

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 120 :: Pulling & Sailing Life-boats, 54

LIVES RESCUED

from the foundation of the Institution in 1824

to February 15th, 1934 - - - - 63,615

An East Coast Gale.

ON 13th December an easterly gale swept without warning across England, bringing with it bitter cold weather and very heavy seas. Seven life-boats on the East Coast were launched during the day, and two British vessels, caught suddenly by the gale, foundered off the East Coast with the loss of their whole crews. The s.s. *Culmore*, of Londonderry, with nine men on board, was seen from Aldeburgh, Suffolk, to have a heavy list and to be in danger of foundering. The life-boat put out at once, but the steamer had disappeared, leaving no trace. The *Broomfleet*, of Goole, which was on her way from Goole to Ipswich, with thirteen men on board, left the Humber in the afternoon. She was never seen again, and nothing was known of her fate until the bodies of her crew were washed ashore on the Norfolk coast.

There was loss of life also in other seas. In the Baltic twelve sailors were lost when the Finnish barque *Plus* sank as she was making the port of Mariehamn. Off Dunkirk the Dyck light-vessel sank, and four lives were lost.

Of the seven life-boats to be launched five were from the Norfolk coast—the two Cromer life-boats, Blakeney,

Sheringham and Great Yarmouth and Gorleston; one from the Suffolk coast, Aldeburgh; and one from the Yorkshire coast, Bridlington. The calls for their help all came during the morning and forenoon.

The first reached Cromer at four in the morning. A vessel was burning flares two miles south of Haisborough coastguard station, about eleven miles along the coast from Cromer. A strong gale was blowing. The sea was very heavy and increasing. The weather was very cold. The motor life-boat *H. F. Bailey* was launched at 4.30 A.M., and, fighting against the gale, reached the vessel two hours later. She was the barge *Glenway*, with three men on board. She had been driven ashore, and was lying in such shallow water that it was impossible for the life-boat to get alongside. Two attempts were made, and the life-boat herself grounded. The coxswain then hauled off and stood by until, with the ebbing tide, the vessel was lying dry and there was no further danger to her crew. It was then eight o'clock in the morning. As it was impossible, with the gale blowing, to rehouse the life-boat at Cromer, the coxswain went on down the coast to Gorleston,

another seventeen miles. The life-boat was continually swept by heavy seas. Her crew were wet through and very cold. As she passed the coastguard station at Palling the coxswain signalled to find out if there was any other call for the life-boat at Cromer, but the weather was so bad that signals could not be read, and the life-boat continued on her way down the coast.

A Second Wreck.

Meanwhile, just before eight o'clock, another barge, the *Sepoy*, of Dover, with two men aboard, had been driven ashore at Cromer. She had been at anchor, and had been kept under observation all night by the Cromer coastguard. Her anchor light had been burning clearly, but no signal of distress had been seen during the night. She was a mile and a half east of Cromer pier; her anchors were dragging; and she came ashore a quarter of a mile from the pier. The life-saving apparatus and the pulling and sailing life-boat *Alexandra* were both called out. The life-boat was in charge of a former mechanic of the motor life-boat, who had been forced to retire on account of bad eyesight. With the help of about a hundred people—many volunteers coming forward—she was launched into the heavy surf, but was immediately washed back broadside on to the beach. She was got on to her carriage and launched for the second time. This time her crew at the oars kept her afloat in the surf for twenty minutes, but they could make no headway, and she was again driven back on to the beach. The two men on the barge had now been compelled to take to the rigging, as the seas were sweeping over her. The life-boat was remounted on her carriage, dragged along the beach for half a mile, in order to get farther to windward of the wreck, and launched for the third time. Her crew were still unable to pull her alongside the wreck. She was swept past it and again driven ashore. It was then about two o'clock in the afternoon.

Meanwhile, the life-saving apparatus had fired four lines to the wreck, and the fourth fell across the barge. The mate climbed down and crawled along

the deck. He succeeded in getting hold of the rope and dragging it up into the rigging. Unfortunately, before anything more could be done, the life-boat, as she drifted past the barge in her third attempt, fouled the line and cut it in two. These attempts had now been going on for six hours. The tide was rising, and the men on the barge were driven higher up the rigging.

Efforts had already been made to recall the motor life-boat, which it was known would make for Gorleston. As the coastguards at Cromer and Palling could not get into touch with her, a telephone message was sent about ten o'clock to the Gorleston coastguard, which was passed on to the life-boat station. At 10.20 A.M. the Great Yarmouth and Gorleston motor life-boat, *John and Mary Meiklam of Gladswood*, was launched to meet the Cromer boat with the message before she arrived, and to go herself to the rescue if the Cromer boat should be unable to return. The two boats met near the Cockle lightship, eight miles away from Gorleston, at 11.30, and the Cromer life-boat at once put about and set out on her return journey of twenty miles. The gale was now at its height and very heavy seas were running.

The Rescue.

Just before three o'clock the hundreds of people waiting anxiously on shore, saw the motor life-boat approaching. The barge was then 200 yards from the shore, in very heavy, broken water. Her decks were under water and she was continually swept fore and aft by the seas. It was impossible, owing to the position of her anchors and cables, for the life-boat to anchor to windward and drop down to her. The only possible way of approach was to come round the barge's stern and try to get alongside her on the lee side, through the heavy surf, between the barge and the shore. This meant that the life-boat came broadside on to the seas as she approached the barge. This manoeuvre the coxswain attempted several times, but each time the heavy run of the seas and the sweep of the tide carried the life-boat past the wreck. At the last of these attempts the life-boat got

near enough for a grapnel to be thrown into the rigging, but a big sea flung her against the wreck, her side was holed, and the grapnel-line parted.

The coxswain knew that the two men had been clinging in the rigging for many hours. They must be very near the point of complete exhaustion. At any moment they might drop out of the rigging. He must act quickly. He made no further attempt to get alongside the wreck. Instead he boldly drove the life-boat on top of the wreck, close by the rigging where the two men were clinging, and stove in her bulwarks with his bows. The bows held in the bulwarks just long enough for three of the crew to seize one of the men from the rigging and drag him aboard. Then the life-boat was swept away again. Again the coxswain brought her up and drove her a second time against the wreck. In the few moments during which he was able to hold her there the second man was seized and dragged aboard.

The life-boat had now before her a four hours' journey in the teeth of the gale, if she were to make for Gorleston, twenty-eight miles away. But both the rescued men were chilled to the bone and exhausted by their long exposure. One was in a state of extreme exhaustion. The life-boat's crew had been out for twelve hours. They too were chilled, wet through, worn out. The coxswain decided to beach the boat, and he ran her straight on to the shore. It was then 3.30 in the afternoon. The helpers were ready. They waded out into the surf to steady the boat, while the two rescued men were brought ashore. One was able to walk. The other was carried on a stretcher.

The Story of the Skipper of the "Sepoy"

Such was this arduous and gallant service, from the point of view of those in the life-boats and those on shore. There follows now the story of the men on the barge itself, as told by the skipper, Captain Joseph Hemstead.¹

"This is 'Old Joe' speaking, skipper of the *Sepoy*. Our trouble started by us blowing a joint off the Humber on Monday afternoon, which put the

engine out of action. There was a thick haze about, and a nor'-west wind, not no gale then. There was only two of us aboard—myself and mate, a young chap of twenty—and we were carrying 144 tons of tiles. We sailed along and anchored, on Tuesday afternoon, off Cromer, when the tide stopped coming with us; four hours later, at about nine o'clock, the wind sprang up from the eastward and increased quickly to a gale. We gave her 30 fathoms chain on the bow anchor, let go the second anchor, and paid away on both chains, as we were driving a bit.

"The gale gradually got worse, and I saw it was time to do something, so I flared several times. But there was no response to our appeal.² By this time the wind had driven us well in to the shore—it was bitterly cold, and the sea was very rough. When daylight came we hoisted a distress signal. The sea was increasing, and we were now about a quarter of a mile off the shore, and getting low in the water. At about eleven o'clock she was almost sunk, and struck the ground. Up to about daylight we had been up and down on deck, seeing that things were secure, but after this time the seas began to come right over and we had to take to the rigging and stay there. We could see on the shore that they were now trying to launch the life-boat.

"At about this time they fired the first rocket-line over the ship. My mate pluckily got down from the rigging and crawled along the foredeck to the stern and got hold of this. This sounds easier in the telling than the doing. The barge was rolling very badly, and I shouted to him: 'Look out, Jack. Hold tight.' He laid flat and held on while the sea went right over him. Then he scrambled up and got aloft, and I nipped down the rigging too, and got the line from him. We went back up the rigging with it, and hauled aboard. By this time the life-boat was afloat and was drifting down past us. Unfortunately, it fouled the rocket-line which we'd just secured, and broke it, cutting off all connexion. The main hatch-cloth had just washed out of the battens and, of course, the

¹ This account was broadcast by Captain Hemstead three days later, and is given here by his kind permission and that of the B.B.C.

² As has already been mentioned, the barge had been kept under observation all night, but no flares had been seen.

barge was soon full of water. She now began to bump, heaving up and down on the ground, which made it much more difficult for us to hang on to the rigging. The life-boat had been washed up again on to the beach, and our chances didn't look too rosy.

"My mate was getting exhausted by the strain and cold, and when he said: 'Here's a life-boat coming—it's all right,' I said: 'Stick it, Jack,' because I couldn't see anything. But he was higher up the rigging than I and could see better. He was right. This was the motor life-boat of Cromer, returning from Haisborough, where it had been to another wreck, and was now coming to our assistance. We came down the rigging, ready to jump into the life-boat, which made several attempts to get us off. The sea was so heavy that it kept flinging the life-boat up right on the barge and knocked two holes in her. But at last she came close to the rigging and I said: 'Jump, Jack.' He was just about done up, and he seemed inclined to hold on to the backstay, but just as the life-boat came up on the swell he reached out and they grabbed his arm and pulled him aboard. Next time the boat came I jumped and grabbed a stanchion with my left hand and some one got hold of my right arm and pulled me aboard.

"Well, that was that. And I'd like to thank all the kind friends who've sent me letters of sympathy, and also Commander Harrison, of the Shipwrecked Mariners Society, which does so much good all round our coast, and last but not least, Coxswain Blogg of the Cromer life-boat and his gallant crew. And what I'm doing here, I don't know. My pals'll think me a fool; but I'm not the first who's been shipwrecked, nor the last."

The Damaged Life-boat.

An assistant surveyor was sent down at once to carry out temporary repairs to the life-boat. Her stem had been broken away and there were two holes in her side. Patches were put on at once, but the work of getting her afloat again was long and difficult. She had come ashore at high tide. Attempts were made to float her at each succeeding high tide, but it was not until the sixth, in the afternoon of 16th

December, that she was got off the beach. Her crew and helpers were at work almost continuously for nearly seventy hours. The life-boat was then taken to a building yard at Lowestoft. There a new piece was put in the stem. Chocks were fitted inside the holes and brass plates fastened on outside. She left the yard three days later, travelling by night, and was back at her station on the morning of 20th December.

It was a dangerous and arduous service, carried out in the worst conditions of weather, close in on a lee shore in a very heavy surf, where there was continual risk that the life-boat herself would be washed up on the beach. That the two men were rescued and the life-boat herself was not wrecked was due to the perfect seamanship of the coxswain.

The Awards.

The Committee of Management have made the following awards:

To COXSWAIN HENRY G. BLOGG, a second-service clasp to his silver medal, accompanied by the thanks of the Institution on vellum signed by H.R.H. the Prince of Wales, K.G., President of the Institution.

To each of the other twelve members of the crew the thanks of the Institution inscribed on vellum: George Balls (second coxswain), John J. Davies, Senr. (bowman), Henry W. Davies (motor mechanic), William T. Davies (assistant motor mechanic), James W. Davies, William H. Davies, John J. Davies, Junr., Charles P. Cox, Robert Cox, Edward W. Allen, Louis Harrison and Sidney Harrison.

Coxswain and crew also received money awards of £5 16s. 6d. each.

To Mr. R. DAVIES, acting coxswain of the pulling and sailing life-boat, the thanks of the Institution inscribed on vellum.

To him and to each member of his crew money awards, amounting to £64 3s.

With the awards paid for the work of salving the life-boat, the total awards made for this service to the Cromer crews and launchers were £220 1s. 4d.

To Mr. F. H. Barclay, J.P., the honorary secretary of the Cromer branch, a letter of appreciation.

Aldeburgh, Suffolk.

Farther down the coast another bitter struggle with the gale was going on, at Aldeburgh, where the motor life-boat *Abdy Beauclerk* was launched to the help of the s.s. *Culmore* of Londonderry, a coasting steamer of 469 tons. A strong and increasing gale was blowing, with a very heavy sea which was breaking five miles out. Shortly after ten in the morning some of the life-boat men saw a vessel labouring badly. She had a heavy list and was in danger of foundering. At 10.40 the life-boat was run down the beach, seventy-three helpers taking part in the launch. For thirty minutes she hung in the breakers before she got clear. Then, before she reached deep water, she bumped heavily three times on the inner shoal. The driven spray made it very difficult to see and the coxswain had the whole crew on the look out. He cruised about for over an hour, but could find no trace of the *Culmore*, nor any wreckage. He then spoke another steamer, but the weather was so bad that he could not read the reply to his signals. After further search he ran for Harwich, as it was impossible to return to Aldeburgh. Harwich was reached at 4.30 in the afternoon. It was said, on good authority, that within living memory no boat had been launched off Aldeburgh beach in such a sea, and that it would have been impossible to launch a pulling and sailing life-boat.

The Committee of Management have made the following awards in recognition of a very prompt and gallant attempt to save life in exceptionally bad weather :

To COXSWAIN J. H. PEAD, the thanks of the Institution inscribed on vellum.

To LIEUTENANT D. DAY, R.N., the assistant honorary secretary, who went out in the life-boat, a binocular glass.

To each member of the crew a framed letter of thanks.

To the coxswain and crew money awards of £1 14s. each.

The total payments for the service were £55 15s. 4d.

Blakeney and Sheringham.

The pulling and sailing life-boat *Caroline*, of Blakeney, and the pulling

and sailing life-boat *J. C. Madge*, of Sheringham, had both been launched earlier in the morning to the help of the barge *Fred Everard*, of London, which was dragging her anchors and showing signals of distress off Cley. The Blakeney boat was launched at 8.30 A.M., but the tide was at the last quarter of ebb, and there was not enough water for her to get out of the harbour. The Sheringham station, meanwhile, had been informed and the life-boat was launched there at 9.10. She reached the barge at ten o'clock and found her bumping on the sands and driving towards Blakeney harbour. In endeavouring to get alongside the barge, the life-boat herself was carried ashore by the wind and tide, but the coxswain managed to refloat her. She then stood by till the barge was carried into the channel of Blakeney harbour. Meanwhile the Blakeney life-boat had come to the harbour mouth and stood by. Both life-boats returned to Blakeney about five o'clock in the afternoon, as the barge was no longer in danger. The awards to the Blakeney crew and helpers amounted to £26 17s. 6d., and to the Sheringham crew and helpers to £78 15s. 9d.

Bridlington.

Farther up the coast the motor life-boat *Stanhope Smart*, at Bridlington, Yorkshire, went out to the help of the fishing boats. Several had left Bridlington the evening before in fine weather. As the gale came up all had returned except two, the *Gloamin'* and *Premier II*. They were seen making for harbour about 10.15 A.M. A moderate gale from E.S.E. was blowing, with sleet. It was bitterly cold, and a very heavy sea was running. The life-boat put out at 10.45 and escorted the two boats into harbour, both life-boats and fishing boats being constantly covered by the heavy seas. The life-boat was back at her station by 12.30 in the afternoon. The awards amounted to £9 18s.

Total Awards for the Gale.

The total payments made by the Institution to crews and helpers for the launch of these seven life-boats on the East Coast during this gale were £406 0s. 11d.

Tributes to the Life-boat Service.

The Press of the country published long accounts of these services and many photographs of the life-boats in action. A number of papers also paid special tribute to the crews, and reminded the public inland of their share in the work of the service. The *Morning Post*, in a leading article, said :

“For many ships the struggle has been touch and go; some unhappy crews are lost, others have been rescued when death stood waiting, and from eastern stations the messages have followed each other that ‘the life-boat is out.’ To those who have seen a launch in a storm the phrase brings a wild and momentous picture, but to millions who know the sea only in holiday temper the words are a common newspaper form, in use each winter. The hardihood and courage behind the brief news does not catch the mind. Yet, if one roaring and bitter night the townsman could fight his way through the wind to the life-boat slip, glimpse far out in the devilish commotion of air and water the star of distress hang for a moment and wane, bear a hand in the lantern-lit spray to bring the boat into the surge, see the waves boil about her timbers before she lurched forward and was gone; and next, if he were to wait, straining his eyes, for an hour, two hours, perhaps till dawn, for the crew to return, downcast or triumphantly showing passengers—then the townsman would be moved and excited with each gale, and put his hand deeply into his pocket for one of the finest services

this country boasts. To maintain the service there must first be bravery, and next money—to be precise, a sum of £250,000 a year. When the December wind is hoarse in the chimney, and the sudden gust sends a tremor through substantial inland houses, those who sit close by the hearth may perchance see £250,000 among the faces and figures in the fire.”

That there were those who did see it was evident from the letters and contributions received by the Institution. There was a big increase in the amount in the collecting box at headquarters. A number of subscribers renewed their subscriptions. New subscribers came forward. Several special donations were received. We will quote from three letters received just after the gale :

“After the news of the last week I feel constrained to send my humble offering of ten shillings. I shall be pleased to be enrolled as an annual subscriber.”

“I am very ill in bed with severe bronchitis, five weeks, but must enclose a trifle towards our life-boatmen, being the daughter of an admiral. It has been an awful night, north-easter blowing continually.”

“Enclosed five shillings from an old age pensioner.”

Photographs of the life-boats in action in this gale will be found on page 217.

Coxswain Henry G. Blogg, of Cromer.

By winning a second-service clasp to his silver medal for the rescue of the two men from the barge *Sepoy*, as described on page 197, Coxswain Henry G. Blogg has equalled a record which has stood in the history of the Institution for eighty-five years. Coxswain Blogg has now won the Institution's gold medal twice, and its silver medal twice.

Only two other men have equalled that achievement. No one has beaten it. Between the years 1828 and 1830 Lieut.-Col. Sir William Hillary, Bt., the

founder of the Institution, was three times awarded the gold medal for gallantry in rescuing life in Douglas Bay. Between the years 1838 and 1848, Lieutenant J. Bulley, R.N., chief officer of coastguards at Atherfield, Isle of Wight, was twice awarded the gold medal and twice the silver medal.

Since then the record of Sir William Hillary and Lieutenant Bulley has remained unchallenged. No one but Sir William Hillary has won the gold medal three times. Only Lieutenant

Bulley, and now Coxswain Blogg, have won two gold and two silver medals. Only five other men have won the gold medal twice, and of those five only three have won the silver medal also. One man has won one gold and three silver medals. One man has won the silver medal five times. These figures show how great is Coxswain Blogg's achievement and how rare the distinction he has won.

Apart from his medals he has a long and distinguished record. He became a member of the Cromer crew in January, 1894, at the age of eighteen. In 1902 he was appointed second coxswain and in 1909 coxswain. Thus he was a member of the crew for eight years and second coxswain for seven years. He has now been coxswain for twenty-four years, and, at the age of fifty-eight can look back on forty years of service in the Cromer life-boat. During that time the life-boat has been out on service 191 times and has rescued 352 lives. During his

twenty-four years as coxswain the life-boat has been out on service 160 times and has rescued 298 lives.

The following are the awards which Coxswain Blogg has received :

In 1917, the gold medal of the Institution for the rescue of eleven men of the crew of the Swedish steamer *Fernebo*.

In 1924, the medal of the Order of the British Empire, which he received from the King at Buckingham Palace.

In 1927, a second-service clasp to his gold medal for the rescue of fifteen men of the Dutch oil-tanker *Georgia*, and a gold watch from the Queen of Holland.

In 1932, the silver medal of the Institution, for the rescue of thirty men from the Italian steamer *Monte Nevoso*, and the silver medal of the Canine Defence League for the rescue of a dog from the same steamer.

In 1933, a second-service clasp to his silver medal for the rescue of the two men of the barge *Sepoy*, of Dover.

A Bronze Medal Service at St. Mary's, Scillies.

A MESSAGE was received at St. Mary's, Scillies, through the St. Ives coast-guard, shortly after half-past one in the afternoon of 28th November, that the schooner *Mynonie R. Kirby*, of London, bound for the South Seas, was drifting towards the shore, five miles to the south-east of the Scillies. She had been in tow of a Dutch tug, but the tow-rope had parted. A strong gale was blowing from the south-east with squalls; the sea was heavy; visibility was very poor. The motor life-boat *Cunard* was launched at once in the hope of finding the vessel before night came on. Both the coxswain and second coxswain were away in England owing to the dangerous illness of their father,¹ and the life-boat was in charge of the bowman, Harry Barrett. She got away at two o'clock. A few minutes later an urgent message from the tug was received through the coastguard at St. Ives. She was unable to launch a boat and asked for the immediate help of the life-boat. The life-boat was

not out of sight when a third message came, this time from the coastguard at St. Agnes. The tug could be seen, bearing S.E. by E., about five miles away. The message was semaphored to the life-boat and she altered course accordingly.

