

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXIX.

JUNE, 1934.

No. 318.

## THE LIFE-BOAT FLEET

Motor Life-boats, 121 :: Pulling & Sailing Life-boats, 53

## LIVES RESCUED

from the foundation of the Institution in 1824

to May 31st, 1934 - - - - - 63,663

## H.R.H. the Prince of Wales, K.G.

### Presidential Address at the Annual Meeting.

YOUR Excellencies, My Lords, Ladies and Gentlemen, in opening the proceedings this afternoon, may I say how glad I am to see such a fine attendance at our annual meeting? It is three years since I have presided at one of our annual meetings, and we are again very glad to see so many distinguished representatives of foreign countries with us. We have also, as three years ago, the First Lord of the Admiralty, who has come to pay a tribute to the life-boat service from the senior of the imperial services. We have with us Coxswain Henry Blogg of Cromer (*Applause*), who has appeared on this platform before, and we have a great gathering of Mayors from different parts of the country. (*Applause*.) Then we have you ladies and gentlemen whom I see before me. (*Laughter*.) I often try to analyse when I come to meetings exactly why people come to them. Some come because they are genuinely interested and wish to support the cause for which the meeting is held. Some may come because they do not happen to have anything else to do this afternoon (*Loud laughter*); and possibly some may come to have a laugh at us who are called the speakers

and who perform on this platform. (*More laughter*.) But whatever may be the reasons, Ladies and Gentlemen, you have been good enough to come, and I would like you to take away a few thoughts of this great Institution of which I have the privilege of being the president. (*Cheers*.)

In the three years since I presided at an annual meeting this country has passed through, and still is passing through, a very difficult and anxious time. So I feel it is a matter of satisfaction and of pride to myself to be able to say to you that, despite those vicissitudes, here is the life-boat service unchanged, carrying on its work as it has done for 110 years, still secure in the courage of its crews, the support of the people of the British Isles, and I think too in the respect and gratitude of other nations. (*Cheers*.)

The life-boat service goes on with its great work unperturbed. During the last three years it has added over 1,000 lives to the total of those it has saved. That total is now over 63,500. We are so used to thinking in millions when it comes to reading statistics that it is not easy to realize what a large number 63,500 is when we are thinking of lives. This hall holds less than 3,000

people, so that if we could bring together all those whose lives have been saved from shipwreck round our coasts since the Royal National Life-boat Institution was founded, we should need twenty-three halls as large as this one, and every seat would be filled. (*Applause.*)

There are two sides to the activities of the life-boat service. First of all, there are the men who compose the voluntary life-boat crews, who are always standing by to face the storms at sea, and to go to the help of ships in distress. We shall see some of these men on this platform later on, and, as on other occasions, we shall be impressed by their grand spirit of courage and self-sacrifice. I always look upon the bestowing of the Institution's decorations for bravery as the most important feature of our annual meeting. (*Applause.*)

#### **Secure in the Support of the Public.**

On the other side of the picture are all the people who support the Institution financially, who are at the back of these splendid men, and who see to it that they are equipped with the latest life-boats and life-saving apparatus. Despite all these years of depression, the life-boat service has remained secure in the support of the public. That support, I think, can be summed up in one sentence from a subscriber who wrote at the beginning of the financial crisis nearly three years ago: "Whoever goes short, it must not be the life-boat service." (*Applause.*)

My friend Lord Mottistone broadcast an appeal some weeks ago, and from what I know of Lord Mottistone I am not surprised that it was successful. It is very touching that among the thousands of replies received there were a number from old age pensioners, who sent gifts out of their 10s. a week.

(*Applause.*) Such gifts as those have, I think, a psychological value beyond the value of the entry in the Institution's ledgers. So I am not going to compete with Lord Mottistone this afternoon and make an appeal. I am just going to congratulate and thank those who work for the life-boat service, both the boats' crews and their thousands of supporters throughout the country, whose combined devotion has been the cause of saving so many lives. (*Applause.*) I thank you all, and I thank also the thousands of other members who cannot be with us to-day.

It would be impossible to mention individually any of those to whom gratitude is due, nor do I think that they would wish it. But I might make special mention of one thing in the presence of so many of the Mayors. As heads of the local authorities, they have it in their power to give valuable help to the Institution; and they give it very generously. Some years ago I said that I thought that every town should have a life-boat flag day. It is the Mayors and their local authorities who give the opportunity for organizing them. (*Applause.*)

#### **"Noblest and Best in the British Race."**

There is no need for me to say more in opening our proceedings; but as I pin the decorations on the coats of these life-boatmen, I think, in fact I know, that we should like them and their comrades to take that ceremony as an expression of our gratitude for their voluntary service, and of our admiration for their courage in the risks they take, and of their success in the face of the elements. We want them to know what we think of them, which is that their service and self-sacrifice for ships in distress are an example of all that is noblest and best in the British race. (*Loud applause.*)

### **A Strong Appeal.**

THE manager of a large works in London has sent the Institution an account of the method which was adopted to carry out the annual life-boat appeal. The largest and strongest man in the works was chosen to make

it. In one hand he had the collecting box; in the other he held aloft a large hammer. Behind was a notice: "I want twopence from everyone and I am going to see that I get it." The appeal, the manager says, was a great success.

## Annual Meeting.

THE hundred and tenth annual meeting of the governors of the Institution was held at the Central Hall, Westminster, at 3 p.m. on Friday, 20th April.

H.R.H. the Prince of Wales, K.G., President of the Institution, was in the chair. He presented medals and other awards for gallantry during the past year, and awards to honorary workers for distinguished services.

The speakers were the Right Hon. Sir Bolton Eyres Monsell, P.C., G.B.E., R.N., M.P., First Lord of the Admiralty, Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council, Captain the Right Hon. the Earl Howe, P.C., C.B.E., V.D., A.D.C., R.N.V.R., a member of the committee of management, Sir Godfrey Baring, Bt., chairman of the committee of management, the Hon. George Colville, deputy chairman of the committee of management, and Mr. Ernest Armstrong, a member of the committee of management.

The Prince of Wales was supported on the platform by vice-presidents of the Institution, members of the committee of management and honorary life-governors.

Among those who also accepted the invitation of the committee of management to support him were representatives of thirteen foreign countries: Their Excellencies the Belgian, French, Italian, Spanish and Portuguese Ambassadors, the Dutch, Danish, Grecian, Finnish, Rumanian and Latvian Ministers, the secretary of the Norwegian Legation, and the Swedish naval attaché; the following Members of Parliament: Lieut.-Commander R. T. Bower, R.N. (Cleveland, Yorkshire), Mr. Tom Cape (Workington, Cumberland), Mr. T. R. A. M. Cook (North Norfolk), Mr. Arthur Harbord (Great Yarmouth), and Mr. W. Ross-Taylor, C.B.E. (Woodbridge, Suffolk), all representing places from which life-boatmen had come to receive awards; the Mayors and Mayoresses of forty-four boroughs: Acton, Barnes, Battersea, Bermondsey, Brentford and Chiswick, Ealing, East Ham, Finsbury, Fulham, Gravesend, Hackney,

Hammersmith, Hampstead, Holborn, Hornsey, Ilford, Kensington, Lambeth, Lewisham, Leyton, Poplar, Richmond, Shoreditch, Southgate, Southwark, Stepney, Stoke Newington, Twickenham, Walthamstow, West Ham, Westminster, Willesden, Wimbledon, Woolwich, Aldeburgh, Blackpool, Blyth, Boston, Great Yarmouth, Guildford, Hertford, Hove, St. Albans and Salisbury; Lord Snell, C.B.E., chairman of the London County Council, and representatives of the Board of Trade and the Shipwrecked Mariners Society.

### Presentation of the Report and Election of the Committee of Management.

After the president's address (reported on page 245) SIR GODFREY BARING, Bt., chairman of the committee of management, presented the annual report and accounts for 1933, and they were adopted.

