

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

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

LIVES RESCUED

from the foundation of the Institution in 1824

to November 25th, 1933 - - - - 63,502

The Regulations of the Institution.

By LIEUT.-COL. C. R. SATTERTHWAITE, O.B.E., Secretary of the Institution.

A NEW edition of the Institution's regulations is now being issued. The present edition, dated 1922, was prepared at a time when the mechanization of the life-boat fleet had not progressed far, and the need for a book which would cover the immense developments that have taken place since the war has, I know, been severely felt by honorary secretaries of station branches for some years. I sincerely hope that the new edition will be of real value and interest to them.

When the Institution was founded in 1824 the committee of management prepared and published in their first report a set of "Rules and Regulations," applicable in the main to themselves and the headquarters staff, but also dealing with some of the aspects of the work of local committees on the coast. Regulations as we now understand the term appear to have been first issued after the reorganization of 1851, under the Duke of Northumberland. The annual report for 1851 states that "a set of Life-boat Regulations has been prepared and extensively circulated all round the coast." The fourth issue of this journal, in June, 1852, contains these first regulations.

They cover three pages only. They were reprinted, with occasional amendments, in the reports year by year till 1871. In 1872 they were issued, with other matter, in a separate pamphlet, a fuller edition of which appeared in 1880. Further editions were issued in 1889 and 1896, the latter being current until the issue of the present book in 1922.

From 1852 to To-day.

It is interesting to compare the very simple rules of 1852 with those of to-day. Practically all survive in some form or other, and some with wording almost unaltered, even in the new edition.

The new book will be a small one, to fit the pocket. Since the first edition of 1872 the regulations have been bound in green. The same colour will be used for the binding of the new edition, and the regulations will still, I hope, be familiarly referred to as the "Green Book." This "short title" is certainly over fifty years old, for it appears in an official account of a committee meeting in 1880.

Much that appears in the 1922 edition has been omitted in the new book. The complete regulations are, of

course, issued only to station branches, and it is felt that advice and information relative to the raising of funds, which apply equally to financial branches, are better brought to the notice of our workers in other ways. Again, the complexity of the modern life-boat fleet is so great that it would be impossible within the compass of a small book to include technical instructions on all matters of importance. The aim in the new book has been to tell honorary secretaries, coxswains and others what they are expected to do, and not to attempt to teach them how to do it. Technical instructions on many matters not dealt with in detail in the regulations will continue to be issued in the form of notice boards for exhibition in life-boat houses. Other omissions are the pictures, diagrams and photographs, which so quickly get out of date, and which greatly increase the cost of the book without adding to its usefulness.

It would be impossible, and indeed undesirable, to impose a rigid system of regulations on the honorary officials of an Institution organized on voluntary lines. The emergencies that occur on the coast are so varied in their nature that wide discretion must be left to the "man on the spot" to deal with the situation as he thinks best. The chief inspector and I have tried to frame those regulations which deal with life-boat services to vessels in distress in such a way as to make this clear.

In certain matters, such as the control of expenditure and accounting, some rigidity is essential for an institution that claims to be conducted on businesslike lines, and I hope the regulations covering this side of the activities of honorary officials will be found simple, sensible and workable. Section I of the new book, which

contains the financial and other rules which apply equally to station and financial branches, will continue to be issued as a separate pamphlet to financial branches.

No Essential Changes.

Any honorary secretary who cares to take the trouble to compare the new edition with the old will find many differences, some omissions, and many additions; but he will not find any alterations in essentials. Many paragraphs have been rewritten to make their meaning clearer, or to give, more fully, the interpretation which has been applied to the paragraph in the past. But there are no real changes, and no experienced honorary secretary need fear that he will in future be expected to carry on his work on different lines from those laid down at present.

I should like it to be known that the new book is in every sense the result of team-work. The chief inspector and his deputy have helped me with every paragraph; many members of the staff have assisted in the matters which concern their particular departments; the chief inspector of Coastguard has read the proofs and made valuable suggestions which have been adopted; and, finally, the draft has been examined by a special committee, whose recommendations have been considered and approved by the committee of management.

Finality in regulations is an impossible ideal. Conditions change, the march of invention proceeds, and new and unforeseen emergencies arise. Amendments will no doubt be necessary from time to time, but I hope and believe that the 1933 edition of the "Green Book" will form the basis of the Institution's regulations for many years to come.

The Portrait on the Cover.

THE portrait on the cover is of Coxswain John Swanson, of Longhope, in the Orkneys. He has been coxswain since 1900, and during the thirty-three years of his coxswainship the Longhope station has rescued fifty-four lives from shipwreck. He has twice been awarded the silver medal of the Institution for gallantry. The first occasion was in

January, 1930, when the Longhope motor life-boat rescued eight lives from the Aberdeen steam trawler *Braconmoor*, and the second in January, 1932, when she rescued eight lives from the Hull trawler *Dorbie*. Both services took place in the middle of the night, with the trawlers lying very dangerously among rocks and heavy surf.

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 a life-boat calendar for the New Year and a life-boat Christmas card.

The calendar has 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, has the record of lives saved printed on the front and other particulars on the back.

It is 11½ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It weighs, in the envelope, just under

4 ounces, so that it can be sent through the post, with the envelope open, for 1d.

The Christmas Card.

The Christmas card is a four-page card with a reproduction in colours of the same picture. The card has the Institution's crest inside and Christmas and New Year greetings, but no other printing. The price is 3d. each, including the envelope. If two dozen or over are ordered the name and address can be printed under the greetings. The price of the card, with name and address printed, will be 5d. for quantities from two dozen up to a hundred, and 4d. if a hundred or over are ordered.

Those who wish to order calendars or cards 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.

“All Sich Things as the Like o’ That.”

Pulling Chanty.

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

“Our men have the advantage of a local knowledge which, if it had been taken into account by the captain, would have saved his ship from becoming a wreck. There are such things as eddies and overfalls at certain states of the tide which the local fishermen know well how to take advantage of.”—*Honorary Secretary’s Report.*

We ain’t fitten for church parade
 An’ all sich things as the like o’ that,
 Dossy brass buttons an’ golden braid
 An’ all sich things as the like o’ that.
 Plain sou’ wester an’ oily coat,
 Thole pin, grummet an’ pullin’ boat,
 We got bizness to do afloat
 An’ all sich things as the like o’ that.

Liner sailors wat gibes an’ boasts
 An’ all sich men as the like o’ that,
 Got somethin’ to learn if they strike our coasts
 An’ all sich things as the like o’ that.
 We be local an’ bound to know
 Tide-rip, bubble an’ undertow,
 Scour an’ eddy an’ overflow
 An’ all sich things as the like o’ that.

Man works nat’ral as nature made
 An’ all sich things as the like o’ that,
 Some to the agricultural trade
 An’ all sich things as the like o’ that.
 We ain’t callen to plough the land,
 Watchin’ the ebb when we digs the sand,
 Drivin’ our fullows wi’ tiller’n hand
 An’ all sich things as the like o’ that.

So when they calls for a life-boat crew
 An’ all sich things as the like o’ that,
 Fishermen knows what they wants to do
 An’ all sich things as the like o’ that.
 We don’t bother wi’ heroes bold,
 But we be usen to wet an’ cold
 An’ we can stick un an’ haul an’ hold
 An’ all sich things as the like o’ that.

This chanty is the third 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 September and October Meetings of the
Committee of Management.

September Meeting.

Galway Bay, Co. Galway. — The motor life-boat *William Evans* was launched at 11 A.M. on the 17th April, in response to a call from the mainland for the Parish Priest, when owing to the weather conditions no other suitable boat was available.—No expense to the Institution.

Bridlington, Yorkshire. — On the evening of the 24th June the coxswain was informed that a motor cruiser was in difficulties with her engine broken down, about sixteen miles south of Bridlington. Some time later the Withernsea coastguard telephoned that the boat was drifting towards the beach, and that the weather was getting very bad. The motor life-boat *Stanhope Smart* was launched at 11.45 P.M. in a strong N.E. breeze, with a rough sea and rain. She reached the motor cruiser, the *St. Leonard*, at 1.45 A.M. The motor cruiser had dropped her anchor, but it was dragging, and the seas were breaking over her. The life-boat anchored, and with great difficulty veered alongside. Although constantly filled by the heavy seas, she rescued the two men on board. She then returned to her station, arriving back at 5 A.M. The *St. Leonard* became a total wreck.—Rewards, £15 1s.

Flamborough, Yorkshire. — The fishing boats were out on the 7th July, and by noon bad weather had set in. A moderate E.S.E. gale was blowing, with a heavy sea. The coxswain was told by fishermen coming ashore that the local coble *Quest* was still at sea and in a bad position. The No. 1 pulling and sailing life-boat *Forester* was launched, found the *Quest* some distance out and escorted her into safety. The life-boat arrived back at her station at 2.30 P.M.—Rewards, £13 2s. 6d.

New Brighton, Cheshire. — At 7.50 P.M. on the 9th July a telephone message was received from the Mersey Docks and Harbour Board Office that the Crosby lightship had reported a

fishing boat ashore in a dangerous position near C.2 Black Buoy in the Crosby Channel. A strong S.S.W. breeze was blowing, the sea was rough, and it was raining heavily. The motor life-boat *William and Kate Johnston* put out and learned from the Crosby lightship that the boat had been washed over the revetment. The life-boat went round the revetment, but could not go alongside the fishing boat, the *Mona*, of Liverpool, as the water was too shallow. She returned to the Channel and borrowed a small motor boat belonging to the Mersey Docks steamer *Salvor*. With the aid of this two men were taken off the *Mona*, which was then towed clear. The life-boat took the remaining four men off the *Mona*, and towed the fishing boat back to New Brighton, arriving at 12.15 A.M.—Rewards, £9.

The Humber, Yorkshire. — Several small yachts visited Spurn on the 9th July. After they had set out again a heavy squall sprang up and one of the yachts—the *Alice*, of Grimsby—drifted aground on the Trinity Sand. A strong, squally breeze was blowing with a choppy sea, and it was raining. The boat was seen from the life-boat station and the motor life-boat *City of Bradford No. 1* was launched at 4 P.M. She found that the three men on board the *Alice* had got on to the Trinity Sand, which is entirely surrounded by water. The *Alice* was towed off, and the men were taken off by an Easington coble that was fishing nearby, and transferred to the life-boat. The men and their boat were then taken to Grimsby by the life-boat, which returned to her station at 7.30 P.M.—Permanent Crew, Rewards, 6s.

Padstow, Cornwall.—The No. 1 motor life-boat *John and Sarah Eliza Stych* was launched at 10.41 A.M. on the 9th July, as a telephone message had been received from the coastguard that a small sailing boat was drifting towards Pentire Head. A moderate W.S.W. breeze was blowing with a slight swell.

The life-boat found the old St. Ives fishing boat *May Flower* anchored about 200 yards off Pentire Head, with one man aboard. The boat had left Padstow, where she had been laid up for about a year, in a fair wind, but had got into difficulties in a very dangerous position. The life-boat towed her clear of danger and then returned to her station, arriving back at 12 noon.—Rewards, £4 19s. 6d.

Swanage, Dorset.—During the afternoon of the 10th July the coastguard telegraphed that a small motor boat had broken down one mile south of the Southbourne coastguard station. She was the motor boat *Skylark*, of Poole, and was bound, with four men and two women on board, from Littlehampton to Poole. A moderate W.S.W. gale was blowing with a rough sea. The motor life-boat *Thomas Markby* was launched at 4 P.M. and when abreast of Bournemouth pier saw the pleasure steamer *Lorna Doone* also heading in the direction of the motor boat. The *Lorna Doone* arrived first and was taking her in tow when the life-boat came up, so she cast her off and the life-boat picked her up and towed her safely to Poole quay.—Rewards, £18 13s. 6d.

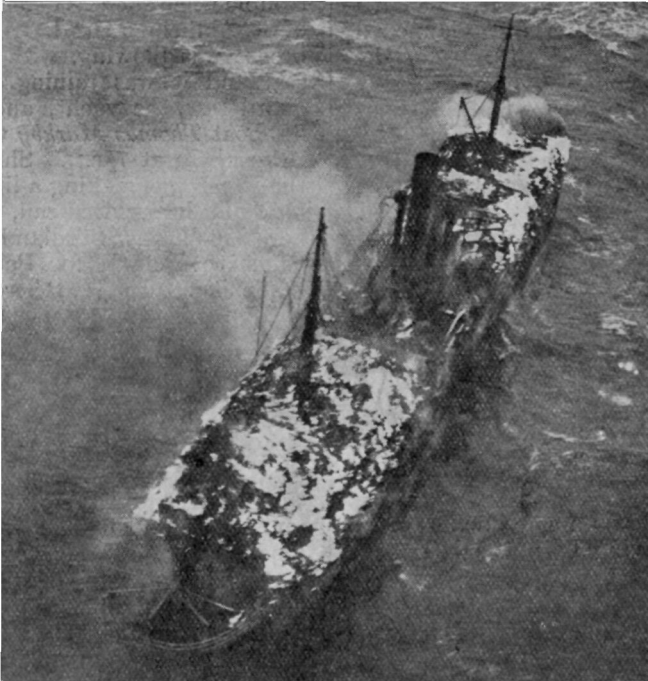
Lynmouth, Devon.—About midday on the 13th July a telephone message was received from the Foreland lighthouse that a small boat was in distress off the Foreland. A strong and increasing W.S.W. breeze was blowing, and a rough sea was getting up. The pulling and sailing life-boat *Prichard Frederick Gainer* was launched at 12.45 P.M., and found the outboard motor boat *Wild Rose*, of Lynmouth, in a dangerous position, with her engine broken down. A man and a woman were on board. They were taken into the life-boat and the motor boat was taken in tow. By this time the wind had risen considerably, and several seas broke on board the life-boat during the journey home. She arrived back at her station at 2.10 P.M.—Rewards, £14 6s. 6d.

Appledore, Devon.—Just after midnight on the 18th–19th July news was received that a small motor fishing boat, with four visitors on board, was

missing. The boat had last been seen near the harbour bar. She had no compass, and, as a thick fog had come on, it was decided to send out the motor life-boat *V.C.S.* to search for her. There was no wind and the sea was calm when the life-boat was launched at 12.18 A.M. With the aid of her search-light she felt her way over the bar, and when she neared the Fairway buoy a flare was seen. Closing in, she found the motor boat made fast to the buoy. Her petrol supply had been exhausted, and the occupants were helpless. They were taken into the life-boat and their boat was taken in tow, and the life-boat arrived back at her station through the dense fog and landed the party at 2.5 A.M. One of the boat's occupants sent a letter of thanks to the coxswain and crew, and made them a present of money in gratitude for their help.—Rewards, £13 7s.

Selsey, Sussex.—On the 20th July news was received from the coastguard that a small speed-boat appeared to be in distress about three miles W.S.W. from Bill Tower look-out. The occupants were waving a coat or flag. The motor life-boat *Canadian Pacific* was launched at 5.53 P.M. in a gentle W.N.W. breeze with a smooth sea. She found that the boat was the *White Cloud II*, bound, with four people on board, from Dover to Portsmouth on speed trials. She had had engine trouble, and had run out of petrol. The life-boat towed her into Selsey, and arrived back at her station at 6.45 P.M.—Property Salvage Case.

Pwllheli, Caernarvonshire.—On the afternoon of the 27th July a strong and squally N. wind suddenly got up, with a rough sea. A small sailing boat, with one man on board, was seen about two and a half miles S.E. of the Gimblet Rock, making very little headway against the wind and tide. Later she started to drift to leeward, and the motor life-boat *William McPherson* was launched at 4 P.M., the honorary secretary accompanying her. She picked the boat up and towed her into Pwllheli harbour. The man on board was an ex-coxswain of the life-boat. The life-boat arrived back at her station at 5 P.M.—Rewards, £2 13s.



By courtesy of]

ON FIRE.

[Planet News.

The Cardiff steamer *Porthcawl*, from which the Great Yarmouth and Gorleston motor life-boat rescued twenty-five men on 14th September. This photograph was taken from the air. (See page 162.)



By courtesy of]

[Norman K. Harrison, Clacton-on-Sea.

TOWING IN A BARGE.

The Clacton-on-Sea life-boat bringing in the barge *Audrey* on 31st July. This photograph was taken from the air. (See next page.)

Fishguard, Pembrokeshire.—The motor life-boat *White Star* was launched at 9.15 P.M. on the 27th July, as the coastguard had telephoned that a motor fishing boat was in distress about eighty yards off the rocks E.S.E. of Kemmaes Head. A moderate N. wind was blowing. The sea was moderate, but with heavy breakers near the shore. The life-boat found the motor fishing boat *Kia Ora*, of Cardigan, at anchor on a lee shore. She had been fishing, with a crew of two men and a boy, but had had to drop anchor because her motor was not powerful enough to combat the wind and sea. Her anchor had dragged a considerable distance before the life-boat, after much careful manœuvring among the rocks, managed to reach her. The life-boat towed her to a safe anchorage at Fishguard, saving both the boat and her crew. She arrived back at her station at 3.45 A.M. on the 28th, but could not be rehoused until daylight, owing to the heavy swell.—Rewards, £8 8s.

Hythe, Kent.—During the afternoon of the 28th July the Sandgate coastguard telephoned that a yacht with engine trouble was dragging her anchors off Cock Point, near Folkestone. A strong S.W. breeze was blowing, with a rough sea. The motor life-boat *City of Nottingham* was launched at 3.15 P.M., and found the yacht to be the *Leonora Minnie*, of Brixham, with five people on board bound for Scarborough for the tunny fishing. The life-boatmen went aboard to help lift the anchors, but found that the winch had broken down. A tow rope was then passed to the yacht, she slipped her anchors, and the life-boat towed her into Folkestone. A Folkestone fishing trawler came out and also gave her help. The life-boat arrived back at her station at 5.50 P.M. Mr. G. S. Woodman, joint honorary secretary, accompanied the life-boat on service. Men of the 2nd Battalion of the East Surrey Regiment helped to launch the life-boat, and later all ranks contributed to a collection for the Institution.—Rewards, £9 17s.

