives Town Band. The cost of the ceremony was generously defrayed by the St. Ives Town Council.

Anstruther (Fifeshire).

The inaugural ceremony of the new Anstruther motor life-boat took place on 21st July in the presence of some 7,000 people. Anstruther has had a life-boat station since 1865 and its life-boats have rescued sixty-four lives. The new boat, which replaces a pulling and sailing life-boat, is of the light Liverpool type, a full description of which appears on page 122. She has been built out of a legacy from the late Mr. Neil Robertson, of Pitlochry.

Sir Ralph Anstruther, Bt., Lord Lieutenant of Fifeshire and president of the branch, presided, and the new boat was presented to the branch by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Scottish Life-boat Council. Provost W. W. Carstairs received the boat on behalf of the branch, and she was dedicated by the Rev. J. A. Paterson, B.D., senior minister of the United Burgh. Mrs. Miles Stapyllton-Smith, a relative of the donor, then named the life-boat *Nellie and Charlie*.

The Duke of Montrose presented to Coxswain William Sutherland the coxswain's certificate of service awarded to him by the Institution on his retirement this year after thirty years of service as coxswain. A vote of thanks to Mrs. Miles Stapyllton-Smith was proposed by Lady Nairn, president of the Elie Ladies' Life-boat Guild, and a vote of thanks to the president and others by Commander the Hon. A. D. Cochrane, D.S.O., M.P., vice-chairman of the Scottish Life-boat Council.

The G.P.O. Jokes.

THE honorary secretary of the Porthdinllaen life-boat station has been both surprised and amused, on receiv-

ing the copy of an agreement for a telephone, to find his occupation given as "prevention of life from shipwreck."

Life-boat Calendar and Christmas Card.



CROMER SERVICE TO THE "MONTE NEVOSO" OCT. 14th, 15th and 16th, 1932

From a painting by Mr. Charles Dixon, R.I.

THE Institution is again issuing in the autumn a life-boat calendar for the New Year and a life-boat Christmas card.

The calendar will have on it a reproduction in colours of a picture by Mr. Charles Dixon, R.I., of the rescue by the Cromer motor life-boat of the crew of twenty-eight men of the Italian steamer *Monte Nevoso* in October, 1932. This was one of the two outstanding services of the year. Coxswain Henry Blogg was awarded the silver medal for it, and each member of the Cromer crew the thanks of the Institution inscribed on vellum.

The calendar, as in previous years, will have the record of lives saved printed on the front and other particulars on the back.

It will be $11\frac{1}{2}$ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price

including an envelope with each calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, with the envelope open, for 1d.

The Christmas Card.

The Christmas card will be a four-page card with a reproduction in colours of the same picture. The card will have the Institution's crest inside and Christmas and New Year greetings, but no other printing. The price will be 3d. each, including the envelope.

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

Motor Life-boats of the Institution.

No. 5.—The 35 feet 6 inches Liverpool Type.



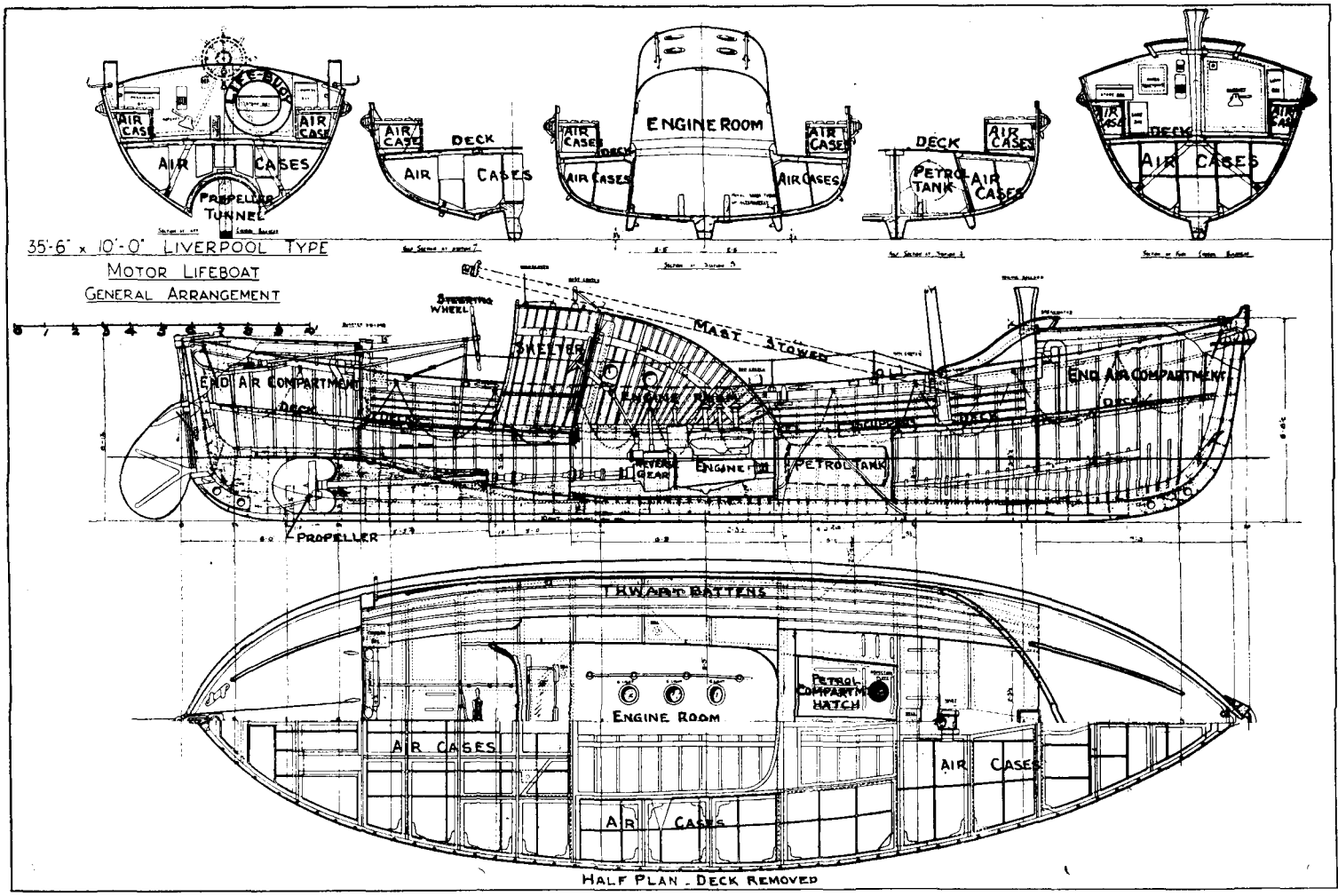
As described in the article in the last issue of *The Life-boat* on the 35 feet 6 inches self-righting type of motor life-boat, the Institution was engaged from 1921 to 1929 in experiments on a motor life-boat which should be sufficiently light for it to be possible to launch her off a carriage or the open beach. This boat was self-righting. As soon as the experiments were completed, and it was possible to build life-boats of this type in numbers, the Institution set itself to design another life-boat which should have the same advantage of lightness, but be of the more stable type which does not self-right. Such a type was essential, as at a number of stations the crews prefer a life-boat which, though it does not self-right, is less likely to capsize.

The first of the new light type, called the Liverpool type, was completed in 1931 and stationed at Hoylake. She is

the same length as the light self-righter, 35 feet 6 inches, but has 9 inches more beam, being 10 feet broad, and is slightly heavier. On service with crew and gear on board she weighs 7 tons.

She 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 129 air-cases. She has eighteen relieving scuppers and these can free her entirely of water in 20 seconds.

She has the same engine as the light self-righter. 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 and reverse 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 $7\frac{1}{3}$ 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 $3\frac{1}{3}$ 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 forty-five people on board.

There are motor life-boats of this type at Hoylake (Cheshire), Anstruther (Fifeshire), Skegness (Lincolnshire), Weston-super-Mare (Somerset) and Runswick (Yorkshire).

A Life-boat Exhibition.

THROUGH the kindness of Underground Railways the Institution held a life-boat exhibition in the booking hall at the Charing Cross Underground Station, London, which was open to the public for over a fortnight, starting on May 18th, and closing after the Whitsuntide holiday, on June 5th. This life-boat exhibition was the fortieth exhibition to be held in this booking hall. The Underground Railways provided not only the site, but lighting, electric power and policing, without charge to the Institution.

The exhibits were chosen and arranged in such a way as to show the public how the life-boat service does its work, the changes which have been made in it since the Institution was founded 109 years ago, and the latest developments of mechanical power.

It included a series of models of life-boats, from the first life-boat, the *Original*, built in 1789, propelled by oars, made buoyant with cork, and emptied of water by baling, to the modern motor life-boat with its two water-tight engines, air-cases, relieving valves, cabin, searchlight, and line-throwing gun. The models also included two launching slipways, a life-boat carriage, and a model of a self-righting life-boat in a tank, which the public were asked to capsize for themselves in order to see the promptness with which a life-boat will right herself and clear herself of water.

The contrast between past and pre-

sent was also shown by the exhibits of the old cork and the present kapok life-belts and life-buoys; the leaded cane and heaving line, which was at one time the only method of throwing a line from the life-boat to a vessel in distress, and the modern line-throwing gun; the old sound-signal mortar which fired a black powder charge to summon the life-boat crew, and the modern mortar which fires a maroon.

Various parts of a modern life-boat and its equipment were shown, including relieving and scupper valves, air-cases, the bow-pudding, the largest and smallest propellers, the propeller shaft and tube with its oil bath, a searchlight and a drogue.

In another section were parts of the modern life-boat engine—cylinder heads of the largest and smallest engines, the six-cylinder 80 h.p. and the six-cylinder 35 h.p.; carburettors of four-cylinder and six-cylinder 40 h.p. and 60 h.p. engines; the instrument panel of a motor life-boat; the Austinlite set used both in boats and boat-houses for charging and lighting; the capsizing switch used in self-righting life-boats to cut off the engine if the boat should capsize, in order to prevent her, when she rights herself, from running on and leaving her crew in the water; and the capsizing valve used in the same boats to cut off the petrol if the boat should capsize, to prevent the petrol from being spilt into the bilges out of the carburettor.