LIEUT.-COL. C. R. SATTERTHWAITE, O.B.E., secretary of the Institution, read the list of those nominated as president, vice-presidents, treasurer and other members of the committee of management, and auditors for the ensuing year, and those nominated were elected.<sup>1</sup>

### Presentation of Medals and Other Awards for Gallantry.

The secretary read the accounts of the services, and the medals and other awards were presented by the Prince of Wales, as follows:

To MRS. ROBERT PATTON, widow of Coxswain Robert Patton, of Runswick, Yorkshire, the gold medal posthumously awarded to her husband for his gallantry in sacrificing his own life to save a lame man from the sinking steamer *Disperser*, of West Hartlepool, on 8th February, 1934.

To COXSWAIN HENRY BLOGG, of Cromer, Norfolk, a second service clasp to his silver medal for the rescue on 13th December, 1933, of two men from the barge *Sepoy*, of Dover. Coxswain Blogg has now twice won the gold, and twice the silver medal, equalling a record which has stood in the history of the Institution for eighty-five years.

To SECOND COXSWAIN GEORGE BALLS, of Cromer, Norfolk, the thanks of the Institution inscribed on vellum for the same service.

To COXSWAIN WILLIAM FLEMING, of Great Yarmouth and Gorleston, Norfolk, a certificate of service on retiring, after serving in the life-boat for forty-eight years, and winning the gold, silver and bronze medals for gallantry.

To ACTING COXSWAIN HARRY BARRETT, of St. Mary's, Scillies, the bronze medal for the rescue on 28th November, 1933, of the crew of six of the schooner *Mynonie R. Kirby*, of London. He was in charge of the life-boat for the first time.

<sup>1</sup> The list appears in the annual report.

To COXSWAIN T. Q. REAY, of Maryport, Cumberland, the bronze medal for the rescue on 17th January, 1934, of thirteen of the crew of the steamer *Plawsworth*, of Newcastle-on-Tyne.

To COXSWAIN J. H. PEAD, of Aldeburgh, Suffolk, the thanks of the Institution inscribed on vellum for a very fine launch of the motor life-boat on 13th December, 1933.

(Full accounts of these services appeared in the last issue of *The Life-boat* or appear elsewhere in this issue.)

### The Right Hon. Sir Bolton Eyres Monsell, M.P.

THE RIGHT HON. SIR BOLTON EYRES MONSELL, G.B.E., R.N., M.P. (First Lord of the Admiralty): Your Royal Highness, Ladies and Gentlemen: I read in one of the publications of the Institution that the great majority of the men who man the life-boats, and the men and women who launch them, come from the fishing population. As the great Merchant Service was the mother of the Royal Navy, so is the old fishing community of these islands the father of the Merchant Service; and so the Royal Navy thus stands in relation to the fisher-folk of this country as a granddaughter—a young lady perhaps looking rather prosperous and possibly overdressed for a fishing village, but, although we may in the language of the world have bettered ourselves, still we are immensely proud of the old family connexion. (*Applause.*)

I am delighted to be here as First Lord of the Admiralty to express my profound admiration and respect for the fishermen and fisherwomen of this country. (*Applause.*) We in the Royal Navy can testify to the courage and devoted service which the fishermen rendered their country during the last war. (*Applause.*) The ordinary life of a fisherman is full of danger, and I often wish that the people of this country, when they are eating their soles, or their fish snacks, would sometimes think of what the harvesting of this food means, and what it is like to be out on a dirty night in the North Sea in a trawler or a drifter. I sometimes wish that they could think of the womenfolk of the fishermen, who in the evening hear of a gale warning and see, in the words of Charles Kingsley, "a night wrack come rolling up, ragged and brown." But, not content with this hazardous life, the fishermen in their spare time provide this great life-boat service, a service different from all other services, because it only operates in the hour of danger and usually at a time when the ordinary individual in bed, hearing the wind howling round the chimneys, pulls up the bedclothes and says: "Thank God I am not at sea to-night." (*Applause.*)

Therefore, Ladies and Gentlemen, for these very brief reasons (and I am trying to give an example for shortness of speeches) I am quite sure that this great meeting will, with acclamation, endorse the words of the resolution, which says: "That this meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to

record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats." And I am also sure that you will subscribe with all your hearts to the second part of the resolution, which says "and gratefully to acknowledge the valuable help rendered to the cause by the local committees, honorary secretaries and honorary treasurers." Sir, I beg to move. (*Cheers.*)

### Harriet, Lady Findlay, D.B.E.

HARRIET, LADY FINDLAY, D.B.E. (honorary secretary of the Scottish Life-boat Council): Your Royal Highness, Ladies and Gentlemen: It is a very great pleasure and pride to me to second this resolution and to add my appreciation of the magnificent services rendered by the coxswains and crews of the life-boats. There can be no better way of appealing for help for the life-boat service than to bring to public notice the deeds, such as we have heard to-day, of the men of the service, who, taking their lives in their hands, volunteer under the worst possible conditions of weather, storm and stress, to go out to the rescue of their fellow-countrymen. They do not pause to consider "whom we are helping, or who is my neighbour." They love their neighbour as themselves, and the fact that a human being is in peril on the sea leads them to place all that is dearest to them, even life itself, at their service, going forth on their work of rescue. No words of mine can possibly express our admiration for and our thanks to these men. We can only stand up with the highest admiration and profoundest emotion and give thanks that this country of ours is actuated by this wonderful spirit of heroism and self-sacrifice. (*Applause.*)

There may well be a little spirit of friendly rivalry between the different parts of our island in forwarding the work of the Institution, and I am particularly proud to have the opportunity of taking part in its great meeting to-day, and to assure your Royal Highness that the work of the Institution is being carried on with the greatest zeal and keenness in Scotland, where I have the honour of participating in it. All who take part in the organization there are proud of being helpers in the life-boat service and we feel ourselves to be the shore crews, if I may use that expression, pulling together to provide material assistance for what we all feel to be one of our nation's most valuable and important services.

I think I may say without undue pride that our pull in Scotland has been a strong one since the Scottish Council was formed in 1927. We have increased our annual contributions from £10,000 a year to £17,000 a year. In that sum I am not including windfalls, because in national finance, or in individual finance, or in the finance of any institution, one has no right to expect such windfalls to happen as a regular occurrence. But I may say, perhaps, with pride of my fellow-countrymen that during the last four years we have had windfalls to the extent of £26,000, one of which was £11,000, another was between £4,000 and £5,000, and others



*By courtesy of]*

**A LIFE-BOAT JOKE.**

*[Planet News*



*By courtesy of]*

**MEDALLISTS IN LONDON.**

*[Planet News*

Left to right: Coxswain Henry Blogg, of Cromer, Second-Coxswain George Balls, of Cromer, ex-Coxswain William Fleming, of Great Yarmouth and Gorleston, Mrs. Robert Patton, of Runswick, Acting-Coxswain Harry Barrett, of St. Mary's, Coxswain Thomas Q. Reay, of Maryport, Coxswain J. H. Pead, of Aldeburgh.

were not quite as large. The information has also reached me that another very large Scottish donation may come soon to help this magnificent work.

I do not know if I am trespassing on the speakers to a later resolution if I say one word of thanks to those who undertake the work of helping to provide the Institution's funds, and if I mention that recently, at a meeting of our Scottish Council, we came to the conclusion that our energies in future must be directed to the question of annual subscribers. We were looking at our own position and we found, rather to the horror of some of us, that although we have a large body of regular subscribers, the annual subscriptions represent only between 22 and 23 per cent of the total amount sent in, about 46 per cent coming from flag days, and the rest from special efforts. In thanking the workers for all they do, I would propose that this year we should help the Institution best by trying to double our rate of annual subscription. Then the committee of management would know what the regular income was which they could put at the Institution's disposal for the building of new boats, or replacements, or for maintenance purposes. It is an admirable thing to hold life-boat days all over the country, but as at any moment life-boats have to go to sea and the weather takes no account of what dangers they may have to face, so on a flag day the weather may be very unkind, and a bad day inevitably reduces the amount of the collection. Therefore, I would urge upon the public to help us to obtain a very much larger number of subscribers. I do not think it is possible to enlarge our organization very much, because almost the whole population is now covered by our branches and Ladies' Life-boat Guilds, but I do think there is an enormous scope for improvement in our annual subscriptions.