The distance which she had to travel was about ten miles, against a head-wind and in confused seas, for the heavy swell which the gale was bringing up from the south-east met a heavy swell from the west. The journey took two hours, and the life-boat arrived to find that the schooner was water-logged and that both her masts had gone. She was drifting with a mast and its rigging hanging over each side, and the capstan, which had been ripped out by the tug, hanging over the bow with the anchor and cable. Owing to this mass of wreckage it was impossible for the life-boat to get alongside and a line was fired over the wreck by the line-throwing gun. In this way a buoy was got across to her.

The actual work of rescue, in the heavy and confused seas, was very

¹ He died on 1st January. (See Obituary, Coxswain Lethbridge.)

difficult. It was found impossible to fasten the tail-block to the wreck, so that an endless whip could not be used. Instead a single line, with the buoy in the middle, had to be hauled backwards and forwards. The wreck was drifting, so that the life-boat could not anchor, and the engine had to be worked first ahead and then astern the whole time, which called for very prompt action on the part of the mechanic. Night was coming on and the search-light had to be used. Just before the last man was rescued the line fouled the schooner's foreyard, and it was found very hard to free it again.

In spite of these difficulties, the six men on board the schooner and their dog were rescued, the acting coxswain handling the life-boat with great skill. One man was injured during the work of rescue—Robert Ellis, the acting second-coxswain, who hurt his left hand. He

then took the wheel. The life-boat reached her station again at 6.30 P.M. She had been out for four and a half hours.

Next day she put out again to make certain that the wreck was not a danger to shipping, but no trace of her, not even any wreckage, could be found.

For this fine service the Institution has made the following awards :

To ACTING COXSWAIN HARRY BARRETT, who was in charge of the life-boat for the first time, its bronze medal, and its thanks inscribed on vellum, signed by H.R.H. the Prince of Wales, K.G., as president of the Institution.

To J.H. ROKAHR, the motor mechanic, its thanks inscribed on vellum.

To each of the six other members of the crew a framed letter of thanks.

To each of the crew a money award for the two launches of £2 7s. 6d.

The Life-boat Service in 1933.

ALTHOUGH 1933 was remarkable for having one of the longest and most settled summers on record, the number of lives rescued from shipwreck round the coasts of Great Britain and Ireland was the largest for five years. It was 406. Of this total 337 were rescued by life-boats and 69 by shore-boats and in other ways. Not a month passed without the rescue of lives somewhere round our coasts, and it is a remarkable fact, in such a summer, that the number of lives rescued during the six summer months was 182—a life saved for every day but one of the six months.

Besides the lives rescued, life-boats saved from destruction, or helped to safety, forty-five boats and vessels.

Up to the end of 1932 the Institution had given rewards for the rescue of 63,551 lives since it was founded in 1824.

Sixty-six Lives Rescued from Foreign Vessels.

The great majority of the lives rescued were British, but life-boats rendered help to eleven foreign vessels, belonging to nine different countries, and rescued sixty-six lives from them.

Two of the vessels were Belgian and two Greek. The other seven were from Denmark, France, Finland, Iceland, Italy, Norway and Spain.

Services to Fishing Vessels and Yachts.

The year was notable for the number of services to fishing vessels. Life-boats rendered help to them on no fewer than seventy-six occasions, saved or helped to save twenty-four of them, and rescued the lives of 151 fishermen.

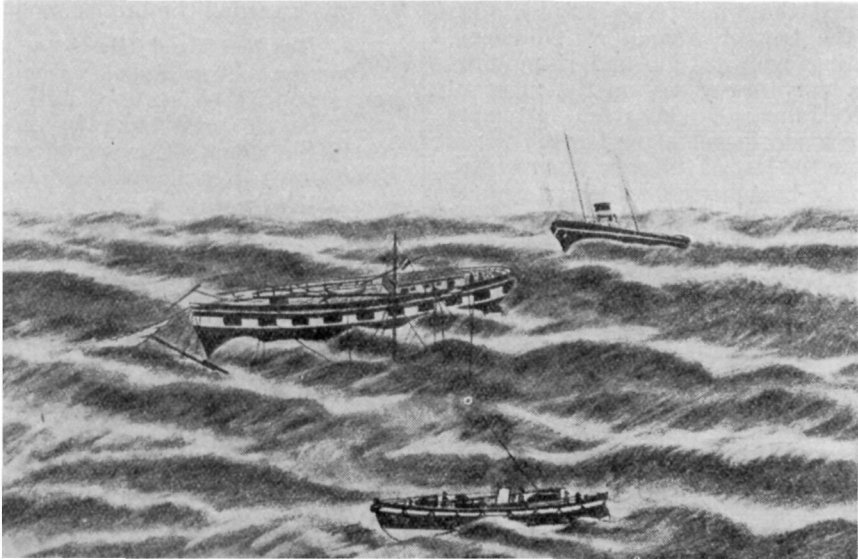
The figures of services to yachts also deserve to be recorded. Life-boats rendered help to twenty-three yachts, saved or helped to safety ten of them, and rescued twenty-four lives.

No Loss of Life.

Although there were 320 launches of life-boats on service, and over 1,600 launches on exercise, there was no loss of life among the Institution's crews.

The Finest Services of the Year.

The three finest services of the year were carried out by the motor life-boats at Peterhead (Aberdeenshire), Cromer (Norfolk), and St. Mary's



RESCUE OF THE CREW OF THE "MYNONIE R. KIRBY."

From a drawing made after the service by Acting Coxswain Harry Barrett, who was awarded the bronze medal. (See page 203.)



RETURNING FROM SERVICE.

The Whitby motor life-boat coming home in a strong gale, after standing by the Italian steamer *Comitas* for over seven hours, on 28th October, 1933. (See page 209.)

(Scillies). The Peterhead life-boat rescued the whole crew of nine men of the trawler *Struan* of Aberdeen, fighting against time and rising tide, in a very heavy sea on the night of 18th January¹. Fourteen attempts were made to get alongside the wreck before the last of the crew was rescued. The life-boat herself was flung against the after-gallows of the trawler, and the coxswain was washed overboard but seized the guard-rope and was hauled back. For this service Coxswain John Strachan received the silver medal of the Institution, and the motor mechanic, David Wiseman, the bronze medal.

In the fierce easterly gale which swept suddenly over Great Britain on 13th December, Coxswain Henry Blogg, of Cromer, who has already won the Institution's gold medal twice, and the silver medal once, added yet another to his list of gallant services, when he and his crew in the motor life-boat rescued two men from the barge *Sepoy*, of Dover, which was wrecked off Cromer pier.² For this service Coxswain Blogg was awarded a bar to his silver medal.

On 28th November the motor life-boat at St. Mary's rescued the crew of six of the schooner *Mynonie R. Kirby*, bound from London for the South Seas. The schooner had been dismasted and was drifting and rolling in a heavy sea. Both the coxswain and second coxswain were away from the station, owing to the serious illness of their father, and the bowman, Harry

¹ A full account of this service appeared in *The Life-boat* for last March.

² A full account of this service appears on page 197, and of Coxswain Blogg's record on page 202.

Barrett, was in charge of the life-boat. He was awarded the bronze medal.¹

Ten New Motor Life-boats.

Ten new motor life-boats were built and sent to their stations during the year. Seven went to the English coast—Shoreham Harbour (Sussex), Dungeness (Kent), Walmer (Kent), Exmouth (Devon), St. Ives (Cornwall), Weston-super-Mare (Somerset), and Runswick (Yorkshire); two to Scotland—Anstruther (Fifeshire), and Longhope (Orkneys); and one to Wales—Llandudno (Caernarvonshire). At the end of the year there were 120 motor life-boats and 56 pulling and sailing life-boats, making a fleet of 176 life-boats round the coasts of Great Britain and Ireland.

A New Type of Motor Life-boat.

During the year the plans have been completed of two motor life-boats of a new and much lighter type than any at present in the fleet. The lightest of the motor life-boats on service is the 35 feet 6 inches boat, which weighs 6 $\frac{3}{4}$ tons with crew and gear on board. The new type is 32 feet long, and weighs only 3 $\frac{1}{2}$ tons. She will be driven by two 10 h.p. engines. One of the two boats of which the plans have been prepared will be fitted with Gill propellers, like other motor life-boats. The other will be fitted with a cone propeller, which is a variation of the paddle of the earliest steamships, placed inside instead of outside the hull of the boat. Experiments will be carried out with these two boats before it is decided which of these methods of propulsion to adopt for the new light type.

¹ A full account of this service appears on page 203.

The Portrait on the Cover.

THE portrait on the cover is of Major-General the Right Hon. the Lord Mottistone, P.C., C.B., C.M.G., D.S.O. (Major-General Seely). Lord Mottistone was chosen coxswain of the Brooke, Isle of Wight, life-boat last year by his fellow members of the crew. He has served in the life-boat

for forty years. In 1891 he was awarded a gold medal by the French Government for gallantry in saving life at sea. He has been a member of the Committee of Management of the Institution for thirty-two years, and in 1930 was appointed a vice-president.

Services of the Life-boats.

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

November Meeting.

North Sunderland, Northumberland.—

At 9 A.M. on the 9th October the sea was making fast, and one of the fishing boats, the *Kindly Light*, had not returned from the fishing grounds. The coastguard stations at Bamburgh, Holy Island and Sea Houses were warned and a look-out was kept. Later the boat was seen approaching, and the pulling and sailing life-boat *Lizzie Porter* was launched at 12.40 P.M. A moderate and freshening S.S.E. gale was blowing, with heavy sea races, and it was hazy. The *Kindly Light* was escorted safely through the dangerous entrance into harbour, and the life-boat arrived back at her station at 1.5 P.M.—Rewards, £18 7s.

Great Yarmouth and Gorleston, Norfolk.—

At 9.16 P.M. on the 9th October the coastguard telephoned that a small motor fishing boat was in difficulties in Yarmouth Roads, about three-quarters of a mile S.E. from Britannia Pier. A moderate and increasing S. gale was blowing, with a heavy sea. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 9.33 P.M. and went to the spot, but no light or signal could be seen. She used her searchlight and eventually found the boat, the *Dido*, of Yarmouth, with two men on board. Her engine had broken down and she was drifting, using her nets as a sea anchor. She was in great danger of being swamped on the sandbanks. A rope was passed to her and the life-boat began to tow her home. The men decided to stay in her, as it was thought that if not steered she might sheer and founder. The life-boat towed very slowly, and although heavy seas were met just outside the harbour and on the bar, the *Dido* was brought successfully up the river to safe moorings. The life-boat arrived back at her station at 11.10 P.M., but could not be rehoused until the 11th October, owing to bad tides and sea in the harbour.—Rewards, £30 14s.

Piel (Barrow), Lancashire.—On the afternoon of the 11th October the assistant motor mechanic reported to the coxswain that a man had put off in a small boat from the pilot boat to go ashore on Piel Island, but had been caught by a heavy squall, had lost control of the boat, and was being blown rapidly out to sea. A moderate to strong N.W. gale was blowing with a rough sea when the motor life-boat *N.T.* was launched at 3.5 P.M. She came up with the boat just as it was getting into rough water, and the man, exhausted and very wet, was rescued. He was taken into the life-boat, and his boat was towed back to Piel. The life-boat arrived back at her station at 4.15 P.M.—Rewards, £7 15s. 6d.

The Humber, Yorkshire.—At 6.15 A.M. on the 13th October the Spurn Royal Naval Signal Station told the coxswain that Holmpton coastguard had reported a steam trawler ashore at Dimlington. She was the *Kirby*, of Grimsby, bound home from the fishing grounds, with a crew of twelve. The motor life-boat *City of Bradford II* was launched at 6.30 A.M., but found it impossible to get near the *Kirby* at once, owing to the shallow water and the heavy ground sea breaking outside her. When the tide flowed the life-boat anchored and veered down through the broken water to the trawler. She then took out an anchor, which kept her from washing farther ashore. Later a tug arrived with a representative of the owners on board, and at his request the life-boat connected the tug to the trawler. With the assistance of the tug the *Kirby* was refloated, and the life-boat then returned to her station, arriving back at 3 P.M.—Property Salvage Case.

Angle, Pembrokeshire.—On the night of the 18th October the honorary secretary received word from West Angle and St. Ann's Head that rockets were being fired in Mill Bay. A

moderate S.S.E. gale was blowing, with a rough sea, and visibility was poor. The motor life-boat *Elizabeth Elson* was launched at 8.45 P.M. and found the motor trawler *Foxhound*, of Ostend, in a very dangerous position close to the rocks. The life-boat anchored and veered down and rescued the crew of four, landing them safely at Milford. She returned to her station at midnight, but could not be rehoisted for some time on account of the heavy weather. Mr. A. W. Gutch, the branch honorary secretary, went with the life-boat.—Rewards, £17 4s. 6d.

Filey, Yorkshire. — Fifteen motor cobsles went out fishing at 7 A.M. on the 27th October in fine weather. By 9.30 A.M. a storm was coming up and the sea was growing rough. At 10.5 A.M. conditions were so bad that the pulling and sailing life-boat *Hollon the Third* was launched. Three cobsles which had broken down with engine trouble were towed in by other motor cobsles and the life-boat stood by until all cobsles were beached. She returned to her station at 12.15 P.M. In the absence of the coxswain, the second coxswain and bowman, Tom Lewis, a member of the crew, took charge of the life-boat. During the service one of the crew was struck in the face by a block and had to receive medical attention on returning ashore.—Rewards, £15 16s.

Scarborough, Yorkshire. — Several motor fishing boats and cobsles put out early on the 2nd November, but were caught in a strong N.N.W. gale, with a very heavy sea. All except the motor fishing coble *Our Maggie* returned to harbour, and the motor life-boat *Herbert Joy II* was launched to look for her. She eventually found her about eight miles north-east of Scarborough, with a trawler standing by. The life-boat escorted her safely back to harbour, and returned to her station at 2 P.M.—Rewards, £20 3s.

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

Buckie, Banffshire. — 27th September. A drifter had stranded on Red

Ware Rock, Portgordon, but refloated without help.—Rewards, £5 3s.

Cullercoats, Northumberland. — 2nd October. As a precautionary measure the life-boat put out to a coble which had been seen making the harbour in a strong wind and rough sea, but the coble got in safely.—Rewards, £22 7s.

Appledore, Devon.—6th October. A sailing boat had appeared to be in difficulties. She was found empty and towed to Lundy Island.—Rewards, £14 16s. 3d.

Boulmer, Northumberland. — 9th October. A motor yacht with two small boats in tow needed help, and before the life-boat arrived it was given by two boats from Amble.—Rewards, £20 7s.

The Humber, Yorkshire. — 14th October. A trawler had stranded in foggy weather, but refloated without help.—Permanent crew, Rewards, 18s.

Great Yarmouth and Gorleston, Norfolk.—19th October. A drifter had been driven ashore on the north beach, but her crew were rescued from the shore.—Rewards, £30 7s.

Hythe and Dungeness, Kent.—19th October. A Folkestone fishing boat had not returned when due and a search was made. Meanwhile she made port safely.—Rewards, Hythe, £27 15s. 6d. ; Dungeness, £33 7s. 6d.

Aberdeen.—21st October. Distress signals had been seen from a trawler, but another trawler took her in tow.—Rewards, £13 2s. 6d.

Great Yarmouth and Gorleston, Norfolk. —26th October. Signals had been heard at night during a gale, but nothing was found.—Rewards, £28 19s.

Runswick, Yorkshire.—28th October. A steamer had wirelessed for help in a strong N.W. gale, with a very heavy sea, but the life-boat failed to find her. She was found and helped by the Whitby motor life-boat, which stood by and got her a tow.—Rewards to Runswick, £40 0s. 3d. (For a full account of the service see opposite page.)

Swanage, Dorset.—1st November. A small yacht had been seen flying a distress signal, but she was picked up by a ketch.—Rewards, £8 10s.

Donaghadee, Co. Down.—4th November. A report that an aeroplane had been seen to fall in the sea was received, but though the life-boat searched for a long time nothing was found.—Rewards, £17 0s. 3d.

December Meeting.

Aberdeen.—The Norwegian steamer *Granero*, of Drammen, bound with a cargo of pit-props from Finland for South Alloa, ran ashore at Crawton, twenty miles south of Aberdeen, on the evening of the 23rd October. She carried a crew of eighteen. A moderate N.E. gale was blowing, the sea was rough, a fog had settled, and it was raining. The coastguard passed the news to the life-boat authorities, and the motor life-boat *Emma Constance* put out at 9.30 P.M. She reached the *Granero* at 11.30 P.M., but the captain did not wish to leave his ship, and she stood by. At 3 A.M. next day a signal was received from shore that only seven men were on board, the remainder having been landed by the life-saving apparatus. At 9.45 A.M. the steamer signalled for the life-boat to come alongside and five of the crew were taken on board, leaving only the master and the chief engineer on the steamer. The rescued men were taken to Stonehaven, and after the crew of the life-boat had had some food she returned to the wreck. The two remaining men tried to leave in the ship's boat, but as they were unable to manage it, the life-boat went alongside, took the men on board and returned to Aberdeen with the boat in tow. The life-boat arrived back at her station at 4.15 P.M., having been on service for nearly nineteen hours. The vessel became a total wreck.—Rewards, £22 2s. 4d.

Whitby, Runswick, Redcar and Teesmouth, Yorkshire.—On the afternoon of the 27th October the Italian steamer *Comitas*, of Genoa, left the Tees to go to Hartlepool for cargo. A strong north-westerly gale was blowing, with a very heavy sea, and snow showers, and she soon got into difficulties. She

had run short of fuel, but refused help from tugs, and dropped anchor. The Redcar and Teesmouth life-boat crews were assembled at 2 P.M. in readiness to launch, but the life-boats were not then needed and both crews were dismissed at 5 P.M. Later the *Comitas* began to drag her anchors and at 12.20 A.M. on the 28th she wirelessed for help, giving her position as five miles east of Staithes. The Runswick motor life-boat *Always Ready* and the Whitby motor life-boat *Margaret Harker Smith* were launched at 12.50 A.M. The Runswick boat went to the position given and saw a vessel some distance off. After losing sight of her in a very heavy snow shower she found, when the snow cleared, that this was not the *Comitas*. She then made a further unsuccessful search and returned to her station at 7.55 A.M. The Whitby life-boat made her way through extremely heavy seas and found the *Comitas* about four miles off Robin Hood's Bay. She had very little coal, her engines were stopped, and she was dragging her one remaining anchor before the gale. The life-boat stood by all night and by 7 A.M. they were about five miles off Scarborough. At the master's request the life-boat put in there for towing help, and three trawlers put out and took the steamer in tow to Immingham. After the life-boat crew had made a change of clothing and had had a meal at Scarborough, the life-boat made for home. The wind had changed to N.E. and the boat had to drive through the heavy seas and the gale. Thousands of people watched her come into harbour at 3 P.M. and gave the crew a great reception. The life-boat had been out altogether for over fourteen hours.—Rewards, Redcar, £1 16s.; Teesmouth, £2 12s.; Whitby, £28 12s. 6d. (For Runswick rewards see opposite page.)

Filey, Yorkshire.—The local fishing cobsles put to sea on the morning of the 2nd November, but bad weather got up and by 7.15 A.M. all of them, except the *Dorothy* and the *Sunbeam*, had returned. At 9.30 A.M. a strong N.W. gale was blowing, with a very heavy sea, and the pulling and sailing life-boat *Hollon the Third* was launched to the help of the two cobsles, which were then three miles north of Carr Naze. The *Dorothy*

reached safety without help, but the life-boat escorted the *Sunbeam* home, and returned to her station at 11.15 A.M.—Rewards, £15 11s. 6d.

Great Yarmouth and Gorleston, Norfolk.

—On the morning of the 14th November the coastguard telephoned to the coxswain that the steam trawler *Georgette*, of Grimsby, was ashore on Outer Bank, about three miles north of Winterton. She was bound home from the fishing grounds with a crew of nine. The motor life-boat *John and Mary Meiklam* of *Gladswood* was launched at 9 A.M. A light S.W. wind was blowing, with a moderate swell, and visibility was poor owing to fog. The life-boat went alongside the *Georgette* and, at the master's request, stood by until the tide, which was then at half ebb, flowed. Two tugs arrived later and at 5.15 P.M. one of them towed the *Georgette* off. The fog was then very dense, but as her master said that he did not need any more help, the life-boat returned to her station. She arrived back there at 7.30 P.M.—Rewards, £40 18s.

Bridlington, Yorkshire.—At 4 A.M. on the 15th November several fishing boats were at sea. The wind was blowing fresh from the S.E., the sea was making, and several of the boats were running for shelter. The life-boat crew stood by until, at seven o'clock, the motor life-boat *Stanhope Smart* was launched to the help of the boats still at sea. A strong S.E. gale was then blowing, with a heavy sea, and it was raining. The life-boat went off in a south-easterly direction, and after pouring oil on the water to lessen the effect of the waves, escorted into safety the fishing boats *Boy's Own*, *Excelsior*, *Irene*, *Premier II* and *Victory*. She returned to her station at 11.30 A.M.—Rewards, £9 18s.

Filey and Flamborough, Yorkshire.—

Two fishing cobs put to sea from Filey at 4 A.M. on the 15th November, but became separated in the darkness. One of them returned at 9.30 A.M. and reported that the other, the *Heather*, carrying a crew of three, had not been seen for some time. A S.E. gale was then blowing, with a very heavy sea, and it was decided to send the pulling

and sailing life-boat *Hollon the Third* to look for her. She was launched at 10 A.M. The news was passed to Flamborough, and the pulling and sailing life-boat *Forester* was also launched at 10.30 A.M. to help in the search. The Filey life-boat found the *Heather* under Bempton Cliffs. Life-belts were passed to her crew and both boats made for home. After a little while the *Heather* was hit by a big sea which stopped her engine, and then one of her oars was broken, leaving her helpless and in great danger. The life-boat went alongside, took off two of the crew, and towed her safely back to Filey, returning to her station at 12.45 P.M. But for this help the *Heather* and her crew would have been lost. The Flamborough life-boat had made a long search, and returned to her station at 3 P.M., when it was learned that the *Heather* was in safety.—Rewards, Filey, £16 10s. 6d. (For the Flamborough rewards see page 214.)