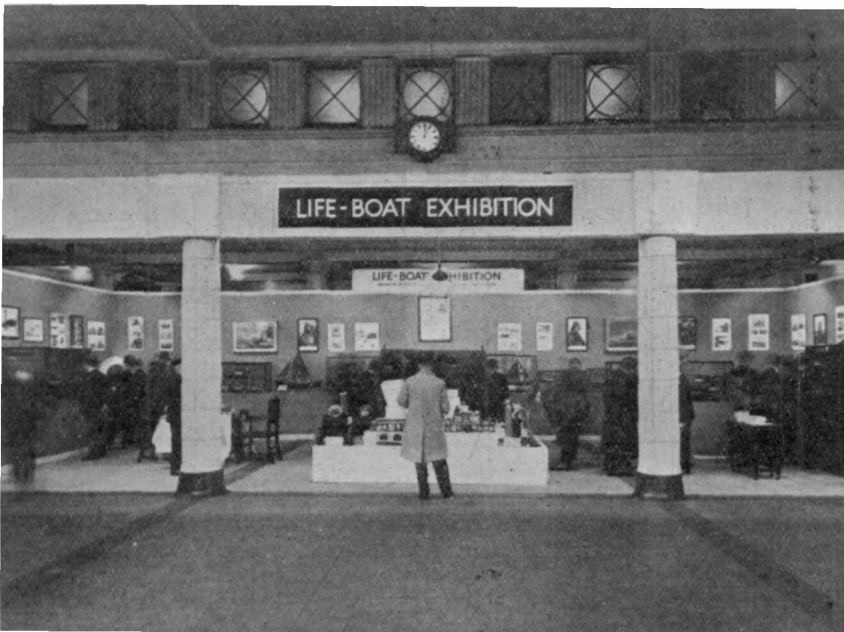
THE LIFE-BOAT EXHIBITION AT CHARING CROSS UNDERGROUND STATION
May 18th—June 5th, 1933.



By courtesy of

THE EXHIBITS.

Underground Railways.



By courtesy of

THE EXHIBITION OPEN.
(See opposite page.)

[Underground Railways.]

There were also a number of paintings and photographs of wrecks, rescues and famous coxswains.

All these exhibits attracted much attention, but those which had always the largest numbers round them were three working models. Two showed the life-boats tossing beside wrecks in the middle of stormy nights, and the third showed a ship sinking and the life-boat going out to her rescue just in time to take off her crew before she disappeared.

It is impossible to say how many people visited the exhibition, but 15,500 programmes of the exhibits, besides large numbers of leaflets, were distributed.

No collecting-boxes were allowed to be displayed, but as numbers of people after seeing the exhibition wished to give, it was found necessary to have a collecting-box ready. Over sixteen pounds was contributed in this way without any appeal being made.

A Hythe Life-boat Play.

LAST February, as already reported in *The Life-boat*, the Hythe life-boat crew gave an entertainment. It was their second. The first had taken place two years before. It had been modestly called a concert, but proved to be such an original and successful entertainment, including a life-boat rescue, that it is not surprising that the crew have been persuaded to give another. This year's entertainment was as successful as the first. It was a life-boat play in two acts and four scenes called "Days in the Life of a Life-boatman." The honorary secretaries and crew took part (with the help of two ladies), all cheerfully making fun of themselves and one another, and presenting a very entertaining and high-spirited burlesque of how a life-boat station carries on. The centre-piece was again a presentation (without burlesque) of a rescue on a stormy night.

We should have liked to be able to publish the whole amusing book of the play. As there is not space to do that, a short account must suffice.

The opening scene shows the crew at the house of one of the honorary secretaries, rehearsing an entertainment which they intend to give at the Hythe Institute. They discuss what they shall do and the songs they will sing. Suggestions are made, and the crew have to remind one another that the mayor, and even the vicar, may be present at the Institute. The night is very stormy and a summons for the life-boat is expected at any moment. There are continual interruptions. At length there comes a telephone-call for

the coxswain. He is heard to answer: "What, on a night like this? Expect us to go out in this weather?" Everybody jumps up, thinking that the call has come at last, until the coxswain explains that it is only someone in the Hillcrest Road, who wants a small whiting.

So the rehearsal continues (except for another interruption; this time by the police to enquire if anyone is ill), until, just as the whole company has finished the chorus of "The Ship I Love," there comes a message from the Sandgate coastguard of a ship in urgent need of help. The crew rush off. One of the crew rushes back to finish his beer. The curtain falls.

A Rescue.

The next scene shows the launch and the wreck and the rescue. The stage directions for this scene must be given in full.

"Storm at its height. The maroons are sounded.

"Curtain rises, and crew are at sea pulling on haul-off warp with life-boat rocking as she would do in a heavy sea. When boat is in the centre of stage haul-off warp is cast overboard, sea is moving as in a whole gale, and the spray (rice) is continually sweeping the boat. Dunge lighthouse is seen to be passed after about ten minutes. Then a heavy blizzard of sleet. Thunder and lightning is continuous. Suddenly a flare is shown (near the ceiling) and the bowman calls: 'There she is!'

"Curtain is lowered for one minute.

"Curtain rises and shows two men

THE HYTHE MOTOR LIFE-BOAT.



LAUNCHING BY HAUL-OFF WARP.

The Haul-off Warp is used at nineteen stations, where the life-boats are launched off the open beach. It is a very effective method of getting the life-boat through the inshore breakers which might otherwise knock her back on the beach



OVER THE FIRST SEA.

clinging to a mast, the life-boat comes in (still rocking) and gets alongside the wreck, and the shipwrecked men are brought into the life-boat by a breeches-buoy in the usual way. The coxswain then shouts: 'Full speed astern'; life-boat reverses, and mast of wreck crashes into the sea amidst a cloud of spray. The coxswain shouts: 'Just in time.'"

That the actual performance was as thrilling as the stage directions for it is vouchsafed by those who were present. One of the audience, writing of it in the *Hythe Reporter*, said: "I could almost imagine myself standing on the shore with the spray from the mountainous waves dashing in my face—my waterproof drawn tightly up to my chin."

After the Storm.

After the storm the (comparative) calm. The second act shows the life-boat on the following morning, decorated with flags. The crew are getting her ready for life-boat day. Collectors hurry about the stage. One of the honorary secretaries appears with a letter of complaint from headquarters. He reads it out. It is most libellous

to all concerned, enquiring if the coxswain, who has lost five boat-house keys in twelve months, keeps a tame ostrich, and if the great increase in the consumption of the Institution's petrol means that the honorary secretary has set up a car of his own. These complaints are received by the crew with laughter.

The preparations for life-boat day continue, and original songs are sung. Paint is the subject of one. Love is the subject of another. But the song of the act is one called "When I have been to a shipwreck," with the pathetic opening chorus, sung by the whole crew pulling on the haul-off warp:

"Now when we have been to a shipwreck,
No matter if early or late,
There's trouble at hand when we get
back to land,
For troubles' the life-boatman's
mate."

Two performances of the play were given, and by an ironic and unfortunate chance there was a blizzard on each night, which kept many people away. In spite of that the entertainment raised nearly £50.

Life-boat Essay Competition.

Presentation of Prizes in Greater London.

THE challenge shield and individual prizes won by Greater London schools in the Life-boat Essay Competition this year were presented by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O. (now Lord Mottistone), a vice-president of the Institution, and coxswain of the Brook, Isle of Wight, life-boat, at the Caxton Hall, Westminster, on 14th June. General Seely at the same time presented the challenge shield and some of the individual prizes for the South-East of England.

The Mayor of Westminster (the Rev. E. St. G. Schomberg) again presided, supported by the Mayoress, Mr. B. Bracken, M.P. for North Paddington, members of the committee of management and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

The two challenge shields presented by General Seely had been won by Violet Berryman, of St. Luke's School, Paddington, and Gordon Groves, of Portland Senior Boys' School, South Norwood.

General Seely's Address.

After presenting the prizes General Seely said:

I see on the agenda, as it is called, a speech by General Seely, but I will be very brief, because it is much better to sing songs, as we are going to do, than to listen to speeches. I have only to say that I am very glad again to be allowed to present these prizes. I have read some of the essays, and what touched me most was the one by the little girl who felt she could not really be a life-boatman. She said: "You see, unfortunately I was born a girl,

and I do not suppose I could ever become a man." Do you know, the girls write about life-boats just as well as the boys. It is a very close thing; 155 girls have won prizes and 158 boys, so that you girls can say to yourselves, if it comes to writing about a life-boat: "We can do it just as well as these mere men," and, if that little girl is listening to me, I hope she will take heart of grace and be very glad that she was born a girl.

THE WORK OF WOMEN.

I have been a life-boatman for a great part of my life, not from any merit of my own, but because I live in so small a place that, unless everybody who knows anything at all about pulling an oar goes into the boat, we could not manage; so, of course, I have to be one, whether I like it or not, but I do like it and am proud to be one. Very often we could not launch a boat if it were not for the women and even the girls. Everybody has to pull at critical times in order to get the boat afloat, and there is no distinction between men and women, except that I do not think we have ever had a woman "life-boatman"; but please let us remember that the girls are likely to do as great service as are the boys. (*Applause.*)

When I first joined the service, which was thirty-three years ago, there were no motor boats. Now, more than half the life-boats round the coast are motor life-boats, great big things, some of which cost as much as £10,000, and wonderful work they do; and the life in a motor life-boat is just as hard as in a pulling and sailing one. The boat to which I belong is still a pulling and sailing life-boat. It is a very good boat; it has saved several hundreds of lives, and I hope it will save several hundreds more. There are still over fifty of these pulling and sailing life-boats, but we hope to be able to put motors into all those in which they will really work even under the sort of conditions that prevail in these boats.

What happens is this. It is a stormy night; you cannot possibly see the rocks, because, very likely, many of them are awash; and if you could see them you would not be able to avoid them, because the swirl of the sea sends you this way and that way.

However, off you go, if you are lucky. It is a great thrill. A big wave comes along—and perhaps you are about a quarter of a mile out. "Here comes a big 'un," says the cox. (I am acting cox now.) Up you go, ever so high, almost the height of this room. Then you come down with a smash on to a rock. Our late cox used to say to me: "I 'low, Mr. John, we had better have our teeth screwed in tighter next time," because you really do feel as if all your teeth are being knocked out by the force of the blow. You would think it impossible to build a motor which would stand that kind of shock, but I think we have done it now. So I hope next time you come—perhaps not next year, but the year after—to write a life-boat essay, you will be able to describe how we progressed first to motor life-boats and then to little motors to help to propel the pulling and sailing life-boats, which, up to now and at present, have to be manned solely by man power and sail power.

THE HELP OF THE WHOLE NATION.

All this costs a great deal of money, so when you get home to your parents, if you find they are feeling very rich to-night, I hope you will tell them that any little they can spare for the life-boats is very urgently needed. It is not so much that we want their subscriptions, but we want you and them to know that, owing to these developments, it is really essential that we should keep up our income.

I do not think we shall see the time—even the youngest of you—when we shall be able to slacken our efforts in the life-boat cause. It is a great cause, as all the essays have pointed out. It is a splendid thing to be privileged to take part in a life-saving service. It has all the advantages of war in bringing out courage and self-sacrifice, with none of its drawbacks. The pity of it is that you cannot all be life-boatmen and life-boatwomen, but the life-boats depend upon the interest of our whole people in this great service. You, my dear children, have contributed in a real degree to the welfare of the life-boat cause and the men who man the life-boats by taking an interest in it and writing these admirable essays. I cordially congratulate all the prize-

winner and all the schools from which they come, and I hope, as you grow up, you will not altogether forget the time when you were told quite truly by an acting coxswain of a life-boat that the efforts you made to familiarize yourselves with the life-boat service and to write a little story about it was of real and permanent value to the life-boat cause and the life-boatmen. (*Applause.*)

Mr. Frederick Woodhouse then sang five sea songs: "Ye Gentlemen of England," "Sea Fever," "Spanish Ladies," "A-roving" and "Fire Down Below."