May I end by saying to your Royal Highness that the spurt we made in Scotland in contributions and in the increase in our organization can definitely be traced to the wonderful appeal made by you, Sir, at that great meeting in the capital of Scotland four years ago, and in making this acknowledgement may we dare to hope that at some opportune time in the future it will be repeated?

On Tuesday, the 16th, the fateful day of the national budget of 1934, the year 1934 was described as the year of "great expectations." It is not too much to hope that we who are working for the Life-boat Institution may look forward confidently in our work also to seeing those "great expectations" realized.

I have great pleasure in seconding the resolution of thanks both to the coxswains and crews of the life-boats and to the local committees and officials. As a humble member myself, I would also like to congratulate them on being members of a service, and helping in a work, in which I feel it is such an honour to share. (*Applause.*)

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

### Presentations to Honorary Workers.

**THE SECRETARY:** Since the last annual meeting two honorary workers have been appointed honorary life-governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by H.R.H. the Prince of Wales, as president of the Institution. The two new honorary life-governors are:

LONDON: The LADY DOROTHY D'O'LY CARTE.

ABERDEEN: Mrs. D. M. KILGOUR.

The Institution has also conferred the same honour on a distinguished official of a foreign life-boat service, on his retirement—the secretary of the North and South Holland Life-boat Society, LIEUTENANT-COMMANDER HENDRIK DE BOOY.

H.R.H. the Prince of Wales, K.G., presented the vellums.

**THE SECRETARY:** Since the last annual meeting twenty-one gold badges, which are given only for distinguished honorary services, have been awarded. Nineteen of the recipients are present this afternoon to receive them.

ABERDEEN, Mrs. ADAM MAITLAND.

BELFAST, LADY DIXON, D.B.E.

BIRMINGHAM, Mrs. GEOFFREY BIRD.

BROMLEY, Miss M. L. SCHOOLING.

SOUTH CAERNARVONSHIRE, DAME MARGARET LLOYD GEORGE, G.B.E., J.P.

DARLINGTON, ALDERMAN G. R. YOUNG, J.P.

GIRVAN, Mr. JAMES BREWSTER, J.P.

LONDON, The VISCOUNTESS BEARSTED.

LONDON, LADY STRUTHERS.

LONDON, Mrs. MEREDITH HARDY.

LYMM, Mrs. A. KIRK.

MANCHESTER, Miss N. WILDE.

NOTTINGHAM, LIEUT.-COL. F. RAYNER, D.S.O.

OXFORD, Miss M. L. VELLACOTT.

ROMSEY, Miss M. PEPPER.

SEAFORD, Miss J. LERESCHE.

THAME, Mrs. M. E. PECOVER.

TRURO, Mrs. C. E. GIBSON.

WIGAN, Mrs. W. H. TYRER.

H.R.H. the Prince of Wales, K.G., presented the badges.

### Captain the Right Hon. the Earl Howe, P.C.

**CAPTAIN THE RIGHT HON. THE EARL HOWE, P.C., C.B.E., V.D., A.D.C., R.N.V.R.:** Your Royal Highness, Your Excellencies, Your Worshipships, My Lords, Ladies and Gentlemen: I am proud indeed to think that I should have been selected to move so important a resolution. No one like myself who is acquainted with the work of the Institution could fail to have the greatest possible admiration for the work carried out by the ladies on its behalf. It is really quite impossible for a mere man, such as myself, to hope to pay adequate tribute to the work that they do, but I am going to give you one or two instances to show you what I mean. Grace Darling set a very high standard years ago in the annals of the Institution, and when people think of women in connexion with the life-boat

service they probably almost instinctively think of Grace Darling. But she was no phenomenon; she was merely the first in the annals of the Institution. Since the time of Grace Darling there have been no less than nineteen more silver medallists—that is to say, ladies who have earned one of the highest decorations that the Institution can give for gallantry. (*Applause.*) But that is not all. There are cases of life-boats being called out when, apart from the crews, there were hardly any able-bodied men available, and the life-boat had to be launched by the women wading breast high into the surf in order to get it off. (*Cheers.*) I will give you a case. Take Boulmer, which is a little fishing village. It has a population of only about 150 all told, but on one celebrated occasion both the life-boats for which Boulmer provides crews were called out. That took twenty-seven men. The rocket apparatus took another twenty-seven men. Sixty-one persons were employed in the launching of the life-boats, of whom thirty-five were women—only thirty-five people were left in the village altogether. (*Cheers.*) A similar case occurred during the war, the case of the *Pomona*, to which the Lowestoft life-boat was called out. Practically every able-bodied man had gone to the front and only the old men were left. The average age of the life-boat crew who went out that night was between fifty and sixty, and the boat was only got off by the heroic efforts of the launchers. I only tell you these things because I know that those who serve on the Ladies' Life-boat Guild are just as proud as we are on the committee of management of the devoted and magnificent service of the women round the coast. (*Applause.*)

But there is another side to it. Take the magnificent efforts of the ladies in the direction of raising funds. I will give you two cases, and only two cases. Take Cullercoats—that is a little fishing village on the coast. The fishwives of Cullercoats have collected no less than £1,571 in twelve years. (*Applause.*) At Cullercoats there is an old lady, seventy-six years of age; her name is Mrs. Donkin. Last year she, by her own unaided efforts, raised £73, and in the last twelve years she has raised £501 by her own efforts. (*Applause.*) Take again the case of Miss Alice Marshall, I believe for sixteen years honorary secretary of the Oxford branch, and a collector for the branch before that. During Miss Alice Marshall's term of office at Oxford as honorary secretary, very largely from her own efforts, she raised no less a sum than £13,500. (*Applause.*)

Now that I have given you those few instances I think you will realize how deeply grateful every single member of the committee of management is for the devoted work of these splendid women in every sphere. The life-boat service is a standing example of what can be done by perfect co-operation between men and women. I have cited a few cases of ladies who have distinguished themselves, but I know perfectly well that if the call came and if any of the ladies in this room got the chance, they would not be backward, but they would

all be capable, and they would do the same. (*Applause.*) I beg to move the resolution: "That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members for the work which they have done in raising funds for the life-boat service."

#### Mr. Ernest Armstrong.

MR. ERNEST ARMSTRONG: YOUR ROYAL HIGHNESS, YOUR EXCELLENCIES, YOUR WORSHIPS, MY LORDS, LADIES AND GENTLEMEN: In paying tribute to the Ladies' Life-boat Guild for its work I do so with a specially keen sense of appreciation. Prior to my appointment as a member of the committee of management, I acted for some years as chairman of a station branch, and was then closely associated with the Ladies' Life-boat Guild there, and obtained a knowledge of its wonderful work. As evidence of the development and value of that work, the amount collected by that particular Guild rose from £120 in 1913 to £770 in 1933. An incident which occurred during the Parliamentary by-election there is also an illustration of their ardency and devotion. A canvasser seeking support for one of the candidates called at the house of a member of the Ladies' Life-boat Guild to find that the lady was not at home. He asked the maid if she thought her mistress was likely to vote for his candidate, to which the maid replied: "Oh, my mistress only votes for the Life-boat Institution." (*Laughter.*) I feel sure that the lady in question would not neglect her duty as citizen at the election, but it is evident she was a life-boat enthusiast and that her spirit had thoroughly permeated her household. (*Applause.*)

I know also that the work of the Ladies' Life-boat Guild is not confined to the period round about life-boat day, but continues throughout the year. Its members are always seeking for and trying new methods of interesting people in life-boat work and of obtaining their financial support. It is calculated that of the sum raised annually for the Institution, apart from legacies and special gifts, two-thirds come from the efforts of the Ladies' Life-boat Guild, a record of which they have good reason to be proud. (*Applause.*) Such results are a great source of satisfaction to those responsible for the administration of the Institution, and they are deeply grateful for them. The satisfaction is increased by the knowledge that the efforts of the Guild continue to extend. For instance, last year the number of branches holding life-boat days was 731, an increase of eighteen on the previous year. The number of persons who contributed was 4,479,000, an increase on the figures of the previous year of 224,000. So the work of the women goes on with unflagging zeal, despite the increasing difficulty of raising funds in these days of financial stress, but we have a cause which carries a great appeal in that it represents constant acts of courage and heroism on the part of our gallant crews in the saving of life. We have seen some

of these heroes to-day and heard the epic stories of their deeds.