Swanage, Dorset—On the 30th July the motor yacht *Maudalric*, of London, with seven people on board, had engine

trouble when she was about a mile S.W. of St. Aldhelm's Head. A strong S.W. breeze was blowing, with a moderate sea, and it was raining. The coastguard saw the yacht, and the motor life-boat *Thomas Markby* was launched to her help at 7 P.M. She found that the yacht was making a little headway under an improvised sail, and escorted her as far as Studland Bay. The yacht then made for Poole, and the life-boat returned to her station, arriving back at 9.15 P.M. The honorary secretary and the assistant honorary secretary of the branch went on service in the life-boat.—Rewards, £11 4s.

Weymouth, Dorset.—At 4.45 A.M. on the 31st July the coastguard telephoned that a yacht near the breakwater lighthouse was burning distress signals. A moderate W. gale was blowing, with a rough sea, and the weather was thick. The motor life-boat *William and Clara Ryland* was launched at 5 A.M. and found the yacht to be the *Heron*, of Dublin. She was pleasure cruising from Poole, with four people on board, and had anchored in Portland Harbour, but her anchor was dragging and she was being carried towards the breakwater. A tug from Portland also put out to the rescue, but became disabled herself and had to anchor. The life-boat saved the yacht by towing her into Weymouth harbour, and arrived back at her station at 7 A.M.—Rewards, £6 13s.

Clacton-on-Sea, Essex.—On the 31st July the barge *Audrey*, of London, with a crew of two, had her sails carried away in the Whitaker channel, while bound from London to Rochford with a cargo of wheat. A moderate to strong S.W. gale was blowing, with a rough sea. The coastguard passed news to Clacton and the motor life-boat *Edward Z. Dresden* was launched at 8.15 A.M. Some of the life-boat crew went aboard the barge, a temporary sail was rigged up, and the barge made for Harwich, accompanied by the life-boat. The life-boat arrived home at 7 P.M., having been out on service for nearly eleven hours. Her help undoubtedly saved the barge and her crew from destruction.—Property Salvage Case.

Seaham Harbour, Co. Durham.—The motor life-boat *Elliot Galer* was launched at 11.45 A.M. on the 1st August, as the coastguard had telephoned that the sailing boat *Nelly*, of Leith, with one man on board, had capsized and sunk two miles south of Seaham, and two miles off shore. A moderate northerly wind was blowing with a heavy ground swell. The life-boat found that three men had put out from the shore in a rowing boat and rescued the man. He was transferred to the life-boat, which towed the rescuers' boat to a spot where she could be safely beached, and then landed the man at Seaham. The life-boat arrived back at her station at 1.35 P.M.—Rewards, £4 19s. 6d.

Barra Island, Hebrides.—On the morning of the 5th August the Lowestoft steam drifter *Scadaun* was returning to port during a thick fog when she struck a submerged rock outside Castlebay harbour. The motor life-boat *Lloyd's* was launched at 11.30 A.M. in response to calls for help from the drifter's siren, and found her in a dangerous position. She had been able to launch her boat, and to this she transferred her gear while the life-boat remained standing by. The drifter became a total wreck. The life-boat then put further out to sea to see if any other vessels needed help in the fog, but found none and returned to her station at 1.30 P.M.—Rewards, £4 7s. 6d.

New Brighton, Cheshire.—At about half-past eleven on the night of the 6th August the coastguard reported signals of distress from the direction of the Battery Rocks. The sea was rough with a strong tide running, and a moderate N.N.W. breeze was blowing. A few minutes later the motor life-boat *William and Kate Johnston* left her moorings. On reaching the rocks she found the fishing boat *Madge*, of Liverpool, aground. Her crew of two were taken into the life-boat, which returned to her station. A few minutes later the coastguard reported another boat in difficulties and the life-boat put out again. This time she found the Liverpool fishing boat *Bonny Breeze* in danger of being swept against the sea-wall west of the Battery. She was taken in tow

and anchored in a safe position. The life-boat returned to her moorings at 1.30 A.M.—Rewards, £10 5s.

Rosslare Harbour, Co. Wexford.—On the afternoon of the 9th August a telephone message was received from the coast watcher at Cahore that a ketch was ashore on the Rusk bank, about three miles from Cahore Point. A moderate to strong E. by N. wind was blowing, with a moderate sea. The motor life-boat *K.E.C.F.* was launched at 2.20 P.M., and found the ketch to be the *Marie Celine*, of Drogheda, bound laden from Glasgow to Wexford. She carried a crew of four. At her master's request the life-boat stood by until the ketch refloated on the rising tide, and then returned to her station. She arrived back at 11 P.M., having been on service for nearly nine hours.—Permanent Crew, Rewards, £4 4s.

Bembridge, Isle of Wight.—On the 17th August the Foreland coastguard telephoned that a dinghy, with one man on board, had capsized near Ledge buoy. The motor life-boat *Langham* was just about to be launched when the man swam ashore. At the same time the coastguard telephoned again to say that a motor boat was in distress about one and a half miles off Horse Sands fort. The life-boat left at 2.45 P.M. in a moderate but squally S.W. by W. gale, with a very heavy sea. The motor boat was the *Lady Betty*, of Sea View, with one man aboard. She was towed safely back to Sea View and the life-boat arrived back at her station at 6 P.M. The man thanked the Institution and sent a donation.—Rewards, £6 10s. 6d.

Dungeness, Kent.—At 1.15 A.M. on the 23rd August the coxswain was told by the coastguard that a small vessel was burning distress signals about one mile N.E. of Lade coastguard station. A moderate southerly gale was blowing, with a choppy sea, and thick rain at times. The No. 2 motor life-boat *Charles Cooper Henderson* was launched at 1.57 A.M., and after a difficult search owing to very bad visibility found the vessel. She was the yacht *Tinker*, of Yarmouth, Isle of Wight, with three persons on board. She had parted

from her anchor and was drifting. At the request of her master the life-boat got a line aboard, and towed the yacht into Folkestone harbour, saving both the yacht and those on board. The life-boat arrived back at her station at 6.25 A.M. The owner expressed his thanks and sent a donation.—Rewards, £29 11s.

St. Mary's, Scilly.—Two visitors put out from St. Mary's at noon on the 27th August to row between the islands. They did not return, and at 8.55 P.M. the coastguard telephoned that they had left Bryher about 7.30 P.M., and had been last seen off Sampson, not making much headway. An increasing strong breeze was blowing, with a choppy sea and patches of rain and fog. In these circumstances it was thought advisable to send out the motor life-boat *Cunard* to look for the boat before darkness fell. The *Cunard* left at 9.5 P.M. and eventually found the boat in the St. Mary's roadstead. She rescued the two people and took them ashore, returning to her station at 10 P.M. A donation was received by the branch from one of the rescued.—Rewards, £11 10s.

Margate, Kent.—At 11.17 P.M. on the 6th September the coxswain received a message from the Ramsgate coastguard that two ships had been in collision off N.E. Spit buoy. They were the s.s. *Archon*, of Syra, Greece, bound with a cargo of maize from the Argentine to London, and the s.s. *Treherbert*, of London, bound for Cardiff. The motor life-boat *Lord Southborough* (*Civil Service No. 1*) was launched at 11.35 P.M., in a strong E. breeze, with a very rough sea. The *Archon* had foundered, and her crew of twenty-four and the pilot had taken to the ship's boats. The coaster *Dynamo*, of Hull, had picked them up. The life-boat took the men off the coaster and landed them at Margate. She returned to her station at 1.40 A.M. next day, but could not be rehousing until later on account of bad weather.—Rewards, £16 12s. 6d.

Shoreham Harbour, Sussex.—On the afternoon of the 12th September the Rt. Hon. J. H. Thomas, M.P., Secretary of State for the Dominions, went out in

the motor boat *Midge*, with a friend and two members of his staff, to fish. The engine broke down and the boat began to drift. All attempts to row her ashore failed and handkerchiefs were tied to an oar as a distress signal. The coastguard saw the signal and the motor life-boat *Rosa Woodd and Phyllis Lunn* was launched to the rescue at 5.50 P.M. At that time a strong E.N.E. breeze was blowing, the sea was rough, and it was raining. The life-boat came up with the *Midge* about two and a half miles S.W. of the harbour, took Mr. Thomas and the other three men on board, and towed the boat back to Shoreham. The life-boat returned to her station at 6.30 P.M. Mr. Thomas and one of the party sent donations in appreciation of the services of the life-boat.—Rewards, £4 10s.

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

Poole and Bournemouth, Dorset.—8th July. A small yacht stranded on the Hook Sands, but was refloated.—Rewards, £14 18s. 6d.

Aldeburgh, Suffolk.—11th July. A barge's sails had been damaged by a squall, but the master was able to go on without help.—Rewards, £14 15s. 6d.

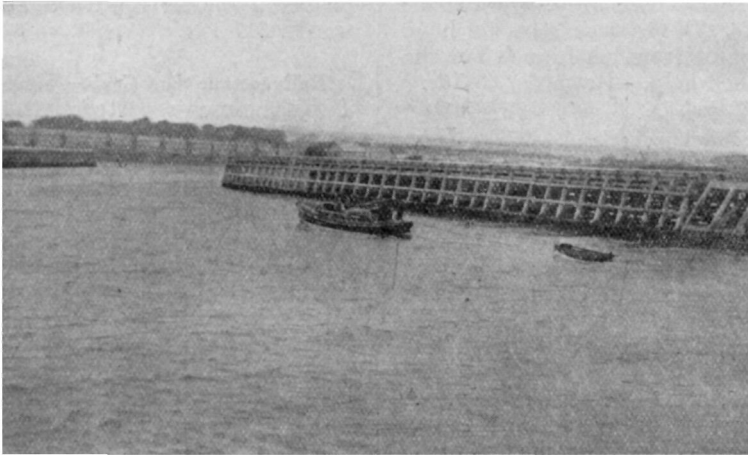
Aldeburgh, Suffolk.—13th July. A motor boat was wrecked, but her crew of two swam ashore.—Rewards, £14 15s. 6d.

Weymouth, Dorset.—13th July. A small yacht had been reported in distress, but it was found to be a lighted buoy which had drifted.—Rewards, £6 13s.

St. Mary's, Scilly.—22nd July. A French fishing boat had stranded in foggy weather, but did not need help.—Rewards, £10 11s.

Clacton - on - Sea, Essex.—23rd July. Flares had been reported, but no vessel in distress could be found.—Rewards, £11.

Longhope, Orkneys.—25th July. A steam drifter stranded near Duncansby Head, but was helped by another drifter.—Rewards, £4 19s. 6d.



By courtesy of]

[R. Watts, Twickenham.

RESCUING A CABINET MINISTER.

The Shoreham Harbour motor life-boat returning on 12th September, after rescuing the Right Hon. J. H. Thomas, M.P., Secretary of State for the Dominions, whose motor boat had broken down when he was out fishing.
(See opposite page.)



By courtesy of]

[Sport and General.

THE "CHARLES DIBDIN."

The naming ceremony at Walmer, Kent, on 21st September. *(See page 176.)*

Dover, Kent.—26th July. A steamer making for Dover was seen to have flames coming from her funnel, but she did not need help.—Rewards, £3 15s.

Blyth, Northumberland.—27th July. Three men were in difficulties in a small boat, but were picked up by a coble.—Rewards, £10 18s.

Hoylake, Cheshire.—27th July. A coasting vessel foundered, but her crew of four were rescued by another vessel.—Rewards, £17 12s.

Holyhead, Anglesey.—28th July. A small boat was missing and the life-boat went in search of her, but she had made land unaided.—Rewards, £9 9s.

New Brighton, Cheshire.—28th July. A trawler had stranded, but was found to have been abandoned.—Rewards, £4 12s. 6d.

Llandudno, Caernarvonshire.—29th July. An aeroplane was reported to have dived into the sea, but the life-boat found nothing.—Rewards, £15 17s.

Beaumaris, Anglesey.—30th July. A sailing boat was seen endeavouring to land in a gale. She succeeded unaided.—Rewards, £10 12s.

Walton and Frinton, Essex.—31st July. A signal from the Clacton-on-Sea life-boat was mistaken as a call for more aid.—Rewards, £8 10s. 6d. (An account of the Clacton service appears on page 156.)

Hoylake, Cheshire.—2nd August. Two small motor boats were in difficulties, but another motor boat took them in tow.—Rewards, £18 4s. 6d.

Pwllheli, Caernarvonshire.—3rd August. Shouts from one boat to another for a tow were mistaken on shore as calls for help.—Rewards, £2 0s. 6d.

Penlee, Cornwall.—4th August. A steamer had gone ashore on the Runnell Stone Rock, but refloated unaided.—Rewards, £5 11s. 6d.

Kingstown, Co. Dublin.—6th August. A large tree trunk with two limbs was

mistaken for an upturned boat.—Rewards, £11 12s.

Ballycotton, Co. Cork.—10th August. Two fishermen reported that they had picked up another fisherman's boat. The life-boat went out to look for him and found his lobster pots, but no trace of the man.—Rewards, £4 10s. 6d.

Sunderland, Co. Durham.—11th August. A fishing coble had got into difficulties, but another coble towed her to safety.—Rewards, £11 11s. (An account of this service appears in Shore-boat Services on page 168.)

Southend-on-Sea, Essex.—16th August. A barge had sunk, but a passing steamer rescued her crew.—Rewards, £5 17s.

Portrush, Co. Antrim.—17th August. A yacht had been seen in a dangerous position, but made harbour unaided.—Rewards, £4 4s.

Yarmouth, Isle of Wight.—17th August. A small boat was in distress, but made land safely.—Rewards, £4 10s. 6d.

Weymouth, Dorset.—18th August. A small yacht went ashore on Portland breakwater, but her crew scrambled to safety.—Rewards, £4 7s. 6d.

Yarmouth, Isle of Wight.—19th August. A raft was seen drifting. It came ashore with a dead body on it.—Rewards, £4 10s. 6d.

Weston-super-Mare, Somerset.—20th August. A small boat had been seen in difficulties, but could not be found.—Rewards, £10 4s. 6d.

Clacton-on-Sea, Essex.—22nd August. A barge had stranded on Buxey Sands, but refloated without help.—Rewards, £11.

Youghal, Co. Cork.—23rd August. A fishing boat was being blown out to sea, but was picked up by another fishing boat.—Rewards, £4 5s.

Walton and Frinton, Essex.—23rd August. A steamer had grounded on the Shipwash Sands, but got off and went on her way.—Rewards, £7 15s.

Dover, Kent.—24th August. A motor yacht had got out of control, but was towed in by a trawler.—Rewards, £3 15s.

Hoylake, Cheshire.—2nd September. A black and white buoy was mistaken for an aeroplane in the sea.—Rewards, £14 10s.

Porthdinllaen, Caernarvonshire.—3rd September. A seaplane had been reported to have dropped into the sea, but as a thorough search revealed nothing the report appears to have been a false alarm.—Rewards, £8 19s.

Port Erin, Isle of Man.—4th September. A small boat was drifting, but made safety unaided.—Rewards, £11 16s.

Aldeburgh, Suffolk.—6th September. A yacht was in distress, but drifted ashore, and those on board got to land unaided.—Rewards, £29 8s. 6d.

Walmer, Kent.—9th September. A small vessel was reported to have disappeared, but a search revealed nothing.—Rewards, £20 11s.

October Meeting.

Torbay, Devonshire.—On the night of the 13th August the coast watcher at Babbacombe reported that a speed-boat was in difficulties, close to the shore, between Babbacombe and Anstey's Cove, Torquay. The east wind was very light, but a very strong easterly loup was running, and a fork lightning storm was raging. The motor life-boat *George Shee* was launched at 10.35 P.M., and eventually found the speed-boat *Miss Torbay*, of Torquay, in a very dangerous position, about one hundred yards off the rocks on a lee shore. She was anchored with a slender rope cable, but the anchor was dragging. She had been on a pleasure trip, carrying five men and two women, from Torquay to Babbacombe, but had had engine trouble while making the return journey. The two women and one of the men had already been rescued by a boat from Babbacombe. The remaining four men were taken into the life-boat, and the *Miss Torbay* was towed

into Babbacombe. Mr. H. M. Smardon, the honorary secretary, accompanied the life-boat on the service, which lasted for three hours.—Property Salvage Case. (An account of the Shore-boat Service appears on page 168.)

Cloughey, Co. Down.—On the morning of the 15th August the coastguard brought news that a yacht in Dundrum Bay was flying distress signals. As the Newcastle life-boat was off service, it was decided to send the Cloughey motor life-boat *William Maynard*, and she was launched at 12.45 P.M. A strong S.W. breeze was blowing and the sea was rough. The yacht was the *Argo*, of Whitehaven. Her boom had broken and she had started to drag her anchor. When the life-boat arrived she found that a motor fishing boat had put out from Newcastle and was towing the yacht towards Killough harbour. The life-boat accompanied the boats into the harbour and then returned to her station, arriving there at 6 P.M.—Rewards, £8 3s.

Selsey, Sussex.—On the 1st September the coastguard telephoned that a message had been received that a motor boat with ten people on board was in distress and breaking up off West Wittering. A strong westerly breeze was blowing with a moderate sea. The motor life-boat *Canadian Pacific* was launched at 4.25 P.M., and found the motor yacht *Samli*, of Harwich, ashore on the West Pole sands off Hayling Island. She was bound from Southampton to Newhaven. The life-boat got a line on board and towed the yacht into Portsmouth. She arrived back at her station at 12.30 A.M. next day.—Property Salvage Case.

Hythe, Kent.—On the 8th September the coxswain, when going out fishing, found a small yacht, the *Jersey*, of Poole, with four people on board, at anchor off Sandgate. Her skipper asked to be towed to Folkestone, but owing to the state of the tide this was impossible. The coxswain returned from fishing at 1 A.M. next day and asked the coastguard to keep a lookout on the yacht. At 9.30 A.M. she was seen to be labouring heavily, and

although no distress signal had been made it was thought advisable to launch the motor life-boat *City of Nottingham*. An E.N.E. gale was blowing with a very heavy sea. At the skipper's request some life-boatmen went on board and pumped out the yacht, which was then towed to Dover. The yacht's owner gave a monetary present to the life-boat crew for their help. The life-boat arrived back at her station at 7 P.M., after having been on service for nearly eight hours.—Rewards, £10 9s. 6d.