A vote of thanks to General Seely, the Mayor and Mr. Woodhouse was proposed by Mr. Bracken and seconded by Mr. C. G. Ammon, a member of the committee of management. ¶

Old Age and the Life-boat Service.

Helpers of 79, 86, 94, 98 and 102.

REFERENCE has been made before in *The Life-boat* to the way in which old age continues to help the life-boats. There are five more very touching examples of such service.

A Croydon lady 79 years old has sent the institution a parcel of woollen mufflers for the life-boat crews, which was "part of her lenten work."

The institution has recently awarded its record of thanks and a lifeboatman's statuette to Mrs. Tucker, widow of the late signalman at Moelfre, Anglesey, who has been a collector for forty years and still continues her work at the age of 86.

Each year the institution receives

from a lady in Beckenham, Kent, now aged 94, gifts of woollen mufflers for the crews.

A lady collector in Surrey, who celebrated her 98th birthday in April, writes: "I have been trying for some time to get a larger sum than enclosed, but I cannot write the letters and in these hard times people are not giving so much." (The sum sent was larger than in the previous year.)

A lady in Dumfriesshire has doubled her subscription because, so she writes: "I am now in my 103rd year and feel how uncertain next year's subscription must be."

A Village Life-boat Day.

(From *Country Life*.)

THERE was a sound of men's voices singing, calls and cries, laughter and the ringing of a bell; everyone went to the windows. Through the new green leaves one could see in the road a little group of men and girls and children; some of the men wore oilskins and sou'westers. There was a big cart, a coal cart, with its forepart tricked out to look like the bow of a life-boat, and a small blue motor car, driven by a fair-haired boy in yellow oilskins, had run up a mast with a flapping lugsail and on it the letters R.N.L.I. Men and girls passed in and out of sunny front gardens rattling collecting boxes and held them up to windows where laughing faces had looked out. It was a tiny carnival, quickly over, but it left a picture in the mind, and the thought—making one not sad, but grave—of how much life for us all owes to just

such a heart-whole acceptance of the personal side of benevolence, such readiness to accept the conviction that to help is everybody's business.

The very value of what they were doing gave one pause. Surely this service is one that should be the responsibility of the Government? It should not wait for its continuance on private benevolence. What has a drowning man to do with carnival? And the second wave of thought carried one farther. This, in common with all the greatest of the agencies that humanity has erected for the relief of suffering, must remain a personal matter, for no Government department could carry on their work as it is carried on now. One has only to think of what the life-boat service achieves to know that any such change must cripple it.

The Fishwives of Cullercoats.

THE fishwives of Cullercoats, Northumberland, carried out their twelfth annual collection on behalf of the Institution, on 5th August, when the Cullercoats life-boat had its quarterly road exercise and launch. The collection was again a great success, the amount collected being £167. This was an increase on last year of £15, but the record year is still 1931,

when the collection amounted to £199. Mrs. Polly Donkin, who is now seventy-six years old, was again, as in every previous year, the most successful collector, with over £73. The fishwives of Cullercoats have now collected in twelve years over £1,572, of which Mrs. Donkin's share is £501, or very nearly a third of the total.

Coxswain Henry Blogg and "Monte."

THE photograph on page 132 shows Coxswain Henry Blogg, of Cromer, with a dog which he rescued from the Italian steamer *Monte Nevoso* on 16th October of last year. Coxswain Blogg received the Institution's silver medal for this service, in which thirty lives were rescued.¹ On returning to the wreck the

¹ For a full account see *The Life-boat* for November, 1932.

life-boat crew found that two dogs had been abandoned on board. One, a St. Bernard, they were able to take off, but the other, a small dog, refused to let itself be caught, and had to be left behind. For the rescue of the dog Coxswain Blogg was awarded the silver medal of the Canine Defence League. He has adopted the dog and called it Monte.

District Conference : Greater London.

A CONFERENCE of honorary workers from branches in the Greater London district was held at Life-boat House on 21st June. Representatives from sixteen branches and guilds were present, and Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Sir Godfrey Baring welcomed the delegates and thanked them for the generous help which the London branches had again given during the past year. Two papers were read and

discussed : "The Organization of Branch Areas by Wards," by Mr. J. H. Ford, honorary secretary of the Hornsey branch, and "Different Methods of Obtaining Subscriptions," by Air Vice-Marshal Sir Oliver Swann, a member of the Chelsea branch committee.

In the afternoon many of the delegates visited the Institution's store-yard at Poplar, where they saw the reserve fleet of life-boats, the workshops and stores, and also the arrangements for the custody, reconditioning and issue of life-boat day supplies.

A Hundred Threepenny Bits.

A POLICEMAN on point-duty in Bridlington, Yorkshire, one day last June, had an envelope thrust into his hand by a woman, who said : "That is for

the life-boat. I have saved it up." She then ran away. When the envelope was opened a hundred threepenny bits (£1 5s.) were found inside.



By courtesy of]

[P. A. Vicary, Cromer.

COXSAIN HENRY BLOGG AND "MONTE."

(See previous page.)



By courtesy of]

MRS. POLLY DONKIN, OF CULLERCOATS.

[Fox Photos.

The fishwife who has collected £501 in 12 years. *(See previous page.)*

The Death of Two Vice-Presidents.

The Viscount Burnham, G.C.M.G., C.H., T.D., and the Right Hon. the Viscount Grey of Fallodon, K.G., P.C.

By the death of the Viscount Burnham, G.C.M.G., C.H., T.D., on 20th July last, and the death of the Right Hon. the Viscount Grey of Fallodon, K.G., P.C., on 7th September, the Institution has lost two of its most distinguished vice-presidents.

When Lord Burnham became a vice-president in 1923 he had already shown his interest in the work of the Institution. He presided at the annual meeting in 1920, and there he recalled that it was "one of the proudest recollections and traditions of the paper with which he was associated," the *Daily Telegraph*, that it was among the first to "draw attention to the high service and splendid record of the Institution and those who serve it." By his personal support, and by the constant and generous support of the newspaper which for so many years he owned and directed, Lord Burnham gave invaluable help to the Institution, which will always be gratefully remembered.

The Institution was represented at his funeral by Major A. D. Burnett Brown, M.C., the deputy-secretary.

Lord Grey of Fallodon.

Lord Grey of Fallodon became a vice-president in 1930, and he was generously ready to give the Institution the great help of his presence and support at life-boat functions in his own county of Northumberland. His last public appearance for the life-boat service was at the inaugural ceremony of the Boulmer motor life-boat in September, 1931, when, on behalf of the Institution, he presented the life-boat to the branch. Six years, before Lord Grey had taken part in the

centenary celebrations at Boulmer, and, in a memorable speech, had paid a tribute to the Institution's work and the voluntary spirit by which it is maintained. It is right that in this last tribute to his own work for the life-boat service those words should be recalled.

We have had in this country, as we ought to have, an efficient organization all around our coast for extending help to those who may be shipwrecked. That has been done in a manner so efficient and so public-spirited that we are rightly proud of it. It has been done without any pecuniary assistance from the Government, without any organization from the Government. It has been done by the pervading local energy and public spirit. It has been done, in other words, by private enterprise and voluntary service. . . . The British Empire does not owe its existence to Government agency, but to the unofficial enterprise and energy of the British people; and the Royal National Life-boat Institution is pre-eminently one of those things which has been efficiently done, and which, I trust, will always be done by local effort and voluntary service. . . . It is being done with a maximum of harmony and good-will and good spirit among all connected with it. . . . If only we could have through all national affairs, and through all international affairs, that sort of spirit which distinguishes the life-boat service—all people feeling that in the interest of common humanity what they needed most to-day was to help each other—then instead of fighting each other the peoples of the world would very nearly have approached the millennium.

The Institution was represented at the memorial service to Lord Grey, held in Westminster Abbey, by Lieut.-Col. C. R. Satterthwaite, O.B.E., its secretary, and at the memorial service in St. Nicholas Cathedral, Newcastle, by Captain W. J. Oliver, M.C., organizing secretary for the North-East of England.

Safety Week.

DURING the summer and autumn a number of "Safety Weeks" have been held, organized by the National Safety Week Council and the National Safety First Association. In all districts with

life-boat stations where a "week" was arranged the honorary secretaries were asked, if possible, to carry out exercise launches of their life-boats during the "week."

Four Distinguished Coxswains.

Richard Roberts, of Deal, William Cooper, of Ramsgate, Frederick John Eagles, of Plymouth, John Crocombe, of Lynmouth.

THE Institution has lost by death during the last four months four distinguished ex-coxswains of life-boats. Two were men of Kent and two men of Devon.

Richard Roberts, of Deal.

Ex-Coxswain Richard Roberts, of Deal, Kent, died on 8th August, in his 95th year. His wife, who is also in her 95th year, survives him. Born in 1839, he served as second-coxswain at the famous North Deal station for twenty years, from 1865 to 1885. He was then appointed coxswain, and as such served for another twenty-two years, retiring in 1907 at the age of 68. Thus, for forty-two years he was an officer of the life-boat, and during that time 441 lives were rescued from shipwreck. Coxswain Roberts was awarded the silver medal of the Institution in 1882 "for long and gallant services." In 1894 he received a clasp to the medal, again for "long and gallant services," and on his retirement he was awarded a second clasp, a certificate of service, a pension and a special gratuity.

William Cooper, of Ramsgate.

Ex-Coxswain William Cooper, of Ramsgate, Kent, died on 16th August, at the age of 75. Born in 1858, he was appointed coxswain in 1891, and held that post for thirty-two years. During these years the Ramsgate life-boats rescued 393 lives. The principal service in which he took part was the service to the s.s. *Sibiria*, of New York, in November, 1916. The *Sibiria* was driven on the Goodwin Sands in a gale of hurricane force. The life-boats at Deal, Ramsgate and Kingsdown all took part in the service. The Ramsgate life-boat was out for nearly seven hours. She was constantly filled with water; several times she was nearly capsized; one of her bollards was wrenched out, two of her crew were injured, and Coxswain Cooper was compelled, at last, to return to Ramsgate without having been able to get near enough to the *Sibiria* to rescue her crew. The Deal life-boat was also driven back damaged and with several

members of her crew injured. A little later the Ramsgate life-boat again put out. The *Sibiria's* decks were now nearly under water, but the gale had moderated, and the Ramsgate life-boat reached the Sands for the second time to find that the fifty-two men of the steamer's crew had just been rescued by the Kingsdown life-boat. For this service Coxswain Cooper was awarded the Institution's silver medal. He was also presented with a gold watch by the President of the United States for his share in another gallant service to an American vessel wrecked on the Goodwins. This was the s.s. *Piave*, with a crew of ninety-six men, which was driven on the sands in a gale in January, 1919. Twenty-nine were rescued by the North Deal life-boat, twenty-three by the Ramsgate life-boat, and the remainder got away in the ship's boats and were picked up by tugs. Coxswain Cooper also received a silver medal from the King of Denmark for the rescue, in January 1911, of the crew of seven men of the Danish schooner *Danmark*.