I wish, however, to give some information from another aspect which I trust may be useful to the members of the Guild and stimulate their confidence in the cause for which they are working so splendidly. Experience on the branch committee shows that there are always critics, and it is well to be in a position to meet their criticism. For instance, one has heard of the critic who finds fault with the policy of closing certain life-boat stations. That policy is actually the result of the advent of the motor life-boat, which has completely revolutionized our service. The motor life-boat, with its wider cruising range, speed and power, is making it possible for the total number of our fleet to be reduced, and there is no question that it is making our service for the saving of life at sea much more efficient than ever it was. That great story we heard to-day of the rescue of the crew of the *Sepoy* by the Cromer motor life-boat in December last could not have been told but for the fact that the service was rendered by a motor life-boat. The pulling and sailing boat by which gallant efforts were made to reach the wreck was unable to do so, owing to the terrific sea.

The change which has been brought about in our fleet as a result of the introduction of the motor life-boat is quite remarkable. Nineteen-hundred-and-four may be taken as the last year preceding the era of the motor life-boat. In that year our total fleet numbered 285, made up of two steam life-boats and 283 of the old pulling and sailing boats. At the present moment our total fleet only numbers 175—121 motor life-boats and 54 of the pulling and sailing type. Thus the position is that whilst our service is much improved in efficiency our total fleet has been reduced by 110. It is, therefore, obvious that the closing of certain life-boat stations is inevitable as they become redundant. It is always a matter of regret to the committee of management when any station has to be closed, and it is also natural that those people who have in the past been specially interested in those stations should feel disappointed when their life-boat is withdrawn, but it is necessary to take a broad view of the life-boat service as a whole. No station is closed without most careful consideration, nor, above all, until adequate service by neighbouring stations is assured. This should satisfy that particular type of critic.

Then there is the critic who complains that the cost of administration is too high and is extravagant. This raises the question of work at headquarters, about which little is ever heard. It will readily be understood that Life-boat House, Grosvenor Gardens, is the central point from which the Institution is managed and controlled. Indeed, it resembles the head office of a vast industrial organization, with its 1,133 branches extending to the most remote corners of the British Isles. The work of ordinary management of such an organization is great and has been increased by the introduction of

the motor life-boat, which requires much greater service. We have at headquarters a staff devoted to their work and to the life-boat cause. Many of those members have been trained from their youth in the service, and most of them have had years of experience in it. Yet, as will be seen in the statement of accounts, the total cost of headquarters administration is less than 5 per cent of the total amount expended by the Institution last year—surely a most reasonable amount for the work done. (*Applause.*) The committee of management, upon which it is an honour to serve, resembles a board of directors which decides and guides the policy of the Institution. From it are formed the committees which supervise and follow the operations of the various departments of the work, and the constant object of all concerned is to seek the highest efficiency on terms of the strictest economy. The members of the Ladies' Life-boat Guild may go forward with their work in absolute confidence that the funds which they are so successful in raising are used to the best possible advantage in the maintenance and continued improvement of our great life-saving service. (*Applause.*)

I have, therefore, much pleasure in seconding the resolution "That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and to its many hundreds of voluntary members for the work they have done in raising funds for the life-boat service."

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

#### Sir Godfrey Baring, Bt.

SIR GODFREY BARING, BT.: Your Royal Highness, Your Excellencies, My Lords, Ladies and Gentlemen: It is my high honour and privilege to move a resolution which I am sure you will receive with the utmost enthusiasm. That resolution is: "That the hearty and respectful thanks of this meeting be given to His Royal Highness the Prince of Wales, K.G., for presiding over this the hundred and tenth annual general meeting of the Royal National Life-boat Institution." (*Applause.*)

Sir, this has been a meeting characterized by, if I may say so, most admirable but very brief speeches, and although I could keep this audience here for a long time reciting the manifold services which His Royal Highness has rendered to the Life-boat Institution, I will confine myself most unwillingly to only a few sentences. May I say this, Sir, with great respect: We regard His Royal Highness not only as our honoured president, but as an unfailing, most generous, and splendid friend to the Institution? (*Loud applause.*) Your Royal Highness, it is no mere form of words when I ask you to accept the heartfelt and abiding gratitude of every single governor of this Institution. (*Cheers.*)

May I in conclusion, Sir, very respectfully suggest to you that you can render one further notable service to the Institution? If His Royal Highness could manage to have just a little engine trouble in a seaplane at



a suitable distance from one of our motor life-boats, at a station preferably in a thickly-populated district, and if His Royal Highness would allow himself to be brought ashore by a motor life-boat, then I can say with confidence that the financial anxieties of the committee of management would be allayed for many years to come. (*Laughter and applause.*)

### The Hon. George Colville.

THE HON. GEORGE COLVILLE (deputy-chairman of the committee of management) : Your Royal Highness, Your Excellencies, Your Worships, My Lords, Ladies and Gentlemen : The attendance this afternoon bears witness to the recognition of the great work done by our president, His Royal

Highness. I have very much pleasure in seconding the resolution.

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

H.R.H. THE PRINCE OF WALES : I thank you for the resolution and for re-electing me president, a position of which I am always very proud. (*Applause.*)

### Entertainment of Medallists.

After the meeting the coxswains and others who had received awards for gallantry were taken to tea at the House of Commons by Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P., a member of the committee of management of the Institution. In the evening they saw *Mr. Whittington* at the Hippodrome, as the guests of Mr. Jack Buchanan.

## Coxswain Robert Patton of Runswick.

JUST after four in the morning of 8th February, 1934, the life-boat station at Runswick, Yorkshire, received a message from the coastguard that distress signals were being fired five miles N.N.E. of Staithes Nab. A gale was blowing from the W.N.W., with a heavy sea and rain showers.

At 4.25 the motor life-boat *The Always Ready* was launched, and at 5.30 she reached the vessel in distress, the salvage steamer *Disperser*, of West Hartlepool. The steamer had been in tow of a tug and was sinking. Of the eight men of her crew seven had been rescued by the tug. The eighth man was still on board. He was lame.

With considerable difficulty in the heavy seas the life-boat got alongside the sinking steamer and her crew called on the man to jump. Instead, he lowered himself over the side and hung there. Coxswain Robert Patton seized him, and called to him to let go; but he only clung the tighter. At that moment the life-boat was carried away from the steamer. Coxswain Patton could have loosed his hold, but he knew that if he did so the man would almost certainly fall into the sea. He held on; was dragged overboard; and fell into the sea between the life-boat and the steamer; but he still held the man. Then a heavy sea flung the life-boat back against the steamer, and Coxswain Patton's life-belt took the full force of the blow. The rest of the crew dragged the man on board, but before they could rescue their coxswain, he had

twice more been crushed between life-boat and steamer. Soon afterwards the steamer sank.

The life-boat reached Runswick again at 6.15 and the coxswain was taken to hospital. Several of his ribs had been broken; the pelvis had been fractured in three places; there was a fracture of the vertebrae, and other injuries.

When, two days later, he was visited by an officer of the Institution he was conscious and able to speak of the service. He had known the risk he ran; but the man was a cripple; he had no life-belt; had he dropped into the sea in the darkness he would have been in great danger of drowning. Coxswain Patton's own words were: "I could not let the poor lad go, as he might have been drowned." Nine days after the service he died.