Troon, Ayrshire.—It was reported on the evening of the 13th September that a party of nine people were stranded on Lady Isle, about three miles from Troon, in the Firth of Clyde. They had left Prestwick at 3 P.M. in a motor boat and had landed on the island safely, but a strong N.N.W. breeze had sprung up, bringing a heavy sea, and when the party prepared to return to the mainland the boat hit the rocks and sprang a leak. The boatman was alone in the boat. He tried to get her ashore, but failed, and in his endeavours to moor her his ankle was badly smashed. He then decided to try and reach the mainland for help, but the engine broke down. Luckily the boat drifted towards the Prestwick shore, where she was seen and picked up, and the boatman gave the alarm. The motor life-boat *Sir David Richmond of Glasgow* was launched at 9.15 P.M., with her boarding boat in tow. The party was taken into the life-boat and landed safely at Troon, and the life-boat returned to her station at 11 P.M. Mr. John Bell, the honorary secretary, accompanied her on service.—Rewards, £5 6s.

Great Yarmouth and Gorleston, Norfolk.—On the 14th September the Haisborough coastguard passed the news that a vessel about two miles south of Haisborough, and heading south, was on fire. She was the steamer *Porthcawl*, of Cardiff, bound with a cargo of esparto grass from North Africa to Granton. She carried a crew of twenty-five. The Great Yarmouth and Gorleston motor life-boat *John and Mary Meiklam of Gladswood* was launched at 4 P.M., in a strong N.N.W.

gale, with a heavy sea. She came up with the *Porthcawl* just north of Caister, and the captain ran his ship ashore on the upper part of Caister Patch. By this time the flames, which had been confined to the fore part, had spread all along the ship, and the deck cargo was on fire. The life-boat could not approach on the windward side on account of the heavy sea, and had to get under the steamer's lee, where she lay, with burning material dropping into her all the time, until, with great difficulty, the crew of twenty-five had been rescued. Then, at the captain's request, the life-boat stood by for some time in case the *Porthcawl* refloated. Later a tug arrived and the captain and chief officer, together with three life-boatmen, were transferred to her. The life-boat then made for home, the tug following. The life-boat got back to harbour at 7.30 P.M. The Cromer motor life-boat was also launched, but found that the crew had already been rescued. The Committee granted additional monetary rewards to the Great Yarmouth and Gorleston crew. The owners wrote thanking the Institution for its help.—Rewards, Great Yarmouth and Gorleston, £21 14s.; Cromer, £16 2s. 6d.

Lowestoft, Suffolk.—Early on the morning of the 14th September the coxswain received a telephone message from the coastguard that a vessel was in distress east of the look-out. A strong northerly gale was blowing, with a very heavy sea, and it was raining. The motor life-boat *Agnes Cross* was launched at 5.20 A.M. and found the vessel to be the motor trawler *Flag Jack*, of Lowestoft, returning from the fishing grounds with a crew of seven. Her engine was out of order and she was waterlogged. She had grounded on one of the outer banks and in getting off had holed herself rather badly. At the master's request the life-boat stood by until a tug arrived. The tug took the trawler in tow and beached her, the life-boat keeping alongside all the time. The life-boat arrived back at her station at 7.30 A.M.—Rewards, £20 18s. 6d.

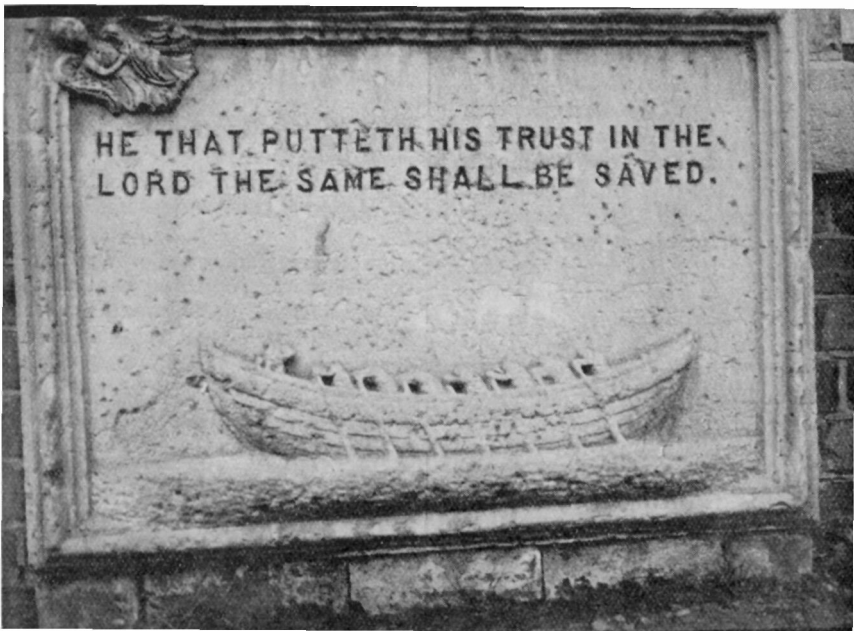
Southwold, Suffolk.—On the 14th September the motor fishing boat *Ruby*, of Lowestoft, with one man on board,



By courtesy of]

A LIFE-BOAT LAUNCH AT SCARBOROUGH.

[Photopress



FROM AN OLD BOATHOUSE.

A stone which was built into the old life-boat house at Cambois (Northumberland). This house, now destroyed, was erected in 1854, at the cost of Sir Matthew Ridley, Bt., who also presented the site. It was described at the time as "a boathouse of a very commodious and superior character."

was seen to be in difficulties and flying a distress signal, after making two attempts to get into harbour. A strong north breeze was blowing, with a heavy swell on the bar. The motor life-boat *Mary Scott* was launched at 1 P.M. and towed the *Ruby* into harbour.—Rewards, £8 8s.

Wicklow.—On the 19th September four fishing boats which had left harbour early in the morning were seen to be in trouble five or six miles north of the harbour. A moderate S.S.E. gale had sprung up, bringing a rough sea and heavy rain. The motor life-boat *Robert Theophilus Garden* was launched at 9.30 A.M., and went first to one of the boats which was flying distress signals. Her crew were in an exhausted condition, one of them, a boy of fourteen, being nearly dead. They were taken into the life-boat and given stimulants. Artificial respiration was applied to the boy. The crews of the other three boats were then rescued, and the life-boat returned to harbour with the four boats in tow. The boats were *Polly*, *Mary*, *Congress Bell*, and *Sheila*, and each carried a crew of three. The life-boat arrived back at her station at noon.—Rewards, £6 0s. 6d.

Dover, Kent.—On the 21st September one of two Royal Air Force launches which were on passage from Calshot to Felixstowe had trouble with her engine about two miles S.W. of the Admiralty Pier, Dover. The other launch made for Dover and telephoned to the life-boat coxswain for help. The motor life-boat *Sir William Hillary* put out at 10.23 P.M., in a strong N.E. breeze with a rough sea. She came up with the launch about one mile S.W. of Dover and escorted her into harbour, where the second coxswain boarded her and moored her safely in the Camber. The life-boat arrived back at her station at 11.20 P.M.—Rewards, £3 15s.

Kirkcudbright.—On the evening of the 24th September a message was received from the lighthouse-keeper on Ross Island that a sailing dinghy with two men had gone ashore on Richardson's Rock, which is between Ross Island and the mainland. The men had signalled to the keeper that they

wished to be taken ashore, and as it was getting dark it was decided to send the motor life-boat *Morison Watson* to their help. She was launched at 7 P.M. in a moderate N.E. breeze. The sea was smooth. She stood by until the dinghy refloated and then, after taking the men on board, towed the boat to safety. She arrived back at her station at 4 A.M. next day, having been on service for nine hours.—Rewards, £10 13s.

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

Shoreham Harbour, Sussex.—5th September. A small motor boat was in difficulties, but her occupants got away in another boat.—Rewards, £4 10s.

Hythe, Kent.—15th September. It had been reported that a small boat had capsized. A thorough search was made, but nothing was found.—Rewards, £18 18s. 6d.

Lerwick, Shetlands.—19th September. A small boat was thought to be missing, but got home safely without help.—Rewards, £4 7s. 6d.

Great Yarmouth and Gorleston, Norfolk.—19th September. A yacht ran ashore on Scroby Sands, but refloated unaided.—Rewards, £9 13s.

Rosslare Harbour, Co. Wexford.—21st September. A fishing boat was out in bad weather, and a search was made for her, but in the meantime she had made harbour.—Rewards, £2 16s.

Berwick-on-Tweed, Northumberland.—24th September. A balloon from Germany drifting towards land very low appeared likely to fall in the sea, but came down on Spittal beach.—Rewards, £4 16s. 6d.

Poole and Bournemouth and Swanage, Dorset.—25th September. A small boat capsized near Old Harry Rocks at night, and one of the men on board, after swimming for several hours, reached Sandbanks and asked for help. The life-boats were launched. Nothing

could be found of the other two men, but the boat was picked up by a steamer and the sail by the Swanage life-boat.—Rewards, Poole and Bournemouth, £29 9s. 6d. ; Swanage, £16 16s.

Poolbeg, Co. Dublin.—25th September. It had been reported that a small boat was drifting out of control, but the report proved to be unfounded.—Rewards, £14 13s.

Hartlepool, Co. Durham, and Teesmouth, Yorkshire.—27th September. A Royal Air Force aeroplane had come down in the sea in a fog on the previous day. A search over a wide area revealed nothing.—Rewards, Hartlepool, £6 7s. 6d. ; Teesmouth, £8 15s.

Filey, Yorkshire.—28th September. A

drifter had struck the rocks, but her crew got away in a small boat and were picked up by a fishing boat.—Rewards, £10 7s. 6d.

Cromer, Norfolk.—29th September. A drifter stranded on the Haisborough Sands, but refloats without help.—Rewards, £8 16s. 6d.

Walmer, Kent.—6th October. A collision occurred between two steamers in a dense fog, but both, although damaged, declined help.—Rewards, £30 16s. 6d.

Cromer, Norfolk.—6th October. A large steamer grounded on the Haisborough Sands, but got off unaided and went on her way.—Rewards, £26 4s. 6d.

Shoreboat Services.

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

Newbiggin, Northumberland.—At about 1.30 P.M. on the 5th June it was reported by the coastguard that a flag was being waved from a yacht which seemed to be in distress, although the sea was smooth and the wind light. Three fishermen put off in a motor coble and found that no help was needed. The skipper of the yacht had been waving to a friend.—Rewards, 15s., and 2s. 6d. for fuel used.

Rye Harbour, Sussex.—At about 1.30 P.M. on the 24th June a motor boat capsized in the broken water off Camber Sands, about two miles from Rye Harbour, in a fresh S.W. breeze with a moderate but breaking sea. The motor boat *Gertie* was at once manned by four local men, accompanied by a motor engineer and a journalist, both of Hastings. She took a small boat in tow. There was not sufficient depth of water for the motor boat to get near the men, so two of her crew got into the small boat, and rescued two of the men, who were clinging to the capsized boat in an exhausted condition. A third man succeeded in reaching the shore. A gift of £5 from the rescued men was

received by the Rye Harbour men.—Rewards, £2 10s., and a letter of thanks to Mr. J. Moon, the journalist.

Hilbre Island, Cheshire.—On the 9th July a bather got into difficulties and became exhausted. His plight was seen by persons on the beach. They attracted the attention of Mr. E. Paget, who was in a motor boat not far off. He at once went to the bather, picked him up, and landed him on Hilbre Island.—Reward, a letter of thanks to Mr. Paget.

Scarborough, Yorkshire.—At noon on the 16th July information was received that the motor coble *Golden Arrow* had been disabled in a choppy sea with a moderate northerly wind. The news was sent by a boy who had been landed from the coble and who climbed the cliffs to tell the coastguard. The motor coble *Eagle*, manned by four men, put off and found the *Golden Arrow*, with her engine broken down, without sails or oars, and one man on board. She was taken in tow and brought back safely to Scarborough.—Rewards, £1 10s., and 5s. for fuel used.

Port Erin, Isle of Man.—At 10.45 A.M. on the 19th July news was received that a rowing boat was in difficulties one mile west of Bradda Head. There was a strong S.S.W. breeze and choppy sea. The life-boat being off service for overhaul and no motor boat being available, Mr. T. A. Coole, the branch honorary secretary, and Coxswain A. Cregeen went out in a small sailing boat. Another man in another boat also put off. Between them they rescued the four persons on board the rowing boat, and finding another boat nearby also in difficulties, they rescued two persons from it. The service occupied about two and a half hours.—Rewards, a letter of thanks to Mr. Coole, and £1 to the two other men.

Montrose, Angus.—A small rowing boat with four men on board struck a submerged wreck at the mouth of the River Southesk at 8.30 A.M. on the 25th July, and was swamped. The weather was fine. A boatman put out in a small motor boat, and at some risk, owing to the danger of fouling the wreck or of getting on the rocks, he rescued the men and landed them up the river.—Rewards, 10s., and 4s. for fuel used.

Port Erin, Isle of Man.—At 3.30 P.M. on the 28th July a small boat was swamped among the rocks near Bradda Head in a strong S.W. breeze with a choppy sea. A motor boat, manned by a crew of four, went out and found a man and a woman sitting on the rocks. As the motor boat could not get near enough to the rocks, she returned to Port Erin and towed out a small boat with which the man and woman were rescued. Their boat was bailed out and towed in. The rescuers, who were engaged for about two and a half hours, received 15s. from those they had rescued.—Rewards, £2, and 5s. for fuel used.

Campbeltown, Argyllshire.—At 9.15 P.M. on the 30th July news was received that a yacht was in difficulties near Peninver. As the life-boat was away for overhaul, the harbour-master and seven other men put out in the motor fishing boat *Nobles*. A strong S.E. gale was blowing with a heavy sea, and thick rain. The motor boat

was out for three hours, but did not find the yacht, which must have reached shelter.—Rewards, £4 7s.; letters of thanks to the harbour-master, and to Mr. J. Daniels for the use of his boat on this occasion and his offer of its use for future occasions.

Seaham Harbour, Co. Durham.—On the 1st August at 11.30 A.M. a small sailing boat, with one man on board, capsized two miles south of Seaham and two miles off shore. Three miners put off in a 16-foot rowing boat at considerable risk, owing to the northerly wind which was blowing and a heavy ground swell breaking on the shore. They rescued the man and transferred him to the life-boat, which had meanwhile been launched.—Rewards, £2 5s.

Sheringham, Norfolk.—On the evening of the 1st August a boy got into difficulties bathing. When the alarm was given five men launched a small boat with some difficulty and risk, owing to the sea on the beach, and four of them, going out in her, brought the boy ashore. They tried to revive him, but without success.—Rewards, £2 15s.

Tenby, Pembrokeshire.—At about 5 P.M. on the 7th August a canoe was upset off Saundersfoot by the swell in a strong N.W. breeze. Two men put off and found a man and a girl clinging to it. They were rescued and landed at Saundersfoot. Their canoe was also brought in.—Reward, 15s.

Hemsby, Norfolk.—While bathing off Hemsby Beach at about 10 A.M. on the 8th August a young man was seized by cramp. The flood tide carried him seawards. His cries for help were heard by a beachman, who promptly put off with his assistant in a rowing boat and picked up the bather, who was absolutely exhausted. Moderate risk was run by the rescuers, who undoubtedly saved the man's life.—Reward, £1.

Sunderland, Co. Durham.—At 7 P.M. on the 11th August the motor coble *Amy*, with four people on board from Seaham, had trouble with her engine off a lee shore. A moderate S.E. breeze was

RESCUE BY AN IRISH CURRAGH.



Two Irishmen, Mr. John McFadden and Mr. Michael Carr, with the curragh in which they went out in a heavy sea, on 2nd September, 1932, and rescued two men whose curragh had capsized.



The inside of the curragh, showing its ribs of hazel stick, with the bark still on, tied together with string and bits of line, and covered with calico and tar. Mr. McFadden and Mr. Carr both received the Institution's thanks on vellum for their gallantry. (See "*The Life-boat*" for June, 1932.)

blowing, with a choppy sea. The coble was partly swamped and drifted towards the rocks. The life-boat was launched, but meanwhile, seeing the urgency of the case, one of the life-boat's crew got two other men to put off with him in a motor coble. At considerable risk, they succeeded in towing the disabled coble to safety.—Rewards, £3 15s.

Babbacombe, Devon.—When off Babbacombe on the night of the 13th August the speed-boat *Miss Torbay* was disabled during a severe lightning storm. At 10.10 P.M. she was seen drifting off Quarry Point, and the Torbay motor life-boat was called out. In the meantime three men had manned a 14-foot rowing boat. Water was shipped after the boat put off, but they went on, and at considerable risk rescued two women and a man. The remaining four on board the speed-boat, and the boat herself, were saved by the motor life-boat.—Rewards, £3 15s.

Newton, Northumberland.—At 10.35 on the morning of the 16th August the yacht *Saunterer*, of Blyth, with a crew of three on board, struck the rocks while attempting to enter Newton Haven and remained fast. The tide was half flood and the weather was fine with a moderate sea and a N.N.W. breeze. Two motor cobbles, manned by thirteen men, went out to the yacht and ran away a kedge. When she refloated they brought her into a safe anchorage. They were out for about an hour and received 2s. 6d. each from the owners.—Rewards, £1 12s. 6d., and 4s. for fuel used.

Filey, Yorkshire.—At 9.5 P.M. on the 20th August information was received through the coastguard that distress signals had been seen, and it was thought that a small vessel off Reighton Gap needed help. The weather was fine and the sea calm. It was decided to send out two motor cobbles. They searched, but without result, and returned at 11.15 P.M. Afterwards it was learned that a party of campers had lighted a fire on the beach and let off fireworks to amuse some children. An apology and a gift for the

boatmen was received from the campers.—Rewards, £3.