Frederick John Eagles, of Plymouth.

Ex-Coxswain Frederick John Eagles, of Plymouth, Devon, died on 4th June, at the age of 68. Born in 1865, he was at sea as a young man in the Cape mail service and then in yachts. In 1908 he was appointed second-coxswain, and in 1920 coxswain, retiring in December, 1929, at the age of 64. He had then been an officer of the life-boat for twenty-one years and during that time forty-six lives were rescued. He was awarded the thanks of the Institution inscribed on vellum for the rescue in February, 1929, of ten of the crew of the s.s. *Deventia*, which had gone ashore on Bolt Head in a heavy sea, and when he retired at the end of the same year he received a pension and a coxswain's certificate of service.

John Crocombe, of Lynmouth.

Ex-Coxswain John Crocombe, of Lynmouth, Devon, died on 27th May, at the age of 79. He was appointed second-

coxswain in 1882, and four years later coxswain. He held the post of coxswain for forty years, retiring in 1928, at the age of 74, when he was awarded a pension and a coxswain's certificate of service. The most noteworthy service in which he took part was the service to the *Forest Hall* in January, 1899, when the Lynmouth life-boat was dragged over Exmoor—a journey which lasted 10½ hours—to Porlock,

* A full account of this remarkable feat appears on p. 101.

and there launched.* During his forty-five years as an officer of the boat sixty-one lives were rescued. For many years Coxswain Crocombe was a member of the Lynton Urban Council.

It is a remarkable fact that these four men, three of whom lived to a great age, served, between them, for 140 years as officers of life-boats, not counting their years as members of the crew, and that all continued in active service until well over sixty years of age.

Death of Two Honorary Workers.

Mr. C. A. Myers, of Lytham, and ex-Lord Provost Longair, of Dundee.

THE Institution has lost two old and valued friends by the death of Mr. Charles Arthur Myers, of Lytham, Lancashire, and ex-Lord Provost Longair, D.L., J.P., of Dundee.

Mr. Myers, who died on 11th April last, in his 74th year, was clerk to the Lytham Improvement Commissioners, and for forty years was the honorary secretary of the Lytham life-boat station. He was appointed in 1891 and retired in 1931. As marks of its appreciation of his long and valued services the Institution presented Mr. Myers with inscribed binoculars in 1902, and, on his retirement, with its thanks inscribed on vellum.

EX-LORD PROVOST LONGAIR died at the beginning of May, a month after he had celebrated his 90th birthday. He and Mrs. Longair, who died nearly two years before him at the age of 83, had for many years been very closely associated with the work of the Dundee branch. For twenty-five years Mrs. Longair was president of the Dundee Ladies' Auxiliary, which, in 1922, became the Dundee Ladies' Life-boat Guild, and the ex-Lord Provost himself gave much valuable help to the branch as a member of its committee for over twenty years. Before that he and Mrs. Longair had shown their generous interest in the Institution by their work for the Life-boat Saturday Fund.

Death of Commander Thomas Holmes, R.N.

ALL associated with the Institution will learn with deep regret that Commander Thomas Holmes, R.N., who was Chief Inspector of Life-boats from 1909-1919, having previously been Deputy Chief Inspector, and District

Inspector in Ireland and on the East coast, died on September 30th, at the age of eighty-one. A full account of his services to the Institution will appear in the next issue of *The Life-boat*.

The Portrait on the Cover.

THE portrait on the cover is of Coxswain John Angus, of Howth, Co. Dublin.

Appointed in January, 1900, he has been coxswain for nearly thirty-four years.

Summary of the Meetings of the Committee of Management.

Thursday, 11th May, 1933.

Sir GODFREY BARING, Bt., followed by Sir JOHN G. CUMMING, K.C.I.E., C.S.I., in the chair.

Sir Godfrey Baring, Bt., and the Hon. George Colville were re-elected Chairman and Deputy-Chairman of the Institution respectively.

Paid £14,713 5s. 3d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£54 9s. 0d. to pay the rewards for life-boat services, accounts of which appear on pp. 108-110 ;

£125 1s. 0d. to pay the rewards for life-boat launches, accounts of which appear on p. 110 ;

£3 1s. 0d. for the assembly of a crew ;

£30 9s. 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 ;

£13 10s. 0d. to a man for injury in the life-boat service at Caister ;

Voted a grant of £3 towards the funeral expenses of Richard Williams, ex-second coxswain of the Holyhead steam life-boat, who was compelled to retire, several years ago, owing to ill health, and was in very poor circumstances.

Voted £7 13s. 0d. to pay the rewards for shoreboat services, accounts of which appear on p. 115.

Thursday, 15th June, 1933.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the congratulations of the Committee be conveyed to Major-General the Rt. Hon. J. E. B. Seely on his elevation to the peerage.

Produced a report on the Life-boat Exhibition at Charing Cross Underground Station, and resolved that the thanks of the Committee be conveyed to the Underground Railways for their generosity in placing the site at the disposal of the Institution, and supplying light, power and policing without charge.

Reported the receipt of the following special contributions :—

	£	s.	d.
Mrs. Ann Brotherton, deceased, donation from executors	-	100	0 0
Mr. W. Gardner	-	50	0 0
Anonymous	-	50	0 0
Imperial Chemical Industries, Ltd.	25	0	0
Miss S. M. Maclaren, deceased, donation from executors	-	25	0 0

Paid £21,710 12s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of the life-boat stations.

Included in the above were :—

£107 14s. 9d. to pay the rewards for life-boat services, accounts of which appear on pp. 110-112 ;

£156 14s. 3d. to pay the rewards for life-boat launches, accounts of which appear on p. 112 ;

£6 for assemblies of crews, etc. ;

£347 3s. 2d. 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 ;

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

Voted £2 17s. 6d. to pay the rewards for shoreboat services, accounts of which appear on pp. 115-116.

Thursday, 13th July, 1933.

Sir GODFREY BARING, Bt., in the chair.

Resolved that Major Sir Maurice Cameron be appointed a Vice-President of the Institution.

Resolved that the thanks of the Committee be conveyed to Admiral of the Fleet, Sir Henry F. Oliver, for his services to the Institution, particularly in visiting Islay in connexion with the establishment of a life-boat station at Port Askaig.

Reported the receipt of the following special contributions :—

	£	s.	d.
Trustees of the late Mr. William Thorngate	-	80	0 0
Court of Assistants of the Dra- pers' Company	-	50	0 0
Independent Order of Oddfellows Manchester Unity Friendly Society	-	50	0 0

Paid £26,258 0s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of the life-boat stations.

Included in the above were :—

£23 16s. 6d. to pay the rewards for life-boat services, accounts of which appear on pp. 112-114 ;

£53 3s. 0d. to pay the rewards for life-boat launches, accounts of which appear on pp. 114-115 ;

£3 18s. 6d. for assemblies of crews, etc. ;

£37 1s. 8d. 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.

Voted a grant of £5 towards the funeral expenses of Thomas Herkes, at one time a member of the crew of the Dunbar and Skateraw life-boats, whose widow is in straitened circumstances.

Voted an *ex gratia* grant of £5 for the benefit of Richard Burgess, an ex-life-boatman at Lynmouth, who is in straitened circumstances.

Voted £9 4s. 0d. to pay the rewards for shoreboat services, accounts of which appear on p. 116.

Awards to Coxswains and Life-boatmen.

To **WILLIAM SUTHERLAND**, on his retirement, after serving for 30 years as coxswain of the Anstruther life-boat, a coxswain's certificate of service.

To **GEORGE CRANER**, on his retirement, after serving for 21½ years as coxswain, and previously as second coxswain of the Appledore life-boat, a coxswain's certificate of service, and a pension.

To **THOMAS G. HEARD**, who retired after serving for 45 years as a member of the crews of the Walmer and Kingsdown life-boats, including 3 years as coxswain and 5½ years as second coxswain of the Walmer boat, a life-boatman's certificate of service. (He has already received a pension.)

To **GEORGE HONEY**, on his retirement on the closing of the Port Isaac station, after serving for 2 years as coxswain and previously 10½ years as second coxswain, a coxswain's certificate of service, and a pension.

To **GEORGE CURTIS**, on his retirement on the closing of the Easington station, after serving for 1¾ years as coxswain, 3 years as second coxswain, and previously 15 years as bowman, a coxswain's certificate of service, and a pension.

To **JOHN STOCKS**, on his retirement, after serving for 12½ years as second coxswain, and previously 16 years as a member of the crew of the Cullercoats life-boat, a life-boatman's certificate of service.

To **WILLIAM DICKEN**, who retired after serving for 2½ years as second coxswain, and previously 7½ years as a member of the crew of the Llanddulas life-boat, a life-boatman's certificate of service.

To **HENRY ALLEN**, who retired after serving for 37 years as a member of the crew of the Cromer life-boat, a life-boatman's certificate of service.

To **A. GARSIDE**, on his retirement on the closing of the Easington station, after serving for 20 years as a member of the crew, a life-boatman's certificate of service.

Awards to Honorary Workers.

Silver Inkstand.

A **SILVER INKSTAND**, suitably inscribed, has been awarded to Mr. **GEORGE WARD**, who for fifty years has been associated with the Birmingham Branch, first as a member of the committee, then honorary secretary, then vice-chairman, and now as vice-president.

Gold Badges.

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

Miss **JANE LERESCHE**, honorary secretary, Seaford branch.

Col. **F. RAYNER**, chairman, Nottingham branch.

Life-boat Pictures.

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

Mr. **KERBEY CLEVELAND**, life-boat worker, Margate branch.

Mrs. **GEORGE DAVIES**, collector, Shrewsbury branch.

Miss **I. N. K. MIDDLETON**, life-boat worker, Paignton branch.

News from the Branches.

1st April to 31st July.

Greater London.

GREATER LONDON.—Life-boat day. District conference. (For special report see page 131.)

ACTON AND CHISWICK.—Annual meeting. Amount collected in 1932 £93, as compared with £126 in 1931.

BEXLEYHEATH.—Garden party. Address by Commander Henry Strong, R.D., R.N.R., a member of the Committee of Management.

CLAPHAM.—Whist drive.

CROYDON.—Address by the district organizing secretary to the Rotary Club.

HAMMERSMITH.—Swimming gala; presentation of prizes by the Viscountess Beasted.