### Award of the Gold Medal.

The Institution awarded him, posthumously, its gold medal—the highest honour which it can bestow, and which is given only for conspicuous gallantry. It was accompanied by a copy of the vote, inscribed on vellum and signed by H.R.H. the Prince of Wales, K.G., as President of the Institution. The medal was presented to Mrs. Patton at the annual meeting in London on 20th April by the Prince of Wales.

The Institution also paid the expenses of Coxswain Patton's illness and funeral (at which 4,000 people were present), and has pensioned his widow and

daughter as if he had been a chief petty officer in the Navy, killed in action.

The Carnegie Hero Fund Trust have awarded a supplementary pension to Mrs. Patton, and are assisting towards the secondary school education of her daughter, while a sum of nearly £200 has been received in response to a local appeal made by the Marquis of Normanby, President of the Runswick and Staithes branch.

The new motor life-boat at Runswick, in which the service to the *Disperser* was carried out, has been built out of a legacy from the late Mrs. Elizabeth B. Brown, of Scarborough, and according to her wishes was to be named *The Always Ready*. This has now been altered to *Robert Patton—The Always Ready*, and on 20th September the life-boat will be given this name by H.R.H. the Princess Royal.

#### Thirty Years' Service.

By the death of Robert Patton the Institution has lost one of its finest coxswains. He was forty-six years old, and for thirty years (except for the years of the Great War, when he was serving with the Navy in mine-sweepers) he had been a member of the Runswick life-boat crew. He joined it in 1904 at the age of sixteen. In 1931 he was appointed coxswain. He came of a life-boat family. His father was second coxswain at Runswick for twenty-seven years and won the Institution's bronze medal.

The first service in which Robert Patton took part was in January, 1904, to the steamer *Aynthia*, of London,

from which the crew of thirty-six men was rescued. In October, 1914, he was one of eighteen men at Whitby who were singled out for special awards for their bravery and untiring efforts in going into the surf to rescue men who had jumped overboard from the wreck of the hospital ship *Rohilla*. In 1932, as coxswain, he was presented with an inscribed gold watch by the owners of the Belgian trawler *Jeanne*, in gratitude for the rescue of the eleven survivors of her crew of fourteen.

#### "A Very Brave English Gentleman."

In his broadcast appeal on 11th March<sup>1</sup> Major-General Lord Mottistone told the story of Patton's gallantry. Several of those who answered that appeal said that they had known Patton and sent their gifts in memory of him. One of them wrote :

"Bob Patton was a man whom I have had the pleasure of knowing for thirty years, and I have spent many happy holidays in that pleasant village of Runswick, where he lived. . . . He was a very fine and very brave English gentleman. . . . He was much more than just a fisherman, and that little community at Runswick, which is only a tiny village with about thirty cottages in it, will miss him very sorely indeed. It is so much more noticeable in a small place like that when one so good and so useful is taken in the prime of life than it would be, perhaps, in a large town, where there might be others to carry on the work of the one who has died."

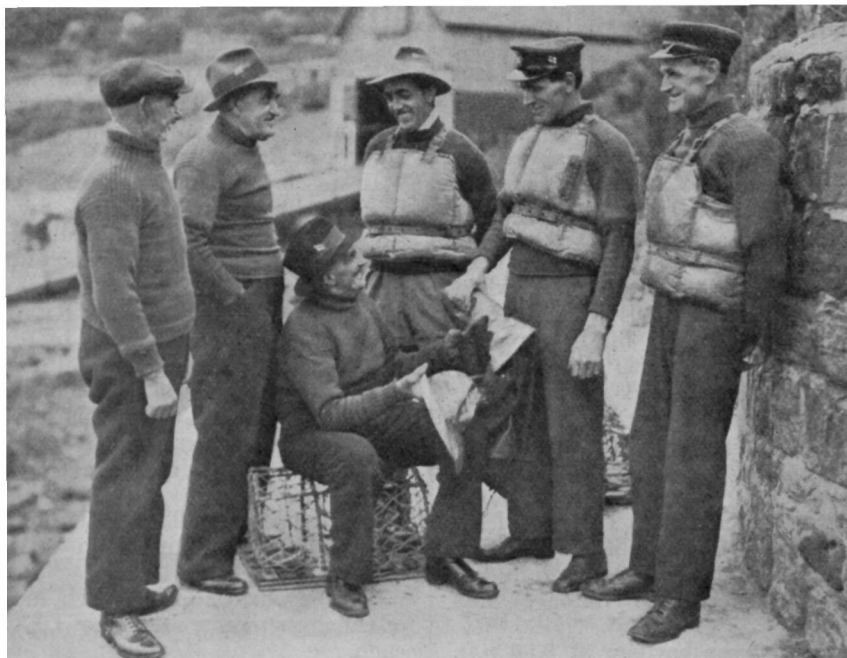
<sup>1</sup> See page 277.

### A Bronze Medal Service at Maryport.

ON the morning of 17th January the 2,500-ton steamer *Plawsworth*, of Newcastle-on-Tyne, which was at anchor off Workington, Cumberland, dragged her anchors in a south-west gale, and went ashore. A very heavy sea was running.

The motor life-boat *Priscilla Macbean*, at Maryport, five miles away, was very promptly launched at noon. She found the *Plawsworth* with her back broken. Her stern was aground and she was head on to the wind and sea, so that she had no lee side to give the life-boat

any shelter from the gale. The coxswain examined both sides of the wreck before deciding on which to approach her, and got the life-boat alongside the after part of the wreck, but owing to the working of the deck the crew of the steamer would not venture aft. The coxswain then took the life-boat right to windward of the wreck ; anchored off her bows ; veered down, and got alongside her fore part. Ropes were thrown from it to the life-boat to keep her alongside, but three of them carried away. When the first



*By courtesy of]*

*[Yorkshire Post*

### **LIFE-BOTMEN AT RUNSWICK: OLD GENERATION AND NEW.**

On the left the old: Bowman Joseph Taylor, Second-Coxswain Tom Patton, Coxswain Andrew Tose  
On the right (reading left to right) the new: Bowman Robert Taylor, Coxswain Robert Patton,  
Second-Coxswain George Taylor. (Photograph taken in 1931.)



*by courtesy of]*

*[Photopress*

### **THE PRINCE OF WALES AND MRS. PATTON.**

On the other side of Mrs. Patton, Coxswain Henry Blogg and Second-Coxswain Balls, of  
Cromer. (Photograph taken after the Annual Meeting, in London, on 20th April.)

went the life-boat's bow sheered off, her stern struck against the steamer's side and one end of the rudder yoke was bent. For the rest of the service the coxswain could use the helm only one way.

The work of rescue was slow and difficult, owing to the heavy seas and the movements of the steamer and the life-boat. At times the life-boat was lifted by the seas level with the steamer's bridge, and one man, when half rescued, actually fell back into the steamer from the life-boat's gunwale. The life-boat was alongside for forty-two minutes, and in that time thirteen of the steamer's crew were rescued. Her captain and four of his officers and men decided to stand by the wreck, and with the thirteen men on board, the coxswain, in spite of his damaged helm, got the life-boat safely away and brought her into Workington Harbour. There the damage was repaired.

On leaving the harbour at 3.30 P.M. the life-boat was again called to the wreck and asked to take the rest of her crew ashore. By this time she had

swung broadside on to sea and wind; there was not enough water for the life-boat to get alongside; and at low water the men on board would be able to wade ashore. The coxswain pointed this out to the captain and made for Maryport, arriving at 5.15 P.M.

It was a very fine service, in which the life-boat was handled by the coxswain with conspicuous skill, and the Institution made the following awards:

To COXSWAIN THOMAS Q. REAY, the bronze medal, accompanied by a copy of the vote inscribed on vellum and signed by H.R.H. the Prince of Wales, K.G., as President of the Institution.

To MOTOR MECHANIC A. E. JOLLY, the thanks of the Institution inscribed on vellum.

To MR. WALKER T. MOORE, honorary secretary of the station, a letter of thanks.

To the coxswain and each member of the crew money awards of £2 8s. 6d. each.

The total rewards for the service, including extra rewards to the launchers, amounted to £27 9s. 9d.