Holyhead, Anglesey.—At 7.20 A.M. on the 21st August the coastguard reported that a small motor boat was anchored two miles east of the coastguard station with a flag at half mast. The weather was fine, with a moderate W.N.W. breeze, a heavy swell and rising tide. Three men put out in an open 28-foot motor boat and found the boat, with four men on board, dragging towards a rocky lee shore. She had been in difficulties all night, as she was short of petrol and her anchor failed to hold. The boat was taken in tow and brought to Holyhead. The rescued men gave their rescuers 10s.—Rewards, 15s., and 5s. for fuel used.

Weston-super-Mare, Somerset.—On the morning of the 22nd August a bottle containing a message was picked up at Wick St. Lawrence. The message stated that persons were marooned on Steep Holme Island, and was dated the 18th August. Two men went to the island in a motor boat, but found nothing.—Rewards, 15s., and 3s. 6d. for fuel used.

Knockadoon, Co. Cork.—At about noon on the 23rd August it was learned that a small fishing boat, with one man aboard, was drifting to sea out of control, about three and a half miles south of Youghal. The tide was ebbing with a strong N.N.W. breeze, and the weather was fine, but squally. Three men put off in a 22-foot sailing boat and rescued the man.—Rewards, £1 2s. 6d.

Llandudno, Caernarvonshire.—At 7 P.M. on the 31st August it was reported that two small boats which had been out fishing were in difficulties outside Little Orme's Head and showing signals of distress. A fresh westerly wind was blowing, with a rough sea, and it was raining. The life-boat coxswain and three other men put to sea in a motor launch and found the two boats in a dangerous position close to the rocks. The ten persons on board them were taken into the launch, which returned with the two small boats in tow. The rescuers were engaged about two hours.

—Rewards, £2, and 2s. 6d. for fuel used.

St. Helier, Jersey.—At 1.40 A.M. on the 10th September the life-boat coxswain and bowman, with two pilots and an apprentice, put off in the 30-foot pilot motor cutter to the help of the motor yacht *Olive*, of Jersey, which had struck the rocks in St. Ouen's Bay in a strong easterly breeze with a

moderate sea. They found that five of the eight persons on board the yacht had landed in their own boat. One of the others was taken aboard the cutter, which then took the yacht in tow. Later she was handed over to the States tug, but she very soon sank. The two remaining on board her were picked up by the tug. The service occupied about six hours.—Rewards, £5, and 15s. for fuel used.

From Ascension Island.

THE following letter comes from the manager of the station of the Eastern Telegraph Company, on that remote spot in the South Atlantic, Ascension Island :

“ As a result of the receipt of your

booklet, *The Story of the Life-boat*, I had a whip-round amongst the members of my English staff on your behalf, and enclose a cheque for £5 2s. as the result. I send it with our very best wishes that the great work you have done in the past may continue long into the future.”

The Viscount Grey of Fallodon : A Correction.

IN the obituary notice of the Viscount Grey of Fallodon, which appeared in the last issue of *The Life-boat*, it was stated that his last public appearance on behalf of the Institution was at the inaugural ceremony of the Boulmer motor life-boat in 1931. This was incorrect. Lord Grey was present and spoke at a meeting of the Alnwick

branch on 20th February last, less than seven months before his death, at which the Duke of Northumberland presented the Institution's bronze medal awarded to Coxswain Bartholomew Stanton, of Boulmer, for the rescue on 22nd November, 1932, of three men from the steam-trawler *Guillemot*.

Sale of Foreign Postage Stamps.

MISS MARGARET POWER, of Mount Royal, Old Common, Cobham, Surrey, honorary secretary of the Cobham branch, proposes to form a stamp club in order to sell foreign postage stamps

for the benefit of the Institution. She would be very glad to receive any such stamps from those interested in the life-boat service. They can be sent direct to her, or through the Institution.

Modern Motor Life-boats.

Modern Motor Life-boats of the Royal National Life-boat Institution.

By J. R. Barnett, O.B.E., M.Inst.N.A. (Blackie & Sons, Ltd. 5s. net.)

THE author of this book is the head of the famous Clyde firm of yacht builders, Messrs. G. L. Watson & Co. He is also the consulting naval architect of the Institution. He succeeded his friend and partner, the late Mr. G. L. Watson, in that post, being appointed to it in January, 1905, immediately after Mr. Watson's death. In the previous year the first experiments with a motor-driven life-boat had been made, when a 12 h.p. two-cycle motor was fitted in a 35-foot pulling and sailing life-boat. In 1909 the first life-boat built for motor power went to her station.

Thus, Mr. Barnett has been the Institution's chief adviser on construction during the whole of the period which has seen a fleet of 281 pulling and sailing life-boats and four steam life-boats transferred into a smaller but much more powerful fleet of (as it is at the moment) 120 motor life-boats and fifty-six pulling and sailing life-boats; which has also seen that first experimental motor life-boat, with its 12 h.p. engine, develop into the 51-foot twin-screw motor life-boat, with two 60 h.p. engines, a speed of 9 knots and a radius of action of 60 miles at full speed, which bears Mr. Barnett's name.

From Oars and Sails to Motors.

As he says himself, "the present-day designs are not the work of one man—they have been developed gradually." But no single man has contributed more to the transformation of the pulling and sailing life-boat of thirty years ago into the motor life-boat of to-day than Mr. Barnett, and none can write on the subject with fuller knowledge or greater authority. Moreover, his is the first book on the subject. There is no other book which describes in detail the design and construction of the modern motor life-boat. It is brief and beautifully simple—a book by

the expert which anyone can understand.

Design.

The book begins with a general introduction. It concludes with a chapter on the crew and the outfit of the boat. Between these Mr. Barnett covers his subject in five short chapters. The first deals with design and the essential differences between life-boats and other boats.

Coast life-boats of whatever type are in many respects different from any other boat. They are broad in proportion to their length, and have at the best comparatively shallow draught. The bow requires to be buoyant, to lift the head when launched bow on at a good speed down a slipway; and the bow sections require to be shaped to avoid hammering when driving into a head sea.

The same chapter deals with the special tunnels for protecting the propellers, a very important feature in the motor life-boat; the steering; the relieving valves, or scuppers, in the side of the boat which have replaced recently the relieving tubes in the bottom of the boat, with the result that a 35-foot 6-inches boat can now empty herself in five or six instead of thirty seconds; the water-tight bulkheads and air-cases; and the increase in buoyancy and range of stability which has made the modern motor life-boats safer and better sea boats than their predecessors.

The next chapter deals with the different types of life-boat suitable for different types of coast. Mr. Barnett divides them into two main classes, deep-water boats and shallow-water boats. Then comes a chapter on the rigorous tests which a life-boat has to undergo before she is passed from the building yard as fit for service, and no chapter shows more clearly what scrupulous care is given to the construction of a life-boat nor how much she is expected to endure. Anyone

reading that chapter will realize why it is that the life-boat triumphantly faces conditions of weather before which larger ships have succumbed.

Wood versus Steel.

Then comes a chapter on construction, the different woods used in building a life-boat and the way in which they are used. Except for steel bulkheads in the larger types, the Institution's life-boats are built of wood, and Mr. Barnett clearly sums up the experience of many years in favour of wood.

A well-built boat with double-skin diagonal planking will come through the severe trials a life-boat is called on to undergo better than a steel boat. The steel plating is comparatively thin and even when galvanized it is liable, sooner or later, to corrosion. Not only may it get ripped on rocks, but the riveting is apt to give out if she is pounding on sandbanks, as often occurs. The double skin is more yielding under such conditions, and notwithstanding their hard work these wood-built life-boats last in good condition for many years.

Finally there is a chapter on the Institution's engines—petrol motors of the four-stroke cycle type, which are completely enclosed and water-tight, so that they can run when submerged.

The book is illustrated with many photographs, beautifully reproduced, with plans of all types of the modern motor life-boat and diagrams showing power curves, stability curves and flooding tests. For those who want more technical information than is to be found in Mr. Barnett's chapters there is a table with full particulars of each type of boat.

"A Sense of Dignity and Power."

In conclusion there are two sayings of Mr. Barnett's which we should like to quote, for they show the wise, and one might almost say devout, spirit in which he approaches the problem of designing a life-boat. The first is :

There is no finality to the design. Even now developments and changes are in sight. No standard can ever be arrived at.

The second is :

As a life-boat has a dangerous duty to perform, it follows that the design is not easy to produce. . . . Further, it is a noble service which a life-boat is intended for, so the design ought to convey a sense of dignity and power, also it should be pleasing to look at, with beauty of proportions and form, and even colour. In fact, it should in every way be appropriate for the duty intended. . . .

The Late Commander Thomas Holmes, R.N.

WE record, with great regret, the death on 20th September, at the age of eighty-one, of Commander Thomas Holmes, R.N., late chief inspector of life-boats. Commander Holmes was a Norfolk man, hailing from Morningthorpe Manor House, Long Stratton, where his father lived to a great age. He entered the Navy as a midshipman in 1866, on board H.M.S. *Victory*, was flag lieutenant to Vice-Admiral Corbett on the East Indies station, and served in the Ashanti War, receiving a medal for that campaign.

In 1884 he was invalided out of the Navy, and in 1892 entered the service of the Institution as inspector of life-boats for the Irish district. He was

transferred later to the Eastern district, and in 1908 became deputy chief inspector of life-boats. A year later he became chief inspector, and held that post through ten of the most difficult years in the history of the service.

The first experiments with a petrol engine for life-boats had just been made, and he had the task of supervising the construction of the earliest boats in that fleet of motor life-boats which now numbers 120. This work of transforming the life-boat fleet from pulling and sailing to motor power was interrupted by the war, but before Commander Holmes retired in 1919 there were twenty-four, and during the

war he had prepared a comprehensive scheme for the placing of motor life-boats at fifty of the most important stations, to be carried out as soon as building could be resumed on the return of peace.

Award of the Silver Medal.

Just before the war broke out Commander Holmes took part, as chief inspector, in a service for which the Institution awarded him its silver medal for gallantry. On 20th February of that year the Norwegian steamer *Mexico* was wrecked in a gale on South Keeragh Island, off the coast of Wexford. The life-boat from Fethard was launched at once to her help, but was herself wrecked and smashed to pieces on the rocks of the island, nine of her crew of fourteen being washed away and drowned. The other five managed to scramble on to the island, where they set to work at once to rescue the *Mexico's* crew, and succeeded, by means of ropes, in getting eight of them safely to the island. This happened on the Friday afternoon. On the Saturday night Commander Holmes left for Ireland, arriving there early on the Sunday morning. Attempts to reach the island had already been made without avail by the life-boats from Dunmore East, Kilmore, and Wexford. As soon as he arrived Commander Holmes put out in the Dunmore East boat, but again, on account of the heavy swell, it was found impossible to get near the island, and for a second night the marooned men had to be left exposed to the gale.

Early on the Monday morning Commander Holmes again set out on board the Dunmore East boat. The Wexford boat was also called out, and between them, with the help of a skiff and a punt, which were floated down to the island, they succeeded, after a long and perilous struggle, in rescuing the twelve men.

The Years of War.

As chief inspector during the years of the war Commander Holmes's work and responsibility were very great. He was deprived almost at once of all his

district inspectors, and the war took in rapid succession, surveyors, mechanics, and all the younger members of the life-boat crews; and this at a time when the life-boat service had to face greater perils and more frequent calls for help than ever before in its history. Through all these difficulties the life-boat service carried on. Of Commander Holmes's work at that time Sir George Shee, the late secretary of the Institution, wrote: "Only those who had the privilege of working day by day with him can appreciate his imperturbable optimism, his unruffled temper, his unrelaxing grip of the work in hand, and his unflinching consideration for all colleagues and subordinates."

The Confidence of the Crews.

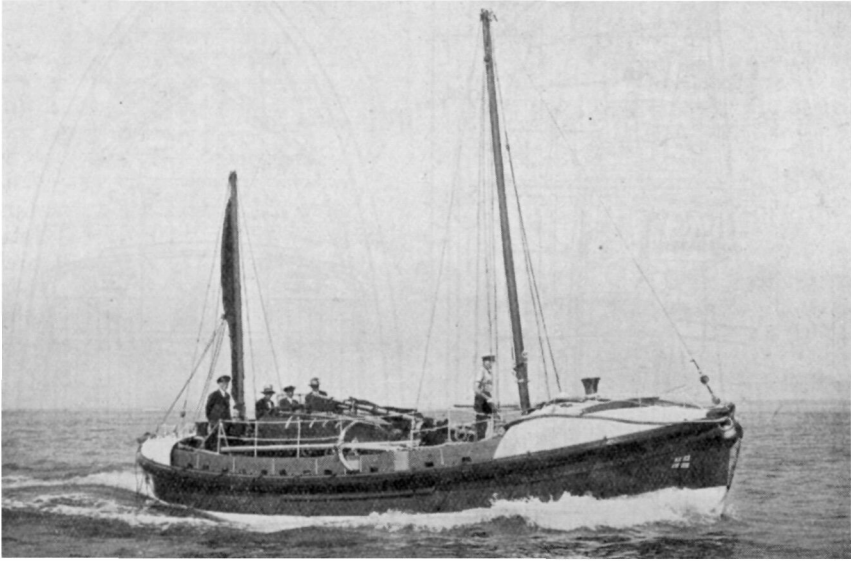
Major Ernest Cooper, for many years honorary secretary of the Southwold station, and the author of *Story of the Southwold Life-boats*, *Mardles from Suffolk*, and *A Suffolk Coast Garland*, who was out with Commander Holmes on many occasions in the life-boats, writes of him that though he lived chiefly in London, he was most at home when visiting the East Coast. There he knew the men and they knew him. "The old longshoremen," writes Major Cooper, "do not as a rule take over-kindly to the somewhat arbitrary type of Navy people, and are apt to look upon them as big-ship men knowing little of small boat work; but Commander Holmes, being of the same race, understood his men, and I never heard anything from them but the warmest expressions of respect and confidence. He could also appreciate the quaint ways and sayings of the old-time life-boatmen, and once when I took him to a life-boat supper he laughed till he cried at the songs and the singers, and spent a most jovial and often-remembered evening."

All who knew him at the Institution, where, in his retirement, he was an always welcome visitor, had for him not only "respect and confidence," but real affection.

At his funeral the Institution was represented by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary, and Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

Motor Life-boats of the Institution.

No. 6.—The 41-foot Beach (Aldeburgh) Type.



WHEN the Institution designed two new types of motor life-boat (as described in previous issues of *The Life-boat*) sufficiently light to be launched off a carriage or the open beach it became possible to use motor power at a large number of stations where it had previously been impossible, but there still remained a number of stations which presented a double problem. Their flat foreshores made it impossible to build launching slipways, and as they had no safe anchorage for the life-boat to lie afloat, they could not be equipped with the heavier types of motor life-boat. At the same time the conditions at sea required a larger and heavier life-boat than the light 35 feet 6 inches types for launching off the beach. Until this problem could be solved it meant that at some of the most important stations on the coast, such as Aldeburgh, Suffolk, and the stations nearest the Goodwin Sands, pulling and sailing life-boats could not be replaced by motor life-boats.

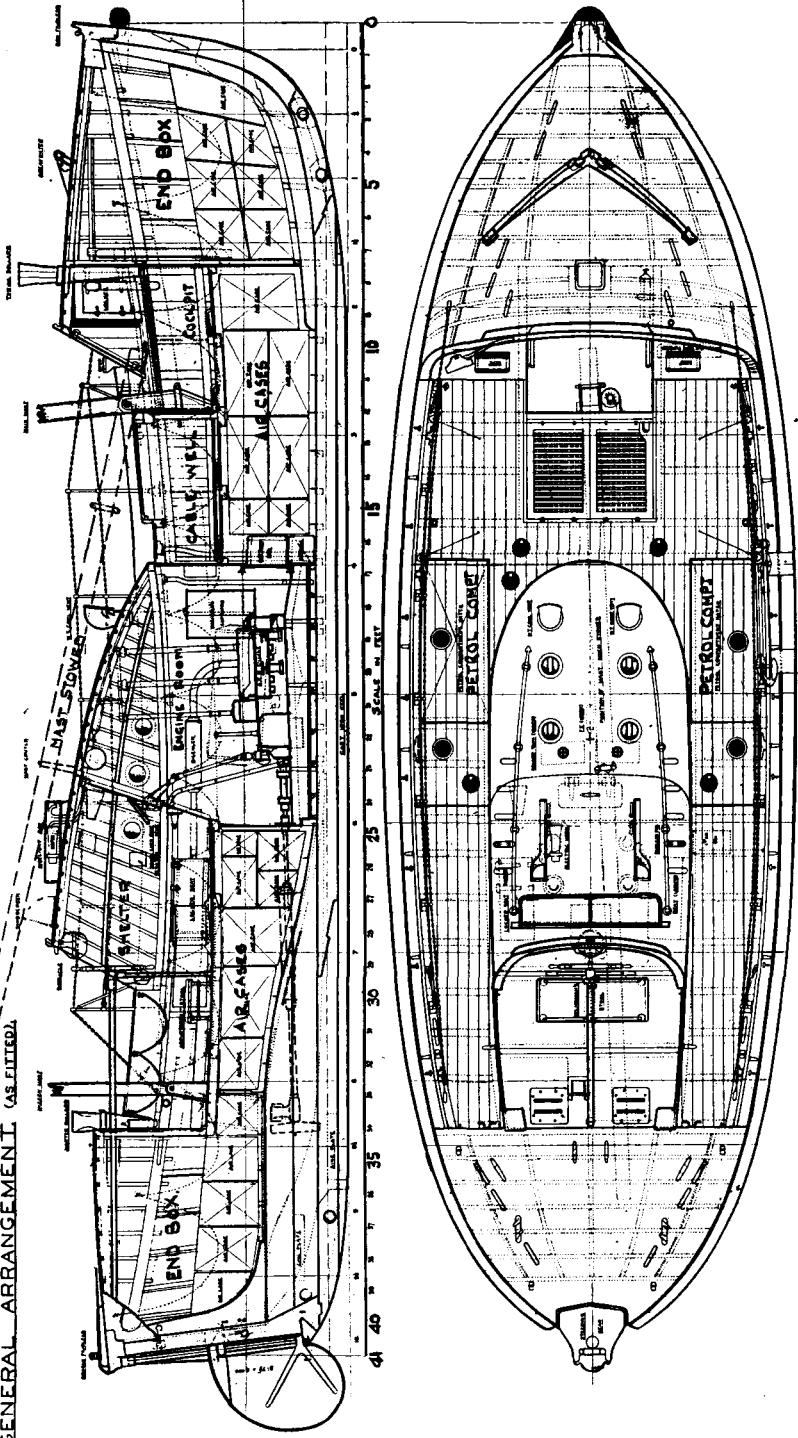
This difficulty has been overcome by the design of a new type, which is a development of the famous Norfolk and Suffolk type. She has the old flat bottom which enables a boat to be

launched in a fairly upright position, and she has buoyant ends which enable her to lift over the surf more quickly than is the case with the other stable types of life-boat which do not self-right.