Rosslare Harbour, Co. Wexford.—The Wexford harbour master informed the life-boat authorities on the evening of the 15th November that the four-masted motor vessel *Svanen*, of Copenhagen, was aground on Wexford Bar. She had a crew of eight on board, and a pilot, and was bound for Wexford from Riga, with timber. A watch was kept all night, as the weather was very bad. On the morning of the 16th a whole gale from the E.N.E. was blowing, and as signals, if any, could not be seen owing to thick, heavy rain, it was decided to send out the motor life-boat *K.E.C.F.* She left at 10.35 A.M., with the branch secretary, Mr. W. J. B. Moncas, on board. It was nearly low water when the life-boat reached the vessel shortly before noon. As the tide rose the vessel began to labour very heavily. By two o'clock it was hardly possible to stand on her deck, owing to the seas breaking over her. At three o'clock the life-boat had to stand off, as the vessel's cable parted, and she swung round. It then looked as if her masts would fall, and as there was two feet of water in the hold, and it was gaining, the crew of the *Svanen* and the pilot were rescued by the life-boat, which reached her station again at 5.30 P.M. The vessel became a total

wreck. This was an arduous service, well carried out in very difficult circumstances.—Permanent crew, Rewards, £1 3s. 6d.

Great Yarmouth and Gorleston, Norfolk.

—At 6.45 P.M. on the 16th November, the motor life-boat *John and Mary Meiklam* of *Gladswood* put out in response to signals from the Cockle light-vessel. A strong N.E. breeze was blowing with a very heavy sea on the sands. The steam drifter *Highland Leader*, of Inverness, homeward bound after herring fishing from Yarmouth, was in distress, burning flares continuously. Thinking she was in a sinking condition, the coxswain took a direct course, crossing over the north part of the Scroby Sands in a very heavy sea. The life-boat found the drifter with her anchor down, but driving towards the sands. Her skipper asked for a tow, as he had boiler trouble. The life-boat could not give this help, but stood by while a tug took the drifter in tow. She then accompanied them to the Yarmouth Roads, and returned to her station at 11.25 P.M.—Rewards, £28 19s.

Great Yarmouth and Gorleston, Norfolk.

—On the night of the 17th November the coastguard reported that a vessel in the roadstead, abreast the town, was burning flares. The Cockle and St. Nicholas light-vessels also fired signals. A strong N.E. by E. breeze was blowing, with a heavy sea and squalls of rain. The motor life-boat *John and Mary Meiklam* of *Gladswood* was launched at 10.53 P.M., and found the barge *Maggie*, of London, at anchor, but dragging towards the beach. Her crew of three did not wish to leave her, but asked for a tug. The life-boat stood by until a tug arrived. A hawser was got aboard the barge with great difficulty, and the tug towed her into harbour. The life-boat accompanied them in and arrived back at her station at 1.5 A.M.—Rewards, £28 19s.

Fraserburgh, Aberdeenshire.—On the evening of the 19th November the steam drifter *Flower o' May*, of Banff, made to enter the harbour. She was returning from the English fishing grounds, and, being short of coal, had been towed about fifty miles before being cast off about two miles from

Fraserburgh. A S.E. gale was blowing, with a very rough sea, rain and fog. The drifter got into serious difficulties and made distress signals. Her signals were seen and the motor life-boat *Lady Rothas* was launched at 7.40 P.M. She found her about two miles N.E. of the Balaclava light. She had no fuel left, and her pumps were being worked, for she had shipped a lot of water and was in danger of sinking. Four of her crew of ten got into the life-boat, and then, as the rest did not want to abandon the ship, the coxswain asked a near-by trawler to tow the drifter in to Macduff. The trawler master agreed, provided the life-boat accompanied them. A tow-rope was passed from the drifter to the trawler, which made for Macduff, escorted by the life-boat. They arrived at 4.20 A.M., and the life-boat crew, after getting some breakfast, left for home, which was reached at 10.45 A.M. The life-boat had been out altogether for over fifteen hours and had undoubtedly helped to save the drifter and her crew from destruction.—Rewards, £24 10s.

Longhope and Stromness, Orkneys.—On the evening of the 19th November the Icelandic steam trawler *Geysir*, of Reykjavik, was in the Pentland Firth, homeward bound from Grimsby. She carried a crew of sixteen and two passengers, one of whom was a girl. A moderate S.E. gale was blowing, with a very heavy sea and rain squalls. A flood tide was running, and under its influence the *Geysir* ran ashore at Torness Point. She sent up flares, but she had already been seen from shore, and the Longhope motor life-boat *Thomas McCunn* was launched at 9 P.M. At considerable risk, owing to the surrounding rocks, she went alongside the trawler, and succeeded in rescuing the eighteen on board. Great care had to be taken, as the life-boat was rising and falling heavily with the seas. The rescued were taken to Longhope, and the life-boat arrived back at her station at 11.40 P.M. She could not be rehoused immediately, on account of bad weather. The crew of the Stromness motor life-boat had been assembled, but their help was not needed.—Rewards, Longhope, £16 13s. 6d.; Stromness, £1 7s.

Cromer, Norfolk.—The motor life-boat *H. F. Bailey* was launched at 8 P.M. on the 20th November, as the Cromer coastguard had reported that a vessel had run ashore at East Runton, and was burning distress signals. A moderate S.E. breeze was blowing, with a moderate sea, and the weather was thick. The life-boat found that the vessel was the motor barge *Goldcrown*, of London, bound, with a crew of three and a cargo of coal, from Goole to Norwich. The master did not wish to abandon ship, but asked the coxswain to send for a tug and to stand by. The tug arrived at 3 A.M., and at 7.30 A.M., the water having deepened sufficiently, the life-boat passed a hawser from the barge to her. The wind was then blowing from the east, and the sea was breaking heavily on the barge's broadside. The tug tried to tow her off, but failed, and at 10 A.M. the hawser was cast off. As the barge was not in danger, the life-boat returned to her station, arriving there at 10.15 A.M. She had been on service for over fourteen hours.—Property Salvage Case.

Margate, Kent.—Early on the morning of the 24th November the coastguard told the coxswain that they had under observation a small vessel which was drifting towards the shore in Walpole Bay, east of Margate. The coxswain went on to the cliffs and saw that the vessel could not avoid going ashore. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 5.15 A.M. in a moderate N.N.W. gale, with a heavy sea. She found the barge *Thyra*, which was bound, with a crew of two and a cargo of sand, for Maidstone. She had run ashore, and the seas were breaking over her. The life-boat anchored and veered down. Although she hit the rocks she succeeded in rescuing the two men. They were landed at Margate pier, and the life-boat returned to her station at 6.10 A.M.—Rewards, £12 17s. 6d.

Scarborough, Yorkshire.—Several fishing boats and cobbles put out early on the morning of the 24th November, but a strong sea got up and they all returned, except two boats and a coble. The life-boat crew stood by all the

morning and at 1 P.M. the two boats returned. By this time the sea had got worse, and the motor life-boat *Herbert Joy II* was launched at 1.40 P.M. to search for the coble. A strong N.E. breeze was blowing, and it was raining. The life-boat found the coble, the *B. S. Colling*, about two miles off in a north-easterly direction. While the life-boat was escorting her back to harbour the coble shipped a heavy sea, and her crew had to man the pumps all the way home. The life-boat arrived back at her station at 2.15 P.M.—Rewards, £20 8s. 6d.

Piel (Barrow), Lancashire.—Just before midnight on the 28th November the coastguard reported that the fishing boat *Nellie Crane*, of Barrow-in-Furness, had left Barrow at 11 A.M. on a fishing cruise, and had not since been heard of. There were three men on board whose relatives were anxious for their safety. The motor life-boat *N.T.* was sent out to make a search, being launched at 2 A.M. on the 29th. A strong S. breeze was blowing, with a moderate sea, and the weather was thick. She went as far north as Haverigg, and into Haverigg Bight, but could find no trace of the vessel. After an exhaustive search she returned to Piel, arriving at 9 A.M. At 11.30 A.M. she was launched again, and eventually found the *Nellie Crane* four or five miles from Walney Point. She was trying to get home from Heysham, where she had sheltered overnight. The men on board did not know where they were, and were very glad to see the life-boat. The life-boat towed the *Nellie Crane* safely back to Piel, and returned to her station again at 3.30 P.M.—Rewards, £22 9s. 6d.

Portrush, Co. Antrim.—At 10.15 A.M. on the 1st December the coastguard at Ballycastle reported that the s.s. *Apine*, of Glasgow, a collier, bound empty from Londonderry to Glasgow, was dragging her anchors and drifting towards the reefs at Carrickvarnon Head. A whole S.E. gale was blowing, with a rough sea, and it was raining. The motor life-boat *T.B.B.H.* was launched at 10.30 A.M., found the steamer between Bengore Head and Sheep Island, and escorted her into Portrush. The life-boat arrived back

at her station at 1 P.M. The district organizing secretary, who was at Port-rush, went out in the life-boat.—Rewards, £7 6s. 6d.

Gourdon, Kincardineshire.—Two local motor fishing boats, *Mizpah* and *Norseman*, put to sea early on the morning of 1st December. Later a strong southerly breeze sprang up, reaching gale force in squalls, and a rough sea, with broken water, was running across the harbour mouth. This made entry into harbour very dangerous, and it was thought advisable to send out the pulling and sailing life-boat *Moss* to see the boats safely home. She was launched at 11 A.M., and going to the harbour mouth, stood by while the *Mizpah* got safely in. She waited for some time for the other boat, but returned to her station when it was learned that she had made for Stonehaven. The life-boat reached her station at 12.20 P.M.—Rewards, £17 19s. 6d.

Bembridge, Isle of Wight.—On the 3rd December the Foreland coastguards telephoned to the honorary secretary that they were watching a steamer which was trying to tow a smaller motor vessel into Spithead. The tow-rope had parted twice. Later they telephoned again, saying that the motor vessel had parted from the steamer once more, and was showing signals of distress. A gale was blowing from the east and a heavy sea was running. The motor life-boat *Langham* put out, and found that the motor vessel was the *Heather Pet*, of King's Lynn. She had a cargo of cement on board, and carried a crew of seven. The life-boat stood by while the steamer again took her in tow, and then escorted both vessels to Southampton Water, where the *Heather Pet* dropped anchor. As the life-boat could not be rehoused, owing to the heavy sea, she put into Cowes, arriving there at 9.15 P.M.—Rewards, £24 3s.

Poole and Bournemouth, Dorset.—At 5.15 P.M. on the 5th December a pilot boat with three men on board put out in response to what was thought to be a signal for a pilot. The weather was very thick, with a moderate easterly breeze. The three men found a yacht, the *Glen Cora*, of Southampton, ashore

on the seaward end of the training bank outside Poole harbour, with a heavy sea breaking round her. They made several unsuccessful attempts to get to the yacht and their boat was nearly swamped. They then returned to the pilot station and informed the coast-guard and the life-boat station. The pulling and sailing life-boat *Harmar* was launched at 6.35 P.M., and after being launched took on board the coxswain, who was out fishing when he heard the assembly signal. At the same time a motor boat put out with three men on board, met the pilot boat, and was advised by the pilots to meet the life-boat and give her a tow. This the motor boat did near North Haven Point. The life-boat, with this help, reached the yacht at about 7.15 P.M. The crew of two were found clinging to the rigging, the hull of the yacht being submerged, and were rescued with considerable difficulty, owing to their exhausted condition and the heavy seas on the sandbank. Stimulants were given to them and the life-boat was towed back to her station. Mr. C. E. D. Law, the owner of the yacht, showed his gratitude by becoming an annual subscriber, in addition to making a donation to the branch and a gift to the life-boat crew.—Rewards to life-boat crew, £31 7s. (Other rewards on page 226.)

Lowestoft, Suffolk.—On the morning of the 7th December the Lowestoft sailing trawler *W.E.H.* ran ashore on a sandbank formed at the North Pier extension, while returning from the fishing grounds. A whole E.N.E. gale was blowing and heavy seas broke over the trawler. The motor life-boat *Agnes Cross* put out at 6.7 A.M., dropped anchor, and veered down to the trawler. Then a line was got on board and the life-boat manoeuvred under her stern, where her crew of five were clinging for their lives. Just then heavy seas washed the life-boat away from her, and knocked the trawler herself off the sandbank. She was leaking badly, but drifted along the bank, and eventually into harbour. The life-boat kept alongside until she was safe, and then returned to her station, arriving back at 7 A.M.—Rewards, £27 11s. 6d.

A few minutes later the coastguard

telephoned that three motor fishing boats were in difficulties, and the life-boat put out for the second time at 7.6 A.M. She found the local motor fishing boat *Marjorie* about three and a half miles south of the harbour. A whole E.N.E. gale was blowing, and the *Marjorie* was shipping some heavy seas. The life-boat got on her weather side and escorted her safely over the sands and the dangerous harbour bar. She reached her station again at 8 A.M.—Rewards, £20 18s. 6d.

Filey, Yorkshire.—Twelve local fishing cobsles put out early on the morning of the 7th December, in fair weather. At 9.45 A.M. a strong east breeze was blowing, a heavy sea was running, and it was raining. Three cobsles were seen making for home, so the pulling and sailing life-boat *Hollon the Third* was launched, and escorted them all into safety. The life-boat returned to her station at 12.45 P.M.—Rewards, £15 11s. 6d.

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

Wells, Norfolk.—2nd November. A motor vessel grounded, but refloated on the rising tide.—Rewards, £21 10s. 6d.

Flamborough No. 1, Yorkshire.—15th November. A Filey fishing coble was missing, but she was found by the Filey life-boat.—Rewards, £18 11s. (An account of the Filey service appears on page 210.)

Ballycotton, Co. Cork.—16th November. A large flash was seen, followed by a loud explosion, but nothing to explain the incident could be found.—Rewards, £13 11s. 6d.

St. David's, Pembrokeshire.—17th November. A steamer had lost her propeller, but she was taken in tow by a trawler.—Rewards, £18 14s.

Maryport, Cumberland.—17th November. Three men were in difficulties in a small boat, but they managed to beach her.—Rewards, £21 8s. 6d.

Great Yarmouth and Gorleston, Norfolk.—20th November. Two drifters had

been in collision, but one was able to tow the other to safety.—Rewards, £11 16s.

Aldeburgh, Suffolk.—22nd November. A steamer had grounded on the Outer Gabbard Sand, but refloated and went on her way.—Rewards, £28 8s.

Dungeness, Kent.—23rd November. A steamer stranded, but was in no immediate danger and refloated unaided.—Rewards, £24 8s.

Aranmore, Co. Donegal.—23rd November. Two fishing boats had run on the rocks in a fog, but were helped off by other boats.—Rewards, £16 14s.

Clogher Head, Co. Louth.—29th November. It was reported that a rowing boat had been seen in difficulties, but nothing could be found.—Rewards, £17 3s.

Fraserburgh, Aberdeenshire.—30th November. Distress flares had been reported, but nothing was found.—Rewards, £15 9s.

Fraserburgh, Aberdeenshire.—3rd December. A drifter had been seen to sink and her crew take to the ship's boat. Another drifter belonging to the same port picked them up.—Rewards, £7 16s. 6d.

Kessingland, Suffolk.—7th December. Several fishing boats had been caught in a storm. All were beached safely, except one which was driven ashore, and her crew were rescued by people on shore.—Rewards, £23 5s.

January Meeting.

St. Mary's, Scillies.—On the 28th November the schooner *Mynonie R. Kirby*, of London, was in distress and the motor life-boat rescued the crew of six.—Rewards, bronze medal, thanks of the Institution inscribed on vellum, framed letters of thanks and £19 15s. 6d. (For a full account of this service see page 203.)

Montrose, Angus.—On the night of the 4th December the steamer *Constance*, of Leith, ran ashore on the north side of the entrance to the River

Southesk. She was bound, with a crew of five and a cargo of coal, from Methil to Montrose. Scurdyness lighthouse gave the alarm, and the motor life-boat *John Russell* was launched at 9 P.M. A moderate E.S.E. gale was blowing, with a heavy sea. The tide was low. The steamer was on a sandbank and the water round her very shallow. In the heavy sea which was running there would have been great risk of the motor life-boat striking the sands if she attempted to get alongside the steamer. The coxswain communicated with the crew of the *Constance*, and as they replied that they were in no immediate danger, he decided to return and take out the surf life-boat. This he did at 10.10 P.M. She managed to get alongside the *Constance* and found that the crew had taken shelter on the bridge. With some difficulty they were all taken into the life-boat, although one man fell into the water between the steamer and the life-boat and narrowly missed being crushed before he was pulled on board. While rescuing the crew the life-boat was struck by a heavy sea and thrown against the steamer and damaged, but she reached her station safely at 10.55 P.M. The committee of management sent a letter to the branch commending all concerned on the way in which the service was performed.—Rewards, £42 8s. 6d.

Scarborough, Yorkshire.—Several local motor fishing boats, and one motor coble, went out fishing early on the morning of the 7th December. Later a strong E.S.E. breeze sprang up, the sea became rough, and it was raining. At noon the conditions were getting worse and it was decided to launch the motor life-boat *Herbert Joy II* in case her help should be wanted. She went about a mile in a north-easterly direction and fell in with the *Mizpah*, which she escorted into harbour. She then made four more trips in the same direction and accompanied in the *B. S. Colling*, *Fife's Own*, *Our Maggie* and *Albatross*. She arrived back at her station at 3 P.M.—Rewards, £20 3s.

Cromer, Norfolk.—On the 13th December the barge *Sepoy*, of Dover, was wrecked off Cromer. Both the Cromer life-boats went to her help and the motor life-boat rescued the crew of two.

—Rewards to the crew of the motor life-boat, bar to silver medal, thanks of the Institution inscribed on vellum and £155 18s. 4d., and to the crew of the pullin_g and sailin_g life-boat, thanks of the Institution inscribed on vellum and £64 3s. (For a full account of this service see page 197.)

Great Yarmouth and Gorleston, Norfolk.—On the 13th December the motor life-boat went out to warn the Cromer motor life-boat, which was out on another service, to return to Cromer to the help of the barge *Sepoy*.—Rewards, £14 13s. (For a full account of this launch see page 198.)

Bridlington, Yorkshire.—The motor life-boat went out to stand by fishing boats returning to harbour.—Rewards, £9 18s. (See page 210.)

The Humber, Yorkshire.—On the evening of the 15th December the steam trawler *Thanet*, of Hull, was seen to run aground on the Inner Binks sands. She carried a crew of nine, and was returning home from the fishing grounds. The motor life-boat *City of Bradford II* was launched at 7.45 P.M., in a light E. wind, with a moderate sea, and found her lying in a very awkward position. She ran out the trawler's anchor, and returned ashore to report to her owners. Then, at their request, she went back to the trawler and stood by her until she refloated at 12.20 A.M. on the 16th. She had not been damaged, and went on her way. The life-boat arrived back at her station at 1 A.M.—Property Salvage Case.

Mumbles, Glamorganshire, and Tenby, Pembrokeshire.—Some time after midnight on the 18th–19th December the steamer *Ben Blanche*, of Ramsey, ran on the rocks to the west of Port Eynon Head. She was bound from Dundoon, in Northern Ireland, to Swansea, with a cargo of potatoes, and carried a crew of seven. A light S.E. wind was blowing and the sea was smooth, but the weather was very cold and a fog had settled. The steamer began to founder, and her crew, after making distress signals, took to the two ship's boats. The coastguard passed news of the wreck to the life-boat stations at the Mumbles and Tenby. The motor life-boat at the Mumbles,

Edward Prince of Wales, was launched at 2.15 A.M. Three hours later she found the boats. The men were rescued and taken to Swansea, together with their boats. The life-boat arrived back at her station at 9 A.M. The crew of the Tenby motor life-boat *John R. Webb* assembled, but the life-boat was not launched.—Rewards, Mumbles, £18 12s.; Tenby, £2 4s.

Torbay, Devon.—At 11.50 P.M. on the 17th December the Dartmouth coastguards reported that a steamer was ashore on Slapton Sands, in Start Bay. A strong N.E. breeze was blowing, with a heavy sea, and visibility was poor. The motor life-boat *George Shee* was launched at 12.15 A.M. on the 18th. When she reached the steamer, which was the s.s. *Charles José*, of Antwerp, with eleven persons on board, she found that the Torcross life-saving apparatus company had got a line on board. The coxswain manœuvred the life-boat alongside the steamer and hailed her, but the crew did not wish to leave in the life-boat. The captain's wife and the mate had already been hauled ashore by the life-saving apparatus, and the remainder of the crew, excepting the captain, managed to get ashore in the ship's boat, although it was nearly capsized by the breakers, and was eventually stove in. The coastguard signalled to the coxswain that the captain was still on board, and the life-boat stood by all night. It was found in the morning that the captain did not need any help, and the *George Shee* returned to her station, arriving there at 9.30 A.M.—Rewards, £21 2s. 6d.