### A Gallant Motor Mechanic.

SHORTLY before half-past twelve on the afternoon of the 19th March the Swanage life-boat station received a telephone message from the coastguard that a small yacht appeared to be in difficulties off Southbourne, some eight miles away. A strong gale was blowing from the south and the sea was very heavy. The motor life-boat *Thomas Markby* was launched at 12.37 and at 1.30 came up with the yacht, the *Hally Lise*. She had two men on board—an American, the owner, and a Frenchman. Her jib had been blown away. She was then near Boscombe pier, and close to the shore, where waves eight feet high were breaking. As the life-boat approached her the yacht evidently struck the sands, for she was thrown on her beam ends, her keel was exposed, and one of the two men was flung into the sea. The life-boat made to pick him up, but he disappeared.

Without hesitation the assistant

motor mechanic, Robert C. Brown, went overboard in his oilskins, life-belt and sea-boots. He could not see the man, but in shaking off his boots he kicked against him under water, seized him, and held him until the life-boat was able to pick them both up. Brown had then been in the water about five minutes. The rescued man was unconscious, and it was twenty minutes before he was brought round. Meanwhile the other man on the yacht had been rescued from the shore by the Southbourne life-saving apparatus.

There is no doubt that Brown's prompt action saved the man's life. The action was all the braver because, had they been carried any nearer to the piles of the pier or to the shore, it would have been very difficult for the life-boat to pick them up, and, with the heavy backwash from the sea-wall, it would have been impossible for them to reach the shore.

In recognition of his gallantry the Institution has awarded to assistant motor mechanic Robert C. Brown its bronze medal, accompanied by a copy of the vote inscribed on vellum and

signed by H.R.H. the Prince of Wales, K.G., as President of the Institution, and £1. It has also paid for the sea-boots which he lost. The total rewards for the service were £10 16s. 11d.

## Services of Foreign Life-boats to British Vessels in 1933.

BELOW will be found particulars of the services of foreign life-boat societies to British vessels during 1933 and the present figures of their fleets.

### Denmark.

The Danish life-boat service did not go out to the help of any British vessels during the year.

### France.

The life-boat at Ile Molène, Finistère, on 1st October, 1933, went to the help of the *s.s. Moorwood*, bound from Glasgow for Bordeaux with a cargo of coal, which had gone ashore. The life-boat was launched at 6.30 in the morning and stood by the steamer until three in the afternoon. She again went out at 7.30 in the evening, by which time wind and sea had both got up, took off the captain and wireless operator, took in tow the ship's boat, which had the rest of the crew on board, and transferred them all to a tug.

The French Central Society for Saving the Shipwrecked now has a total of 107 life-boat stations, with thirty-eight motor life-boats and sixty-nine pulling life-boats. It also has seventy-two stations with rocket life-saving apparatus and 350 stations with other life-saving equipment.

### Germany.

Between nine and ten o'clock in the evening of 18th March, 1933, the pulling and sailing life-boat at Amrum-Nord and the motor life-boat at Amrum-Süd, off the coast of Schleswig, both went out in a rough sea to the help of the steam trawler *Taipo*, of Grimsby, which had gone ashore on the Nörnum Sands. The pulling and sailing life-boat arrived at midnight, but found it impossible to get alongside against

the tide and very heavy surf. The motor life-boat, which had thirty miles to travel, arrived at four next morning, but she too found an immediate rescue impossible. Three hours later a joint attempt was made and the motor life-boat then succeeded in getting alongside the trawler and rescuing her crew of nine men.

The German Society for Saving the Shipwrecked has a fleet of 103 life-boats, thirty of them being motor life-boats and seventy-three pulling and sailing life-boats. It also has seventy-five rocket life-saving apparatus, of which sixty-one are at life-boat stations and fourteen at stations where there are no life-boats.

### Holland.

On 2nd March a Danish motor ship, putting out from the Hook of Holland, came into collision with the British steamer *Red Sea*. The Hook of Holland motor life-boat, belonging to the South Holland Society for the Rescue of the Shipwrecked, was launched, but found neither vessel in need of her help, although the Danish vessel was sinking and had to put back.

There were no services to British vessels by the life-boats of the North and South Holland Life-Saving Society.

The South Holland fleet now consists of seven motor life-boats and four pulling and sailing life-boats. The North and South Holland fleet consists of ten motor life-boats and twenty-three pulling and sailing life-boats, making a total fleet for the coast of Holland of seventeen motor life-boats and twenty-seven pulling and sailing life-boats. The North and South Holland Society also has nineteen rocket life-saving apparatus. Its

launching equipment includes seven motor caterpillar tractors.

#### Iceland.

During 1933 a number of British trawlers were in difficulties off the coast of Iceland and were helped in various ways. During January two trawlers, one of Grimsby and one of Hull, stranded on the coast of North Iceland. Their crews got ashore in their own boats and were helped by the inhabitants. In the same month the trawler *Night Rider*, of Grimsby, was seen from the shore to be in a very dangerous position, and had evidently lost her way in the thick weather. The news was telephoned to Reykjavik, where the wireless station at once got in touch with the trawler, and by help of its instructions she got back to her right course. In April the trawler *Bracanmoore*, of Aberdeen, stranded and was towed off, with little damage, by the coastguard vessel. In December the Aberdeen trawler *Margaret Clark* stranded, and her crew of twelve were rescued with the help of people from the shore.

The National Safety Association of Iceland has one British pulling and sailing life-boat of the self-righting type, one Danish pulling life-boat and two surf boats.

#### Norway.

No services were rendered to British vessels by the Norwegian Society for the Saving of the Shipwrecked. The society now has seven motor cruising ketches, nineteen sailing ketches, two stations with pulling and sailing life-boats and thirty stations with rocket life-saving apparatus or line-throwing guns. These figures do not include stations maintained by the Government.

#### Spain.

No services were rendered to British vessels by the Spanish Society for Saving the Shipwrecked. The Spanish fleet consists of eighteen motor life-boats and twenty-nine pulling life-boats.

#### Sweden.

No services were rendered to British vessels by the Swedish Society for Saving the Shipwrecked.

The Society's fleet consists of three cruising motor life-boats, seven motor life-boats at stations on the coast, six pulling and sailing life-boats and three stations with rocket life-saving apparatus. Most of the life-boat stations are also provided with rocket apparatus.

In addition to the Society's stations, the Government maintains twelve pulling and sailing life-boats and six stations with rocket life-saving apparatus, making a total Swedish fleet of ten motor life-boats and eighteen pulling and sailing life-boats.

#### Turkey.

No services were rendered to British vessels by the Turkish Life-boat Service. Turkey has now eight life-boats.

#### Rumania.

The Institution has recently supplied the Rumanian Government with information about its organization and types of life-boat. It has now learnt with much pleasure that a life-boat society was founded in Rumania on 14th June, 1933. It is a private society. The King of Rumania is the founder and president, and the governor of the National Bank of Rumania is, *ex-officio*, the vice-president. The full title of the society is Societatea de Salvare a Naufragiatilor in Apele Teritoriale Românești (Society for the Rescue of the Shipwrecked in Rumanian Territorial Waters), with the short title Salvamar. The Society hopes this year to establish its first life-boat station at Constantza.

#### Other Life-boat Services.

No information has so far been received from Belgium, Japan, Latvia, Portugal, Russia, or the United States of America. It is hoped to give particulars of their services in the next issue.

#### British Services to Foreign Vessels.

Services were rendered last year by British life-boats to eleven foreign vessels belonging to nine different countries, and sixty-six lives rescued. Two of the vessels were Belgian and two Greek. The other seven were from Denmark, France, Finland, Iceland, Italy, Norway and Spain.

## Services of the Life-boats.

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

### February Meeting.

**Arklow, Co. Wicklow.**—On the morning of the 21st December, 1933, the honorary secretary saw the local motor fishing boat *Avonbeg* ashore on the main, north of Arklow harbour. She made signals of distress, and the motor life-boat *John Taylor Cardwell* was launched at 8.20 A.M. A moderate south breeze was blowing, with a choppy and increasing sea. The life-boat anchored and veered down to the fishing boat, which passed her a tow-rope. The life-boat then towed the *Avonbeg* off, and took her and her crew of five safely into harbour. She arrived back at her station at 9.30 A.M. —Rewards, £8 6s.