This new type is the Beach type. It is 41 feet long by 12 feet 3 inches broad. The 45 feet 6 inches Watson (cabin) life-boat weighs, on service, with crew and gear on board, $20\frac{1}{2}$ tons. The light type of motor life-boat weighs only $7\frac{1}{2}$ tons. The Beach type weighs just under 16 tons. While the Watson (cabin) type requires a slipway for launching, and the light type can be taken into the sea on a carriage, or can be run down the beach on skids, the Beach type is launched on a semi-permanent slipway of rollers laid on the beach, being too heavy for launching on the loose skids.

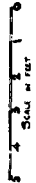
She is built with a double skin of mahogany, keel of teak, ribs of Canadian rock-elm, stem and stern posts of English oak, and air-cases of Columbian red cedar, which is now being used instead of white deal as being a lighter wood. She is divided into seven watertight compartments and is fitted with 135 air-cases. She has sixteen relieving

41'-0" x 12'-3" T.S. MOTOR LIFEBOAT ON 76L 'DUNGENESS'
GENERAL ARRANGEMENT (AS FITTED)

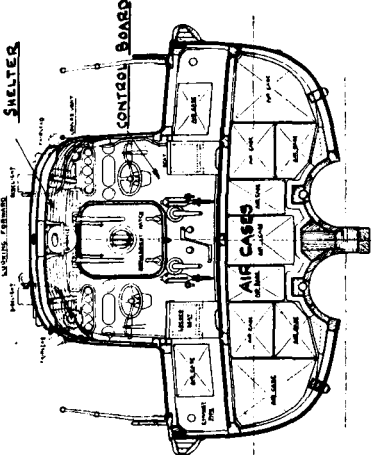


41 FT. 15 IN. MOTOR LIFEBOAT Q.N. 761 'DUNGENSESS'

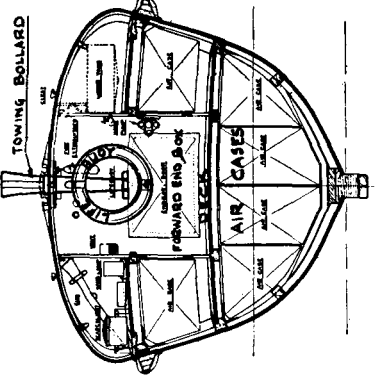
SECTIONS (AS FITTED)



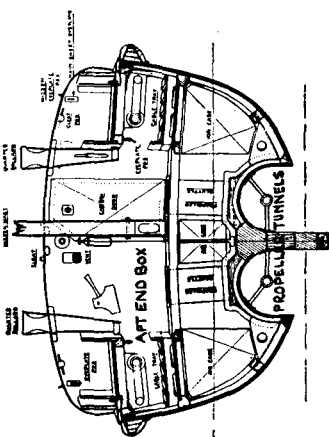
SECTION AT STATION 2
SHELTER FORWARD



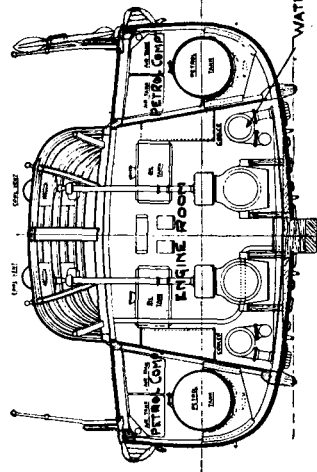
SECTION AT STATION 2
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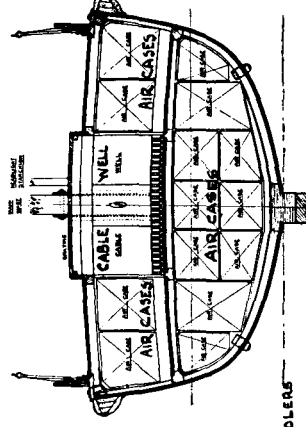
SECTION AT STATION 1
SHELTER FORWARD



SECTION AT STATION 1
SHELTER FORWARD



SECTION AT STATION 3
SHELTER FORWARD



scuppers, and these can free her entirely of water in 22 seconds.

She is a twin-screw boat, having two 6-cylinder high-speed engines, 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. These are the same engines as used in the two light types. They develop 35 h.p. each, with a combined self-contained reduction and reverse gear, giving a propeller speed of 900 revolutions a minute. They are in a water-tight compartment, and are themselves water-tight, so that they 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 just over $7\frac{1}{2}$ knots, and, as with all the Institution's motor life-boats, there is a great reserve of

power, so that the maximum speed can be maintained even in very severe weather.

The boat carries 112 gallons of petrol and the engine's consumption is just over 7 gallons an hour at full speed, so that she can travel 122 miles at full speed without refuelling.

She is fitted with a medium sail-spread of two lugs and a jib, which can be used either with the engines or as auxiliary power in the event of any failure of the engines. She carries a line-throwing gun and an electric searchlight, and is lighted by electricity.

She has a crew of ten men and in rough weather can take eighty-five people on board.

The first of this type was built in 1931 and stationed at Aldeburgh (Suffolk). This year two more have been completed and are both on the coast of Kent, at Dungeness and Walmer.

A New Civil Service Life-boat.

A NEW motor life-boat, the gift of the Civil Service Life-boat Fund, has been completed this year and stationed at Walmer, Kent. There are now six motor life-boats on the coast built out of the Fund—three on the English coast, at Walmer and Margate (Kent), and Southend-on-Sea (Essex); one on the Scottish coast, at Whitehills (Banffshire), and two on the Irish coast, at Donaghadee (Co. Down) and Kingstown (Co. Dublin). With the exception of Kingstown, which will cease to be a Civil Service station when the present life-boat comes to the end of its term of service, all these life-boats are endowed, and when the time comes will be replaced by new motor life-boats out of the Fund. The Fund also contributes £1,000 a year to the maintenance of its life-boats and pays the rewards given to the crews. Since the Fund was established in 1866 it has contributed £94,367 to the Institution, and has provided twenty-two life-boats, including the new Walmer boat. Its life-boats have rescued 1,303 lives and have saved, or helped to save, sixty-five boats and vessels from destruction.¹

¹ A complete list of the Civil Service life-boats was published in *The Life-boat* for November, 1932.

A life-boat station was established at Walmer in 1856, and a life-boat station at North Deal, close by, in 1865. These two stations have been under one branch of the Institution, the Goodwin Sands and Downs branch. The North Deal station was closed last year, when it was decided to place a motor life-boat on this part of the coast. With a motor life-boat one station only was required, and Walmer was chosen, as having the better facilities for launching.

859 Lives Saved.

These two stations are the nearest to the dreaded Goodwin Sands, and they have a magnificent record. The Walmer life-boats have been launched on service 181 times and have rescued 254 lives. The North Deal life-boats have been launched on service 419 times, and have rescued 859 lives. Thus the record for the Goodwin Sands and Downs branch is 600 launches, 1,113 lives rescued from shipwreck.

Although there are so many wrecks on the Goodwin Sands, it has so far been impossible to station a motor life-boat on this dangerous part of the coast, because the conditions at sea required a fairly large and heavy type

of life-boat, and at the same time the boat had to be light enough to be launched off the open beach. The larger motor life-boats, weighing over 20 tons, were too heavy to launch. The light type of motor life-boat, weighing $7\frac{1}{2}$ tons, which can be launched off the beach, was too light for the conditions at sea. This is the reason why for several years there have been powerful motor life-boats at Margate (where there is a launching slipway), and at Ramsgate (where the life-boat lies afloat), but there has been no motor life-boat at either of the stations opposite the Goodwin Sands. A special type of motor life-boat has now been designed to meet this difficulty. It is known as the Beach type, and the new Walmer life-boat is of this type. She is 41 feet by 12 feet 3 inches, and on service, with crew and gear on board, she weighs just under 16 tons.¹

The "Charles Dibdin."

This life-boat will bear the same name as the life-boat which was stationed at North Deal in 1905, and remained there until the station was closed in 1931—*Charles Dibdin*, after the founder of the Civil Service Life-boat Fund, and a former secretary of the Institution.

Mr. Charles Dibdin, F.R.G.S., was a great-grandson of Charles Dibdin, the famous song-writer. He was born in 1849 and was a civil servant in the Savings Bank Department of the General Post Office. In 1870 he became the honorary secretary of the Civil Service Fund, which he had been chiefly instrumental in founding four years before. In 1883 he left the Civil Service to become secretary of the Life-boat Institution, and he remained its secretary until his death in 1910, at the age of sixty-one. He did not, however, give up his work for the Civil Service Life-boat Fund when he left the Civil Service, but continued to act as its honorary secretary until shortly before his death, so that he held that honorary post for nearly forty years.

The new Walmer life-boat is the fourth to bear his name, all being gifts from the Civil Service Life-boat Fund.

The first was stationed at Tynemouth in 1875. It served there until 1888, when it was replaced by another life-boat bearing the same name. This boat served until 1905. These two life-boats rescued eighteen lives. The name *Charles Dibdin* was then given to a life-boat built in 1905 for North Deal. This famous boat served for twenty-six years, until the North Deal Station was closed in 1931. She was launched on service 186 times. She rescued 395 lives. Thus there has been a Civil Service life-boat in the Institution's fleet bearing Mr. Dibdin's name for fifty-six years, and these life-boats have rescued 413 lives.

The Naming Ceremony.

The naming ceremony of the *Charles Dibdin* was held on 21st September in the presence, in spite of very bad weather, of hundreds of people. Among those who took part in it were the Right Hon. the Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., chairman of the Civil Service Life-boat Fund and a vice-president of the Institution, Lady Southborough, the Right Hon. the Marquess of Reading, P.C., G.C.B., G.C.V.O., G.C.S.I., G.C.I.E., Captain of Deal Castle, the Bishop of Dover (the Right Rev. J. V. Macmillan, O.B.E., D.D.), the Hon. Mr. Justice Charles, Sir Godfrey Baring, Bt., chairman of the Institution, the Mayor of Deal, the chairman of the Walmer Urban District Council (Major H. C. Owen, O.B.E., M.C.), and Mr. A. T. Matthews, J.P., chairman of the branch and Cinque Ports Deputy for Walmer. The singing was led by choirboys from St. Mary's and St. Saviour's and accompanied by a Royal Marine Band from the Royal Naval School of Music, by permission of Brigadier G. Mathew, C.B., A.D.C. Royal Marines.

Mr. A. T. Matthews opened the proceedings. He paid a tribute to the Civil Service Life-boat Fund, and said how glad he was that the name of Charles Dibdin, so long associated with North Deal, would still remain in the life-boat fleet. He earnestly hoped that all who lived in that part of Kent, not only at Walmer, but at Deal and Kingsdown and elsewhere, would look

¹ A full description of this type, with a photograph and plans, will be found on page 173.

upon this new life-boat as their boat and would give it their support.

Lord Southborough.

Lord Southborough then presented the life-boat to the Institution. In the course of his speech he said :

"We stand here on the edge of a colossal cemetery. You may well reflect on the thousands of lives that have met death just off this coast since the day when those treacherous sands formed part of Earl Godwin's domain. Here of all places is the important station for a life-boat, and it goes without saying that she should be of the most modern pattern." Lord Southborough then gave some particulars of the Beach type of life-boat, and the record of the Civil Service Life-boat Fund. He continued: "I have said all that modesty admits on behalf of the donors, except perhaps that the Civil Servants of England, Scotland, and Northern Ireland, who make small but adequate contributions to the Fund, number some 50,000 servants of the Crown. This marks the love of the Briton for those who go to sea." (Applause.)

"Then we turn to Charles Dibdin—a conspicuous example, the man whose name is to be given to this splendid boat. He was not the Charles Dibdin who lived early in the last century, the famous writer of songs of the sea and of seamen, 'Tom Bowling'; the man, in fact, who taught that every lass loved a sailor, but that the tar had a wife in every port. Surely that would indeed be an embarrassment in these days of cheap and rapid transport. No, our Charles Dibdin was the songwriter's great-grandson. He was a Civil Servant, and practically the founder of the Civil Service Life-boat Fund. The strains of his forebears' sea songs must have run through his veins, and he took a remarkable step. He left the Civil Service to become the secretary of the Life-boat Institution, and he held that position until his death, when the Institution expressed their heartfelt sorrow at the loss of their highly-esteemed and much-beloved secretary, who had held his important office to the great advantage of the Institution for the long period

of twenty-seven years, during which he had given himself with unstinted devotion and the utmost loyalty to the interests of the life-boat service which he loved so well. There is the Charles Dibdin, whose name and splendid work we desire to commemorate to-day.

"Some day, in years to come, there will assemble on this beach men and women other than ourselves, but whose mission will be the same. They will review the history of this *Charles Dibdin*, then in the evening of her days. We may be sure that that record will be memorable and honourable, both her own and that of her gallant crews. With these thoughts we will now dedicate the boat to her noble service, and invoke the blessing of God upon her life and work. Sir Godfrey Baring, on behalf of the Civil Service Life-boat Fund, I have the honour to present this vessel to the Royal National Life-boat Institution." (Applause.)

Sir Godfrey Baring, in accepting the life-boat on behalf of the Institution, thanked the Civil Service for their splendid generosity and spoke of the great record of Kentish life-boatmen.

Captain W. R. Coleman, honorary secretary of the branch, accepted the life-boat, and Lieut.-Commander P. E. Vaux, D.S.C., R.N., district inspector of life-boats, described the life-boat.

The Bishop of Dover then dedicated the boat, assisted by the Rev. Canon Tonks, M.B.E., Vicar of Walmer, and the service of dedication concluded with the singing of "Eternal Father, strong to save."

A vote of thanks to Lord and Lady Southborough was proposed by Lord Reading, who said that one of the reasons politicians were so interested in the life-boat service was, no doubt, because they themselves were so often "at sea" and "in danger of shipwreck." He was very glad to be among those taking part in this ceremony. They were helping in the noblest work—the work of saving human life. The vote was seconded by the chairman of the Walmer Urban District Council, and Lord Southborough responded.

Mr. Justice Charles proposed a vote of thanks to Mr. Matthews and the Bishop of Dover, and paid a tribute to Mr. Matthews's whole-hearted devotion

to the work of the service. The vote was seconded by the Mayor of Deal, who said that sorry though the people of Deal were that they no longer had a life-boat of their own, they would always be ready to do all that they could to support the work of the

Institution. Both Mr. Matthews and the Bishop of Dover replied.

Lady Southborough then named the boat *Charles Dibdin, Civil Service No. 2*, with the words: "May God bless her and all who sail in her;" and the boat was launched.

Naming Ceremonies of Motor Life-boats.

Exmouth, Devon; Fenit (Tralee Bay), Co. Kerry; Dungeness, Kent; Longhope, Orkneys.

THE Exmouth naming ceremony was held on 29th August in the presence of nearly 8,000 people. Among those taking part in the ceremony were the Rev. the Earl of Devon, a vice-president of the Institution, Admiral Sir A. A. M. Duff, K.C.B., a member of the committee of management, Admiral F. C. Fisher, chairman of the branch, the Bishop of Crediton, and the chairmen of the Urban District Councils of Exmouth, Salterton and Sidmouth.

Exmouth has one of the oldest life-boat stations on our coasts. It was established in 1803, and its first life-boat was built by Henry Greathead, builder, in 1789, of the first life-boat, the *Original*, stationed on the Tyne. Since 1858, when the station was re-established by the Institution, its life-boats have rescued twenty-six lives. The station has had four life-boats since that time, and all have been gifts from Devon. The new life-boat has been built out of a legacy received from the late Rev. Charles Pemberton Eaton, of Milford Haven, who spent much of his life on the coast of Pembrokeshire, but in his early youth lived near Biddeford, and was ordained by the Bishop of Exeter.

She is of the light, self-righting type of motor life-boat, 35 feet 6 inches by 9 feet 3 inches, specially designed for stations where the life-boat has to be launched off a carriage or the open beach. On service, with crew and gear on board, she weighs 6½ 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 7½ knots, and she carries enough petrol to be able to travel 116 miles at full speed without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

The Rev. the Earl of Devon presided at the ceremony, and the guests were welcomed by the chairman of the Exmouth Urban District Council (Mr. J. Carter, J.P.). Mr. J. Kelly White, one of the executors of the donor, presented the life-boat to the Institution, and she was received by Admiral Sir A. A. M. Duff, K.C.B., who then presented her to the branch. Admiral Fisher accepted her on behalf of the branch, and after she had been described by the district inspector of life-boats the Bishop of Crediton dedicated her. Miss Shrubbs, the daughter of Captain C. P. Shrubbs, honorary secretary of the branch, then named the life-boat *Catherine Harriet Eaton*, after the mother of the donor.

The Rev. the Earl of Devon presented to Lieut.-Col. B. M. Hynes, O.B.E., honorary secretary of the Lyme Regis branch, the binoculars awarded to him by the Institution, and a vote of thanks to the Rev. the Earl of Devon, Admiral Sir A. A. M. Duff, K.C.B., and the Bishop of Crediton was proposed by Mr. S. Cooper, J.P. (chairman of the Budleigh Salterton Urban District Council), and seconded by Mr. G. E. Saunders, J.P. (chairman of the Sidmouth Urban District Council). The singing at the ceremony was accompanied by the Exmouth British Legion Band.