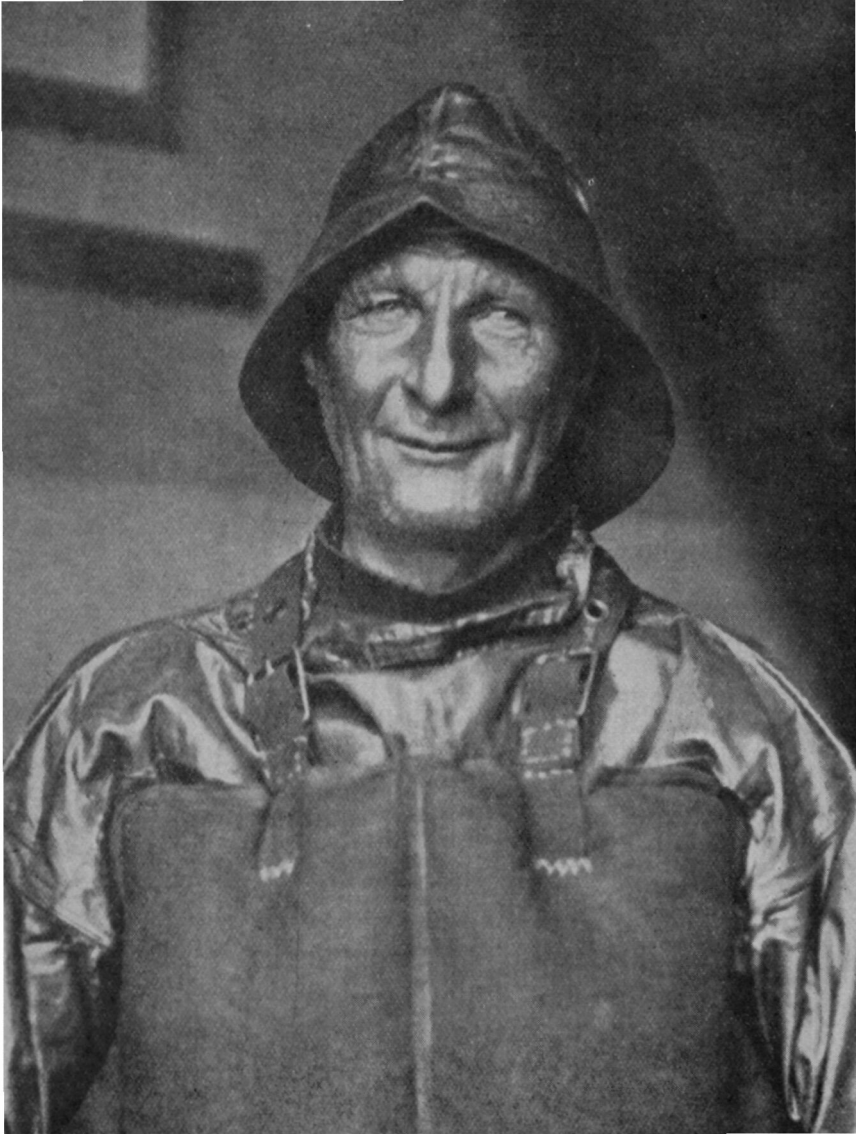
Rosslare Harbour, Co. Wexford.—The auxiliary schooner *Cymric*, of Dublin, grounded on Wexford bar on the 24th December, while bound, with a cargo of grain and a crew of six, from Wexford to Dublin. She remained fast. On the 28th a whole E. by N. gale was blowing, with a very heavy sea, and rain, and though no distress signals could be seen, the motor life-boat *K.E.C.F.* was launched at 9.55 A.M. She found that the *Cymric* had a heavy list, and the seas were breaking over her. Her skipper said that he did not wish to abandon ship then, but that he would show signals if he required the life-boat again. One of the crew was taken into

the life-boat, which then made for home. When she got clear of the bar it was seen that the auxiliary schooner *Svanen*, of Copenhagen, was showing distress signals. The *Svanen* had run aground on November 16th and her crew of nine had been rescued by the life-boat. The life-boat anchored, and with great difficulty veered alongside. She found that the skipper and a salvage crew of eight were on board. They had very little food or water, and were exhausted after continual pumping. The skipper would not leave his ship, but the life-boat took off the eight men of the crew. In doing so she struck the ground several times. She took the men to Wexford and arrived back at her station at 5.15 P.M., having been on service for over seven hours in exceptionally bad weather. The *Svanen* later became a total wreck.—Permanent crew, Rewards, £1 15s. 3d.

Scarborough, Yorkshire.—The motor life-boat *Herbert Joy II* was launched at 9.10 A.M. on the 29th December, as the sea was very rough, the weather was thick, and several fishing cobsles were at sea. She went to the back of the pier and fell in with the *Bertha May*, which had the life-boat motor mechanic on board. She had been waiting for the life-boat before she tried to enter the harbour. Life-belts were handed to her crew and she was escorted into harbour. The motor mechanic was then transferred to the life-boat. The life-boat put out again and cruised round, but as no more cobsles could be seen approaching, she returned home for the crew to get dry clothes. Later three cobsles, the *Reliance II*, *Eagle* and *Kingfisher*, were seen making for home, and she put off and escorted them in. Then she once again cruised round until the last coble, the *B. S. Colling*, was sighted, and accompanied her safely home. The life-boat arrived back at her station at 3.15 P.M.—Rewards, £25 1s. 6d.

Runswick, Yorkshire.—Early on the morning of the 29th December the Staithes fishing cobsles put out to the fishing grounds. The wind was light, but a strong easterly sea was running. Later on the weather got very thick, and the sea got very much worse. The cobsles were about seven miles off

**The Story of a Gale in Pictures.
On the East Coast, 13th December, 1933.**

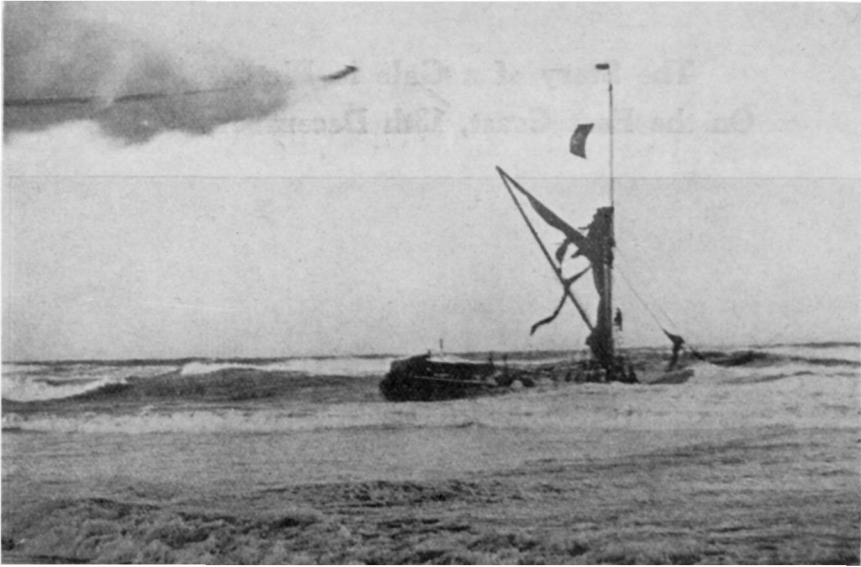


By courtesy of]

[H. H. Tansley, Cromer.

COXSWAIN HENRY G. BLOGG, OF CROMER.

Twice awarded the Institution's gold medal for great gallantry. Twice awarded the Institution's silver medal for gallantry. Awarded the medal of the Order of the British Empire by H.M. the King.



By courtesy of]

[Fox Photos,

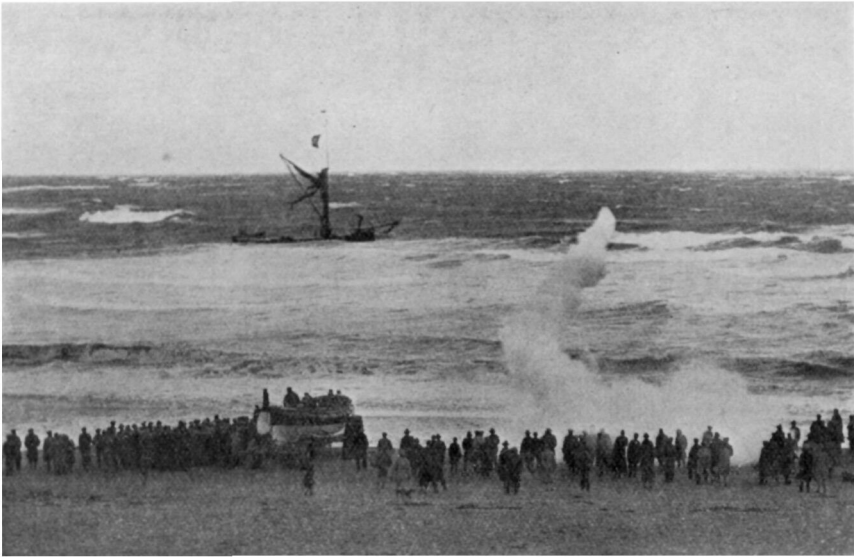
The barge *Sepoy*, of Dover, on the sands at Cromer. Her sails in ribands. Her crew of two men taking to the rigging. A life-saving rocket on its way to her,



By courtesy of]

[Eastern Daily Press.

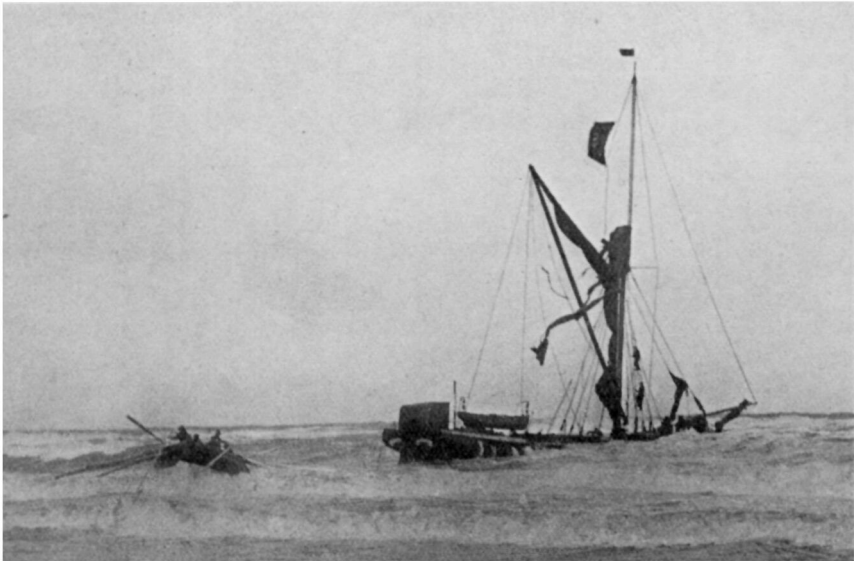
Hauling the pulling and sailing life-boat along the shore preparatory to launching.



By courtesy of]

[Fox Photos.

About to launch the pulling and sailing life-boat. Firing another rocket,



By courtesy of]

[Fox Photos.

The pulling and sailing life-boat fighting her way out.



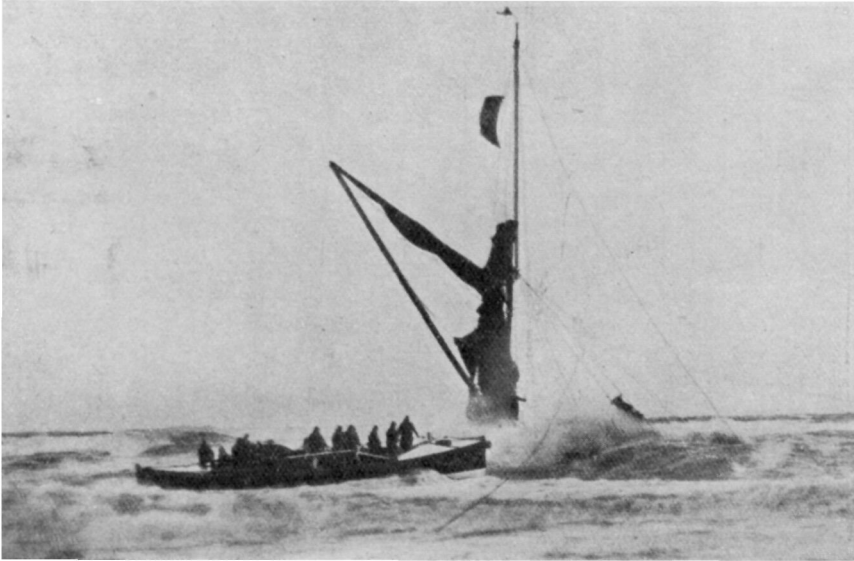
Three attempts of the pulling and sailing life-boat have failed. The tide is making, and rising over the wreck. The two men on the barge have climbed to the foot of the topmast.



By courtesy of]

[B. Stone & Son, Gorleston.

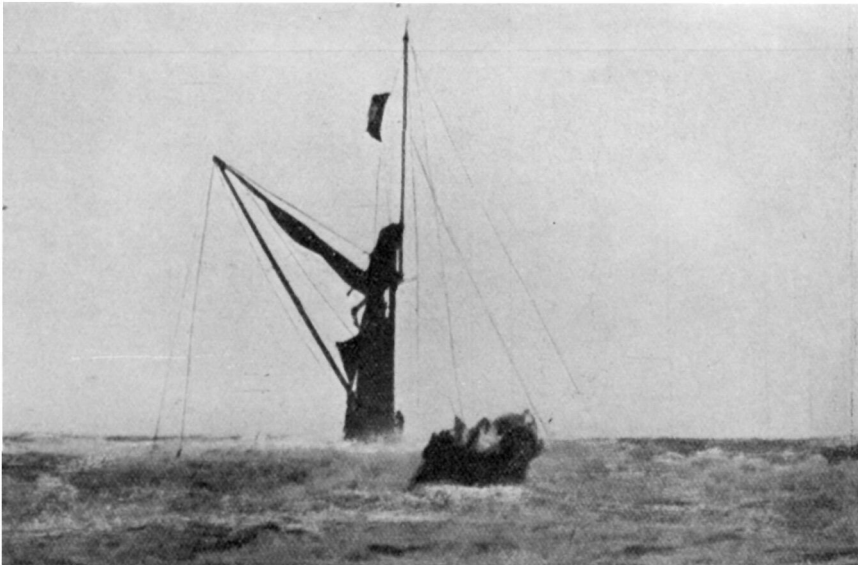
The Cromer motor life-boat, out on another service, is known to be making for Yarmouth. A message recalling her is sent. The Great Yarmouth and Gorleston motor life-boat puts out with it.



By courtesy of]

[H. H. Tansley, Cromer.

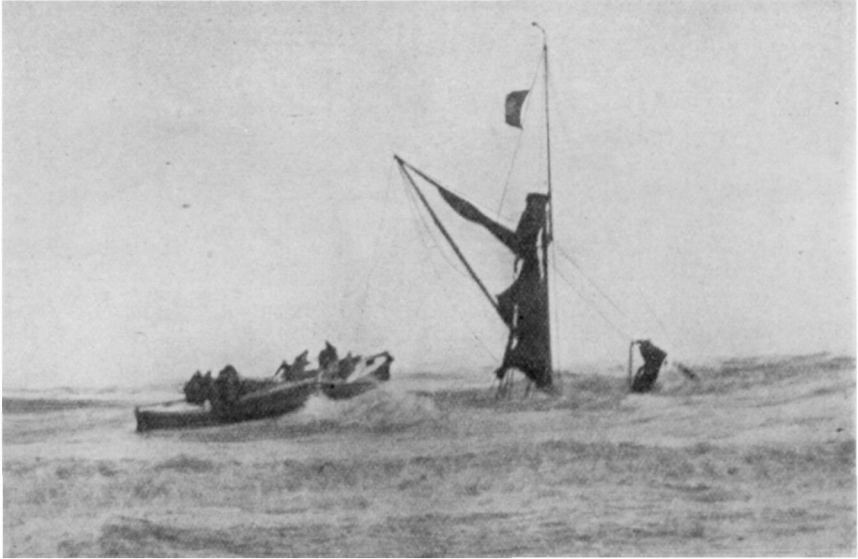
The motor life-boat returns, a journey of twenty miles, at the height of the gale. She attempts to get alongside the wreck. Three times she is swept past by the seas and tide



By courtesy of]

[H. H. Tansley, Cromer.

Coxswain Blogg twice rams the bulwarks of the wreck, and so gets the life-boat right under the rigging, where the two men are. First one, and then the other, jumps aboard.



By courtesy of]

[*H. H. Tansley, Cromer.*

Leaving the wreck, Coxswain Blogg then runs the life-boat on the beach.



By courtesy of]

[*Horace Grant, Norwich.*

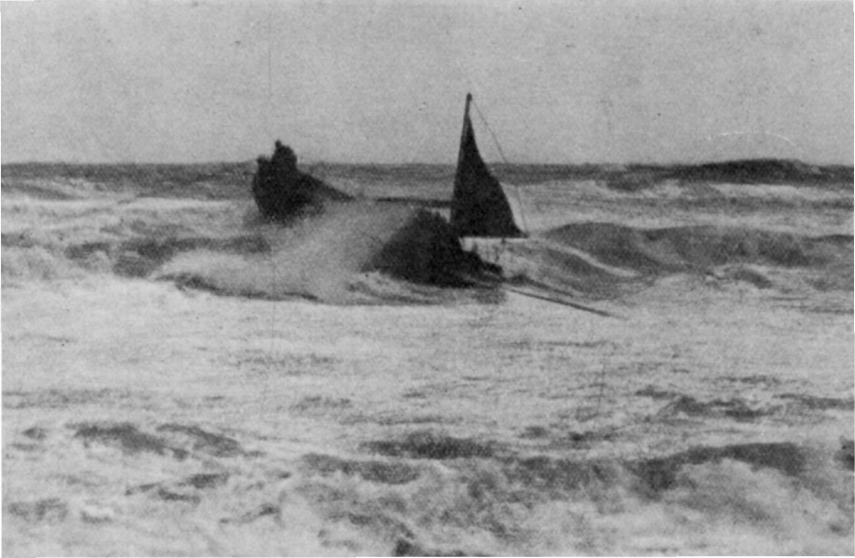
After the service. The damaged life-boat and her crew.



By courtesy of [Horace Grant, Norwich.
Coxswain Blogg and the skipper of the barge, Captain Joseph Hemstead.



By courtesy of [Associated Press.
The Institution's storeyard at Poplar. Getting ready a reserve motor life-boat, in case she is needed to replace the damaged boat at Cromer.



At Aldeburgh (Suffolk) on the same day. The motor life-boat putting out to the help of the foundering steamer *Culmore*



By courtesy of]

[Alfred Hudson, Bridlington.

At Bridlington (Yorkshire) on the same day. The motor life-boat returning after standing by fishing boats,

shore, and it was thought advisable to send out a life-boat. As the Staithes life-boat crew were all at sea, the Runswick motor life-boat *Always Ready* was launched at 9.15 A.M. She escorted the cobles safely into harbour, and arrived back at her station at 3 P.M.—Rewards, £15 4s.

Flamborough, Yorkshire.—On the morning of the 29th December, as the local motor fishing coble *Britannia* was at sea, and a very heavy ground swell was breaking across the mouth of the haven, making entry difficult and dangerous, it was decided to send out the pulling and sailing life-boat *Forester* in case her help was wanted. She was launched at 10.45 A.M., met the coble outside the haven, and escorted her through very heavy breakers to safety. She arrived back at her station at noon.—Rewards, £16 15s.

Whitby, Yorkshire.—At 11.30 A.M. on the 29th December the local motor fishing boats *Success*, *Venus*, *Pilot Me* and *Galilee* were expected home. A moderate easterly breeze was blowing, with rain showers and fog, and a strong sea, coming with the flood tide, was breaking heavily at the harbour entrance. The motor life-boat *Margaret Harker Smith* was launched at 11.50 A.M. and put out to sea as far as the Rock buoy. Each boat as she made for harbour was met and escorted in, and the life-boat arrived back at her station at 1.20 P.M.—Rewards, £8 5s. 6d.

New Brighton, Cheshire.—The motor life-boat *William and Kate Johnston* put out at 4.54 A.M. on the 3rd January, as the Hoylake coastguard had telephoned that the steamer *Landes*, of Liverpool, was ashore on the revetment, with a heavy list, and wanted immediate help. The *Landes* carried a crew of twenty-six, and was bound for Manchester with a cargo of fruit. A moderate southerly breeze was blowing at the time, and the sea was smooth, but it was very foggy. The life-boat took off twenty men, but with the rising tide the *Landes* refloated, and when it was seen that she was not greatly damaged the men were returned to her, except one man, who had injured an arm. He was taken ashore by the life-boat, which returned to her station at 9.10 A.M.—Rewards, £10 4s. 6d.

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

Fishguard, Pembrokeshire.—2nd December. A steamer was reported to be sinking, but another steamer took off the crew.—Rewards, £10 16s.

Cromer, Norfolk.—7th December. A ketch was driven ashore, but her crew of two managed to scramble to safety.—Rewards, £32 14s. 10d.

North Sunderland, Northumberland.—7th December. A lighter had broken adrift, but was picked up by her tug.—Rewards, £18 7s.

Bridlington, Yorkshire.—12th December. During a dense fog a vessel was heard signalling for help, but nothing could be found.—Rewards, £9 18s.

Aldeburgh, Suffolk.—13th December. A steamer was seen in distress, but sank before help could reach her.—Rewards, £55 15s. 4d. (See page 201.)

Blakeney and Sheringham, Norfolk.—13th December. A barge was in difficulties, but managed to reach safety without help.—Rewards, Blakeney, £26 17s. 6d. ; Sheringham, £78 15s. 9d. (See page 201.)