**Aberdeen.**—On the 29th December, 1933, the steam trawler *Strathlethen*, of Aberdeen, had her steering gear carried away while she was making for the harbour on her return from the fishing grounds. She became unmanageable, and was thrown by a heavy sea against the North Pier, where she was continually swept by the seas. The Aberdeen No. 1 motor life-boat *Emma Constance* was called out, and she got away at 9.45 A.M. A moderate S.E. breeze was blowing, with a very heavy sea, and it was raining. The life-boat found the trawler bumping heavily on the apron of the pier. She stood by until the trawler was washed up the channel, where she was taken in tow by another vessel, and safely berthed. The life-boat then returned to the harbour entrance and stood by until the remaining vessels in the bay had got into harbour. She arrived back at her station at 1 P.M. The crews of the Torry and North Pier life-saving apparatus, which are maintained by the Institution, were assembled, but their help was not required.—Rewards, Life-boat, £6 17s. 6d.; Life-saving apparatus, £7 18s.

**Peterhead, Aberdeenshire.**—At about 8.30 P.M. on the 5th January the coastguard telephoned that a vessel seaward of Buchan Ness lighthouse

was showing distress signals. The life-boat coxswain was ill, and the motor life-boat *Duke of Connaught* was launched at 8.40 P.M. in charge of the second coxswain. A moderate S.W. breeze was blowing with a heavy ground swell. The life-boat found the Aberdeen steam trawler *Ben Strome* stranded on the Skerry Rock, about four miles south of Peterhead. She had a heavy list to port, the sea was awash on her decks at times, and she was making water in the engine-room. The life-boat went alongside and rescued the crew of ten, landing them at Peterhead at 9.10 P.M. At 11 P.M., at the request of the master, she returned to the trawler, and found that she had been washed clear of the rocks, and was drifting about in a sinking condition. The master and two life-boatmen went on board and the life-boat towed her to Peterhead. —Property Salvage Case.

**Dover, Kent.**—On the morning of the 7th January a small sailing boat was capsized by a squall when trying to sail out of the Camber and her crew of two were thrown into the water. The accident was seen from the motor life-boat and Mechanics W. L. Cook and F. G. Nicholas immediately manned the life-boat's boarding boat *William Myatt* and rescued the two men. Later they saved the sailing boat.—Permanent Crew.

**Thurso, Caithness-shire.**—On the morning of the 8th January the coxswain telephoned to the honorary secretary that the local motor fishing boat *Streamlight* had left harbour early in the morning in company with other fishing boats, but had not returned with them. The motor life-boat *H.C.J.* was launched at 11.40 A.M. to look for her in a strong W.N.W. gale, with a very heavy sea, and heavy hail, rain and snow showers. She found her about three miles off Sand-side, which is about fifteen miles west of Thurso, and escorted her back to

Thurso harbour. She returned to her station at 2 P.M.—Rewards, £7 12s.

**Southwold, Suffolk.**—On the night of the 9th January the coastguard telephoned that a vessel about 2½ miles north of Southwold harbour was burning red flares, and the motor life-boat *Mary Scott* was launched at 9.30 P.M. A moderate, and increasing, S.S.W. breeze was blowing, with a heavy swell and dense fog. The life-boat found the sailing trawler *Evala*, of Lowestoft, ashore. She was bound home from the fishing ground, and carried a crew of four. The life-boat rescued the men with some difficulty and took them to Lowestoft. She returned to her station at 2.30 A.M. on the 10th.—Rewards £25 17s.

**Lerwick, Shetland.**—On the 11th January it was reported to the honorary secretary that the local motor fishing boat *Cheerful* had not returned from the fishing grounds when expected. A fresh S. to S.S.E. gale was blowing at the time, with a very heavy sea, and heavy rain showers. The motor life-boat *Lady Jane and Martha Ryland* was launched at 1.25 P.M., with the honorary secretary on board. She searched for some time without success, until she saw a group of people on the beach of the North Isle of Gletness, which is about five miles north of Lerwick. She went nearer and found the *Cheerful* at anchor about a hundred yards off shore. She had fouled her propeller with her lines at 7.30 A.M. and dropped anchor. The anchor had parted, and another anchor had been dropped, but the boat had dragged to the place where the life-boat saw her. The life-boat went to a sheltered part of Gletness Voe and picked up a local man to act as pilot, on account of the rocks. She then got a rope on board the *Cheerful* and towed her and her crew of four back to Lerwick. The life-boat arrived back at her station at 6 P.M.—Rewards, £10 19s. 6d.

**Bridlington, Yorkshire.**—On the morning of the 11th January a man was injured on board the local fishing boat *Gloamin'*. There was not sufficient water for the boat to get into harbour and she made distress signals.

The crew of the motor life-boat *Stanhope Smart* were assembled, but before the life-boat was launched another fishing boat put out and landed the injured man. Later on the wind increased to a gale from the S.S.E., and the sea broke heavily across the harbour bar. Several fishing boats were at sea and the life-boat was launched at 2.17 P.M. She escorted in the boats *Maggie*, *Protect Me II*, *Excelsior* and *Victory*, and returned to her station at 3.45 P.M.—Rewards, £11 2s. (See also under Shoreboat Services, page 273.)

**Bembridge, Isle of Wight.**—On the 14th January the Foreland coast watcher telephoned that a fore- and aft schooner, about three miles S.W. of the look-out, was drifting towards Hayling Island. A whole W.S.W. gale was blowing, with a very heavy sea, when the motor life-boat *Langham* was launched at 9.10 A.M. She found the auxiliary schooner *Rover*, of Lowestoft, with two men and two women on board, driving towards the shore near Wittering. With great difficulty the life-boat got alongside. The four people were rescued and landed at Bembridge, and the *Rover* drove ashore, waterlogged. The life-boat arrived back at her station at 11.40 A.M. The owner sent a letter of thanks and the committee of management sent a letter of appreciation to the station—Rewards, £9 15s.

**Galway Bay, Co. Galway.**—On the 14th January there was an urgent call from Inisheer, the most southerly of the Aran Isles, for a doctor. A heavy sea was running and a gale was threatening. No boat could be found to venture out, so the motor life-boat *William Evans* was launched at 1.30 P.M. and took him. She arrived back at her station at 6 P.M.—No expense to the Institution.

**Kingstown, Co. Dublin.**—Early on the morning of the 17th January several local herring boats put off to fish in the bay. Later heavy S.W. squalls sprang up, with a rough sea and rain. It was reported that some of the boats were in danger, and the motor life-boat *Dunleary* was launched at 8.40 A.M. Several boats were towed



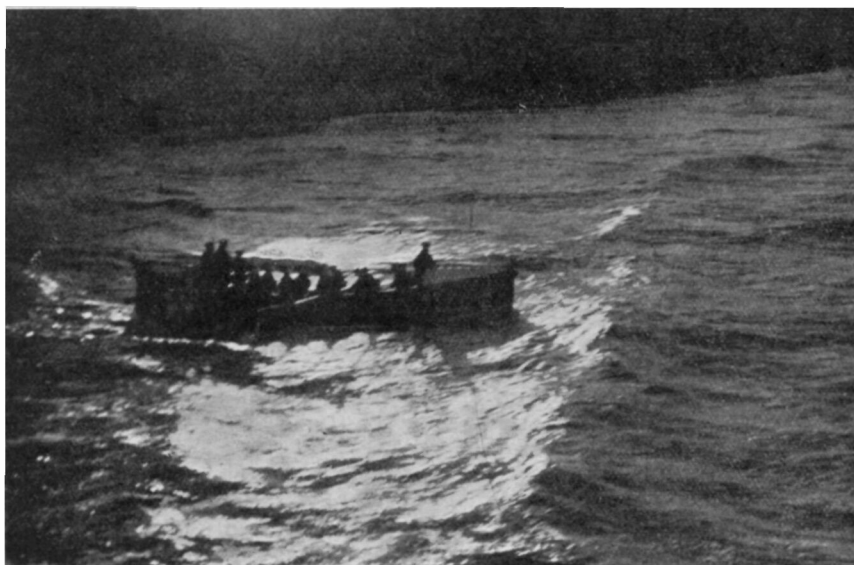


*By courtesy of]*

*[Alfred Hudson, Bridlington*

**LEE GUNWALE UNDER.**

Bridlington motor life-boat returning on 11th January after standing by fishing boats.  
*(See opposite page.)*



**ON EXERCISE.**

Pulling and sailing life-boat at Whitby, Yorkshire.

into harbour, and the life-boat did not return to her station until it was certain that all the boats were in safety.—Rewards, £7 12s. 6d.