HAMPSTEAD.—"At Home" given by Captain and Mrs. Basil Hall. Speaker: The district organizing secretary.

HAYES.—Garden party. Address by Major Burnett Brown, M.C., deputy secretary of the Institution.

HORNSEY.—Garden party. Address by the district organizing secretary. Bridge drive, organized by Mrs. Johnston.

KENSINGTON, NORTH.—Address by Mrs. Collins, the late assistant secretary to the Conservative and Unionist Association.

MITCHAM.—Social. Address by the district organizing secretary. Whist drive.

NEW MALDEN.—Whist drive.

ST. ALBANS.—Annual meeting. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £313, as compared with £265 in 1931.

ST. PANCRAS.—The branch has suffered a severe loss by the death of Lieut.-Commander W. O. Comport, R.N., who had been its honorary secretary since 1928.

WALTHAMSTOW.—Garden party. Address by the district organizing secretary.

WOODFORD AND EPPING.—The branch has suffered a severe loss by the death of Mrs. Stevens, its founder in 1920, who was the honorary secretary until 1930. In 1929 she was awarded the life-boat picture.

Life-boat day at Epping.

Lectures at Hackney, Ilford, Mottingham, North Battersea, South Battersea, Tooting and Upper Norwood.

North-West of England.

ABRAM AND BICKERSHAW.—Annual meeting on 31st May. Miss Winstanley elected honorary secretary in succession to Mrs. Bishop.

ACCRINGTON.—Life-boat days at Church, Clayton-le-Moors, and Oswaldtwistle.

ADLINGTON.—Life-boat day.

ASHTON - UNDER - LYNE.—Annual American tea.

BACUP.—Life-boat day.

BAMBER BRIDGE AND WALTON-LE-DALE.—First annual open bowling tournament.

BILLINGE AND BLACKBURN.—Life-boat days.

BLACKPOOL.—Life-boat service at St. Stephen-on-the-Cliffs. Preacher: The Rev. F. B. Freshwater, chaplain to the Blackpool life-boat crew. The lessons were read by Coxswain H. Parr, and the Blackpool life-boat band accompanied the hymns.

BOLTON, BREDBURY, BRIERFIELD, BURY, CHORLEY, CLITHEROE AND WHALLEY, CREWE, CHESTER, CROMPTON AND SHAW, CULCHETH-WITHKENYON, DARWEN, AND FARNWORTH.—Life-boat days.

FLEETWOOD.—Inaugural ceremony of the motor life-boat. (See special report on page 119.)

GARSTANG AND GOLBORNE.—Life-boat days.

HASLINGDEN.—Annual meeting on 23rd May, the Mayor, president of the branch, in the chair. Amount collected in 1932 £33, as compared with £28 in 1931. Life-boat day.

HEYWOOD.—Annual garden whist drive. Life-boat day.

HINDLEY.—Special meeting, at which Mrs. Wilson and Miss H. A. Southworth were elected honorary treasurer and honorary secretary respectively.

HOLME.—Annual meeting on 26th May. Amount collected in 1932 £8, the same amount as in 1931.

HOYLAKE AND OLDHAM.—Launch of the *Oldham* life-boat at Hoylake, for about 300 school-children from Oldham, on the occasion of their annual "outing," under the patronage of the Mayor and Mayoress of Oldham, and for members of the Oldham Ladies' Life-boat Guild. Address by the Mayor of Oldham.

HYDE.—Life-boat days. Whist drive, at which the Institution's award of a life-boat picture was presented by the Mayor to Mrs. F. Allsop, the honorary secretary.

KENDAL AND KESWICK.—Life-boat days.

LANCASTER.—Annual garden fête by permission of Sir H. and Lady Travis Clegg.

LEIGH.—Life-boat day.

LITTLEBOROUGH.—American supper.

LITTLE HULTON.—Annual meeting on 14th June. Amount collected in 1932 £24, as compared with £21 in 1931.

Life-boat day.

LIVERPOOL.—Annual meeting of the Ladies' Life-boat Guild on 23rd May. Amount collected in 1932 £1,125, as compared with £1,202 in 1931.

NEW BRIGHTON.—Annual life-boat service, the Bishop of Manchester preaching, preceded by a procession from the life-boat house. Oil painting of the late George Robinson, coxswain of the New Brighton life-boat, by Mr. John A. A. Berrie, presented to the branch, and unveiled at the life-boat house by the Mayor of Wallasey.

LYMM AND HEATLEY.—Life-boat day.

LYTHAM-ST.-ANNES.—Special meeting at which a St. Annes-on-Sea Ladies' Life-boat Guild was formed. Chairman, Mrs. A. A. Hilton; vice-chairman, Mrs. Somersfield; joint honorary secretaries, Miss V. M. Fairchild and Miss K. Ingham.

MACCLESFIELD.—Life-boat days.

MANCHESTER, SALFORD AND DISTRICT.—Special meeting of the branch committee, Mr. P. M. Oliver, C.B.E., presiding. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, Lieut.-Commander F. W. Astbury, M.P., Mr. C. E. Fielding, and the district organizing secretary. Lieut.-Commander F. W. Astbury, M.P., elected chairman of the branch in succession to Mr. W. H. Flanagan. Broadcast appeal from the North Regional District Broadcasting Station by Coxswain Harry Parr of the Blackpool life-boat. Life-boat days. Collections at the Manchester Docks on the occasion of the visit of the Destroyer Flotilla.

COLLYHURST AND HARPURHEY.—Dancing displays given by Madame Robinson's "Clever Young Folk," with an appeal and collection.

ECCLES.—Special meeting, the Mayor presiding. Life-boat Guild reconstituted. President, the Mayor; vice-presidents, Mrs. Watson, Miss Dowzer and Mrs. Moore; honorary treasurer, Mr. E. B. Crowther; honorary secretary, Mr. E. Lamb.

FALLOWFIELD.—Address by the branch secretary to members of the Ladyburn British Legion.

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

MOSS SIDE.—Special meeting. Ladies' Life-boat Guild reconstituted. President, Col. Sir Joseph Nall, D.S.O., M.P.; vice-presidents, Mr. and Mrs. T. Hyde, Mrs. Shepherd; honorary treasurer, Mrs. Vernon Richards; honorary secretary, Mrs. P. Barr.

"Cruising ball," arranged by the Ladies' Life-boat Guild committee. Colonel Sir Joseph Nall, D.S.O., M.P., president of the Guild, and Lady Nall were present, also officers from the Destroyer Flotilla visiting Manchester. A mannequin parade was arranged by "Bukta" of Manchester, and the hall was decorated by the White Star Line. Whist drive.

STRETFORD.—Annual meeting on 5th April.

URMSTON.—Special meeting on 12th April. Ladies' Life-boat Guild formed. President, the chairman of the council; chairman, Councillor D. Jones, J.P.; vice-presidents, Dr. Munro, Councillor Hall, Mr. and Mrs. Davies (Flixton), Mrs. H. Rhodes Ball (Davyhulme), Mrs. Goude, Mrs. A. Riley, Mrs. Logan, Councillor Mrs. Leigh, Councillor Heaford; honorary treasurer, Mr. J. Wilks; honorary secretary, Miss A. M. Broome.

WALKDEN.—Garden meeting.

WEST SALFORD.—"Cruising ball," under the patronage of the Mayor and Mayoress of Salford. Officers from the Destroyer Flotilla visiting Manchester Docks were present at the invitation of the Mayor and Mayoress.

Special meeting, with the Mayoress of Salford present. Councillor G. C. Hampson presided. Mrs. P. J. Hampson was elected honorary secretary in the place of Mr. W. H. Shaw resigned.

MARYPORT.—Annual garden party, organized by the Ladies' Life-boat Guild.

MIDDLETON AND MIDDLEWICH.—Life-boat days.

MOTTRAM AND BROADBOTTOM.—American tea.

NANTWICH.—Annual meeting on 19th May. Amount collected in 1932 £62, as compared with £59 in 1931. Mrs. Codrington elected president in succession to Mrs. Verdin. Mrs. Marshall Brooks elected vice-president. The Institution's award of a framed life-boat picture was presented to Mrs. MacDonald, honorary secretary of the Ladies' Life-boat Guild.

Life-boat day.

NEWTON - IN - MAKERFIELD.—Life-boat day.

NORTHWICH.—Annual meeting on 31st May. Amount collected in 1932 £86, as compared with £80 in 1931.

Life-boat day.

PADIHAM.—Life-boat day.

PEEL.—Annual Sunday service.

PIEL (Barrow).—Terpsichorean display, given by the pupils of Miss Dora Marshall. Life-boat day.

PORT ERIN.—Annual dinner-table collection.

RISHTON, ROMILEY, AND SANDBACH.—Life-boat days.

SOUTHPORT.—Annual meeting on 24th May, the Mayor of Southport, president of the branch, in the chair. Amount collected in 1932 £298, as compared with £333 in 1931. Mr. W. E. Williamson elected honorary secretary in succession to Mr. J. H. Cross, and Mrs. N. Henderson, honorary secretary of the Ladies' Life-boat Guild in succession to Mrs. J. Fay.

Life-boat day.

STALYBRIDGE AND STOCKPORT.—Life-boat days.

STANDISH.—House-to-house collection.

TOTTINGTON.—House-to-house collection.

UPHOLLAND.—Life-boat day.

WARRINGTON.—Tennis tournament. Life-boat day.

WESTHOUGHTON AND WHALEY BRIDGE.—Life-boat days.

WIDNES.—Annual meeting on 7th June. The Mayor of Widnes, president of the branch, in the chair. Amount collected in 1932 £35, as compared with £15 in 1931.

Life-boat day.

WIGAN.—Life-boat day.

WORSTHORNE.—House-to-house collection.

North-East of England.

BARNSELY AND BATLEY.—Life-boat days.

BLYTH.—River trip and tea.

BRADFORD, BRIDLINGTON, AND BRIGHOUSE.—Life-boat days.

CONISBOROUGH.—Life-boat day and whist drive.

CRESWELL.—Life-boat day.

DARLINGTON.—Life-boat day and whist drives.

DERWENT VALLEY.—Life-boat day.

DEWSBURY.—Annual meeting on 2nd May. Amount collected in 1932 £82, as compared with £105 in 1931.

The branch has suffered a severe loss by the death in July of Mrs. Mackellar, who had been its honorary secretary since 1915, and who was awarded the gold badge of the Institution in 1920.

ELLAND.—House-to-house appeal.

GATESHEAD.—Bride drive. Garden fête.

GOLCAR AND GOOLE.—Life-boat days.

HARROGATE.—Garden fête.

HARTLEPOOL.—Sir Godfrey Baring, Bt., chairman of the Institution, presented the thanks of the Institution and a silver inkstand to Mr. Alfred Belk, on his retirement after serving as honorary secretary for fifty-one years.

Life-boat day.