Margate, Kent.—18th December. A barge had gone ashore, but must have refloated, as she could not be found.—Rewards, £17 1s.

Brancaster, Norfolk.—20th December. A fishing boat was overdue, but made port while the life-boat was searching in a thick fog.—Rewards, £36 6s. 10d.

The Humber, Yorkshire.—21st December. A vessel ran ashore in a dense fog, but got off and went on her way.—Permanent crew, Rewards, £1 7s.

Clacton-on-Sea and Walton and Frinton, Essex.—21st December. Two steamers had been in collision, but did not need help.—Rewards, Clacton, £19 5s. 3d. ; Walton, £26 15s. 6d.

Newbiggin, Northumberland.—24th December. A steamer stranded, but did not need help.—Rewards, £30 13s. 6d.

Holy Island, Northumberland.—28th December. A fishing boat was in difficulties, but reached safety without help from the life-boat.—Rewards, £8 14s. 6d.

Shoreboat Services.

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

Blackpool, Lancashire.—During the afternoon of the 25th July two men were out in a small boat attending on people bathing from their private bathing establishment. Other people, who were not their clients, were bathing about two hundred yards away, and five of these got into difficulties. The two men went to their help. They first picked up two men who were clinging to a life-belt and then rescued three other men who were clinging to the pier. This they did at considerable risk, as the water was deep, a surf was breaking, and the strong ebb tide was driving their boat on to the piles of the pier.—Rewards, £1, and inscribed copies of the life-boat book *Launch* to each of the two rescuers, Edwin Smith and William Hardman.

Poole, Dorset.—On the night of the 24th–25th September a small sailing boat capsized near the Old Harry Rocks. One of the crew of three swam for the shore, reached Sandbanks at about 2 A.M., after having been several hours in the water, and reported that he had left his friends clinging to the boat. The Swanage and the Poole and Bournemouth life-boats put out (see *The Life-boat* for November, 1933) and also several motor boats. The search was unsuccessful. The boat and her sail were picked up, but there was no sign of the two men. The motor boats

were manned by Mr. Tom Davis, Mr. Gus Paine, Mr. Churchill, Commander Euman, R.N., the harbour-master at Poole, and Pilots G. and W. Brown.—Rewards, letters of thanks to the men named; expenses, 10s.

Penarth, Glamorganshire.—At 4 P.M. on the 11th October William W. Jones, boatman to the Penarth Yacht Club, and his son Kenneth, put out in an outboard motor boat to the help of two men in an open pulling boat which was in difficulties. A strong westerly wind was blowing with a moderately rough sea. The boat was about a mile off shore, in a sinking condition, and drifting on the flood tide. At considerable risk to themselves the boatman and his son rescued the two men by towing their boat ashore, while they bailed.—Rewards, letters of thanks and inscribed copies of the life-boat book *Launch* to each of the two rescuers.

Poole, Dorset.—A reward of £1 17s. 6d. was made to each of six men who went out in two motor boats to the help of the yacht *Glen Cora* on 5th December. This was the same reward as given to the crew of the life-boat which rescued the two men on board the yacht.—Rewards, £11 5s. (A full account of this service will be found on page 213.)

A Book on the Cornish Life-boats.

THE seaboard of Cornwall can present two faces—the milder one—that usually seen by the summer visitor—is a pleasant one of sun-baked sands, regular lines of surf delightful for bathing, quaint houses and harbours, and granite rocks arranged as if on purpose to provide secluded coves. The brutal face of winter, however, changes this paradise to a stormbound land with evil seas beating on every mile of its coasts. Every type of vessel has succumbed to the gales around Cornwall, from the humble fishing smack to the huge liner, and

many grand old square-riggers have piled upon the rocks of the Scillies or the Lizard. But there are more glorious memories on the coasts of Cornwall than sad ones; for there have been hundreds of brave rescues carried out by the sons of “Tre, Pol and Pen.”

To those who live elsewhere in Britain little has been known of the heroism of Cornish life-boatmen, except through the journal and annual reports of the Institution. Now a book has been written, giving in full the stories of each Cornish life-boat station with its splendid record of struggles and heroism.

The author has endeavoured to do for Cornwall what Treanor, Bailey and several others have done for other famous theatres of life-boat work.

The book has been written with the help and with the approval of the Institution, and the foreword is by Lieut.-Col. C. R. Satterthwaite, O.B.E., the secretary. The first chapter is introductory and gives such brief particulars of the history and work of the Institution as a whole as are necessary to understand properly the story which follows. The rest of the book is divided into four chapters, each dealing with a section of the coast.

The first section covers the stations on the northern coast from Bude to St. Ives. The second section, the Land's End district from Sennen Cove to Penzance, including the Scilly Isles.

The third section, the Lizard peninsula from Porthleven to Porthoustock. The fourth and last, the south-eastern section from Falmouth to Looe.

The publication of this very interesting book depends solely on the support it is likely to receive from the public. It will contain a number of excellent charts, and illustrations from photographs, and will be priced at approximately 12s. 6d. All who are interested or who wish to read the book should communicate without delay with the author—Mr. Grahame E. Farr, 35, Abbotsford Road, Redland, Bristol, 6, and, if sufficient interest is shown, the book will be immediately put in hand by a well-known firm of publishers. The author has generously decided to give a part of the proceeds to the Institution.

The Caister Disaster Pension Fund.

IN the issue of *The Life-boat* for last September an article was published on the pension fund which was formed to provide for the forty-two dependants of the nine life-boatmen who lost their lives when the Caister No. 2 life-boat was wrecked in November, 1901. The fund came to an end in 1932, when there were still six persons receiving help from it, and the Institution undertook to continue their pensions and allowances. Of these six, one had been

a life-boatman for forty-seven years. It was stated in the article that he was not in the life-boat at the time of the disaster, but that his father and son were on board, the father being injured and the son drowned. This was not correct. It was he himself, and not his father, who was in the boat and was injured. It was partly on account of his injury and partly on account of the death of his son that he received a pension from the fund.

Birmingham's Christmas Fair.

A CHRISTMAS FAIR was held in the Town Hall, Birmingham, lent by the City Council, on 24th November. The fair was opened by the Countess of Warwick. Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Sir Charles Rafter, K.B.E., Chief Constable of Birmingham, Alderman Lovsey, J.P., representing the City Council, the Assistant Bishop of Birmingham (the Right Rev. Hamilton Baynes, D.D.), Mr. J. W. Kilgour, Manager of the Birmingham Hippodrome, Mrs. Geoffrey Bird, chairman of the Birmingham Ladies' Life-boat Guild, and Mr. Geoffrey Bird, a vice-president of the branch.

After paying a tribute to the work of the Birmingham branch and Ladies' Life-boat Guild, Lady Warwick said: "I feel some diffidence, as I have only recently become a neighbour of yours, but if I may be allowed, I should like to make an appeal to you, quite apart from this particular effort. I was greatly interested to learn that so many of your leading firms have given generous donations, but I would appeal to all those works whose names are not so far enrolled on the list of regular subscribers to remedy this at once. If we could have an annual collection in every office and every works, I am confident the result would be

worthy of Birmingham's important place among the great cities of the world.

"Then may I say one word to all of you who would not come under any such scheme. I would ask you, either now, or immediately you reach home—before the pressing matters of life erase from your minds your good intentions—to let the secretary have a note that you will give an annual donation to the life-boat service. I suppose there is no one in this country

who does not pay tribute, by thought or word, to our life-boatmen, but that is not enough. If you will give, then you may have the satisfaction of knowing that you are helping them to save lives, and that you are showing that your admiration of their work is genuine."

After opening the Fair, Lady Warwick visited every stall, all the amusement stalls and the mannequin parade. Between 700 and 800 people came to the Fair.

Carol Singing.

LAST Christmas eleven branches arranged carol-singing parties. The majority were again in the South-East of England. Sussex had parties at East Grinstead, Bognor Regis and Cuckfield; Surrey at Dorking and Leatherhead; Kent at Westerham, and Hertfordshire at Bishop's Stortford. There were two parties from Walthamstow (London). Other branches which went carol singing were Yardley (Birmingham), Street (Somerset) and Maryborough (Port Laoighise, in

Queen's County). The East Grinstead branch, which has been the leader in carol singing, was again very successful, collecting £23 5s., which makes a total of £173 in seven years. Bognor Regis, which again divided its collection between the Institution and another charity, collected £28. For the first time a branch in the Irish Free State arranged a party, the newly-formed branch at Maryborough. It was most successful, collecting £22.

Golf Competition.

IN 1933, for the third time, an appeal was made to golf clubs to hold a competition in aid of the life-boat service. In 1931 it was made to the principal clubs in Kent, Surrey and Sussex; in 1932 to the principal clubs in England, Scotland and Wales; and in 1933 to the principal clubs in England, Scotland, Wales and Ireland. In 1931 six clubs held competitions, the entrance fees, which were given to the Institution, amounting to £35 11s. 6d. In 1932, twenty-two clubs took part, the entrance fees amounting to £68 5s. 6d. In 1933 the number of clubs was forty-three and the amount received was £145 9s. This increase in the number of clubs was almost entirely due to Ireland. The largest amount received

was from an Irish club, £12 7s. 6d. from the Galway Golf Club, and the next largest was £11 1s. 6d. from the Purley Downs Golf Club, which has held a competition in each of the three years and by so doing has contributed £35 4s. 6d.

The Institution has written to clubs asking if they will hold life-boat competitions in 1934 and again offering to give a silver and enamel spoon as prize, or two spoons if a foursomes competition is held. The entrance fee, it is again suggested, should be five shillings or half a crown. It is hoped also that branches will approach their local clubs, and that readers of *The Life-boat* who are golfers will suggest a life-boat competition to their own clubs.

Football.

THE annual match for the Baring Cup was played between teams representing the Head Office and the Storeyard on 20th January, on the ground once again kindly lent by Messrs. J. Stone &

Co., Ltd., of Charlton, Kent. The result was a win for the Head Office 9—0. At half-time the Head Office were leading by seven goals, and after the change of ends two further goals were added.

Modern Motor Life-boats : Mr. Barnett's Book.

IN the last issue of *The Life-boat* a review was published of *Modern Motor Life-boat's of the Institution*, by Mr. J. R. Barnett, O.B.E., M.Inst.N.A., who has been the Institution's consulting naval architect for the past twenty-eight years. As the first book to be written describing in detail the

design and construction of the modern motor life-boat, it should be of great interest to all connected with the service. Those who buy it may also feel that they are directly helping the Institution, for Mr. Barnett generously proposes to give the Institution all his profits on the sale of the book.

Life-boat Stamp Club.

As was announced in *The Life-boat* for last November, Miss Margaret Power, of Mount Royal, Old Common, Cobham, Surrey, honorary secretary of the Cobham branch, has formed a stamp club to sell postage stamps for the benefit of the Institution. She has received packets from a number of people and would like, through *The Life-boat*, to thank those who sent anonymously—one of whom sent, not a packet of stamps, but her whole stamp album. Just after the club was

formed the Institution, by an odd coincidence, received a large packet from the West Indies. Rather more than half the stamps were current English issues, but the remainder were sent to the stamp club. Many readers of *The Life-boat* may have old letters put away. The stamps on such letters are more likely to be profitable than current issues of foreign countries, and it is such old envelopes that Miss Power will be most glad to receive.

Obituary.

Lady Ann, of Derby.

LADY ANN, J.P., of Derby, who died on 17th January, at the age of eighty, had been a very great friend of the life-boat service for many years. She started her work for it in 1898, in the days of the Life-boat Saturday Fund, and in 1911, when the fund was taken over by the Institution, she received the Institution's thanks inscribed on vellum. She then became the president of the ladies' auxiliary in Derby, and later president of the Derby branch itself. In 1920 she was presented with a silver inkstand, and in 1924, the Institution's centenary year, she was appointed an honorary life governor, the highest honour which the Institution can bestow on one of its honorary workers. In spite of ill-health she continued her life-boat work to the end. She found time for it in the midst of much other public work, not only for other charities, but for the town

of Derby itself. She was appointed a justice of the peace in 1920 and was twice Mayoress.

Mr. B. J. Kirkham, of New Brighton.

Mr. Benjamin James Kirkham, of New Brighton, who died on 9th January, at the age of seventy-four, was one of the oldest and most valued of the Institution's honorary workers. He had been associated with it for some forty years, first as honorary secretary of the New Brighton Life-boat Saturday Fund, and since 1917 as the honorary secretary of the New Brighton station, one of the most important on the coast. In 1920 Mr. Kirkham was awarded the Institution's gold badge, and in 1931 a binocular glass, as small marks of the Institution's gratitude for his long and devoted help. Mrs. Kirkham also has been for many years a generous worker for the Institution, and was awarded the gold badge in 1920.

Mr. G. B. Dixon, of Walthamstow.

By the death of Mr. George B. Dixon, of Walthamstow, at the age of seventy-six, the Institution has lost one of its most valued honorary secretaries. He was appointed honorary secretary in 1923, and, in spite of the poverty of a great part of his branch area, he maintained a good subscription list, carried out an annual life-boat day and organized four or five concerts each year, covering in this way the whole of the borough. During the last three years he continued his work with unaltered energy in spite of failing health, and in 1931 was awarded a framed life-boat picture.

Mr. S. E. Saunders, of Cowes.

Mr. Samuel Edward Saunders, of Cowes, who died on 17th December, at the age of seventy-seven, was very closely associated with the building of the present motor life-boat fleet, first as head of his own firm, Messrs. S. E. Saunders, Ltd., and then as president of Messrs. Saunders-Roe, Ltd. He began to build for the Institution in 1913, and from then until his firm became Saunders-Roe, Ltd., in 1929, he built no fewer than thirty-three motor and pulling and sailing life-boats, the great majority of which are still on the coast. Since 1929 Messrs. Saunders-Roe have built twelve motor life-boats, making a total in the twenty years of forty-five life-boats. Mr. Saunders was best known as a designer and builder of racing motor boats, and in 1912 he designed and built, with Mr. T. O. M. Sopwith, what was stated to be the first amphibian flying boat in Europe. He has been described as a genius in the design and construction of high-speed motor boats, and in his work for the life-boat fleet he showed himself a great craftsman.

Coxswain J. T. Lethbridge, of St. Mary's, Scillies.

Coxswain James Thomas Lethbridge, of St. Mary's, Scillies, died on 1st January, at the age of seventy-one. He had spent twenty-eight years as an officer of the life-boat, being appointed bowman in 1897, second coxswain in 1901 and coxswain in 1914. He retired in 1925, and since 1928 he has been a member of the committee of the station. In 1920 he received the

thanks of the German Government for the rescue of the crew of twenty-four of the steamer *Hathor*, of Hamburg, and in 1922 the thanks of the Institution on vellum for going out to the help of the Italian steamer *Concordia*. The life-boat was at sea in a south-westerly gale for nearly fifteen hours. During his twenty-eight years as an officer of the life-boat 160 lives were rescued. On his retirement Coxswain Lethbridge was awarded a coxswain's certificate of service and a pension. The present coxswain and second coxswain of the life-boat are his sons.

Coxswain Thomas Rees, of Angle.

Coxswain Thomas Rees, who died at the age of seventy-eight, was coxswain of the Angle life-boat for fifteen years, from 1906 until 1920, when he retired on account of old age. His most notable service was performed as a member of the crew in 1894, when the ship *Loch Shiel*, of Glasgow, stranded on Thorn Island at the entrance to Milford Haven. Twenty-seven of the passengers and crew had climbed off the wreck on to the rocks. The honorary secretary of the station, Thomas Rees and another member of the crew landed from the life-boat, crawled along the edge of the cliff, where the path was barely a foot wide, hauled up the twenty-seven people from the rocks below, and brought them safely along the cliff-edge to the life-boat, a hazardous journey in the darkness. For this gallant exploit each of the three men was awarded the Institution's silver medal. On his retirement Coxswain Rees received a certificate of service and a pension.

Coxswain E. Matthews, of The Lizard, Cornwall.

Coxswain Edwin Matthews, of the Lizard, has died at the age of eighty-seven. He became second coxswain in 1867, and coxswain in 1876, retiring in 1900 after thirty-three years as an officer of the life-boat. During that time the station rescued 108 lives. In April, 1888, Coxswain Matthews was awarded the silver medal of the Institution for valuable and brave services, and on his retirement he received a certificate of service and a pension.

Summary of the Meetings of the Committee of Management.

Thursday, 9th November, 1933.

Sir GODFREY BARING, Bt., in the chair.

Co-opted Captain the Right Hon. Charles C. Craig, Mr. Norman Clark Neill, and Lieut.-Col. F. Rayner, D.S.O., T.D., as members of the Committee of Management.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|------------------------------|-----|----|----|
| Mrs. A. Beckley - - - | 500 | 0 | 0 |
| "R.X." (Chicago) - - - | 108 | 8 | 0 |
| Mr. Norman Clark Neill - - - | 52 | 10 | 0 |
| Mr. F. Hurlbutt - - - | 50 | 0 | 0 |

Ancient Order of Foresters
Friendly Society - - - 50 0 0
Paid £13,825 3s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£110 to pay the rewards for life-boat services ;

£262 13s. 3d. to pay the rewards for life-boat launches. (Accounts of these services and launches appear on pages 207-209) ;

£5 10s. 6d. for assemblies of crews, etc. ;

£37 1s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Caister and Rye Harbour.

Voted £1 to pay the rewards for the Blackpool shoreboat service, an account of which appears on page 226.

Thursday, 14th December, 1933.

Sir GODFREY BARING, Bt., in the chair.

Resolved that Lieut.-Col. the Right Hon. the Earl of Home, K.T., D.L., J.P., T.D., be appointed a Vice-President of the Institution.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|---|-----|----|----|
| Anonymous (Scotland) - - - | 500 | 0 | 0 |
| Gas Light and Coke Company, Ltd. - - - - - | 21 | 0 | 0 |
| Anonymous - - - - - | 20 | 0 | 0 |

Paid £15,037 13s. 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 life-boat stations.

Included in the above were :—

£434 10s. 10d. to pay the rewards for life-boat services ;

£238 15s. 0d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 209-214.)

£1 12s. 0d. for assemblies of crews, etc. ;

£18 4s. 8d. on account of pensions already granted to the dependent relatives of men who lost their lives in the life-boat service at Caister and Rye Harbour ;

£23 11s. 6d. to men for injury in the life-boat service at Angle, Blackpool, Filey and Penlee.

Voted £11 5s. 0d. to pay the rewards for shoreboat services at Penarth and Poole, accounts of which appear on pages 213, 226.

Friday, 29th December, 1933.

Paid £12,780 13s. 5d. for sundry charges in connexion with the construction of life-boats, life-boathouses and slipways, etc., and the maintenance of the life-boat stations.

Included in the above were :—

£311 5s. 2d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Ramsgate, Rhoscolyn, Rye Harbour, St. Andrews, St. David's, Troon, Wells and Whitby ;

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

Thursday, 11th January, 1934.

Sir GODFREY BARING, Bt., in the chair.

Reported that H.R.H. The Prince of Wales, K.G., would preside at the Annual General Meeting to be held at the Central Hall, Westminster, on the 20th April, 1934.

Reported that Mr. Neville Dixey had been elected chairman of Lloyd's for the present year, and thus became an *ex officio* member of the Committee of Management.

Decided that Stonehaven and Whitby No. 1 life-boat stations be closed forthwith, and Holy Island No. 2 station on the 31st March, 1934.

Reported the receipt of the following special contributions :—

| | £ | s. | d. |
|--|-------|----|----|
| King George's Fund for Sailors - | 1,000 | 0 | 0 |
| Mr. Herbert Jones - - - - - | 100 | 0 | 0 |
| Donation from the Executors of the late Mrs. Hooker - - - - - | 50 | 0 | 0 |
| Southern Railway - - - - - | 31 | 10 | 0 |
| Commonwealth and Dominion Line - - - - - | 27 | 6 | 0 |
| Major the Hon. J. J. Astor, M.P. | 26 | 5 | 0 |
| White Star Line Steamers' Charity Fund - - - - - | 25 | 0 | 0 |
| Anonymous - - - - - | 20 | 0 | 0 |

Paid £11,045 14s. 1d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£375 18s. 7d. to pay the rewards for life-boat services ;

£440 19s. 0d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 214-225.)

£57 18s. 6d. for the assemblies of crews ;

£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 ;

A compassionate grant of £11 5s. 0d. to the widow of Thomas Rees, of Angle, who is old and in poor circumstances. Thomas Rees had been coxswain of the life-boat for fifteen years, and had he lived a few more days would have been entitled to another year's pension equal to the amount of the grant ;

A compassionate grant of £5 to Edward Noonan Walsh, who was for forty-two years a member of the crew of the Ballycotton life-boat, and is now in ill health and straitened circumstances ;

A compassionate grant of £5 to J. W. Brignall, who was for forty years a member of the crew of the Dungeness life-boat, and is now in poor health and circumstances.

Awards to Coxswains and Life-boatmen.

To DAVID WILLIAMS, on his retirement, after serving for 42½ years as coxswain of the Aberystwyth life-boat, a coxswain's certificate of service and a pension, commuted to a gratuity at his request.

To CHARLES MOIR, on his retirement, after serving for 17½ years as coxswain and 5½ years as second coxswain of the Gourdon life-boat, a coxswain's certificate of service and a pension.

To OWEN JONES, on his retirement, after serving for 2½ years as coxswain, 3½ years as second coxswain and 4 years as a member of the crew of the Porthdinllaen life-boat, a life-boatman's certificate of service and a pension.