Fenit, Tralee Bay.

The naming ceremony of the new motor life-boat took place on 6th September in the presence of an audience of about a thousand people. A letter was received from Mr. Sean Lemass, Minister for Industry and Commerce, expressing his regret that he and Mrs. Lemass were unable to be present and wishing good fortune to the new life-boat and continued success to the Institution.

There has been a station at Fenit since 1879, and its life-boats have rescued thirty-six lives. The new boat is of the largest type which the Institution is now building, the Barnett (Stromness) type. She is a cabin life-boat, 51 feet by 13 feet 6 inches. On service, with crew and gear on board, she weighs 26½ tons. She is divided into 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.

This boat has been built out of a legacy from the late Miss S. B. Blake, of Streatham, London, who left the money for the provision of a motor life-boat on the west coast of Ireland.

Mr. David Twomey presided at the ceremony, and after the singing of "Ave Maria," Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. The life-boat was received by Mr. Timothy Barrett, honorary secretary, on behalf of the branch, and welcomed by Mr. A. J. MacGillycuddy in the name of the people of Kerry.

Commander J. M. Upton, R.D., R.N.R., district-inspector of life-boats, described her, and a service of dedication was conducted by the Right Rev. Monsignor David O'Leary, P.A., P.P., Vicar-General and Dean of the Diocese of County Kerry, representing the Bishop of Kerry. The hymn "Hail, Queen of Heaven" was sung, and Mrs. A. J. MacGillycuddy named the life-boat *Peter and Sarah Blake*, after the donor and her brother.

A vote of thanks to Mr. and Mrs. MacGillycuddy and the officiating clergy was proposed by Mr. John Kelleher and seconded by Mr. John Latchford, and a vote of thanks to the chairman was proposed by Mr. T. L. M. Fuge, district organizing secretary, and seconded by the Rev. Canon Clarke.

The life-boat then took trips round the harbour with parties of the guests on board.

Dungeness.

The Dungeness naming ceremony was held on 9th September, with a gale blowing, in the presence of about 800 people. Among those who took part in it were the Mayor of Lydd, Sir Godfrey Baring, Bt., chairman of the Institution, Mrs. E. Astley Roberts, president of the Eastbourne Ladies' Life-boat Guild, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

The Dungeness life-boat station was established in 1826, and since 1892 there have been two stations. There will continue to be two. The motor life-boat has replaced a large pulling and sailing life-boat, but a light pulling and sailing life-boat will remain. Since 1850 the Dungeness life-boats have rescued 137 lives. There have been three disasters in the history of the station. In 1852 a coastguard boat capsized, with the loss of four of her crew of seven. In 1891 the life-boat capsized, with the loss of two lives, and Coxswain James Lucas received the silver medal for his gallantry on that occasion. In 1893 the life-boat again capsized, and the second coxswain was drowned.

The new motor life-boat is the second to be built of the new 41-foot Beach type, of which the first was stationed

at Aldeburgh (Suffolk) in 1931.¹ She has been built out of a legacy from the late Mr. Henry Cooper Henderson, who died in 1913. He was a son of Charles Cooper Henderson, of Shepperton, the artist, whose pictures of the old coaching days are well known to collectors of sporting pictures. Towards the end of his life Mr. Henderson lived mostly at Ramsgate, where he took a warm interest in the life-boat, and its crew, becoming an enthusiastic admirer of their splendid work. Having made ample provision for various charitable bequests, he gave directions that eventually a life-boat should be purchased and named after his father, and stationed, if possible, at Ramsgate, or at an important station on the South Coast.

The Mayor of Lydd presided at the ceremony, and after the district inspector had described the life-boat she was presented to the Institution by Major C. von Essen Moberley, a trustee of the estate of the donor of the boat, who said that it was a great regret to Miss Ella Henderson that she was not able to be present at the naming ceremony of the life-boat which bore her grandfather's name.

The life-boat was received by Sir Godfrey Baring, Bt., who presented her to Captain Q. C. A. Craufurd, R.N., honorary secretary of the station. The Rev. P. H. Collins, M.A., Rector of Lydd, then dedicated the life-boat. Before the actual naming ceremony a vote of thanks to Mrs. Astley Roberts was proposed by Mr. W. P. Spens, O.B.E., K.C., M.P., and seconded by Mr. Charles E. Bass, J.P., and a vote of thanks to the Mayor and Sir Godfrey Baring, Bt., was proposed by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and seconded by Lieut.-Col. V. Findlater.

Mrs. Astley Roberts then named the life-boat *Charles Cooper Henderson*, and the boat was launched into a heavy sea.

Longhope.

The naming ceremony of the new motor life-boat at Longhope in the

Orkneys was held on 15th September, among those taking part in it being Mr. Alfred Baikie, of Tankerness, Lord Lieutenant of Orkney, and Mrs. Baikie. There has been a life-boat station at Longhope since 1874, and its life-boats have rescued 128 lives. The new boat is the second motor life-boat stationed there, and has replaced another motor life-boat of the same type, which was built in 1926. She is of the Watson (cabin) type, 45 feet 6 inches by 12 feet 6 inches. On service, with crew and gear on board, she weighs 20½ tons. She is divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40 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 8¼ knots. She carries enough petrol to be able to travel 116 miles at full speed without refuelling. She has a crew of eight, and in rough weather can take ninety-five people on board. She is fitted with a line-throwing gun and an electric searchlight, and is lighted throughout by electricity.

This life-boat is the third to be built out of a legacy received from the late Mr. William McCunn, of Largs, the other two having been stationed at Broughty Ferry (Dundee) and Port Logan (Wigtownshire).

Mr. J. M. F. Groat, president of the branch, presided and received the boat, which was presented to the branch by Lieut.-Commander T. G. Michelmore, R.D., R.N.R., district inspector of life-boats, on behalf of the donor and the Institution. The Rev. Gilbert W. Moore, B.D., dedicated the life-boat, and Mrs. Alfred Baikie, of Tankerness, named her *Thomas McCunn*.

Mrs. Alfred Baikie also presented to the widow of Thomas Gunn, bowman of the life-boat for nearly thirty-three years, his certificate of service. A vote of thanks to Mrs. Alfred Baikie was proposed by Mr. A. Sutherland, J.P., county councillor, and a vote of thanks to the president and others by Mr. Alfred Baikie.

¹A full description of this type, with photograph and plans, will be found on page 173.

Lieutenant-Commander Hendrik de Booy.

ALL in Great Britain who knew Lieut.-Commander Hendrik de Booy, secretary of the North and South Holland Life-boat Society, will learn with regret that he has just retired, and will join in wishing him happiness in his retirement. His retirement, however, is not complete. He will remain as treasurer of the society. His son succeeds him as secretary.

After serving in the Dutch Navy, Commander de Booy became the secretary of the North and South Holland Life-boat Society in 1906, so that he has served it for twenty-seven years. Between the Dutch life-boat service and our own, both founded in the same year, there has long existed the most friendly co-operation. As Commander de Booy himself recalled in an article which he contributed to the centenary number of *The Life-boat* in 1924, that co-operation started in the year after the two services were established. It has been of great value to both, and none has contributed to it more than Commander de Booy himself, who first visited England two years after his appointment.

He was not only secretary but chief inspector, with a complete and accurate knowledge of the technical side of the work, and the Institution's chief inspectors who have had the pleasure of working with him gratefully recognize how much the life-boat services of

other countries as well as Holland owe to him. It was a well-deserved compliment when, some years ago, he was invited by the Turkish Government to inspect and report upon its life-boat service.

Commander de Booy took a very prominent part in the international life-boat conferences held in London in 1924 and Paris in 1928, and organized with great success the conference in Holland in 1932 at which twelve nations were represented. An accomplished linguist, he can discuss the technical questions of life-boat construction and engineering in several languages, and in preparation for the conference in Holland, which was conducted in English, he himself translated into English the technical papers which were sent up by the different countries.

When the news of his retirement was received the committee of management appointed him an honorary life-governor of the Institution, in recognition of his distinguished services to the work of life-saving at sea and the notable contribution which he has made to the co-operation between the life-boat services of Holland and Great Britain. He is the first representative of a foreign life-boat society to receive this, the highest honour (apart from its medals for gallantry) which the Institution can bestow.

To the President, from the Gold Coast.

SOME years ago reference was made in *The Life-boat* to letters which had been received from the Gold Coast, in one of which the writer, evidently under the impression that the Institution was a general stores, asked for its catalogues, and samples of "clothes, beads, buttons, silk thread, whistles for scout-boys and bottles of lovender." This was followed by another letter from a Roman Catholic Mission School asking for "a general illustrated catalogue, sample,

etc." This misunderstanding about the Institution was put right, with the result that the next letter from the Gold Coast was addressed to the Institution as "the best dealers in Life-boat Service in the City of London," and asked for "complete cost for subscription to enable me to subscribe to same."

For some years the Gold Coast has been silent, but the following letter has now been received from Mr. E. R.

Quansah, addressed to the President of the Institution :

“ SIR,

“ By the *Universe* of June 23rd I came across your name and address. And being interested in fishing industry, I seize the opportunity of applying to you as Master of the Fishing Fleets. For all necessary hints about fishing. (1) To become a subscriber if there is any fishing newspaper. (2) To order for some, if there is any fishing books, showing the best seasons, hours or days for fishing through each year, such as for 1934 and so on. (3) A Chart or Picture of fishes, with their names, just to order for some to know the different fishes by their names. (4) Books showing how to smoke or dry them to avoid worms. (5) The different useful

nets, for each season of the year. I shall thank you for one only of your fishing Almanacs or Calendar for 1934, if you use any.

“ Wishing you all success throughout this and the next year—”

As the Institution cannot pretend to the intimate knowledge of the fishing industry required to answer this letter, and as it feels that the Prince of Wales, although Master of the Fishing Fleets, can hardly be asked to deal with the matter personally, Mr. Quansah has been given the name of the principal fishing paper, and been advised to apply to it for the information he wants.

Life-boat Exhibition at Watford.

A LIFE-BOAT exhibition was held at Watford, Herts, from 2nd October to 9th October as the principal part of a life-boat week, organized by the new honorary secretary of the branch, Mr. H. Mellon, M.R.T.S. The exhibition was held at the Technical and Art School. In arranging the week Mr. Mellon had the personal support and help of the Mayor and Council of Watford, the Education Committee, the Fire Brigade, a number of shops which showed life-boat models in their windows, and the Unemployed Social Centre, members of which were at the exhibition throughout the week to help the Institution's attendants.

Visits of School Children.

The exhibits were, with a few exceptions, the same as those shown at the Charing Cross Underground Station in May and June, of which an account was given in the last issue of *The Life-boat*. Besides many members of the general public, and men from the engineering works in Watford, large numbers of school children, in specially organized parties, came to see the exhibition.

During the week a meeting was held at which the chair was taken by the chairman of the Watford Higher

Education Sub-Committee, supported by the Mayor, Sir Dennis Herbert, K.B.E., the member of Parliament for Watford, and aldermen and councillors. At this meeting an address was given by Sir Godfrey Baring, Bt., the chairman of the Institution, and the address was followed by a lantern lecture.

Display of Life-boat Maroons.

The week concluded on the Saturday with a life-boat day and in the evening a display of life-boat maroons and flares, in which the Institution had the help of the Watford Fire Brigade. The display was given in Cassiobury Park and was attended by some 20,000 people. Shortly after the week a meeting of the branch was held at which the results of the week were discussed. An address on the work of the Ladies' Life-boat Guild was given by Miss Ethel Hopkins, B.A., honorary secretary of the Women's Auxiliary in Folkestone, and it was decided to form a Ladies' Life-boat Guild in Watford.

The gross proceeds of the week were over £190, of which by far the greater part was collected on life-boat day, more than six times the sum contributed by Watford during 1932.

Two Tragedies of Collecting Boxes.

BOTH tragedies occurred in Hertfordshire. The first was on life-boat day in St. Albans. A little girl had been sent out by her mother to do some shopping. She had a florin ready in her hand. At the corner of the road she met a life-boat collector. She put her florin in the box and waited. Nothing happened, and the collector started to move away. At that the little girl burst into tears. She had meant to give a penny and was waiting for her change. As soon as the collector understood she gave back one shilling and elevenpence. However, in the end the little girl's contribution was two shillings, for when the story was told at the Town Hall, one of the

workers there refunded the money from his own pocket, instead of taking it out of the collecting box.

At Watford the life-boat day was held on a Saturday. A boy was returning from work. It was the end of his first week at work, and he had two coins in his pocket, half a crown and a penny, his first week's wages. He saw a life-boat collector; produced, as he thought, the penny; put it in the box. Too late he discovered that it was the half-crown. He said nothing, but went home and presented the penny to his mother as his first week's wages. When she discovered what had happened she wrote at once to the honorary secretary and the half-crown was returned.

Charity from the Workless.

THE sum of £250,000 which the Institution needs each year to maintain the life-boat service works out at five farthings per head of the population of the British Isles. In a number of its appeals the Institution has been asking for this sum. There have been many responses. Here is one of them:

"Enclosed please find 6*d.* in stamps, i.e., 5 farthings from each of us, and

1*d.* over for the card which you may perhaps send as a receipt. I am *very* sorry I can't send more, but we have been without a proper job for nearly six years, and I like to give a little money to our hospital, and, of course, Poppy Day is nearly here again, so a little money has to be spread out to try to give a bit to several. Many regrets that I can't spend more on your *excellent* fund."

A Travelling Life-boat Tableau.

A TRAVELLING waxwork exhibition has been arranged by Mr. Louis Tussaud, of the famous waxwork show, and Mr. Tussaud has included in it a life-boat tableau. He has also kindly agreed that the Institution's collecting boxes shall be placed by the tableau. The exhibition opened in London at the Crystal Palace in July. During this year it is visiting Birmingham, Liverpool, Sheffield, Leeds and Manchester.

Next year it has already been arranged for it to visit Glasgow, Newcastle, Hull, Cardiff, Bristol, Derby, Nottingham, Leicester, Wolverhampton, Coventry and Northampton.

At all these places the life-boat collecting boxes will be at the exhibition. All who see the life-boat tableau will have an opportunity of contributing, and in each case the money so received will go to the branch.



LIFE-BOAT EXHIBITION AT WATFORD.

(See page 183.)



FATHER NEPTUNE AT HERNE BAY.

A fortnight's celebrations of the centenary of Herne Bay last August concluded with life-boat day. Father Neptune, impersonated by Captain J. Irvine H. Friend, M.C., J.P., the chairman of the Margate branch, arriving in the Margate motor life-boat, accompanied by his court, was received at Herne Bay by Britannia. There he held a court with the ancient ceremony of crossing the line. The idea of carrying out this ancient sea ceremony came from the Herne Bay branch, and was enthusiastically taken up by the people of the town, with the result that the Life-boat day raised the record sum of over £93. The jetty where Father Neptune landed is to be named "Neptune Jetty," and a tablet put up by the chairman of the Urban District Council.

Summary of the Meetings of the Committee of Management.

Tuesday, 22nd August, 1933.

Paid £20,466 10s. 11d. 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 :—

£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 ;

£5 to a man for injury in the life-boat service at Caister.

Thursday, 14th September, 1933.

Sir GODFREY BARING, Bt., in the chair.

Reported the death of the Rt. Hon. the Viscount Grey of Fallodon, K.G., a Vice-President of the Institution, and resolved that an expression of sympathy be conveyed to Viscount Grey's sister.

Reported the death of the Rt. Hon. the Viscount Burnham, G.C.M.G., C.H., T.D., a Vice-President of the Institution, and resolved that a letter of sympathy be sent to Lady Burnham.

Reported that Vice-Admiral George K. Chetwode, C.B., C.B.E., had been appointed Admiral Commanding Reserves in succession to Vice-Admiral Henry W. Parker, C.B., C.M.G., and becomes an *ex officio* member of the Committee of Management.

Received with regret the resignation of Mr. A. Maudslay from the Committee of Management.

Reported the receipt of the following special contributions :—

	£	s.	d.
Mr. Thomas M. Kitchin, deceased,			
donation from executors	1,000	0	0
Mrs. C. H. Bevan, deceased,			
donation from executors	800	0	0
Mr. William Wannop, deceased,			
donation from executors	50	0	0
White Star Line Steamers' Charity Fund	50	0	0
Mr. J. Moore Clay, donation to defray cost of workshop and runway at Runswick	40	0	0
Miss Jessie Watson, deceased, donation from executors	29	0	0
Mr. H. W. Kollé	25	0	0
Buckie Town Council, towards the cost of Buckie motor life-boat	25	0	0

Reported that the Shoreham Harbour motor life-boat rescued the Rt. Hon. J. H. Thomas, M.P., Secretary of State for the Dominions, and three other men, from the motor boat *Midge*, on the 12th September.

Paid £14,721 5s. 5d. 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 :—

£220 1s. to pay the rewards for life-boat services, accounts of which appear on pp. 153-158 ;

£358 2s. 6d. to pay the rewards for life-boat launches, accounts of which appear on pp. 158-161 ;

£8 18s. for the assemblies of crews, etc. ;

£329 9s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rams-gate, Rhoscolyn, Rye Harbour, St. Andrews, St. Davids, Troon, Wells, and Whitby ;

£79 12s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, and Walmer.

Voted £38 1s. to pay the rewards for the shoreboat services, accounts of which appear on pp. 165-168.

Thursday, 12th October, 1933.

Sir GODFREY BARING, Bt., in the chair.

Accepted with great regret the resignation of Professor John Cameron, M.D., from the Committee of Management.

Reported the death of Com. Thomas Holmes, R.N., late Chief Inspector of Life-boats, and resolved that an expression of sympathy be conveyed to his daughter.

Decided to amend the conditions under which shoreboat services are rewarded.

Reported the receipt of the following special contributions :—

	£	s.	d.
South Metropolitan Gas Company	26	5	0
Sir George Sutton, Bt.	25	0	0

Paid £19,919 0s. 2d. 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 :—

£95 7s. 6d. to pay the rewards for life-boat services, accounts of which appear on pp. 161-164 ;

£214 to pay the rewards for life-boat launches, accounts of which appear on pp 164-165 ;

£1 5s. 6d. additional rewards in connexion with cases already reported ;

£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 ;

£2 5s. to a man for injury in the life-boat service at Penlee.