HECKMONDWIKE AND HEMSWORTH.—Life-boat days.

HOLMFIRTH.—Life-boat day.

HONLEY.—House-to-house collection.

HORBURY.—Performance by St. Peter's Operatic Society.

HORNSEA.—Garden fête.

HUDDERSFIELD.—American tea.

HULL.—Life-boat day.

KEIGHLEY.—Annual meeting on 8th May, the Mayor presiding. Efforts of the past year: Works collection and life-boat day. Personal appeal for subscriptions by members of the Ladies' Life-boat Guild. Amount collected in 1932 £241, as compared with £258 in 1931.

KIRKHEATON.—House-to-house appeal.

LEEDS.—Annual meeting on 4th May, Alderman Martin, J.P., chairman of the branch, presiding. Efforts of the past year: Matinée, life-boat day. Amount collected in 1932 £867, as compared with £1,068 in 1931.

MARSDEN AND MELTHAM.—Life-boat days.

MEXBOROUGH.—Bride drive.

MORPETH.—Life-boat day.

NEWBURN.—Garden whist drive.

NEWCASTLE-UPON-TYNE AND OUTWOOD.—Life-boat days.

PATRINGTON.—Life-boat day. Whist drive.

POCKLINGTON.—Life-boat day.

REDCAR.—Egg collection, whist drive and dance. Life-boat day.

ROBIN HOOD'S BAY.—Life-boat day.

ROTHERHAM.—Annual meeting on 7th July, Mr. J. Dickinson, J.P., chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1932 £125, as compared with £187 in 1931.

RUNSWICK.—Social.

RYTON.—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Life-boat day. Amount collected in 1932 £27, as compared with £30 in 1931.

Life-boat day.

SCARBOROUGH.—Bride and whist drives.

SELBY.—Life-boat day.

SHEFFIELD.—Annual meeting on 15th May, the Lord 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, appeals to churches. Amount collected last year £386, as compared with £401 in the previous year.

Life-boat day.

SOUTH SHIELDS, SPENBOROUGH, STOCKTON, SUNDERLAND AND TYNEMOUTH.—Life-boat days.

WAKEFIELD.—Collection in Playhouse Theatre. Garden party.

WASHINGTON.—American tea.

WITHERNSEA.—Life-boat day.

WOOLER.—Annual meeting on 25th May, the Hon. Mrs. Claude Lambton presiding. Efforts of the past year: Subscription appeal.



By courtesy of Surgeon-Commander H. A. Browning, R.N., Honorary Secretary of the Dawlish Branch.

THE LIFE-BOAT COLLECTING BOX AT LAND'S END.

In the distance the Longships Lighthouse.



By courtesy of]

[Messrs. Joseph Johnston & Sons, of Montrose.

A COLLECTING SEAL.

This grey seal was caught in the salmon nets, Lunan Bay, near Montrose, in 1903, and lived in the tank at Messrs. Joseph Johnston & Sons, salmon fishers, for 13 years.

Midlands.

ALFRETON.—Presentation of Life-boat Essay Competition award by the district organizing secretary. "Heroes of the Sea" film shown, with collection. Life-boat day.

ATHERSTONE AND NUNEATON, ASHBY-DE-LA-ZOUCH, BADSEY, BAKEWELL, AND BELPER AND HEAGE.—Life-boat days.

BIRMINGHAM.—Life-boat day garden party arranged by Mr. and Mrs. Geoffrey Bird. Speaker: Lieut.-Col. C. R. Satterthwaite, secretary of the Institution. Presentation of silver inkstand awarded to Mr. George Ward, vice-president of the branch, in recognition of his fifty years of life-boat service, and of the record of thanks awarded to Mrs. Collings-Jones, president of the Smethwick Ladies' Life-boat Guild.

Collection arranged by Mrs. Geoffrey Bird, chairman of the Ladies' Life-boat Guild, at Solihull Air Display.

Cinema collections at Aston Cross Picture House, Edgbaston Picture House, Forum Picture House, Orient Picture House, Empire Theatre, the Robin Hood, Alhambra, Adelphi, Astoria, Green Lane and Scala.

Addresses by the district organizing secretary to Bournbrook Rangers, King's Norton Rangers, Portland Road Guides and Rangers, Yardley Sisterhood and British School of Commerce.

BLACKHEATH (Staffs), BLOCKLEY, BOURNE, BREEDON-ON-THE-HILL, BRIERLEY HILL, BRIGG, BRISTOL, BROADWAY, BROMSGROVE, BROWN HILLS, BURTON-ON-TRENT, AND BUXTON.—Life-boat days.

CHELTENHAM.—Annual meeting, the Mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1932 £192, as compared with £210 in 1931. Life-boat day.

CIRENCESTER, COLESHILL, CRADLEY HEATH AND OLDHILL, COSELEY, AND DAVENTRY.—Life-boat days.

DERBY.—House-to-house collection. Life-boat day at Ilkeston.

DESBOROUGH, DROITWICH, EVEHAM, FAIRFORD AND LECHLADE, GAINSBOROUGH, GLOUCESTER, HALESOWEN, AND HEANOR.—Life-boat days.

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

IRTHLINGBOROUGH, KETTERING AND BURTON LATIMER, LANGWITH, LICHFIELD, LONG EATON, LOUGHBOROUGH, MALVERN, AND MARKET DEEPING.—Life-boat days.

MARKET HARBOROUGH.—House-to-house collection.

MELTON MOWBRAY.—Life-boat day.

NEWCASTLE-UNDER-LYME.—Garden party at Ashley Heath, arranged by the Ladies' Life-boat Guild.

NEW MILLS, NORTHAMPTON, NOTTINGHAM, OAKHAM AND UP-PINGHAM, OLDBURY AND LANGLEY, PERSHORE, PETERBOROUGH, PORTISHEAD, REDDITCH, RETFORD, RUBY AND REDNAI, AND RUGBY.—Life-boat days.

RUGELEY.—"Heroes of the Sea" film shown, with collection. Life-boat day. Garden party and fête. Annual life-boat ball.

RUSHDEN.—Life-boat day.

SEDGLEY.—"Heroes of the Sea" film shown, with collection. Life-boat day.

SHIRLEY.—Life-boat day.

SKEGNESS.—Inaugural ceremony of the new motor life-boat. (For special report see page 119.)

SLEAFORD.—"Heroes of the Sea" film shown, with collection. Life-boat day.

SMETHWICK.—Annual meeting, the Mayor in the chair. Speaker: Mr. G. F. Igglesden, chairman of the Birmingham branch. Presentation of the gold badge awarded to Mrs. Collings-Jones. Amount collected in 1932 £66, as compared with £65 in 1931. Life-boat day.

SPILSBY.—Life-boat day at Coningsby.

STOURBRIDGE.—Life-boat day.

STAFFORD.—House-to-house collection.

STOW-ON-WOLD, STRATFORD-ON-AVON, STROUD, SWADLINCOTE, AND TAMWORTH.—Life-boat days.

TETBURY.—"Heroes of the Sea" film shown, with collection. Life-boat day.

TOWCESTER.—Garden whist drive. Address to the Women's Institute by the district organizing secretary.

UPTON-ON-SEVERN.—Life-boat day.

WALSALL.—Life-boat day. Address by the district organizing secretary.

WEDNESFIELD, WOLVERHAMPTON, AND WOODHALL SPA.—Life-boat days.

WORCESTER.—House-to-house collection.

Lectures at Brierley Hill, Clent, Cold Higham, Elmley Castle (Pershore), Pattishall and Uttoxeter.

South-East of England.

ARUNDEL.—House-to-house collection.

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

AYLESBURY.—Life-boat day.

BECCLES.—Life-boat day, and films shown.

BLETCHLEY.—Life-boat day.

BRENTWOOD.—Address to the Rotary Club by the district organizing secretary.

BRIGHTLINGSEA.—Life-boat day.

BRIGHTON AND HOVE.—Musical "At Home," arranged by Mr. O. G. Berry Harding. Thé dansant. Cinema collection. Life-boat ball.

BURNHAM-ON-CROUCH, BURGESS HILL, AND CAMBERLEY.—Life-boat days.

CANTERBURY.—Bridge and whist drive. Life-boat days at Canterbury and Hersden.

CATERHAM.—Life-boat day at Caterham, Warlingham, and Whyteleafe.

CHELMSFORD AND DISTRICT.—Life-boat day and film shown.

CHICHESTER.—Life-boat day at Stansted. House-to-house collection.

CHORLEY WOOD.—Tennis tournament.

CLACTON-ON-SEA.—Rummage sale.

COBHAM.—Concert at Oxshott.

COLCHESTER.—Life-boat day. House-to-house collection at Dedham.

CROMER.—Certificates of service presented to eight members of the crew, by Mr. F. H. Barclay, the honorary secretary.

DARTFORD.—Garden meeting. Address by district assistant secretary.

DISS.—Life-boat day.

DOVER AND DISTRICT.—Life-boat day, and "Heroes of the Sea" film shown. Matinée at the King's Hall Cinema.

DOWNHAM MARKET AND EAST DEREHAM.—Life-boat days.

EASTBOURNE.—Life-boat days at Heathfield and Horeham Road, Hellingly, Upper Dicker, Magham Down, Mayfield and Penvensey.

FOLKESTONE.—"Heroes of the Sea" film shown, with collection. Garden party. Dancing display at the Grand Hotel and Leas Cliff Hall.

GERRARD'S CROSS.—Life-boat day.

GOODWIN SANDS AND DOWNS.—"Heroes of the Sea" film shown at Deal and Walmer, with collections.

GREAT YARMOUTH AND GORLESTON.—Tablet commemorating the heroism of Great Yarmouth life-boatmen unveiled by the Mayor. Life-boat day, and films shown at three cinemas.

GUILDFORD.—Competition at Bramley Golf Club.

HARWICH.—Life-boat day.

HASTINGS.—Blessing of the sea service. Life-boat day.

HAVERHILL.—Life-boat day.

IPSWICH.—Lantern lecture at Playford Women's Institute by Mr. E. E. Rope, joint honorary secretary.

KING'S LYNN.—Joint life-boat day with Hull Sailors' Orphanage.

LEATHERHEAD.—Life-boat day.

LEWES.—Life-boat days.

MARCH.—Life-boat day, and "Heroes of the Sea" film shown.

MARGATE.—District conference, followed by a special service at Holy Trinity Church, and a dance and concert. A special report appeared in the last issue of *The Life-boat*.

MARLOW.—Concert party. Life-boat day.

MIDHURST.—House-to-house collection.

NEWPORT PAGNELL.—House-to-house collection.

RAMSGATE.—Life-boat day, and film shown.

ROMFORD.—Address to Rotary Club by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Golf competition. Life-boat day.

RYE AND WINCHELSEA.—Garden sale.

ST. IVES (Hunts)—Golf competition.