To the widow of the late MARTIN GARDNER, appointed coxswain shortly before his death, who served for 33 years as second coxswain of the Anstruther life-boat, the coxswain's certificate of service which would have been awarded to him on retirement.

To GEORGE BALLS, on his retirement, after serving for 24 years as second coxswain, 7 years as bowman and 21 years as a member of the crew of the Cromer life-boats, a life-boatman's certificate of service and a pension.

To MICHAEL MURPHY, on his retirement, after serving for 22½ years as second coxswain and 2 years as a member of the crew of the Fenit life-boat, a life-boatman's certificate of service and a pension, commuted to a gratuity at his request.

To THOMAS MORLEY, who retired after serving for 15 years as second coxswain

and 37 years as a member of the crew of the Gorleston life-boats, a life-boatman's certificate of service. He has already been awarded a pension.

To WILLIAM E. CHILDS, on his retirement, after serving for 1 year as second coxswain, 18 years as bowman and 15 years as a member of the crew of the Southend-on-Sea life-boat, a life-boatman's certificate of service and a pension.

To MICHAEL MORIARTY, on his retirement, after serving for 21½ years as bowman and 20 years as a member of the crew of the St. David's life-boat, a life-boatman's certificate of service and a pension.

To THOMAS H. ADAMS, who served for 46 years as a member of the crew of the North Deal life-boat, a life-boatman's certificate of service.

To WILLIAM G. BURRELL, on his retirement, after serving for 45 years as a member of the crew of the Aldeburgh life-boats, a life-boatman's certificate of service.

To FREDERICK T. MARSHALL, who served for 31 years as a member of the crew of the Worthing life-boat, a life-boatman's certificate of service.

Life-boatmen's certificates have been awarded to the following old life-boatmen at Gorleston. The figures after the names denote years of service :—

EDWARD BENSLEY (53),
WALTER HIGH (53),
GEORGE HARRIS (53),
GEORGE GOOCH (51).

Awards to Honorary Workers.

Honorary Life-Governors.

Lady DOROTHY D'OYLY CARTE has been appointed an honorary life-governor of the Institution in recognition of the valuable services which she has rendered to the life-boat cause in London.

Mrs. DAVID M. KILGOUR has been appointed an honorary life-governor of the Institution in recognition of the valuable services which she has rendered as honorary secretary of the Ladies' Life-boat Guild at Aberdeen for many years.

Gold Badges.

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

The Viscountess BEARSTED, chairman, central

London women's committee, Ladies' Life-boat Guild.

Mrs. GEOFFREY BIRD, chairman, Ladies' Life-boat Guild, Birmingham branch.

Mr. E. O. BOLTON, J.P., president, Penrith branch.

Mr. JAMES BREWSTER, J.P., honorary treasurer, Girvan branch.

Dame MARGARET LLOYD GEORGE, G.B.E., J.P., president, Ladies' Life-boat Guild, South Caernarvonshire branch.

Mrs. C. E. GIBSON, honorary secretary, Ladies' Life-boat Guild, Truro branch.

Mrs. MEREDITH HARDY, central London women's committee, Ladies' Life-boat Guild.

Mrs. ADAM MAITLAND, president, Ladies' Life-boat Guild, Aberdeen branch.

Mrs. B. J. NEWCOMBE, honorary secretary, Ladies' Life-boat Guild, Howth branch.

Mrs. MARY E. PECOVER, honorary secretary, Thame branch.
 Miss MARGERY PEPPER, honorary secretary, Romsey branch.
 Miss MARGARET L. SCHOOLING, honorary secretary, Bromley branch.
 Lady STRUTHERS, central London women's committee, Ladies' Life-boat Guild.
 Mrs. W. H. TYRER, honorary secretary, Wigan branch.
 Miss M. L. VELLACOTT, organizer of life-boat days in Oxford.
 Alderman GEORGE R. YOUNG, J.P., honorary secretary, Darlington branch.

Aneroid Barometers.

The ANEROID BAROMETER, with inscription, has been awarded to the following for long and valuable co-operation:—
 Mr. W. JAMES, who has been assistant secretary of the Runswick and Staithes stations for 16 years.
 Colonel R. A. NEVILL, D.S.O., who has been honorary secretary of the Ferryside station for 26 years.
 Mr. B. J. NEWCOMBE, who has been honorary secretary of the Howth station for 34 years.

Binocular Glasses.

The BINOCULAR GLASS, with inscription, has been awarded to the following honorary secretaries of life-boat stations in recognition of valuable co-operation:—

Mr. F. H. BARCLAY, J.P., Cromer.
 Mr. W. FRAMPTON, St. Peter Port.
 Major H. R. HILDYARD, Hythe.
 Mr. BERNARD MCGILL, Aranmore.
 Mr. WILLIAM POWELL, Swanage.
 Mr. A. SHUTLER, Poole.
 Mr. H. M. SMARDON, Torbay.

Also to:—

Captain R. R. DAVIES, honorary secretary, Anglesey branch.
 Mr. JOHN W. FOSTER, assistant secretary, Whitby branch.
 Mr. OSWALD S. ORR, honorary treasurer, St. Andrews branch.

Life-boat Pictures.

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

Miss AGNES C. BEVAN, for organizing life-boat days at Lynmouth.
 Miss BOSTOCK, honorary secretary, Ladies' Life-boat Guild, Winchester branch.
 Mrs. G. LYLE CARTER, honorary secretary, Sherborne branch.
 Miss CATHARINE FRAMPTON, for her help in organizing life-boat days in Oxford.
 Mr. J. E. FRANCIS, assistant honorary secretary, Selsey branch.
 Mr. L. LAINTON, honorary secretary, Stockport branch.
 Miss MURIEL LEWES-PITT, honorary secretary, Ladies' Life-boat Guild, Eastbourne branch.
 Mrs. S. H. LODDER, honorary secretary, Dorchester (Dorset) branch.
 Mrs. M. E. MACFIE, honorary secretary, Dartmouth branch.

Mrs. A. H. MATHER, honorary secretary, ladies' committee, Worthing branch.
 Mrs. WALKER T. MOORE, president, Ladies' Life-boat Guild, Maryport branch.
 Miss ANITA ROBYNS-OWEN, honorary secretary, Ladies' Life-boat Guild, South Caernarvonshire branch.
 Mr. R. A. WETHERALL, F.S.A.A., honorary secretary, Swansea branch.
 Miss H. M. YOUNG, honorary secretary, Felixstowe branch.

Records of Thanks.

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

Mr. ALBAN BALDWIN, honorary secretary, Turton branch.
 Miss E. M. BAVERSTOCK, honorary secretary, Ladies' Life-boat Guild, Wimborne branch.
 Captain C. BLAKEY, honorary treasurer, Morecambe and Heysham branch.
 Miss F. BROWN, J.P., president, Tyldesley branch.
 Rector R. A. BROWN, M.A., honorary secretary, Bathgate branch.
 Mr. C. C. FARR, honorary treasurer, Bury branch.
 Mr. J. W. FORDYCE, M.A., honorary secretary, Carluke branch.
 Mrs. NOEL FORSYTH, honorary secretary, Ladies' Life-boat Guild, Malton branch.
 Miss ROSETTA FRANKLIN, life-boat worker, Colwyn Bay branch.
 Mr. CECIL GREENHALGH, J.P., honorary secretary, Runcorn branch.
 Miss ELIZABETH HANDLEY, honorary secretary, Ladies' Life-boat Guild, Port Erin branch.
 Mrs. W. HARMAN, honorary secretary, Queenstown branch.
 Mrs. ANNE E. HAWKES, honorary treasurer, Ladies' Life-boat Guild, Wigan branch.
 Mrs. J. HODKINSON, honorary secretary, Newton-in-Makerfield branch.
 Miss ELIZABETH HOWARTH, life-boat worker, Colwyn Bay branch.
 Mrs. G. E. JACKSON, honorary treasurer, Ladies' Life-boat Guild, Wakefield branch.
 Miss EVELYN LEIGHTON, honorary secretary, Ladies' Life-boat Guild, Maryport branch.
 Mrs. KENNETH MACEWAN, honorary secretary, Ladies' Life-boat Guild, Edinburgh branch.
 Mr. ARTHUR F. McNULTY, P.C., honorary secretary, Bray branch.
 Miss JOSEPHINE MORTON-BAILEY, life-boat worker, Colwyn Bay branch.
 Mrs. C. M. OSBORNE, honorary secretary, Newbury branch.
 Mrs. ARTHUR PICKLES, president, Ladies' Life-boat Guild, Wakefield branch.
 Mr. H. PRICE, honorary secretary, Ramsbottom branch.
 Mr. ROBERT ROBERTSON, honorary secretary, Grangemouth branch.
 Mr. I. G. SIM, J.P., honorary secretary, Penrith branch.
 Mr. A. E. UNSWORTH, honorary treasurer, and previously honorary secretary, Burnley branch. Formerly honorary secretary, Middleton branch.
 Miss HOPE WALLACE, assistant honorary secretary, Littlehampton branch.

News from the Branches.

1st November, 1933, to 31st January, 1934.

Greater London.

CLAPHAM.—Whist drive.

CROYDON.—Lantern lectures at Woodside by Mr. F. C. Ashby and the district organizing secretary.

FINCHLEY.—Whist drive, with address by the assistant district organizing secretary.

HORNSEY.—Whist drive. Lecture.

ILFORD.—Annual meeting on 11th December, the Mayor, president of the branch, in the chair. Speaker: Mr. Walter Riggs, a member of the committee of management and honorary secretary of the Aldeburgh branch. Presentation of certificates of service to ex-Coxswain Mann of Aldeburgh. Efforts of the past year: Life-boat day.

MITCHAM.—Whist drive.

ST. ALBANS.—Dance.

TOOTING.—Whist drive.

WALTHAMSTOW.—Three concerts, one with address by the district organizing secretary. Two carol-singing parties. Lecture.

Addresses by the district organizing secretary at the Little Ship Club's annual dinner, and the Marine dinner of the Ladies' Lyceum Club. Lectures at Cricklewood and Woodford.

North-West of England.

ACCRINGTON.—Annual meeting on 11th December, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Mr. John Campbell, Accrington Borough Treasurer, elected chairman. Efforts of the past year: Life-boat day, collections at Church, Clayton-le-Moors and Oswaldtwistle, cinema collections, whist and bridge drive. Amount collected in 1933 £99, as compared with £63 in 1932.

"Christmas gift and calendar tea," organized by the Ladies' Life-boat Guild.

BLACKBURN.—Annual meeting on 28th November. Miss Oddie and Miss B. Hindle elected joint honorary secretaries in the place of Miss Woolfall, resigned. Amount collected in 1933 £162, as compared with £182 in 1932.

BLACKPOOL.—The Mayor of Blackpool (Councillor C. E. Tatham), president and honorary secretary of the branch, entertained to dinner his fellow-officials and the life-boat crew, the occasion being the annual distribution of gifts to the crew.

BOLTON.—Annual dinner, dance and whist drive, organized by the Ladies' Life-boat Guild. A variety evening by the Myra Dixon Musical and Dramatic Society.

CARNFORTH.—Annual meeting on 10th January. Amount collected in 1933 £113, as compared with £69 in 1932.

Sale of work.

COLNE.—Entertainment by the Colne Optimists.

CONGLETON.—House-to-house collection.

CULCHETH-WITH-KENYON.—Bridge and whist drive.

DUKINFIELD.—Annual whist drive and dance.

HEYWOOD.—Annual meeting on 7th December. Mrs. Duckworth, ex-Mayoress, elected a vice-president. Amount collected in 1933 £57, as compared with £61 in 1932.

Whist drive.

HINDLEY.—Annual whist drive and dance, arranged by the Ladies' Life-boat Guild.

HORWICH.—Annual whist drive and dance.

INCE-IN-MAKERFIELD.—Presentation of prize in the life-boat essay competition.

KENDAL.—Annual meeting on 4th December, Mrs. C. H. Whitaker, president of the branch, in the chair, supported by the Mayoress, who was elected a vice-president. Amount collected in 1933 £96, as compared with £116 in 1932.

Annual bridge drive and dance.

LANCASTER.—Annual meeting on 23rd November, the Mayor, president of the branch, in the chair. Efforts of the past year: Garden fête, whist drive, bridge drive, cinema and football collections. Amount collected in 1933 £146, as compared with £151 in 1932.

LIVERPOOL.—Special life-boat service held at the Liverpool Cathedral on 26th November. (A full report will appear in the next issue).

BOOTLE.—Life-boat service at Christ Church, conducted by the Rev. E. Mayson.

WALLASEY.—Annual meeting of the Wallasey and New Brighton Ladies' Life-boat Guild on 6th November, the Mayor of Wallasey presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1933 £212, as compared with £188 in 1932.

HOYLAKE.—House-to-house collection.

LYTHAM-ST.-ANNES.—The station has lost one of its former coxswains by the death of Mr. Nicholas Barrow. He was appointed coxswain of the St. Anne's No. 1 life-boat in 1892, and served until 1905, when he retired on account of ill health.

MANCHESTER, SALFORD AND DISTRICT.—Special meeting of the City of Manchester Ladies' Life-boat Guild; Mrs. J. R. W. Stephens elected honorary secretary.

DENTON.—Annual whist drive and dance, arranged by the Ladies' Life-boat Guild.

GORTON.—Annual dance.

HARPURHEY AND COLLYHURST.—Dance, arranged by the Ladies' Life-boat Guild. Dancing display by Madame Robinson's Clever Young Folk.

LEVENSHULME.—Addresses by the branch secretary.

MOSS SIDE.—Annual meeting of the Ladies' Life-boat Guild on 27th November. Mrs. Vernon Richards elected acting vice-president. Mrs. E. A. Hamilton elected honorary treasurer.

OLD TRAFFORD.—Annual meeting of the Ladies' Life-boat Guild on 21st November. Annual dance.

PRESTWICH.—Special meeting to reconstitute the Life-boat Guild; the Chairman of the Council presided. Officers elected: Patron, Alderman A. Walkden, J.P.; President, Mrs. Wild, J.P.; Hon. Treasurer, Mr. S. H. Hardman; Hon. Secretary, Mr. W. O. Bromley.

WALKDEN.—Annual whist drive and dance, arranged by the Ladies' Life-boat Guild. The Chairman of the Council attended. Miss Alice Kirkham, the Cotton Queen, presented the prizes.

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

URMSTON AND DISTRICT.—Whist drive and dance.

WEST SALFORD.—Whist drive. Lantern lecture by Mr. J. H. Borlase, a member of the Manchester branch committee, to the Ancoats Men's Social Fellowship.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK. — Bring-and-buy sale.

OLDHAM.—Annual ball and whist drive, arranged by the Ladies' Life-boat Guild.

ORRELL.—Whist drive and dance.

PIEL (Barrow).—Annual meeting on 14th December, the Mayor in the chair. Amount collected in 1933 £129, as compared with £132 in 1932.

PORT ERIN.—Whist drive and dance, organized by the Ladies' Life-boat Guild.

PORT ST. MARY.—Concert, organized by the newly-formed Ladies' Life-boat Guild. The Woodside Choir, under the conductorship of Mrs. T. C. Corris, of Douglas, took part, as well as many well-known local artistes.

PRESTON.—Whist drive and dance, arranged by Miss Audrey Gardiner at Clayton Green.

RADCLIFFE.—Dance. Whist drive.

RAMSBOTTOM.—Annual meeting on 4th December, the Chairman of the Council presiding. Amount collected in 1933 £42, as compared with £35 in 1932.

RISHTON.—Annual ball.

SANDBACH.—Annual meeting on 24th November. Amount collected in 1933 £32, as compared with £33 in 1932.

STOCKPORT.—Whist drive arranged by Mrs. A. Freeman, a member of the committee.

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

TOTTINGTON.—Bridge and whist drive.

TYLDESLEY.—Annual dance and cottage fare market.

WESTHOUGHTON.—Whist drive.

WHALEY BRIDGE.—Performance of "Rookery Nook" by the Whaley Bridge Play Club.

WIGAN.—Annual meeting on 13th December, the Deputy-Mayor in the chair. Amount collected in 1933 £146, as compared with £100 in 1932.

North-East of England.

BARNARD CASTLE.—Jumble sale.

BEDLINGTON.—Whist drive and social evening, organized by the Ladies' Life-boat Guild. Prizes presented by Mrs. Polly Donkin, of Cullercoats.

BERWICK.—Ball.

BLYTH.—Annual whist drive and dance. Draw for Christmas hampers, organized by Mrs. Hudson, president of the Bedlington Ladies' Life-boat Guild.

BRADFORD.—Annual matinée at the Alhambra Theatre.

BRIDLINGTON.—Supper and whist drive.

CAWTHORNE.—Dance and whist drive.

DARLINGTON.—Two bridge drives, and a bridge and whist drive.

DERWENT VALLEY.—Bridge drive.

DONCASTER.—Annual meeting on 22nd January, the Mayoress, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day and jumble sale. Amount collected in 1933 £103, as compared with £59 in 1932. Whist drive at Burghwallis.

DURHAM.—Whist drive.

GATESHEAD.—Three bridge drives.

HALIFAX.—Drawing-room meeting at Lady Fisher-Smith's house. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Dramatic performance by the Heath Old Boys' Association.

HARROGATE.—Annual meeting on 6th November, the Mayoress, president of the Ladies' Life-boat Guild, presiding. Efforts of the past year: Garden fête and life-boat day. Amount collected in 1933 £159, as compared with £25 in 1932.

Dramatic performance by "The Thespians."

HARTLEPOOL.—Bridge and whist drive.

HECKMONDWIKE. — Annual meeting. Efforts of the past year: Life-boat day, bridge and whist drives. Amount collected in 1933 £54, as compared with £52 in 1932.

Bridge and whist drive.

HOLMFIRTH.—Whist drive and dance.

HUDDERSFIELD.—Annual meeting on 11th December, the Mayor, president of the branch, in the chair. Speaker: The Rev. W. Speck. Efforts of the past year: Life-boat

day and American tea. Amount collected in 1933 £491, as compared with £111 in 1932.

Special meeting in the Town Hall on 23rd January. Representatives from neighbouring branches present. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

KEIGHLEY.—Dance and whist drive.

LEEDS.—Annual meeting on 8th December, the Lord Mayor, president of the branch, in the chair. Efforts of the past year: Life-boat day, matinée, whist drives and dances. Amount collected in 1933 £926, as compared with £867 in 1932.

Dance. Whist drive and dance at Headingley. House-to-house appeal at Morley.

MEXBOROUGH.—Dance.

NORMANTON.—Whist drive.

NORTHUMBERLAND.—Annual Northumberland County Life-boat Ball at Bamburgh Castle, by kind permission of Lord and Lady Armstrong, organized by a committee, with the Countess Grey as chairman and Mrs. R. W. A. Marshall, of Seahouses, as honorary secretary. The Marchioness of Londonderry, D.B.E., a vice-president of the Ladies' Life-boat Guild, and president of the Seaham Ladies' Life-boat Guild, received the guests.

SCARBOROUGH.—Illuminated night launch of the life-boat to a burning boat. Collection in hotels. Whist and bridge drives. Jumble sale. Gift of Christmas cake to the crew from H.R.H. the Princess Royal.

SEAHAM HARBOUR.—Annual meeting and whist drive. Amount collected in 1933 £41, as compared with £72 in 1932.

Children's ball and adults' dance.

SKELMANTHORPE.—Whist drive and dance. Ladies' Life-boat Guild meeting and whist drive.

SOUTH SHIELDS.—Bridge and whist drive.

SOWERBY BRIDGE.—Whist drive and dance.

STOCKTON.—Dinner dance.

WAKEFIELD.—Special Ladies' Life-boat Guild meeting. Presentation by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, of the records of thanks awarded to Mrs. Arthur Pickles, president of the Guild, and Mrs. G. E. Jackson, honorary treasurer. Bridge and whist drives.

WHITBY.—On Armistice Day, 11th November, the motor life-boat headed a procession of boats from which a service was conducted at sea in memory of sailors of Whitby who fell in the Great War. Wreaths were cast on the sea.

WITTON-LE-WEAR.—Lantern lecture.

YORK.—Variety entertainment by Poppleton Women's Institute Dramatic Society.

Midlands.

BARTON-ON-HUMBER.—Life-boat day at South Ferriby.

BELPER.—Bridge drive arranged by the honorary treasurer, Mr. W. E. Stone.

BIRMINGHAM.—Christmas Fair. (See special report on page 227.) Annual life-boat ball. Carol singing by Yardley Wood Church. One week's collection at Theatre Royal during pantomime. Lantern lecture by the district organizing secretary to Tanworth-in-Arden Women's Institute.

BRISTOL.—Annual life-boat ball, held on board H.M.S. *Flying Fox*.

CANNOCK.—Cinema collection.

GRIMSBY.—Whist drive.

KENILWORTH.—Concert arranged by Miss Edith Jordan; address given by the district organizing secretary.

KIDDERMINSTER.—"Heroes of the Sea" film shown at Bewdley, with collection. Dance.

LICHFIELD.—Bridge and whist drive, arranged by Mrs. Ashpole.

MARKET DEEPING.—Dance, arranged by Mr. and Mrs. Fromant.

NOTTINGHAM.—Annual meeting on 22nd January, the Lord Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Lieut.-Col. F. Rayner, D.S.O., chairman of the branch, was congratulated on his appointment to the committee of management of the Institution. Amount collected in 1933 £452, as compared with £360 in 1932.

Dance, organized by Mrs. Potter, of the Ladies' Life-boat Guild.