Voted £5 15s. to pay the rewards for the shoreboat service at Jersey, an account of which appears on p. 169.

Awards to Coxswains and Life-boatmen.

To WILLIAM GRIMES, on his retirement, after serving for 16 years as coxswain of the Wells life-boat, a coxswain's certificate of service, and a pension.

To ROLAND HAYTER, on his retirement, after serving for 14½ years as coxswain, and 1½ years as a member of the crew of the Brooke life-boat, a coxswain's certificate of service, and a pension.

To WILLIAM WRIGHT, on his retirement, after serving for 10 years as coxswain, 14½ years as second coxswain, and 1½ years as bowman of the Fleetwood life-boat, a coxswain's certificate of service, and a pension.

To EDWARD TROY, on his retirement, after serving for 8½ years as coxswain, 16 years as second coxswain, and 8½ years as bowman of the Helvick Head life-boat, a coxswain's certificate of service, and a pension.

To the widow of the late ROBERT ARTHUR, who served for 4½ years as coxswain, 3 years as shore signalman, and 40½ years as a member of the crew of the Cullercoats life-boat, the life-boatman's certificate of service which would have been awarded to him on retirement had he not died.

To GEORGE PATON, on his retirement, after serving for 13½ years as second coxswain, and 22 years as a member of the crew of the Montrose life-boats, a life-boatman's certificate of service, and a pension.

To RICHARD ABRAM, on his retirement, after serving for 10 years as second coxswain, and 20 years as a member of the crew of the Fleetwood life-boat, a life-boatman's certificate of service.

To WILLIAM B. PICKNETT, who retired after serving for 4½ years as second coxswain, 28½ years as bowman, and 12 years as a member of the crew of the Redcar life-boat, a life-boatman's certificate of service, and a pension.

To WILLIAM MACKENZIE, on his retirement, after serving for 3 years as bowman, and 24½ years as a member of the crew of the Kirkcudbright life-boat, a life-boatman's certificate of service.

To ROBERT STANTON, on his retirement, after serving for 14½ years as shore signalman of the Alnmouth and Boulmer life-boats, a pension.

Awards to Honorary Workers.

Honorary Life-Governor.

Lieut.-Commander HENDRIK DE BOOY has been appointed an honorary life-governor of the Institution in recognition of his eminent services to the cause of life-saving at sea during the period of twenty-seven years in which he was secretary of the North and South Holland Life-boat Society.

Thanks of the Institution on Vellum.

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

To Mr. MURDO GRANT, on his retirement, after 19 years as honorary secretary of the Cromarty branch.

To Mrs. HUTCHINGS, widow of the late Captain E. P. Hutchings, who served for 9½ years as honorary secretary of the Padstow branch, the vellum which would have been presented to him on his retirement.

Binocular Glass.

The BINOCULAR GLASS, inscribed, has been awarded to Captain GEORGE SHEARER, for his long and valuable co-operation at Thurso, particularly as honorary shore signalman, from which post he has retired after 12 years' service.

Life-boat Pictures.

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

MR. GEORGE J. JELL, life-boat worker, Dungeness branch.

MISS DOROTHY F. WHITE, life-boat worker, at Instow (Appledore branch).

MRS. J. SHOTTON WILSON, life-boat worker, Sunderland branch.

Record of Thanks.

The RECORD OF THANKS has been awarded to Mr. F. L. NICHOLAS, honorary treasurer, Newquay (Cornwall).

News from the Branches.

1st August to 31st October.

Greater London.

CLAPHAM.—Whist drive.

CROYDON.—Presentation by the Mayoress of the shield for Greater London in the life-boat essay competition, to Gordon Groves, of Portland Senior Boys' School, South Norwood; and of the record of thanks awarded to Mr. E. Wilson, honorary treasurer of the branch. The Mayor presided.

HACKNEY.—Drawing-room sale, organized by Mrs. Roland Smith.

HAMMERSMITH.—The branch has suffered a severe loss by the death of its chairman, Mr. Claydon, who was mainly responsible for the founding of the branch and worked for it with the greatest interest and vigour.

HAREFIELD.—Concert, with address by the district organizing secretary.

HAYES.—Annual meeting. Speaker: The district organizing secretary. Efforts of the past year: Garden sale, whist drives and life-boat day. Amount collected in 1933 £118, as compared with £133 in 1932.

HORNSEY.—Dance.

MITCHAM.—Annual meeting. Speaker: The district organizing secretary. Efforts of the past year: Dances, whist drives, life-boat day. Amount collected in 1933 £128, as compared with £122 in 1932.

Whist drive.

ST. ALBANS.—Life-boat day.

WALTHAMSTOW.—Garden party; presentation of life-boat statuettes to Mr. E. Hunt and Mrs. E. Hunt (née Miss L. A. Jarritt), and to Mrs. A. W. Burfield (née Miss A. M. Pattle).

Lectures and address in the City of London to the Little Ship Club, and the British Sea Anglers, and at Battersea, Cranford, Hampstead, St. Pancras, Teddington and West Drayton.

North-West of England.

ABRAM AND BICKERSHAW.—Annual whist drive and dance.

ADLINGTON.—Whist drive and dance.

ATHERTON.—House-to-house collection.

BLACKPOOL.—Life-boat day.

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

BREDBURY.—Annual meeting on 18th October. Amount collected in 1933 £33, as compared with £38 in 1932.

Whist drive.

BURNLEY.—Life-boat day.

CARLISLE.—Whist drive and dance, organized by Mrs. Martindale, a member of the local branch committee. Life-boat day at Silloth.

CARNFORTH.—Life-boat day.

DALTON-IN-FURNESS.—Annual meeting on 27th September. Amount collected in 1932 £36, as compared with £35 in 1931. Annual house-to-house collection.

DOUGLAS AND FLEETWOOD.—Life-boat days.

GREAT HARWOOD.—House-to-house collection.

HEYWOOD.—Whist drive.

HOLME.—House-to-house collection.

HORWICH.—Annual meeting on 26th September. Amount collected in 1932 £59, as compared with £61 in 1931.

HYDE.—Annual meeting on 16th October. The Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Mayor's appeal for collections in works, life-boat day, whist drive. Amount collected in 1933 £97, as compared with £83 in 1932.

LAKE DISTRICT.—Pianoforte recital by Albert Thompson, arranged by Miss Belk.

LANCASTER.—Dramatic entertainment, which included the life-boat play "Their Business in Great Waters."

PORT OF LIVERPOOL.

WALLASEY.—Annual dance and whist drive, arranged by the Ladies' Life-boat Guild. House-to-house collections.

MACCLESFIELD.—Address by the honorary secretary to the Y.M.C.A.

MANCHESTER, SALFORD AND DISTRICT.—Special meeting convened by the Lady Mayoress of Manchester for the purpose of constituting a City of Manchester Ladies' Life-boat Guild. President of the Guild, Mrs. H. J. Wilson. Chairman, Mrs. Harold Baerlein.

CHORLTON-CUM-HARDY.—Annual whist drive, arranged by the Ladies' Life-boat Guild.

MOSS SIDE.—Whist drive, arranged by the Ladies' Life-boat Guild.

HULME.—Annual meeting on 28th August. New honorary secretary elected.

WALKDEN.—Visit of the Ladies' Life-boat Guild to Fleetwood; cruise in the motor life-boat.

MILLOM.—House-to-house collection.

MORECAMBE.—Life-boat day.

OLDHAM.—Annual meeting on 17th October, the Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Collections in works, life-boat day at Crompton, whist drive and dance. Amount collected in 1933 £248, as compared with £255 in 1932.

ORRELL.—Social evening.

PEEL.—Life-boat day. Dance. Sacred service.

PORT ERIN.—Annual meeting held on 30th October. Amount collected in 1933 £323, as compared with £351 in 1932.

Life-boat day. Sacred service.

PORT ST. MARY.—Life-boat day. Sacred service. Dinner-table collection.

RADCLIFFE.—Annual meeting on 19th October. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, dance, whist drive. Amount collected in 1933 £35, as compared with £54 in 1932.

RAMSEY.—Life-boat day. Sacred service.

ROCHDALE.—Annual meeting on 17th October, Councillor W. Crossley presiding in the unavoidable absence of the Mayor. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Appeal for subscriptions, collections in works, American tea. Amount collected in 1933 £146, as compared with £155 in 1932.

Annual American Tea.

ST. ANNE'S-ON-SEA.—Life-boat day.

SABDEN.—House-to-house collection.

SEASCALE.—Life-boat day.

STOCKPORT.—Annual meeting on 16th October, the Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1933 £185, as compared with £222 in 1932.

TOTTINGTON.—Annual meeting on 19th October, Mrs. H. Barnicot, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: House-to-house collection, dance, whist drive. Amount collected in 1933 £76, as compared with £60 in 1932.

ULVERSTON.—Life-boat day.

WARRINGTON.—Annual meeting on 25th October, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1933 £185, as compared with £189 in 1932.

North-East of England.

District conference of delegates from Durham and Northumberland at Tynemouth, on 27th October. 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. The delegates were welcomed by the Mayor of Tynemouth and the Tynemouth motor life-boat *Henry Frederick Swan* was launched and took the delegates afloat.

BERWICK.—Life-boat day. Garden fête.

BLYTH.—Monthly exercise of the life-boat with the Mayor, president of the branch, the ex-Mayor, Mr. J. W. Hogarth, chairman of the branch, and Mrs. Colpitts, honorary secretary of the Ladies' Life-boat Guild, on board. After the exercise the crew and visitors had tea in the Watch House.

The branch has lost an old and valued friend by the death, at the age of eighty-seven, of Mr.

John Easton. He was its honorary secretary from 1896 to 1910, being awarded inscribed binoculars and the thanks of the Institution inscribed on vellum, and from then until his death a member of the committee of the branch.

CUDWORTH.—House-to-house collection.

CULLERCOATS.—Coxswain R. S. Arthur died in June at the age of 64, having served with the life-boat for over forty-seven years. During three years of that time he was shore-signalman, and coxswain during the last four years.

Life-boat day.

DARLINGTON.—Garden party.

DEWSBURY.—Bridge drive.

FILEY.—Special meeting, Canon A. N. Cooper, M.A., chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

FLAMBOROUGH.—Life-boat day.

GATESHEAD.—Bridge drives. Life-boat day.

HALIFAX.—Bridge and whist drives, arranged by Lady Fisher-Smith, J.P., chairman of the Ladies' Life-boat Guild.

HARROGATE.—Life-boat day.

HEMSWORTH.—Jumble sale.

HIPPERHOLME.—Bridge drive.

HUDDERSFIELD.—Life-boat day.

KEIGHLEY.—Stall at Mission to Seamen's Sailors' Week, arranged by the Ladies' Life-boat Guild.

LEEDS.—Bridge drive. Life-boat day.

MALTON.—Ball.

NEWBIGGIN.—Life-boat day.

NEWCASTLE.—American tea. Whist drives.

NORTH SUNDERLAND.—Dance.

POCKLINGTON.—Whist drive.

PONTEFRAC T AND RIPON.—Life-boat days.

SCARBOROUGH.—Annual meeting of the Ladies' Life-boat Guild on 28th September. Councillor Mrs. Whitfield, president of the Ladies' Life-boat Guild, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Bridge drives.

Life-boat day.

SLAITHWAITE.—Life-boat day.

STAINLAND.—Whist drive and dance.

TYNEMOUTH.—District conference (see above).

WAKEFIELD.—Garden party.

WASHINGTON.—Lantern lecture.

WATH-UPON-DEARNE, WEST HARTLEPOOL, WHITBY AND WOMBWELL.—Life-boat days.

YORK.—House-to-house collection.

Midlands.

BOSTON.—Life-boat day.

CHELTENHAM.—Whist drive and dance.

CHESTERFIELD AND CLEETHORPES.—Life-boat days.

COALVILLE.—House-to-house collection.

COVENTRY, DUDLEY, GLOSSOP AND HADFIELD, AND GRIMSBY.—Life-boat days.

KIDDERMINSTER.—“Heroes of the Sea” film shown at Empire and Grand cinemas, with collections. Life-boat day. Address by Mr. E. T. Moule at Wilden Church. Life-boat day at Stourport, and “Heroes of the Sea” film shown.

LEAMINGTON.—Annual meeting on 9th October, Lieut.-Gen. Sir John Keir, K.C.B., D.L., J.P., chairman of the branch, presiding. Speaker: The district organizing secretary. Amount collected in 1933 £192, as compared with £208 in 1932.

LEEK, LEICESTER, LINCOLN, LYE AND WOLLESCOTE, AND MABLETHORPE.—Life-boat days.

MANSFIELD.—Life-boat day. Life-boat day, and “Heroes of the Sea” film shown at Warsop.

MARKET RASEN.—Life-boat day.

MATLOCK.—“Heroes of the Sea” film shown, with collection.

NORTHAMPTON.—Annual meeting on 30th October, the Mayor presiding. Amount collected in 1933 £224, as compared with £234 in 1932.

OLDBURY & LANGLEY.—Whist drive.

OUNDLE.—Whist drive.

ROTHWELL, SCUNTHORPE, SKEGNESS, SOUTH NORMANTON, SPILSBY, AND STAMFORD.—Life-boat days.

STOKE-ON-TRENT.

NEWCASTLE - UNDER - LYME.—Annual meeting of the Ladies' Life-boat Guild on 25th October, the Mayoress in the chair. Speaker: The district organizing secretary. Amount collected in 1933 £29, as compared with £50 in 1932.

Life-boat day.

SUTTON-ON-SEA, WEDNESBURY, WELLINGBOROUGH, WORKSOP, AND WRAGBY.—Life-boat days.

Lectures at Painswick (Stroud branch) and Ulceby (Grimsby branch).

South-East of England.

ALDEBURGH.—Annual meeting on 28th October, Captain F. C. U. Vernon-Wentworth, C.B.E., R.N., president of the branch, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1933 £179, as compared with £222 in 1932.

Life-boat day.

AMPHILL, ARUNDEL, AND BALDOCK.—Life-boat days.

BEXHILL-ON-SEA.—Annual meeting on 26th October, Commander R. D. B. Haddon,

D.S.C., R.N., chairman of the branch, presiding. Efforts of the past year: Bridge drive, cinema collection. Amount collected in 1933 £52, as compared with £42 in 1932.

BIGGLESWADE.—Jumble sale.

BISHOP'S STORTFORD.—Jumble sale.

BLAKENEY.—Life-boat day.

BOGNOR REGIS.—Life-boat day and golf competition.

BRAINTREE AND BRENTWOOD.—Life-boat days.

BRIGHTON.—Collections along the front on the occasion of a visit by the Shoreham Harbour motor life-boat.

BURY ST. EDMUNDS AND CAISTER.—Life-boat days.

CATERHAM.—Bridge and whist party at Warlingham, arranged by Mrs. Master.

CLACTON-ON-SEA.—Life-boat day. Life-boat Sunday. Whist drive, arranged by the Ladies' Life-boat Guild.

CRANBROOK AND HAWKHURST.—Life-boat day.

CROMER.—Annual meeting on 30th October, Lord Suffield, president of the branch, in the chair. Efforts of the past year: Life-boat day, life-boat cup competition, etc. Amount collected in 1933 £428, as compared with £362 in 1932.

Life-boat day.

DUNGENESS.—Naming ceremony of the new motor life-boat. (For special report see page 180.)

EASTBOURNE AND DISTRICT, AND ELY.—Life-boat days.

FAKENHAM.—House-to-house collection.

FARNHAM.—Golf competition at Hankley Common Club.

FELIXSTOWE.—Life-boat day.

FOLKESTONE.—Life-boat days at Cheriton and Sandgate. Theatrical performance by the Elmsted Players.

GOODWIN SANDS AND DOWNS.—Naming ceremony of the new Walmer life-boat. (Special report on page 176.)

HASBOROUGH AND DISTRICT.—Life-boat days.

HASTINGS.—Annual meeting on 12th August, at Highland House, St. Leonards, kindly lent by Lady King, the Deputy-Mayor presiding in the absence of the Mayor. Speaker: Commander H. Strong, R.D., R.N.R., a member of the committee of management. Efforts of the past year: Life-boat day, theatricals. Amount collected in 1932 £373, as compared with £408 in 1931.

Life-boat day at Battle.

HERNE BAY AND HOLT AND DISTRICT.—Life-boat days.

HUNSTANTON.—“Heroes of the Sea” film shown, with collection. Life-boat day.

HUNTINGDON AND HYTHE.—Life-boat days.



By courtesy of]

[Leicester Mercury.

LIFE-BOAT AT LEICESTER.
The Pearly King of Leicester collecting.



By courtesy of]

[West Lancashire Evening Gazette.

LIFE-BOAT DAY AT BLACKPOOL.
Ponies and carriage lent to the branch by Mr. Herbert Hagenback, of the Tower Circus, Blackpool.

KESSINGLAND.—Whist drive and dance.

LITTLEHAMPTON.—Life-boat day.

LOWESTOFT.—Annual meeting on 27th October, Mr. F. Spashett, chairman of the branch, presiding. Efforts of the past year : Life-boat day. Amount collected in 1933 £171, as compared with £161 in 1932. Life-boat day.

MAIDSTONE, MARGATE, NEW-HAVEN, PALLING, RAMSEY, ROCHESTER, ST. NEOTS, AND ST. IVES (Hunts.)—Life-boat days.

SANDWICH.—Life-boat day and film shown.

SELSEY, AND SHEERNESS AND DISTRICT.—Life-boat days.

SHERINGHAM.—Tournament in aid of the branch carried out by the Sheringham branch of the British Legion Bowls Club. Life-boat day.

SHOREHAM HARBOUR.—Life-boat day in Southwick and Portslade.

SOUTHEND-ON-SEA.—Life-boat day at Hadleigh.

SOUTHWOLD, TENTERDEN, AND UCKFIELD.—Life-boat days.

WALTON AND FRINTON.—Life-boat day and life-boat Sunday.