SEAFORD.—Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the gold badge awarded to Miss Leresche, honorary secretary of the branch, at a garden party given by Mr. and Mrs. Hubert Carr-Gomm. Life-boat day.

SHOREHAM.—Life-boat day.

SITTINGBOURNE.—House-to-house collection.

SLOUGH.—Life-boat day.

SOUTHBOROUGH AND STOW-MARKET.—Life-boat days.

SOUTHEND.—Life-boat day. Address to the Rotary Club by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

UPMINSTER.—Tennis tournament.

WALTON AND FRINTON.—Coxswain and crew entertained to dinner by the officers and members of the Yacht Club.

WALTON-ON-THAMES.—Life-boat day.

WELWYN.—House-to-house collection.

WESTERHAM.—Scavenging hunt.

WEYBRIDGE AND WINSLOW.—Life-boat days.

WOKINGHAM.—Competition at East Berks Golf Club. Life-boat day.

WOLVERTON AND DISTRICT.—Life-boat day. Works collection.

WORTHING.—Life-boat day and "Heroes of the Sea" film shown.

Lectures at Boxley (Maidstone), Bovingdon, Burgess Hill, Chatteris, Cookham Dean (Maidenhead), Farnham Common (Slough), Gillingham, High Wycombe, Layer-de-la-Haye (Colchester), Little Berkhamsted, Maidstone, Mentmore, Mountfield, Sevenoaks, Slough, Southend, Westgate, Wraysbury (Egham and Englefield Green).

South-West of England.

ABINGDON.—Special meeting arranged by Lady Norman, the Mayor presiding. Speaker: The district organizing secretary.

AXMINSTER.—Life-boat day. Life-boat day at Colyton.

The branch has suffered a serious loss by the death of its president, Mr. S. M. Manning-Kidd.

BARNSTAPLE.—Life-boat day.

BASINGSTOKE.—Open-air whist drive, arranged by Mrs. Stratford, chairman of the Ladies' Life-boat Guild. House-to-house collection. Meeting held at Bedford House, by the kindness of Mrs. Stratford, who presided. The Mayoress, president of the Guild, attended.

BATH.—Presentation of life-boat essay competition award by Councillor Lieut.-Col. the Hon. H. S. Davey, C.M.G. Life-boat day.

BIDEFORD.—Garden party given by Lady Rosamund Christie, arranged by the Ladies' Life-boat Guild.

BLANDFORD.—Presentation of life-boat essay competition award by the Mayor of Blandford.

BOURNEMOUTH.—Annual meeting in the Town Hall, the Mayor presiding, supported by the Mayor of Poole. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Presentation by the Mayor of the record of thanks awarded by the Institution to Miss Milligan, collector. Amount collected in 1932 £566, as compared with £665 in 1931.

BRIDPORT.—Special meeting, Rear-Admiral C. H. Fox, president, in the chair.

BUDLEIGH SALTERTON.—Life-boat day.

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

CALNE.—Life-boat day.

CHARD.—Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

CHIPPENHAM, CLEVEDON, CREDITON, DARTMOUTH AND DAWLISH.—Life-boat days.

DEVIZES.—Presentation of life-boat essay competition award by the Hon. Mrs. Bailey. Life-boat day.

EASTLEIGH, EXETER, FALMOUTH (and villages), AND FAREHAM.—Life-boat days.

FARNBOROUGH AND FLEET.—Life-boat day. Variety concert at Fleet.

GOSPORT.—Fête at Bay House, Alverstoke, by permission of Col. R. F. A. Sloane-Stanley, a member of the committee of management and president of the branch. Presentation of life-boat essay competition awards by Sir Godfrey Baring, Bt., chairman of the Institution.

HENLEY AND HONITON.—Life-boat days.

ILFRACOMBE.—Special meeting to organize the Ladies' Life-boat Guild. Speaker: The district organizing secretary. Miss Cockburn elected president.

ISLE OF WIGHT.—Life-boat days at Brading, Freshwater, Totland Bay, and Shanklin. Special meeting at Ryde. Speaker: The district organizing secretary.

LOSTWITHIEL, LUDGERSHALL, LYMINGTON, MERE, NEWTON ABBOT, OKEHAMPTON, AND PAIGNTON.—Life-boat days.

PENZANCE.—Special meeting, the Mayoress presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed for Penzance and Sennen Cove. Miss Groves, honorary secretary.

PETERSFIELD.—Life-boat days at Petersfield and Liss.

PORTSMOUTH.—Special meeting of Ladies' Life-boat Guild, the Lord Mayor presiding, supported by the Lady Mayoress. Speaker: The Rev. A. Peckham, vice-president of the branch. Life-boat day.

PLYMOUTH.—Life-boat day.

READING.—Life-boat day, and display of films.

REDRUTH.—Life-boat day.

RINGWOOD.—Annual dance.

ROMSEY.—Life-boat day.

ST. IVES (Cornwall).—Inaugural ceremony of the new motor life-boat. (For special report see p. 120.)

SALISBURY.—Whist drive. Life-boat day. Life-boat day at Edmondsham.

SHERBORNE.—Life-boat day.

SOUTHAMPTON.—Special performance by the Blenheim Players of "Baa Baa Black Sheep." Life-boat day.

TAUNTON, THAME, AND TIVERTON.—Life-boat days.

TORQUAY.—Special meeting of the Ladies' Life-boat Guild, Mrs. Callard presiding. Speaker: The district organizing secretary. Life-boat day.

TOTNES.—Life-boat days at Ashburton and Bampton.

TROWBRIDGE, TRURO, WANTAGE, AND WAREHAM.—Life-boat days.

WARMINSTER.—Visit of Warminster branch helpers to Cowes to see the life-boat building yards. Life-boat day.

WELLS (Somerset) AND WESTBURY.—Life-boat days.

WESTON-SUPER-MARE.—Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary. Mrs. Greenfield elected honorary secretary.

WHITCHURCH (Andover).—Life-boat day.

WIMBORNE.—Café Chantant, with address by the district organizing secretary. Life-boat day.

WINCHESTER.—Dancing display in the garden of St. Cross (by permission of the master), arranged by the Ladies' Life-boat Guild, and given by the pupils of Miss Peggy Whiteley, of Southsea.

YEOVIL.—Life-boat day at Crewkerne.

YEOVIL VILLAGES.—Life-boat days.

Lectures at Abingdon, Aldershot, Bucklebury, Hermitage (Newbury), Shaw-cum-Donnington (Newbury), and Sennen Cove.

Scotland.

Meeting of the Scottish life-boat council in Glasgow on 24th May, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman, presiding.

ABERDEEN.—Presentation of life-boat essay competition awards by Mr. W. P. Milne, a member of the education committee. Life-boat day.

ABERLOUR.—Life-boat day.

ALLOA.—Life-boat day. Life-boat day at Dollar.

ANNAN.—Life-boat day.

ANSTRUTHER.—Inaugural ceremony of the new motor life-boat. (For special report see p. 120.)

ARBROATH, ARDRISHAIG, AND ARDROSSAN.—Life-boat days.

AYR.—Presentation of life-boat essay competition awards.

BALLANTRAE.—Presentation of life-boat essay competition awards. Life-boat day.

BANFF, MACDUFF AND WHITEHILLS.—Presentation by Ex-Provost Walker of the life-boatman's certificate awarded on his retirement to Second-Coxswain George Ritchie.

BANFF AND MACDUFF.—Life-boat day. The branch has suffered a severe loss by the death in May of Mr. A. Findlay who had been joint honorary secretary for ten years.

BO'NESS, CARLUKE, CARRADALE, CARRON-BRIDGE AND CARNWATH.—Life-boat days.

COATBRIDGE.—Presentation of life-boat essay competition challenge shield to William McKenna, of St. Augustine's School, Coatbridge, by the district organising secretary, in the school playground, which was decorated for the occasion. Father Hamilton presided, and Ex-Provost Lavelle, Ex-Provost Irvine, Bailie Kirk, and the headmaster took part. Mr. William Kerr, honorary secretary of the branch, and officers of the Ladies' Life-boat Guild were present.

CROMARTY.—Life-boat day at North Kessock.

CUPAR AND DARVEL.—Life-boat days.

DUNDEE.—Life-boat day and procession. First prize, the Dundee Business Club Shield for best exhibit as an advertising medium, awarded to Messrs. McGregor & Balfour, Ltd.

DUNFERMLINE.—Presentation of life-boat essay competition awards by Admiral Sir John F. E. Green, K.C.M.G., C.B., vice-president of the branch. Life-boat day. Concert and dramatic entertainment at Rosyth.

DUNOON.—Life-boat day.

EASTER ROSS.—Life-boat days at Tain and Portmahomack.

EDINBURGH.—Performances of "The Farmer's Wife," by Jenners Players, Edinburgh. Part proceeds given to life-boat

funds. Lantern lecture to West Edinburgh branch of the British Legion by Major A. H. Stuart. Life-boat day and procession. Presentation of life-boat essay competition awards by Captain A. S. Balfour, O.B.E., and Captain Meikle, members of the branch committee.

ELGIN.—Life-boat days.

ELIE.—Golf tournament, organized by Commander Heathcote, honorary secretary, and members of the Ladies' Life-boat Guild.

EYEMOUTH.—Fancy dress parade, part proceeds of which were devoted to life-boat funds. Life-boat days at Greenlaw and Legerwood.

FALKIRK.—Address to the Rotary Club by the district organizing secretary.

FORTROSE AND FORRES.—Life-boat days.

FRASERBURGH.—Sale of work opened by Mrs. J. Wallace Tarras, preceded by a procession through the streets by the life-boatmen, and followed by a dance. These efforts were arranged by the members of the life-boat crew and their wives.

Life-boat day. Presentation of life-boat essay competition awards. Concert organized by the National Union of Workless Men. Life-boat charity football match.

GIRVAN.—Special meeting at which a Ladies' Life-boat Guild was formed, Mr. R. O. Roxburgh, chairman of the branch, presiding. Speakers: Mrs. Lawrence Glen, donor of the Girvan motor life-boat, and the district organizing secretary. Life-boat day.

GLASGOW.—Annual meeting on 26th May, Mr. Leonard Gow, J.P., chairman of the branch, presiding. Efforts of the past year: Charity fête, dance, life-boat day and annual appeal. Amount collected in 1932 £4,160, as compared with £8,535 in 1931.

Life-boat day.

GOUROCK.—Life-boat day.

GRANGEMOUTH.—Annual meeting of the Ladies' Life-boat Guild on 18th May, Miss Williamson, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day and whist drive.

Life-boat day.

GRANTOWN-ON-SPEY, GREENOCK, INVERKEITHING, AND IRVINE.—Life-boat days.

ISLE OF ARRAN.—Steamer collection. Life-boat day.

JEDBURGH.—Life-boat day.

KILMARNOCK.—Special meeting of the Ladies' Life-boat Guild, Lady Rowallan presiding. Speaker: Major A. H. Stuart. Life-boat day.