OWSTON FERRY.—Concert, arranged by Miss E. Leggott.

PETERBOROUGH.—Life-boat ball and bridge drive, arranged by Lady Winfrey, Mrs. Shipley Ellis and Miss Gray.

RIPLEY.—Concert.

STOKE-ON-TRENT.—Annual meeting. Amount collected in 1933 £293, as compared with £136 in 1932.

STROUD.—Lantern lecture by the district organizing secretary at Bisley Women's Institute. Collection.

SUTTON-IN-ASHFIELD.—Tea dance and whist drive.

WOLVERHAMPTON.—Annual life-boat ball, organized by Dr. and Mrs. Spencer, assisted by Mr. and Mrs. Matthewman. The Mayor and Mayoress presented the prizes, and Mr. Geoffrey Mander, M.P., J.P., proposed the health of the Institution, to which the district organizing secretary responded.

South-East of England.

ALDEBURGH.—Church collection at fishermen's service. Dinner to the life-boat crew.

ATTLEBOROUGH.—Life-boat day.

BISHOP'S STORTFORD.—Carol singing.

BOGNOR REGIS.—Carol singing.

BRIGHTON AND HOVE.—Collections at the Savoy Cinema. Lantern lecture at Salvation Army Congress Hall.

CANTERBURY.—Lantern lecture by Surgeon-Captain K. H. Jones, M.B., R.N., vice-chairman of the branch. Christmas church collection at Wingham.

CATERHAM AND WARLINGHAM.—Lantern lecture to the Warlingham Wesley Guild by Mr. F. C. Ashby.

CHELMSFORD.—Whist drive.

CHICHESTER.—Cinema collection.

CLACTON-ON-SEA.—Annual meeting of the Ladies' Life-boat Guild, Mrs. P. Coleman, J.P., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drive, rummage sale. Amount collected in 1933 £118, as compared with £103 in 1932.

Dance, arranged by the Ladies' Life-boat Guild.

COLCHESTER.—Annual meeting on 28th November. Efforts of the past year: Life-boat day. Amount collected in 1933 £126, as compared with £91 in 1932.

CUCKFIELD.—Carol singing.

DORKING.—Carol singing and whist drive.

EASTBOURNE.—Annual meeting on 28th November, Mr. R. E. Watkins presiding, in the absence of the chairman and vice-chairman. Illness prevented Mr. Ernest Armstrong, a former chairman of the branch and a member of the committee of management, from speaking, but a letter was read from him congratulating the branch on its work. Efforts of the past year: Life-boat days in Eastbourne and district, and other collections, arranged by the Ladies' Life-boat Guild. Amount collected in 1933 £1,255, as compared with £1,198 in 1932.

Address to the Rotary Club by Councillor A. Robertson, honorary secretary of the branch.

EAST GRINSTEAD.—Carol singing.

FOLKESTONE.—Annual meeting of the Women's Auxiliary, the Countess of Radnor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat days in Cheriton and Sandgate, bridge and whist drives, balls and dances, house-to-house collections, jumble sales, cinema collections, dancing displays, theatricals, etc. Amount collected in 1933 £503, as compared with £373 in 1932.

Bridge drive and two whist drives. Performance by concert party.

GREAT YARMOUTH AND GORLESTON.—Annual meeting on 11th December, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman of the branch, presiding. Efforts of the past year: Life-boat day, theatre collections, sale of souvenirs. Amount collected in 1933 £175, the same amount as in 1932.

Special meeting at the Town Hall, including dancing display and songs, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman of the branch, presiding. Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of certificates of service,

and presentation of a certificate won in the life-boat essay competition.

Church collection at fishermen's service. Dance at Gorleston, arranged by the Ladies' Life-boat Guild.

On Armistice Day, 11th November, the life-boat went out with the Vicar of Gorleston on board, and a wreath was cast on the sea in memory of those who lost their lives at sea in the Great War.

KESSINGLAND.—Whist drive and dance, arranged by the Ladies' Life-boat Guild.

LEATHERHEAD.—Carol singing.

LITTLEHAMPTON.—Dance, and presentation by Lieut.-Col. C. C. R. Murphy, Chairman of the Urban District Council, of the statuette and record of thanks awarded to Miss Wallace, the assistant honorary secretary.

NEWHAVEN.—Annual meeting on 27th November, Mr. R. W. Dewdney, chairman of the branch, presiding. Efforts of the past year: Life-boat day. Amount collected in 1933 £47, as compared with £59 in 1932.

RAMSGATE.—Triennial Admiral Back dinner to the life-boat crew, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presiding.

RYE AND WINCHELSEA.—"Heroes of the Sea" film shown, with collection.

ST. IVES.—Annual meeting on 6th November, Mrs. G. G. Wheeler, president of the branch, in the chair. Efforts of the past year: Life-boat day and golf competition. Amount collected in 1933 £76, as compared with £85 in 1932.

Theatricals. Lantern lecture by Captain Basil Hall, R.N.

SEAFORD.—Lantern lecture at Kingsmead School. Three price sale.

SHOREHAM HARBOUR.—Annual meeting on 20th November, Mr. Harold Brown, chairman of the branch, presiding. Events of the past year: Naming ceremony of the new motor life-boat by H.R.H. the Prince George, K.G., life-boat day. Amount collected in 1933 £201, as compared with £159 in 1932.

SLOUGH.—Address to the Rotary Club by Major A. D. Burnett-Brown, M.C., deputy-secretary of the Institution. Rummage sale.

SOUTHBOROUGH.—Annual meeting on 14th December, Captain B. K. Boase, vice-president of the branch, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1933 £34, the same amount as in 1932.

TUNBRIDGE WELLS.—Golf competition. Bridge party.

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

WALTON AND FRINTON.—Annual meeting on 8th December, Mr. T. W. Eagle, J.P., C.C., chairman of the branch, presiding. Efforts of the past year: Life-boat day and carnival, life-boat Sunday. Amount collected in 1933 £211, as compared with £225 in 1932.

WATFORD.—Lantern lectures to Watford Fireside Fellowship and the Boys' Brigade by Mr. H. Mellon, the honorary secretary.

WESTERHAM.—Carol singing.

WOODBIDGE.—Annual meeting on 14th November, Vice-Admiral H. W. Bowring, C.B., D.S.O., president of the branch, in the chair. Efforts of the past year: House-to-house collection and cinema collection. Amount collected in 1933 £66, as compared with £62 in 1932.

Lantern lectures to schools at Godalming and Worthing.

South-West of England.

APPLEDORE.—Presentation of framed life-boat picture awarded to Miss White.

BRIDGWATER.—Annual dance at North Petherton.

BRIDPORT.—Annual meeting, Rear-Admiral C. H. Fox, C.B., president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1933 £69, as compared with £57 in 1932.

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

CHIPPENHAM.—Dance at Lacock Abbey, given by Miss Talbot.

COVERACK.—Crew and committee entertained by Mr. Francis Roxburgh, of London.

DAWLISH.—Lantern lecture.

DORCHESTER (Dorset). — Eleventh annual dance.

FALMOUTH.—Annual meeting of the branch and Ladies' Life-boat Guild, Mr. J. Chelley, chairman, presiding, supported by Mrs. Chelley, president of the Ladies' Life-boat Guild. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, whist drives. Amount collected in 1933 £110, as compared with £136 in 1932.

Address by Sir Godfrey Baring, Bt., chairman of the Institution, to the Rotary Club.

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

FARNBOROUGH.—Carnival dance.

FOWEY.—Annual dance and whist drive, arranged by the Ladies' Life-boat Guild.

ISLE OF WIGHT.—Annual ball and dance for young people at Cowes, arranged by the Ladies' Life-boat Guild.

LYNMOUTH.—Annual dinner to the life-boat crew.

NEWQUAY.—Special meeting, Mr. Alfred Bond, vice-chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Presentation of the thanks of the Institution on vellum awarded to Mr. F. L. Nicholas, honorary treasurer.

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

PLYMOUTH.—Annual meeting, the Mayor, vice-president of the branch, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount

collected in 1933 £425, as compared with £440 in 1932.

Address to the Rotary Club by Sir Godfrey Baring, Bt. Dance arranged by the Ladies' Life-boat Guild. Life-boat day and concert at Bere Ferrers.

POOLE.—Special meeting arranged by Miss Lees, honorary secretary of the Ladies' Life-boat Guild, the Mayor, vice-president of the branch, in the chair, supported by the Earl of Malmesbury, president, the Countess of Malmesbury, and the Mayoress. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Presentation of the binoculars awarded to Alderman Shuter, the honorary secretary, and the prize won by a Parkstone school in the life-boat essay competition.

PORTSMOUTH.—Annual meeting, the Lord Mayor, Sir Harold Pink, president and chairman, in the chair, supported by Lady Pink, president of the Ladies' Life-boat Guild, Lady Colleton, vice-president of the Guild, and the Rev. A. Peckham, vice-chairman of the branch. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1933 £437, as compared with £367 in 1932. Presentation of the Challenge Shield for the South-West of England in the life-boat essay competition, won by a Portsmouth school, and other prizes.

SHERBORNE.—Two performances of "The Ghost Train" by the Old Fosterian Dramatic Society. American tea, arranged by the Ladies' Life-boat Guild.

STREET.—Carol singing by the choir of the Parish Church.

Scotland.

ABERDEEN.—Annual life-boat ball, attended by the Lord and Lady Provost, Lord and Lady Forbes, and over 600 guests. Presentation by Lord Forbes of the gold badge awarded to Mrs. Adam Maitland, president of the Ladies' Life-boat Guild, and to Mrs. D. M. Kilgour, honorary secretary, of the vellum recording her appointment as an honorary life-governor.

ARBROATH.—Annual meeting on 8th December, Provost Sir William Chapel, chairman of the branch, presiding. Efforts of the past year: Life-boat day and appeal for subscriptions. Amount collected in 1933 £105, as compared with £203 in 1932.

Sunday concert at which life-boat films were shown.

BANFF, MACDUFF AND WHITEHILLS.—Annual whist drive and dance at Whitehills.

DENNY.—Special meeting at which Ladies' Life-boat Guild was formed, Provost Loney in the chair. Speaker: The Scottish organizing secretary. Badges were presented by Lady Bolton to ladies who enrolled as members.

DINGWALL.—Special meeting, at which Ladies' Life-boat Guild was formed, with Colonel Mackenzie, of Ord, presiding. Speaker: The Scottish organizing secretary. The resolution for the formation of the Guild was proposed by Lady Marjory Mackenzie, who became its patroness.

DUNBAR.—Annual meeting. Efforts of the past year : District collections. Amount collected in 1933 £336, as compared with £283 in 1932.

New Year's gift to each member of the crew of a cake, tea and tobacco.

DUNDEE.—Lantern lecture by Mr. H. Plenderleath.

DUNFERMLINE AND ROSYTH.—Concert by Burntisland Dramatic Society, Captain A. J. Robertson, M.V.O., R.N., vice-president of the Rosyth committee, presiding. Address by the Scottish organizing secretary. Concert by the Merry-makers Concert Party. Christmas party.

EDINBURGH.—Annual meeting on 24th November, Bailie Raithby in the chair. Speakers: Rear-Admiral E. J. Hardman Jones, O.B.E., Dr. W. King Gillies, Lady Whitson, and Admiral Sir John F. E. Green, K.C.M.G. Efforts of the past year: Life-boat day, bridge and whist drive, and appeal by the committee. Amount collected in 1933 £2,846, as compared with £2,890 in 1932.

Lantern lecture at Leith. Orchestral concert, organized by the Ladies' Life-boat Guild, the programme arranged by Mrs. Alexander Maitland.

ELIE.—Annual meeting on 8th November. Lady Nairn, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat day and market stalls. Amount collected in 1933 £127, as compared with £140 in 1932.

FALKIRK.—Annual meeting and musical evening on 13th November, Mr. Fred Johnston, J.P., president of the branch, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat day, whist drive and dance, lantern lecture. Amount collected in 1933 £158, as compared with £112 in 1932.

GIRVAN.—Whist drive and dance, organized by the Ladies' Life-boat Guild. Address by Commander J. M. Upton, R.D., R.N.R., district inspector of life-boats.

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

GRANGEMOUTH.—Whist drive and basket tea organized by the Ladies' Life-boat Guild.

GULLANE.—Lecture and concert; Surgeon Rear-Admiral Sir Patrick Handyside, K.B.E., C.B., presiding.

ISLE OF BUTE.—Annual meeting. Efforts of the past year: Whist drive and dance, life-boat day. Amount collected in 1933 £105, as compared with £83 in 1932.

ISLAY.—Lantern lecture by the Rev. A. MacNicol.

KIRKCUDBRIGHT.—Annual meeting on 15th December, Sir Charles Hope-Dunbar, Bt., president of the branch, in the chair. Efforts of the past year: Life-boat days, house-to-house collection and appeal for subscriptions. Amount collected in 1933 £129, as compared with £105 in 1932.

Meeting of conveners on the invitation of Mrs. Yerburgh, vice-president of the Ladies' Life-boat Guild. Speakers: Mrs. Yerburgh and Miss Duncan, honorary secretary northern and eastern division.

NAIRN.—Annual meeting on 22nd November, Vice-Admiral Sir Heathcote Grant, K.C.M.G., C.B., in the chair. Efforts of the past year: Life-boat day and performance of "Rookery Nook." Amount collected in 1933 £101, as compared with £85 in 1932. Lantern lecture after the meeting by the Scottish organizing secretary.

PETERHEAD.—Life-boat ball.

STORNOWAY.—Golf competition.

STROMNESS.—Annual meeting on 4th December, Mr. A. B. Terras, chairman of the branch, presiding. Efforts of the past year: Special collection throughout Orkney. Amount collected in 1933 £189, as compared with £65 in 1932.

TROON.—Annual meeting on 16th November, Mr. James Clark, president of the branch, in the chair. Efforts of the past year: Life-boat day, lecture, concert, joint church service and appeal by the committee. Amount collected in 1933 £127, as compared with £118 in 1932.

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

WICK.—Special meeting of the Ladies' Life-boat Guild, Mrs. Robertson presiding. Speaker: The Scottish organizing secretary. Lantern lecture to Wick Sisterhood.

Lantern lectures at Ardentiny, Edinburgh, Newton Stewart, Oban and Smeaton.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

BARMOUTH.—Special meeting to re-form the Ladies' Life-boat Guild. President, Mrs. E. Coote; honorary secretary, Mrs. J. R. Heath; assistant honorary secretary, Miss Mair Wynne Jones.

BARRY.—Whist and bridge drive. Address by district organizing secretary.

BRIDGEND.—Ladies' Life-boat Guild formed. Chairman, Mrs. L. Dapho Powell; honorary secretary, Mrs. J. Loosmore.

CORWEN.—Presentation of prizes in the life-boat essay competition by Alderman T. Lloyd Jones. Address by district organizing secretary.

IRON BRIDGE.—Annual meeting, Mrs. Beardsmore, president of the branch, in the chair. The sum of £12 was collected in the first year's working. Miss D. Doughty elected honorary secretary in place of Mrs. H. Fisher, resigned on leaving the town. Annual life-boat dance. Address by district organizing secretary.

LLANELLY.—Ladies' Life-boat Guild formed. President, the Mayoress; chairman, Mrs. C. R. Mansel Lewis; honorary secretary, Mrs. Bevan John.

PENARTH.—Children's concert and play. Presentation by the chairman of the Urban

District Council of letters of thanks and inscribed life-boat books awarded by the Institution to Mr. William Watkin Jones, and his son, Mr. Kenneth Jones, for saving the lives of two men off Penarth Pier on 7th October, 1933. Address by the district organizing secretary.

SWANSEA.—Whist drive and dance. Address by district organizing secretary.

WHITCHURCH.—Presentation by the district organizing secretary of the framed life-boat picture awarded by the Institution to Miss M. J. H. Walford, the honorary secretary.

Ireland.

BALLYCOTTON. — Special meeting. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

BANDON.—Annual life-boat dance, organized by the honorary treasurer, Mr. V. D. Garde.

BELFAST.—Seventh annual life-boat ball attended by the Duchess of Abercorn, president of the Ladies' Life-boat Guild in Northern Ireland, and Lady Dixon, D.B.E., vice-president of the Ladies' Life-boat Guild, Belfast, who received the guests.

Belfast Ladies' Life-boat Guild. Special meeting.

Annual children's party; nearly 400 present. Presentation by the Lord Mayor of Belfast (Councillor Sir Crawford McCullagh, D.L., J.P.) of the challenge shield for Ireland in the life-boat essay competition, to William McCague of Rockvale School, Newry, and prizes and certificates to other winners in Northern Ireland. Speakers: The Lord Mayor, Mr. T. Richardson, chairman of the Belfast branch, and the district organizing secretary.

CORK.—Special meeting, Mr. J. J. Horgan, chairman, presiding. Speakers: The chairman, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Fifth annual life-boat ball.

COURTMACSHERRY.—Special meeting. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

DONAGHADEE.—Annual meeting. Mr. A. R. Hamilton elected chairman. Amount collected in 1933 £89, as compared with £137 in 1932.

DUBLIN.—Meeting of the Dublin and neighbouring branches, Senator the Right Hon. Andrew Jameson, P.C., D.L., J.P., presiding. Speakers: The chairman, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary.

Addresses by Major Arthur Whewell and the district organizing secretary at Howth Road School and Irishtown School.

Production of "A Little Bit of Fluff" by local amateurs in Abbey and Peacock Theatres. Speakers at various performances included the Lord Mayor, Major A. D. Burnett Brown, M.C., deputy secretary of the Institution, Mr. F. G. Tyrrell, the producer, and the district organizing secretary.

LONDONDERRY. — Mr. McDonald appointed honorary treasurer in succession to Mr. John McKillip.

MARYBOROUGH.—First general meeting of the branch. Speakers: Mrs. Morrow, honorary secretary, and the district organizing secretary.

Carol singing, organized by Mrs. T. F. E. Morrow, honorary secretary of the branch.

PORTRUSH.—Annual life-boat cinema performances at the Picture House, under the patronage of the Hon. Sir Francis A. MacNaghten, Bt., and Lady MacNaghten. Speakers: Mr. J. G. McMorris, the honorary secretary, and the district organizing secretary.

YOUGHAL.—Special meeting. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary.

Lectures at Dun Laoghaire and Newry.

Notice.

THE LIFE-BOAT is published quarterly and is sent free to all honorary secretaries of branches and the Ladies' Life-boat Guild, to coxswains, honorary workers, subscribers of ten shillings and over, libraries, the principal hotels, and the Press.

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

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

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

The next number of THE LIFE-BOAT will be published in May, 1934.