WALTON-ON-THAMES.—Three bridge teas.

WATFORD.—Life-boat week. (For special account see page 183.)

WELLS, WELWYN GARDEN CITY, AND WHITSTABLE.—Life-boat days.

WISBECH.—Life-boat day, including Walken and Sutton Bridge.

Lectures at High Wycombe, Monks Risborough and Tring.

South-West of England.

ANDOVER AND DISTRICT.—Life-boat day.

BANBURY.—Bring-and-buy sale at Adderbury Women's Institute. Address by Captain Basil Hall, R.N.

BLANDFORD.—Life-boat day. Presentation of life-boat essay competition award.

BODMIN.—Life-boat day, in which some members of the Padstow life-boat crew took part.

BRADFORD-ON-AVON.—Life-boat day.

BATH.—Life-boat day at Midsomer Norton.

BRIDPORT.—Life-boat day in Bridport and surrounding villages.

BRIXHAM.—Life-boat day. Concert, and presentation of a gift from the branch to Ex-Coxswain W. G. Sanders, by the Rev. the Earl of Devon, a vice-president of the Institution.

BUDE AND CHARD.—Life-boat days.

CHANNEL ISLANDS.—Life-boat days in Guernsey, Alderney and Sark.

COVERACK.—Life-boat day and dance.

EXETER.—Special meeting of the branch and Ladies' Life-boat Guild officers arranged by Councillor Mrs. Reed, chairman of the branch, and attended by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

EXMOUTH.—Naming ceremony of the new motor life-boat. (For full report see page 179.)

Life-boat day and dance.

FROME.—Life-boat day in Frome and surrounding villages.

FOWEY.—Life-boat day.

HENLEY.—Life-boat day at Shiplake.

ILFRACOMBE.—Life-boat day and sacred service from the life-boat.

The branch has lost an old and valued friend by the death at the age of eighty-three of Mr. N. Stephens, who from 1922 to February of this year was its honorary secretary. He was awarded the thanks of the Institution inscribed on vellum when he retired.

ISLE OF WIGHT.—Life-boat day at Ryde, Sandown, Ventnor, Sea View, East and West Cowes, Yarmouth, and villages.

LISKEARD.—Life-boat day.

LOOE.—Life-boat day, with visit of the Plymouth motor life-boat.

LIZARD.—Life-boat day and dance.

LYNMOUTH.—Life-boat day and carnival.

LYME REGIS, MALMESBURY, AND MINEHEAD.—Life-boat days.

NEWBURY.—Life-boat day. Presentation of certificate won in the life-boat essay competition, at Leckhampstead School.

NEWQUAY.—Life-boat day, with procession and launch of the life-boat.

OXFORD.—Life-boat day.

PADSTOW.—Life-boat days at Padstow and Wadebridge. Presentation at Wadebridge by Colonel C. R. Prideaux-Brune, D.L., J.P., president of the branch, of life-boat essay competition awards.

The branch has suffered a severe loss by the death of Captain E. P. Hutchings, who had been its honorary secretary for nearly ten years.

By the death in June of Mr. Samuel Brown, a Trinity House pilot, at the age of eighty-three, passed away one of the survivors of the life-boat disaster at Padstow in 1900, when the steam life-boat *James Stevens No. 4* capsized with the loss of eight of the crew of ten, and the pulling and sailing life-boat *Arab*, of which Mr. Brown was in command, was wrecked, though without loss of any of her crew. Mr. Brown was coxswain from 1899 to 1904.

PAIGNTON.—Annual meeting of the branch and Ladies' Life-boat Guild, Dr. J. R. Julian George, honorary secretary of the branch, presiding, supported by the chairman of the council and Mrs. Higgin, president of

the Guild. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation to Miss I. N. K. Middleton of the life-boat picture awarded to her by the Institution, and of a handbag from members of the Guild. Efforts of the past year: Life-boat day, house-to-house collection, bridge and whist drive. Amount collected in 1933 £185, as compared with £196 in 1932.

PENZANCE.—Life-boat day.

PLYMOUTH.—Annual meeting of the Ladies' Life-boat Guild. Speaker: The Viscountess Astor, M.P., president of the Guild, supported by Mrs. Buller Kitson, chairman of the Guild, Lady Humphries, vice-chairman, and Mrs. Bowen, honorary secretary and treasurer.

POOLE.—Unveiling in the Missions to Seamen Church, by Miss Lees, honorary secretary of the Poole Ladies' Life-boat Guild, of a tablet in memory of Henry Brown, for forty-nine years a member of the life-boat crew.

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH.—Life-boat days.

PORTHLEVEN AND RINGWOOD.—Life-boat days.

ST. AUSTELL.—Life-boat day, organized by the Rotary Club.

ST. IVES.—Life-boat day and dance.

SALCOMBE AND HOPE COVE.—The branch has suffered a severe loss by the death, at the age of eighty-four, of Dr. William Cock, president of the branch and chairman of the trustees of the Salcombe Life-boat Disaster Fund.

Life-boat day.

SALISBURY.—Life-boat days at Fordingbridge, Gillingham, Shrewton and Wilton. Life-boat day and dance at Durrington.

SCILLY ISLES, AND SEATON.—Life-boat days.

SENNEN COVE.—Life-boat day and dance.

SHAFTESBURY.—Life-boat day.

SIDMOUTH.—Life-boat days at Ottery St. Mary, Sidbury and Sidmouth.

SOUTHAMPTON.—Variety entertainment at Botley, given by the Roaming Players.

SWANAGE, SWINDON, TAVISTOCK, AND TEIGNMOUTH.—Life-boat days.

TORQUAY.—Ball and midnight bathing party on Goodrington Sands, to which the guests were taken in motor launches.

TOTNES.—Life-boat day at Buckfastleigh.

TRURO.—Life-boat days at Perranporth, St. Agnes and Chacewater.

WATCHET.—Life-boat day and carnival.

WESTON-SUPER-MARE.—Whist drive, organized by the Ladies' Life-boat Guild. Life-boat day. First bridge drive of a series.

WEYMOUTH.—Life-boat days at Weymouth, Portland and Lulworth.

WINCHESTER.—Life-boat day, and stall at the Butter Cross.

YEOVIL.—Life-boat day at Martock.

Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 25th October, Commander the Hon. A. D. Cochrane, D.S.O., M.P., vice-chairman, presiding. Speakers: Rear-Admiral E. J. Hardman Jones, O.B.E., Commanding Officer, Coast of Scotland, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

ABERDEEN.—Life-boat pageant, and life-saving demonstration.

ARBROATH.—Meeting of the Ladies' Life-boat Guild, Lady Chapel, president, in the chair.

ARDFERN AND AYR.—Life-boat days.

BANFF, MACDUFF AND WHITEHILLS.—Annual meeting on 23rd October, Mr. Adam Walker, chairman of the branch, presiding. Speaker: The Town Clerk. Mrs. Jessie Findlay appointed joint honorary secretary with Mr. V. Desson. Efforts of the past year: Opera "Princess Ida," whist drive, dance, life-boat days. Amount collected in 1933 £117, as compared with £130 in 1932.

Life-boat days at Cornhill, Portsoy, Turriff and Whitehills.

BIGGAR.—Life-boat day.

BRECHIN.—Life-boat day. Life-boat day at Farnell.

BUCKIE.—Life-boat day.

BURNTISLAND AND ABERDOUR.—Annual meeting on 24th October. Mr. James Piper, president of the branch, in the chair. Efforts of the past year: Whist drive and life-boat day. Amount collected in 1933 £117, as compared with £102 in 1932.

Life-boat days.

CAMPBELTOWN.—Golf tournament at Machrihanish.

CARDENDEN, CARSTAIRS, COATBRIDGE, COWDENBEATH, CROMARTY, CULLEN, CULROSS, DUMBAR-TON, AND DUMFRIES.—Life-boat days.

DUNFERMLINE.—Annual meeting on 18th September. Efforts of the past year: Lantern lecture, cinema exhibition, dance, whist drive and dance, concert, life-boat day, house-to-house collection. Amount collected in 1932 £214, as compared with £135 in 1931.

EDINBURGH.—Annual meeting of the Ladies' Life-boat Guild, Harriet, Lady Findlay, D.B.E., president, in the chair. In view of Lady Findlay's absence abroad this winter Lady Whitson was appointed acting president. On the resignation of Mrs. Kenneth MacEwan, who was appointed a vice-president, Miss Lilian M. Roger was appointed honorary secretary. The report for the year was submitted prior to its inclusion in the general report of the branch.

ELIE.—Life-boat day and open-air market, with visit from the Anstruther life-boat, which helped with the collection. Open-air market at Lundin Links.

EYEMOUTH.—Life-boat day at Chirnside.

HELENSBURGH.—Life-boat day, with visit from the Troon motor life-boat, which helped with the collection.

INVERARAY AND INVERGORDON.—Life-boat days.

INVERNESS.—Life-boat day. Life-boat days at Kingussie and Aviemore.

ISLE OF BUTE.—Special meeting of the Ladies' Life-boat Guild, the Marchioness of Bute, D.B.E., president of the Guild, in the chair.

ISLE OF SKYE, JOHNSTONE, KILWINNING, AND KINROSS.—Life-boat days.

KIRKCALDY.—Life-boat day at Kirkcaldy and Kinghorn.

KIRKINTILLOCH AND LENZIE.—Life-boat day.

KIRKCUDBRIGHT.—Life-boat launch and demonstration. Life-boat day at Dalbeattie.

LARGS, LAURENCEKIRK, LESLIE, LOCHMABEN, LOCHGILPHEAD, AND LOCKERBIE.—Life-boat days.

LONGHOPE.—Naming ceremony of the new motor life-boat. (Special report on page 181.) Life-boat day and dance.

MAYBOLE.—Life-boat day.

MELROSE.—Life-boat day at Newstead.

MILLPORT, MONTROSE, MOTHERWELL, MUNLOCHY, NAIRN AND NORTH BERWICK.—Life-boat days.

OBAN.—Life-boat days at Mallaig, Benderloch, Connel Ferry, Taynuilt and Tobermory.

PAISLEY AND PEEBLES.—Life-boat days.

PERTH.—Life-boat day at Crieff. Concert and lantern lecture at Crieff.

PITCAIRNGREEN.—Life-boat day.

PORTPATRICK.—Life-boat fancy dress parade and dance.

SELKIRK AND STEWARTON.—Life-boat days.

STORNOWAY.—Sale of work, organized by the Ladies' Life-boat Guild.

WICK AND WISHAW.—Life-boat days. Lantern lectures at Culross, Dalrymple, Earlston, Fort Augustus, Harburn, Hermiston, Mallaig, Monzie and Gilmerton, Monzievaird and Strowan, Paxton, Sandford and Strathmiglo.

Ireland.

ARKLOW.—Presentation by the Earl of Wicklow of binoculars to the honorary secretary, Mr. B. Tyrrell, and certificate of service to Coxswain Thomas Hayes.

Speakers: The Earl of Wicklow, the honorary secretary, the honorary treasurer, the district inspector of life-boats, and the district organizing secretary.

ARMAGH.—Life-boat day.

ATHY.—Mrs. Toomey, president of Ladies' Guild, appointed honorary secretary of the branch.

BALTIMORE, BANGOR, AND BELFAST.—Life-boat days.

BRAY.—Life-boat day. Presentation of life-boat essay competition awards at Kilmacanogue.

CARRICKFERGUS AND CLOGHER HEAD.—Life-boat days.

CLOUGHEY.—Golf competition.

COBH.—Life-boat day.

CORK.—Annual meeting, Mr. D. F. Doyle, H.C., P.C., presiding. **Speakers:** Mr. H. P. F. Donegan, honorary secretary, and the district organizing secretary. Efforts of the past year: Dance and life-boat day. Amount collected in 1933 £407, as compared with £392 in 1932.

Life-boat day.

COLERAINE.—Presentation of life-boat essay competition prizes.

COURTMACSHERRY.—Life-boat day.

DERRYHASSEN.—Presentation by the Very Rev. J. Sheridan, P.P., of the thanks of the Institution inscribed on vellum and money awards to Mr. John McFadden and Mr. Michael Carr, for the rescue in a curragh, on 2nd September, 1932, of two men whose curragh had capsized in a heavy sea. **Speakers:** The Very Rev. J. Sheridan, P.P., the Rev. Dr. Shields, the district inspector of life-boats, and the district organizing secretary.

DUNGARVAN.—Golf competition.

DUNDALK AND BLACKROCK, DUNDMORE EAST, AND ENNIS.—Life-boat days.

FENIT.—Inaugural ceremony of the new motor life-boat. (Special report on page 180).

FERMOY.—Golf competition.

GREYSTONES AND KILMORE.—Life-boat days.

KINCASSLAGH (Cruit Island).—Presentation of life-boat essay competition prizes.

KINSALE.—Golf competition.

LISTOWEL, LONGFORD, AND LURGAN.—Life-boat days.

MARYBOROUGH.—Branch formed, covering whole of Leix with exception of Portarlington. Honorary secretary, Mrs. T. F. E. Morrow.

MILTOWN MALBAY.—Life-boat day.

NEWCASTLE (Co. Down).—Annual meeting. **Speaker:** The district inspector of life-boats. Efforts of the past year: Dance and life-boat day. Amount collected in 1933 £94, as compared with £89 in 1932.

NEW ROSS, SKERRIES, TRALEE, TRAMORE, AND TUAM.—Life-boat days.

WATERFORD.—Golf competition.

WESTMEATH (N.).—Dances, organized by the honorary secretary, Miss Rose Chapman.

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

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABBEY CWMHIR.—Presentation of life-boat essay competition prizes by the district organizing secretary.

ABERAYRON.—Life-boat day.

ABERDOVEY.—Life-boat day and hotel collections. Two dances.

ABERGELE.—Life-boat day.

ABERYSTWYTH.—Life-boat day and hotel collections, with launch of the life-boat.

BANGOR.—Life-boat day and house-to-house collection.

BARMOUTH.—Life-boat day and hotel collections, with launch of the life-boat.

BARRY.—Annual meeting of the branch on 25th October, Mr. E. V. Swallow, chairman of the branch, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, house-to-house and cinema collections. Mr. A. C. Jones elected honorary secretary in place of Mr. Mostyn L. Sims, resigned on account of ill-health. Amount collected in 1933 £77, as compared with £31 in 1932.

Annual meeting of the Ladies' Life-boat Guild.

BLAENAU FESTINIOG.—Life-boat day.

BORTH.—Life-boat day and hotel collections.

BRIDGNORTH.—Life-boat day. Presentation of life-boat essay competition prizes by the district organizing secretary.

BUCKLEY AND BISTRE.—Life-boat day.

CARDIFF.—Presentation by the Lady Mayoress of prizes in the life-boat essay competition to five schools.

COLWYN BAY.—Life-boat day and house-to-house collection.

CONWAY.—Life-boat day.

CRICCIETH.—Annual meeting of the South Caernarvonshire Ladies' Life-boat Guild at "Brynawelon," the residence of the Rt. Hon. David Lloyd George, O.M., P.C., M.P., Dame Margaret Lloyd George, president of the Guild, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days and cinema collections.

Life-boat day and cinema collections.

DOLGELLY.—Exhibition of life-boat films and collection.

EDEYRN AND TYDWEILIOG, FISHGUARD AND GOODWICK, HARLECH, AND HAVERFORDWEST.—Life-boat days.

HEREFORD.—Branch re-formed. President, Lord Somers, K.C.M.G., D.S.O., M.C.; Chairman, Vice-Admiral F. P. Loder-Symonds, C.M.G., R.N.; Honorary secretary, Mr. George R. Williams.

Life-boat day and cinema collections.

HOLYWELL.—The branch has suffered a great loss by the death of its honorary treasurer, Mr. Trevor Lloyd-Jones.

KINGTON AND LLANBEDR.—Life-boat days.

LLANDRINDOD WELLS.—Life-boat day and hotel collections.

LLANDUDNO.—Arrival of the new motor life-boat; civic welcome. Life-boat day and hotel collections.

LLANELLY.—Life-boat day.

LLANFAIRFECHAN.—Life-boat day.

LLANFECHAIN.—Presentation by Mrs. Jones, wife of the vicar, of life-boat essay competition prizes.

LLANGRANOG.—Life-boat day.

LLANWNOG.—Presentation by Mrs. T. E. Kinsey of life-boat essay competition prizes.

LLWYNGWRIL.—Life-boat day.

MARKET DRAYTON.—Life-boat day and cinema collection.

MORFA NEVIN AND NEVIN, MOLD AND NEWQUAY (Cardiganshire).—Life-boat days.

NEWTOWN.—Life-boat day. Presentation by the district organizing secretary of life-boat essay competition prizes.

PENRHIWCEIBER.—Presentation by the district organizing secretary of life-boat essay competition prizes.

PENYGROES.—Cinema collections.

PONTYPRIDD.—The branch has suffered a severe loss by the death of Mrs. John Lewis, its vice-president. Mrs. Lewis founded the branch twenty-eight years ago, and in 1919 was awarded the gold badge of the Institution for her distinguished services.

PORTMADOC.—Life-boat day and cinema collections.

PORTHCAWL.—Life-boat day and hotel collections, with visit of the Barry motor life-boat.

PRESTATYN AND PWLLHELI.—Life-boat days.

RHYL.—Life-boat day and hotel collections, with launch of the life-boat.

ST. DAVID'S.—Fête and carnival.

SALTNEY.—Presentation by Councillor Irvine of the Challenge Shield for Wales, and other prizes in the life-boat essay competition, to Eric Channell, of the Wood Memorial Boys' School, the vicar presiding. Address by the district organizing secretary.

SHIFNAL. — Presentation by Mrs. Crowther Davies of life-boat essay competition prizes, the vicar presiding. Address by the district organizing secretary.

SHREWSBURY.—Life-boat day.

TENBY.—Life-boat day and hotel collections, with launch of the life-boat.

TOWYN.—Life-boat day.

TREFOR AND CLYNNOG.—Life-boat day.

WELLINGTON.—Presentation by Mrs. Ward of life-boat essay competition prizes, the vicar presiding. Address by the district organizing secretary.

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.

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