KIRKCALDY.—Presentation of life-boat essay competition awards by Mr. J. Y. Lockhart, vice-president of the branch, and Miss A. S. Thomson, honorary secretary of the Ladies' Life-boat Guild.

KIRKCUDBRIGHT.—Annual meeting of the Stewartry branch of the Ladies' Life-boat Guild on 18th April, the Countess of Galloway, president, in the chair. Efforts of the past year: Southern district—house-to-house collection at Kirkcudbright, and district collections at Borgue, Dundrennan and Twynholm, and life-boat day at Balcarry; Northern district—life-boat days, house-to-house collections. Amounts collected in 1932: Southern district, £32 17s. 6d., as compared with £27 6s. 2d. in the previous year; Northern district, £41 10s. 11d., as compared with £28 5s. 11d. in the previous year.

Presentation of life-boat essay competition awards. Life-boat day at Castle Douglas.

KIRRIEMUIR, KYLE, AND LADY-BANK.—Life-boat days.

LAMINGTON.—Presentation of life-boat essay competition awards by Mr. James Paterson, honorary secretary of the branch. Life-boat day.

LANARK.—Life-boat day.

LARGS.—Life-boat day at Skelmorlie.

LERWICK, MARKINCH, AND MOF-FAT.—Life-boat days.

MONTROSE.—Presentation of life-boat essay competition awards.

NEWMILL AND TEVIOTHEAD, NEWMILNS, NEWTONMORE, NEWTON STEWART, AND OBAN.—Life-boat days.

PERTH.—Annual meeting on 13th June, the Rev. F. R. Landreth, chairman of the branch, presiding. Speakers: Rear-Admiral the Hon. W. S. Leveson-Gower, C.B., D.S.O., Lord Provost Thomas Hunter and the district organizing secretary. Efforts of the past year: Life-boat days in thirty-one districts and appeal by the committee. Amount collected in 1932 £300, as compared with £341 in 1931.

Life-boat days.

PETERHEAD AND PORTPATRICK.—Life-boat days.

ROTHESAY.—Presentation of the Rothesay life-boat committee to H.R.H. the Prince of Wales, K.G., by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish life-boat council, at the Castle, Rothesay. The Prince's destroyer was escorted to her moorings by the Girvan and Troon motor life-boats.

ST. ABBS.—Committee meeting, at which Lieut. Commander T. G. Michelmores, R.D., R.N.R., northern district inspector, presented the inscribed binoculars awarded to Mr. Colin MacCallum, the honorary secretary.

ST. ANDREWS, SALTCOATS, SANQUHAR, AND STONEHAVEN.—Life-boat days.

STORNOWAY.—Concert and dance, organized by the committee and Ladies' Life-boat Guild.

STRANRAER, SUTHERLAND, TARBERT, THURSO, TROON, AND WHITBURN.—Life-boat days.

WISHAW.—Presentation of life-boat essay competition awards by Rector A. J. C. Kerr, M.A., honorary secretary of the branch.

Lectures at Crossroads, Dunure, Fortingal and Sorn.

Ireland.

ARDGLASS.—Golf competition.

ARMAGH.—Annual meeting. Mrs. N. Smith, vice-president, in the chair. Speakers: Mrs. Simpson, honorary secretary, Major Boyle, and the district organizing secretary. Amount collected in 1932 £30, as compared with £34 in 1931.

BAGENALSTOWN.—Life-boat day.

BALLYCOTTON.—Annual meeting on 4th April, the Very Rev. Dean Wilson, chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1932 £117, as compared with £125 in 1931.

Life-boat day.

CARLOW.—Golf competition.

CASTLETOWNSHEND.—Life-boat day.

CLONAKILTY.—Dance.

CLONMEL, CLOUGHEY, COLERAINE, DONAGHADEE, AND DROGHEDA.—Life-boat days.

DUBLIN.—Annual meeting. Speakers: Senator the Rt. Hon. Andrew Jameson, chairman of the branch, and the district organizing secretary. Amount collected in 1932 £1,056, as compared with £1,077 in 1931.

First annual life-boat ball held on Punctestown Night, 25th April. The Lord Mayor of Dublin, and the French and German ministers among those present. Life-boat days.

DUN LAOGHAIRE.—Annual meeting. Amount collected in 1932 £204, as compared with £262 in 1931.

Life-boat day.

FERMOY.—Life-boat day.

GALWAY.—Golf competition.

GALWAY BAY.—Life-boat day.

HOWTH.—Annual meeting, Mr. T. J. Gaisford St. Lawrence, in the chair. Speakers: Mr. B. J. Newcombe, and the district organizing secretary. Amount collected in 1932 £114, as compared with £121 in the previous year.

Life-boat day.

KINSALE.—Concert.

LARNE.—Annual meeting. Speakers: Brigadier-General T. K. Evans Johnston, Miss L. Morrow, honorary secretary, and the district organizing secretary. Amount collected in 1932 £98, as compared with £103 in 1931.

Life-boat day.

LIMERICK, LONDONDERRY, MIDLETON, AND NEWCASTLE.—Life-boat days.

NEW ROSS, AND PORTARLINGTON.—Golf competitions.

PORTRUSH.—Life-boat day.

ROSSLARE, AND SKERRIES.—Golf competitions.

SKIBBEREEN.—Life-boat day.

SLIGO.—Golf competition.

STRABANE.—Special meeting. Speakers: The president, Mrs. J. C. Heardman, and the district organizing secretary. Life-boat day.

SUTTON.—Golf competition.

WATERFORD.—Life-boat day.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERDOVEY.—The branch has suffered severe loss by the death of Mrs. Williams, wife of Captain J. Williams, F.R.A.S., F.R.G.S., the honorary secretary of the branch. Mrs. Williams has been for many years a very active worker for the branch.

ABERGAVENTY AND ABERTILLERY.—Life-boat days.

ABERYSTWYTH.—Inaugural ceremony of the new motor life-boat. (A special report appeared in the last issue of *The Life-boat*.)

AMMANFORD.—Presentation of life-boat essay competition awards. Speaker: The district organizing secretary.

BARRY.—Ladies' Life-boat Guild formed. Honorary secretary, Mrs. E. E. Stonehewer. Presentation of life-boat essay competition awards by the chairman of the Barry Education Committee. Life-boat day.

BEAUMARIS.—Annual meeting of the Ladies' Life-boat Guild on 30th March, Mrs. Burton, president of the branch, in the chair. Speaker: The district organizing secretary. Miss E. Briercliffe elected honorary secretary in place of Mrs. Peeke who had resigned.

BRIDGNORTH.—Presentation of the life-boat picture awarded to Captain H. D. Wakeman-Colville, R.N., the honorary secretary.

CAERNARVON.—Life-boat day.

CARDIFF AND PENARTH.—Annual meeting on April 25th, the Lord 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 £304, as compared with £262 in 1931.

Life-boat days at Cardiff and Penarth, with visit of Barry Dock life-boat to Penarth.

The branch has suffered a great loss by the death of Alderman Samuel Thomas, J.P., who had been honorary treasurer of the branch and an active worker in the cause of the Institution for many years.

CARDIGAN.—Presentation of life-boat essay competition awards by Captain Owen, a retired commander of the P. & O. Line. The Mayor presided, and the district organizing secretary gave an address.

CONWAY.—The branch has suffered a severe loss by the death of Mrs. J. A. Conway-Jones, who had been honorary secretary of the Ladies' Life-boat Guild since 1927. Only

a fortnight previously she was presented with the life-boat picture awarded to her by the Institution. At special branch meeting Mrs. Arthur Smith was elected honorary secretary.

CHURCH STRETTON.—Fête and garden party, opened by Lady Startin. Presentation, by Admiral Sir James Startin, K.C.B., of the life-boat picture awarded by the Institution to Commander G. R. Montford, R.D., R.N.R., the late honorary secretary.

CLEOBURY MORTIMER.—Life-boat day.

CYNGHORDY.—Presentation of life-boat essay competition awards by Mrs. Meyrick Lloyd, the rector presiding.

FERRYSIDE AND CARMARTHEN BAY.—Life-boat day.

HAVERFORDWEST.—Presentation of life-boat essay competition awards.

HEREFORD.—Special meeting to revive the branch, the Mayor presiding.

HOLYHEAD.—Inaugural ceremony of the new motor life-boat, and presentation of the aneroid barometer awarded to Mr. J. Lewis, honorary secretary of the station. (For full description see page 118.)

House-to-house and cinema collections.

LEESWOOD.—Presentation of life-boat essay competition awards, the Vicar of Leeswood in the chair. Speaker: The district organizing secretary.

LEOMINSTER.—Life-boat day.

LLANDOVERY.—Life-boat day.

LLANFYRNACH.—Presentation of life-boat essay competition awards and address by the district organizing secretary.

LLANGOLLEN.—Life-boat day.

LONGTOWN.—Presentation of life-boat essay competition awards by the Director of Education for Herefordshire. Speaker: the district organizing secretary.

LUDLOW.—Life-boat day.

MONMOUTH AND NEATH.—Life-boat days.

MUMBLES.—Presentation by the district inspector of life-boats to Mr. F. le Boulanger, honorary secretary, of the aneroid barometer awarded to him by the Institution.

NEWPORT (Mon).—Annual meeting on 27th April, Mr. A. J. Phillips, chairman of the branch, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist and bridge drives, annual ball, cinema collections. Amount collected in 1932 £147, as compared with £144 in 1931.

Whist and bridge drives. Life-boat day. Cinema collections.

OSWESTRY.—Special meeting, the Mayor presiding. Presentation by Lady Magdalen Herbert of the record of thanks awarded to Mrs. Barlow, honorary secretary of the Ladies' Life-boat Guild.

Life-boat day.

PRESTATYN.—Annual meeting on 3rd July. The Rev. D. Lester Jones, B.A., elected chairman. Efforts of the past year: appeals and life-boat day. Amount collected in 1932, £54, as compared with £31 in 1931.

QUEENSFERRY.—Presentation of life-boat essay competition awards and address by the district organizing secretary.

RHYL.—Annual meeting on 5th July, Mr. C. H. Roberts, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: competitions. Amount collected in 1932, £156, as compared with £203 in 1931.

Life-boat day. House-to-house collection.

ROSS - ON - WYE.—Life-boat day. Mr. J. H. Meirion Jones appointed honorary treasurer in place of Mr. G. F. Taylor who had resigned.

SHREWSBURY.—Annual meeting, the Viscountess Bridgeman, D.B.E., president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year; house-to-house collection. Amount collected in 1932, £98, as compared with £195 in 1931. Presentation of the life-boat picture awarded to Mrs. George Davies.

SWANSEA.—Annual meeting of the branch on 26th April, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: life-boat day, whist drives and dances, cinema collections. Amount collected in 1932, £196, as compared with £273 in 1931.

Life-boat day.

USK.—Life-boat day.

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 November, 1933.