Services of the Life-boats of the Institution during 1933.

| 1933. | Time of Launching. | | Persons rescued from shipwreck. |
|---------|--------------------|---|---------------------------------|
| Jan. 2. | 12.45 p.m. | Motor fishing coble <i>May</i> , of Holy Island. Holy Island No. 1 motor life-boat saved coble and rescued | 2 |
| „ 2. | 2.20 p.m. | Motor fishing cobbles <i>Gloaming</i> , <i>Miseltoe</i> and <i>Victory</i> , of Bridlington. Bridlington motor life-boat escorted cobbles into safety. | |
| „ 4. | 9.10 p.m. | A fishing boat of Padstow. Padstow No. 1 motor life-boat saved boat and rescued | 1 |
| „ 7. | 6.15 p.m. | Steam trawler <i>Charter</i> , of Lowestoft. Salcombe motor life-boat stood by vessel. | |
| „ 11. | 1.45 p.m. | Steam trawler <i>Armana</i> , of Fleetwood. Barra Island motor life-boat stood by vessel. | |
| „ 13. | 9.7 p.m. | Steam trawler <i>Tranio</i> , of Hull. The Humber motor life-boat rendered assistance. | |
| „ 14. | 4.30 p.m. | Motor fishing boat <i>Victory</i> , of Thurso. Thurso motor life-boat escorted boat into harbour. | |
| „ 14. | 11.45 p.m. | S.S. <i>Arantzazu</i> , of Bilbao. The Humber motor life-boat rendered assistance. | |
| „ 18. | 9.15 a.m. | Seven motor fishing cobbles of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobbles into safety. | |
| „ 18. | 4.25 p.m. | Steam trawler <i>Ben Screeel</i> , of Aberdeen. Aberdeen No. 1 motor life-boat stood by vessel. | |
| „ 18. | 4.50 p.m. | Steam trawler <i>Ben Screeel</i> , of Aberdeen. Aberdeen, Torry, life-saving apparatus assisted to rescue | 10 |
| „ 18. | 10.7 p.m. | Steam trawler <i>Struan</i> , of Aberdeen. Peterhead motor life-boat- | 9 |
| „ 19. | 7.10 p.m. | Steam trawler <i>General Birdwood</i> , of Hull. Aberdeen No. 1 motor life-boat escorted vessel into harbour. | |
| „ 19. | 8.5 p.m. | Motor vessel <i>Hibernia</i> , of Skibbereen. Courtmacsherry Harbour motor life-boat | 3 |
| „ 30. | 4.45 a.m. | A boat of S.S. <i>Cambalu</i> , of Liverpool. Padstow No. 2 motor life-boat saved boat and rescued | 9 |
| „ 31. | 9.45 p.m. | Schooner <i>Kate</i> , of Peel. Moelfre motor life-boat | 4 |
| Feb. 3. | 10.25 a.m. | The fishing fleet of Whitby. Whitby motor life-boat stood by fleet. | |
| „ 3. | 5.35 p.m. | Fishing coble <i>Sabina</i> , of Scarborough. Scarborough motor life-boat escorted coble into safety. | |
| „ 4. | 8.30 a.m. | S.S. <i>Ellin</i> , of Andros. Eastbourne motor life-boat landed 20. | |
| „ 6. | 6.40 a.m. | S.S. <i>Mango</i> , of Newry. Aranmore motor life-boat rendered assistance. | |
| „ 9. | 5.15 p.m. | Fishing boat <i>Boy Bob</i> , of Fraserburgh. Fraserburgh motor life-boat saved boat and rescued | 3 |
| „ 10. | 11.15 a.m. | Motor fishing boats <i>Fortunatus</i> , <i>Noel II</i> , <i>Pilot Me</i> , and <i>Venus</i> , of Whitby. Whitby motor life-boat escorted boats into harbour. | |
| „ 10. | 11.55 a.m. | Fishing cobbles <i>Kingfisher</i> , <i>Morning Star</i> , and <i>S. B. Colling</i> , of Scarborough. Scarborough motor life-boat escorted cobbles into harbour. | |
| „ 10. | 5.0 p.m. | Motor fishing boat <i>Annie</i> , of Montrose. Montrose No. 1 motor life-boat escorted boat into safety. | |
| „ 16. | 6.15 a.m. | Sailing trawler <i>Ivanhoe</i> , of Lowestoft. Lowestoft motor life-boat stood by vessel. | |
| „ 16. | 3.30 p.m. | A motor fishing boat. Thurso motor life-boat escorted boat. | |
| „ 17. | 4.30 p.m. | Fishing coble <i>Brothers</i> , of Portpatrick. Portpatrick motor life-boat saved coble and rescued | 3 |
| „ 17. | 5.10 p.m. | Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby motor life-boat escorted boat into harbour. | |
| „ 18. | 8.40 a.m. | Ketch <i>Ethel Edith</i> , of Faversham. Plymouth motor life-boat saved vessel and rescued | 5 |
| „ 18. | 11.0 a.m. | Motor fishing coble <i>Venture</i> , of Filey. Filey pulling and sailing life-boat escorted coble into harbour. | |
| „ 18. | 12.50 p.m. | Fishing boat <i>Progress</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour. | |
| „ 21. | 1.40 p.m. | Motor fishing boats <i>Fortunatus</i> , and <i>Pilot Me</i> , of Whitby. Whitby motor life-boat escorted boats into harbour. | |
| „ 23. | 11.45 a.m. | Fishing boats <i>S. B. Colling</i> and <i>Progress</i> , of Scarborough, and motor fishing coble <i>Gloaming</i> , of Bridlington. Scarborough motor life-boat escorted boats into harbour. | |
| „ 24. | 12.15 p.m. | Dredger <i>Sisyphus</i> , of Dublin. Kingstown motor life-boat landed 3 | |
| „ 25. | 1.0 a.m. | S.S. <i>Engineer</i> , of Newcastle. Weymouth motor life-boat stood by vessel. | |
| „ 25. | 9.40 a.m. | S.S. <i>Elandi</i> , of London. Tynemouth motor life-boat | 8 |
| „ 25. | 11.30 p.m. | Steam trawler <i>Silanion</i> , of Grimsby. Longhope motor life-boat | 13 |
| „ 28. | 11.45 a.m. | Motor fishing boat <i>Sirius</i> , of Dunmore. Dunmore East motor life-boat saved boat and rescued | 2 |

| 1933. | Time of Launching. | | Persons rescued from shipwreck. |
|----------|--------------------|---|---------------------------------|
| Mar. 1. | 2.5 p.m. | S.S. <i>Mary Kingsley</i> , of London. Cromer motor life-boat rendered assistance. | |
| „ 1. | 4.50 p.m. | S.S. <i>Commandant Charles Meric</i> , of Bayonne. Great Yarmouth and Gorleston motor life-boat assisted to save vessel and rescued | 30 |
| „ 2. | 2.50 p.m. | Motor fishing boat <i>Sirius</i> , of Dunmore. Dunmore East motor life-boat saved boat and rescued - - - - - | 2 |
| „ 3. | 12.15 p.m. | Motor fishing boat <i>Gowan</i> , of Banff. Whitehills motor life-boat saved boat and rescued - - - - - | 4 |
| „ 4. | 10.10 a.m. | Motor fishing boats <i>Gallilee</i> , <i>Venus</i> , <i>Mizpah</i> , <i>Pilot Me</i> , <i>Fortunatus</i> and <i>Noel</i> , of Whitby. Whitby motor life-boat escorted boats into harbour. | |
| „ 23. | 11.0 a.m. | Motor fishing boat <i>Clarinda</i> , of Girvan. Girvan motor life-boat rendered assistance. | |
| April 1. | 9.44 p.m. | Fishing boat <i>Eagle</i> , of Bootle. New Brighton No. 2 motor life-boat saved boat and rescued - - - - - | 6 |
| „ 1. | 11.20 p.m. | Steam trawler <i>Lord Harewood</i> , of Grimsby. The Humber motor life-boat rendered assistance. | |
| „ 2. | 7.30 a.m. | Steam trawler <i>Sea Lion</i> , of Grimsby. Easington pulling and sailing life-boat stood by vessel. | |
| „ 9. | 7.45 p.m. | Yacht <i>Amy</i> , of West Mersea. Clacton-on-Sea motor life-boat saved yacht and rescued - - - - - | 5 |
| „ 17. | 11.0 a.m. | Galway Bay motor life-boat took a Priest to the mainland. | |
| „ 25. | 5.35 a.m. | Steam trawler <i>Sulby</i> , of Fleetwood. Campbeltown motor life-boat rendered assistance. | |
| May 1. | 10.30 a.m. | Motor fishing cobles <i>Star of Hope</i> , <i>Freda</i> , and <i>Minnie</i> , of Staithes. Staithes pulling and sailing life-boat escorted cobles into harbour. | |
| „ 2. | 9.30 a.m. | Ketch <i>Ethel Edith</i> , of Faversham. Margate motor life-boat saved vessel and rescued - - - - - | 6 |
| „ 2. | 5.10 p.m. | Motor fishing boat <i>Cereal</i> , of Folkestone. Hythe motor life-boat rendered assistance. | |
| „ 6. | 8.20 a.m. | S.S. <i>Ocklinge</i> . Coverack pulling and sailing life-boat landed 3. | |
| „ 8. | 7.4 p.m. | Fishing boat <i>Merry Mac</i> , of Maryport. Maryport motor life-boat saved boat and rescued - - - - - | 3 |
| „ 10. | 8.39 p.m. | Yacht <i>Gordon</i> . Walmer pulling and sailing life-boat assisted to save vessel and rescued - - - - - | 3 |
| „ 10. | 11.15 p.m. | Four French fishermen marooned on Mincarlo Rock. St. Mary's motor life-boat landed 4. | |
| „ 15. | 4.20 p.m. | Motor yacht <i>Heather Bell</i> , of Blyth. Berwick-on-Tweed motor life-boat saved yacht and rescued - - - - - | 2 |
| „ 28. | 3.50 p.m. | Two boys stranded at the foot of Howth Cliff. Howth motor life-boat landed 2. | |
| June 1. | 8.5 p.m. | A rowing boat of Porthdinllaen. Porthdinllaen motor life-boat saved boat and rescued - - - - - | 2 |
| „ 3. | 7.15 a.m. | <i>Lucifer</i> Lightship. Rosslare Harbour motor life-boat landed body of a man. | |
| „ 4. | 5.40 p.m. | Motor ketch <i>Storm Finch II</i> , of London. Margate motor life-boat rendered assistance. | |
| „ 8. | 9.0 p.m. | Motor boat <i>White Heather</i> , of St. Agnes. St. Ives motor life-boat saved boat and rescued - - - - - | 3 |
| „ 8. | 10.0 p.m. | S.S. <i>Otaoa</i> , of Helsingfors. Bridlington motor life-boat rendered assistance. | |
| „ 21. | 1.18 p.m. | Two canoes. Lowestoft motor life-boat saved two canoes and rescued - - - - - | 2 |
| „ 24. | 11.45 p.m. | Motor cruiser <i>St. Leonard</i> . Bridlington motor life-boat rescued - - - - - | 2 |
| „ 25. | 4.0 a.m. | Steam trawler <i>Cape Sable</i> , of Hull. Stromness motor life-boat saved vessel and rescued - - - - - | 12 |
| „ 29. | 10.10 a.m. | Three motor fishing cobles of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobles into safety. | |
| July 7. | 12 noon | Fishing coble <i>Quest</i> , of Flamborough. Flamborough No. 1 pulling and sailing life-boat escorted coble into safety. | |
| „ 9. | 10.41 a.m. | Fishing boat <i>May Flower</i> , of St. Ives. Padstow No. 1 motor life-boat rendered assistance. | |
| „ 9. | 4.0 p.m. | Yacht <i>Alice</i> , of Grimsby. The Humber motor life-boat rendered assistance. | |
| „ 9. | 8.9 p.m. | Fishing boat <i>Mona</i> , of Liverpool. New Brighton No. 2 motor life-boat saved boat and rescued - - - - - | 6 |
| „ 10. | 4.0 p.m. | Motor boat <i>Skylark</i> , of Poole. Swanage motor life-boat rendered assistance and landed 6. | |
| „ 13. | 12.45 p.m. | Motor boat <i>Wild Rose</i> , of Lynmouth. Lynmouth pulling and sailing life-boat saved boat and rescued - - - - - | 2 |
| „ 19. | 12.18 a.m. | Motor fishing boat <i>Ethne</i> , of Appledore. Appledore motor life-boat landed 5. | |

| | Time of Launching. | | Persons rescued from shipwreck. |
|----------|--------------------|---|---------------------------------|
| 1933. | | | |
| July 20. | 5.53 p.m. | Speed-boat <i>White Cloud II</i> . Selsey motor life-boat rendered assistance. | |
| „ 27. | 4.0 p.m. | A small sailing boat of Pwllheli. Pwllheli motor life-boat saved boat and rescued - - - - - | 1 |
| „ 27. | 9.15 p.m. | Motor fishing boat <i>Kia Ora</i> , of Cardigan. Fishguard motor life-boat saved boat and rescued - - - - - | 3 |
| „ 28. | 3.15 p.m. | Yacht <i>Leonora Minnie</i> , of Brixham. Hythe motor life-boat assisted to save vessel and rescued - - - - - | 5 |
| „ 30. | 7.0 p.m. | Motor yacht <i>Maudatric</i> , of London. Swanage motor life-boat escorted yacht into safety. | |
| „ 31. | 5.0 a.m. | Yacht <i>Heron</i> , of Dublin. Weymouth motor life-boat saved vessel and rescued - - - - - | 4 |
| „ 31. | 8.15 a.m. | Barge <i>Audrey</i> , of London. Clacton-on-Sea motor life-boat saved vessel and rescued - - - - - | 2 |
| Aug. 1. | 11.45 a.m. | Sailing boat <i>Nelly</i> , of Leith. Seaham Harbour motor life-boat landed 1. | |
| „ 5. | 11.30 a.m. | Steam drifter <i>Scadaun</i> , of Lowestoft. Barra Island motor life-boat stood by vessel. | |
| „ 6. | 11.45 p.m. | Fishing boat <i>Madge</i> , of Liverpool. New Brighton No. 2 motor life-boat rescued - - - - - | 2 |
| | | Fishing boat <i>Bonny Breeze</i> , of Liverpool. New Brighton No. 2 motor life-boat saved boat and rescued - - - - - | 3 |
| „ 9. | 2.20 p.m. | Ketch <i>Marie Celine</i> , of Drogheda. Rosslare Harbour motor life-boat stood by vessel. | |
| „ 13. | 10.35 p.m. | Speed-boat <i>Miss Torbay</i> , of Torquay. Torbay motor life-boat saved boat and rescued - - - - - | 4 |
| „ 15. | 12.45 p.m. | Yacht <i>Argo</i> , of Whitehaven. Cloughey motor life-boat stood by yacht. | |
| „ 17. | 2.45 p.m. | Motor boat <i>Lady Betty</i> , of Seaview. Bembridge motor life-boat saved boat and rescued - - - - - | 1 |
| „ 22. | 1.57 a.m. | Yacht <i>Timber</i> , of Yarmouth. Dungeness No. 2 motor life-boat saved yacht and rescued - - - - - | 3 |
| „ 27. | 9.5 p.m. | A rowing boat of St. Mary's. St. Mary's motor life-boat saved boat and rescued - - - - - | 2 |
| Sept. 1. | 4.52 p.m. | Motor yacht <i>Samli</i> , of Harwich. Selsey motor life-boat rendered assistance. | |
| „ 7. | 11.35 p.m. | S.S. <i>Archon</i> , of Syra. Margate motor life-boat landed 25. | |
| „ 9. | 11.10 a.m. | Yacht <i>Jersey</i> , of Poole. Hythe motor life-boat rendered assistance. | |
| „ 12. | 5.50 p.m. | Motor boat <i>Midge</i> . Shoreham Harbour motor life-boat saved boat and rescued - - - - - | 4 |
| „ 13. | 9.15 p.m. | A party of nine who were marooned on Lady Isle were landed by the Troon motor life-boat. | |
| „ 14. | 5.20 a.m. | Motor trawler <i>Flag Jack</i> of Lowestoft. Lowestoft motor life-boat stood by vessel. | |
| „ 14. | 1.0 p.m. | Motor fishing boat <i>Ruby</i> , of Lowestoft. Southwold motor life-boat saved boat and rescued - - - - - | 1 |
| „ 14. | 4.0 p.m. | S.S. <i>Porthcawl</i> , of Cardiff. Great Yarmouth and Gorleston motor life-boat - - - - - | 25 |
| „ 19. | 9.30 a.m. | Fishing boats, <i>Polly</i> , <i>Mary</i> , <i>Congress Bell</i> , and <i>Sheila</i> , of Wicklow. Wicklow motor life-boat saved four boats and rescued - - - - - | 12 |
| „ 21. | 10.23 p.m. | Royal Air Force launch A191. Dover motor life-boat escorted launch into harbour. | |
| „ 24. | 7.0 p.m. | A small sailing boat. Kirkcudbright motor life-boat rendered assistance. | |
| Oct. 9. | 12.40 p.m. | Fishing boat <i>Kindly Light</i> , of North Sunderland. North Sunderland pulling and sailing life-boat escorted boat into harbour. | |
| „ 9. | 9.33 p.m. | Motor fishing boat <i>Dido</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boat and rescued - - - - - | 2 |
| „ 11. | 3.5 p.m. | A small boat. Piel (Barrow) motor life-boat saved boat and rescued - - - - - | 1 |
| „ 13. | 6.30 a.m. | Steam trawler <i>Kirby</i> , of Grimsby. The Humber motor life-boat assisted to save vessel and rescued - - - - - | 12 |
| „ 18. | 8.45 p.m. | Motor trawler <i>Foxhound</i> , of Ostend. Angle motor life-boat - - - - - | 4 |
| „ 23. | 9.30 p.m. | S.S. <i>Granero</i> , of Drammen. Aberdeen No. 1 motor life-boat - - - - - | 7 |
| „ 27. | 10.5 a.m. | Fishing cibles of Filey. Filey pulling and sailing life-boat escorted cibles into safety. | |
| „ 28. | 12.50 a.m. | S.S. <i>Comitas</i> , of Genoa. Whitby motor life-boat escorted vessel. | |
| Nov. 2. | 9.30 a.m. | Fishing cable <i>Sunbeam</i> , of Filey. Filey pulling and sailing life-boat escorted cable into safety. | |
| „ 2. | 11.0 a.m. | Motor fishing cable <i>Our Maggie</i> , of Scarborough. Scarborough motor life-boat escorted cable into harbour. | |
| „ 14. | 9.0 a.m. | Steam trawler <i>Georgette</i> , of Grimsby. Great Yarmouth and Gorleston motor life-boat stood by vessel. | |

| 1932. | Time of Launching. | | Persons rescued from shipwreck. |
|---|--------------------|--|---------------------------------|
| Nov. 15. | 7.15 a.m. | Fishing boats <i>Boy's Own, Excelsior, Irene, Premier II, and Victory</i> , of Bridlington. Bridlington motor life-boat escorted boats into safety. | |
| ,, 15. | 10.0 a.m. | Motor fishing coble <i>Heather</i> , of Filey. Filey pulling and sailing life-boat saved coble and rescued | 3 |
| ,, 16. | 10.35 a.m. | Auxiliary schooner <i>Svanen</i> , of Copenhagen. Rosslare Harbour motor life-boat | 9 |
| ,, 16. | 6.45 p.m. | Steam drifter <i>Highland Leader</i> , of Inverness. Great Yarmouth and Gorleston motor life-boat stood by vessel. | |
| ,, 17. | 10.53 p.m. | Barge <i>Maggie</i> , of London. Great Yarmouth and Gorleston motor life-boat stood by vessel. | |
| ,, 19. | 7.40 p.m. | Steam drifter <i>Flower o'May</i> , of Banff. Fraserburgh motor life-boat assisted to save vessel and rescued | 10 |
| ,, 19. | 9.0 p.m. | Steam trawler <i>Geysir</i> , of Reykjavik. Longhope motor life-boat | 18 |
| ,, 20. | 8.0 p.m. | Motor barge <i>Goldcrown</i> , of London. Cromer motor life-boat rendered assistance. | |
| ,, 23. | 5.15 a.m. | Barge <i>Thyra</i> . Margate motor life-boat | 2 |
| ,, 24. | 1.40 p.m. | Fishing coble <i>B. S. Colling</i> , of Scarborough. Scarborough motor life-boat escorted coble into harbour. | |
| ,, 28. | 2.0 p.m. | Schooner <i>Myronie R. Kirby</i> , of London. St. Mary's motor life-boat | 6 |
| ,, 29. | 11.30 a.m. | Fishing boat <i>Nellie Crane</i> , of Barrow-in-Furness. Piel (Barrow) motor life-boat rendered assistance. | |
| Dec. 1. | 10.30 a.m. | S.S. <i>Apine</i> , of Glasgow. Portrush motor life-boat escorted vessel into safety. | |
| ,, 1. | 11.0 a.m. | Motor fishing boat <i>Mizpah</i> , of Gourdon. Gourdon pulling and sailing life-boat stood by boat. | |
| ,, 3. | 3.40 p.m. | Motor vessel <i>Heather Pet</i> , of King's Lynn. Bembridge motor life-boat escorted vessel into safety. | |
| ,, 4. | 10.10 p.m. | S.S. <i>Constance</i> , of Leith. Montrose No. 2 pulling and sailing life-boat | 5 |
| ,, 5. | 6.25 p.m. | Yacht <i>Glencora</i> , of Southampton. Poole and Bournemouth pulling and sailing life-boat | 2 |
| ,, 7. | 6.7 a.m. | Sailing trawler <i>W.E.H.</i> , of Lowestoft. Lowestoft motor life-boat stood by vessel. | |
| ,, 7. | 7.6 a.m. | Motor fishing boat <i>Marjorie</i> , of Lowestoft. Lowestoft motor life-boat escorted boat into safety. | |
| ,, 7. | 9.45 a.m. | Three fishing cobles of Filey. Filey pulling and sailing life-boat escorted cobles into safety. | |
| ,, 7. | 12 noon | Five motor fishing boats of Scarborough. Scarborough motor life-boat escorted boats into harbour. | |
| ,, 13. | 4.30 a.m. | Barge <i>Sepoy</i> , of Dover. Cromer motor life-boat | 2 |
| ,, 13. | 10.45 a.m. | Fishing boats <i>Gloamin</i> and <i>Premier II</i> , of Bridlington. Bridlington motor life-boat stood by boats. | |
| ,, 15. | 8.15 p.m. | Steam trawler <i>Thanet</i> , of Hull. The Humber motor life-boat rendered assistance. | |
| ,, 18. | 12.15 a.m. | S.S. <i>Charles José</i> , of Antwerp. Torbay motor life-boat stood by vessel. | |
| ,, 18. | 2.15 a.m. | S.S. <i>Ben Blanche</i> , of Ramsey. The Mumbles motor life-boat | 7 |
| ,, 21. | 8.20 a.m. | Motor fishing boat <i>Avonbeg</i> , of Arklow. Arklow motor life-boat saved boat and rescued | 5 |
| ,, 28. | 9.55 a.m. | Auxiliary schooner <i>Cymric</i> , of Dublin. Rosslare Harbour motor life-boat landed 1. Auxiliary schooner <i>Svanen</i> , of Copenhagen. Rosslare Harbour motor life-boat | 8 |
| ,, 29. | 9.10 a.m. | Five motor fishing boats, of Scarborough. Scarborough motor life-boat escorted boats into safety. | |
| ,, 29. | 9.15 a.m. | Seven motor fishing cobles, of Staithees. Runswick motor life-boat escorted cobles into safety. | |
| ,, 29. | 9.45 a.m. | Steam trawler <i>Strathlethen</i> , of Aberdeen. Aberdeen No. 1 motor life-boat stood by vessel. | |
| ,, 29. | 10.45 a.m. | Motor fishing coble <i>Britannia</i> , of Hull. Flamborough No. 1 pulling and sailing life-boat escorted coble into safety. | |
| ,, 29. | 11.50 a.m. | Four motor fishing boats, of Whitby. Whitby motor life-boat escorted boats into harbour. | |
| Total of lives rescued by Life-boats | | | 337 |
| Lives rescued by shoreboats and in other ways, for which the rescuers received rewards from the Institution | | | 69 |
| Total of lives rescued | | | 406 |
| Boats and vessels which Life-boats saved or helped to save | | | 45 |
| Total launches, including those in which, for various reasons, no services were rendered | | | 320 |