**Gourdon, Kincardineshire.**—On the morning of the 17th January, between 4 A.M. and 7 A.M., the fishing fleet of Gourdon put to sea. At 8 A.M. there were signs of an approaching gale, and some of the smaller boats returned to harbour. By noon a strong S. to W.S.W. gale was blowing, with a heavy sea and thick rain, and the pulling and sailing life-boat *Moss* was launched. She stood by outside the dangerous harbour entrance until all the boats had got into safety, and returned to her station at 2.30 P.M.—Rewards, £17 15s.

**Maryport, Cumberland.**—On the 17th January the s.s. *Plawsworth*, of Newcastle, stranded off Workington, and thirteen of the crew were rescued by the motor life-boat.—Rewards, bronze medal, thanks of the Institution inscribed on vellum and monetary rewards amounting to £27 9s. 9d. (For a full account of this service see page 254.)

**Troon, Ayrshire.**—The motor life-boat *Sir David Richmond of Glasgow* was launched at 8.30 P.M. on the 17th January, as the honorary secretary had received a telephone message from the Kildonan coastguards, through the pilot house at Troon, that a small boat belonging to H.M.S. *Wolfhound*, with four men on board, was adrift in Lam-lash Bay, Arran. A strong west gale was blowing, with a very heavy sea and hail and rain showers. The life-boat went across the Firth of Clyde, and at 11.45 P.M. found the destroyer *Wolfhound*. The officer in command told the coxswain that the boat was at anchor to leeward of the destroyer, but that he was unable to rescue the men owing to shallow water. With some difficulty the life-boat picked the boat up and towed her alongside the destroyer. The four men had suffered greatly from exposure. The life-boat arrived back at her station at 3.30 A.M.—Rewards, £18 11s. 6d.

**Arbroath, Angus.**—At 2.15 P.M. on the 17th January the coastguard telephoned to the coxswain that the small fishing boat *Agnes and Betsy* had not returned from the fishing grounds. A whole W.S.W. gale was blowing, with a very heavy sea. The motor life-boat *John and William Mudie* was launched at 2.30 P.M. She searched as far as Bell Rock, without result, and returned for further information. She put out again at 4.30, the motor fishing boat *Ben Venuto* going out at the same time to help in the search. They went in different directions, and the missing boat was found and taken in tow by the *Ben Venuto*. The life-boat escorted both boats into harbour, and returned to her station at 6.15 P.M.—Rewards, £10 19s. 9d. See also under Shoreboat Services, page 273.

**Margate, Kent.**—On the morning of the 18th January the Reculvers coast-guard telephoned that a vessel in Gore Channel was flying a two-flag signal. A strong W.S.W. breeze was blowing, with a moderate sea. The motor life-boat *Lord Southborough (Civil Service No. 1)* was launched at 11.40 A.M., and found the barge *Teresa*, of London, bound from the Humber to Rye with a cargo of coal. Her rudder had been damaged, but a motor boat near-by had already put some men on board, and with their help she was taken into Margate harbour, with the life-boat in attendance. The life-boat arrived back at her station at 1.15 P.M.—Rewards, £8 13s.

**Whitby, Yorkshire.**—Early on the morning of the 19th January several fishing boats put off, the weather at the time being fine, and the wind westerly. Later on the wind changed to the north and blew a gale, and the sea got up and broke heavily off the harbour entrance. The coxswains and second coxswains of the life-boats were at sea, but the second coxswain of the pulling and sailing life-boat *Jacob and Rachel Vallentine*, who was first ashore, took this life-boat out at noon to stand by the boats as they came in. The first boat, the *Pilot Me*, struck the ground and was washed round the end of the old East Pier. She managed to get clear, however, and the life-boat

escorted her in. All the other boats were escorted in without mishap except the *Royal Empire*. Her engine was stopped by a heavy sea. Her crew signalled for help, but later managed to get the engine running again and she made harbour safely. The life-boat returned to her station at 1.30 P.M.—Rewards, £12 11s. 6d.

**Newbiggin, Northumberland.**—On the morning of the 22nd of January the sea was heavy and still rising, and several of the local fishing cobles were at sea. By 11.59 A.M. a moderate S.S.E. gale was blowing, with a very heavy sea, and the pulling and sailing life-boat *Arthur R. Dawes* was launched with the second coxswain in command, as the coxswain was at sea. The life-boat escorted all the cobles into safety, and returned to her station at 2.25 P.M.—Rewards, £10 19s.

**Galway Bay, Co. Galway.**—On the 26th January a specialist was urgently needed, as the son of the lightkeeper was very ill. The only way of getting him was by sending the motor life-boat *William Evans* to fetch him from the mainland, and this was done. The life-boat was launched at 3.30 P.M., and returned to her station at 5.30 P.M.—No expense to the Institution.

**Swanage, Dorset.**—At midday on the 27th January some of the life-boat crew saw a man in a canoe making his way down channel. A squally N.W. breeze was blowing, with a moderate sea. Although the man appeared to be in no need of immediate help, a watch was kept on him by the Swanage coastguard, Anvil lighthouse and St. Aldhelm Head coastguard in turn. It had been arranged to send the motor life-boat *Thomas Markby* out on exercise, and when she was launched at 2 P.M. a look-out was kept for the canoe. It was seen in St. Albans Race, and the man could make no headway against the heavy swell running there. Had he tried to make land, his canoe—the *Lone Star*—would have been smashed, and he would probably have been drowned. He was rescued and taken into Swanage with his canoe. The life-boat returned to her station at 3.45 P.M. The occupant of the

canoe, Mr. C. Sullivan, intends to make an attempt to travel by canoe from England to Australia.—Rewards, £6 12s.

**Filey, Yorkshire.**—On the 1st February the motor vessel *Garthclyde*, of London, bound in ballast from London to Blyth, got into difficulties off Filey and dropped both her anchors. A N.E. gale was blowing with a very rough sea. The anchors dragged at first, but eventually held her in a position where she was meeting the heavy seas that were coming round Filey Brigg. She made distress signals, and the pulling and sailing life-boat *Hollon the Third* was launched at 11.55 A.M. With some difficulty the life-boat took off the crew of four, and landed them at Filey. She returned to her station at 12.35 P.M.—Rewards, £15 16s.

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

**Tynemouth, Northumberland.**—27th December, 1933. A French trawler had stranded on the Black Middens, but was refloated by a tug.—Rewards £17 14s.

**Wick, Caithness-shire.**—8th January. A motor fishing boat had broken down, and was helpless, but she was taken into safety by a tug.—Rewards, £17 6s. 6d.

**Shoreham Harbour, Sussex.**—12th January. It had been reported that an aeroplane had come down in the sea. A thorough search was made, but nothing was found.—Rewards, £15 7s. 6d.

**Weymouth, Dorset.**—12th January. Flares had been seen, but a search revealed nothing. It was learnt later that seaplanes at exercise had dropped lighted parachutes.—Rewards, £13 2s. 6d.

**Plymouth, Devon.**—14th January. Distress rockets had been seen, but no vessel in need of help could be found. A huge wave washed two of the crew of the life-boat overboard, but both were rescued.—Rewards, £17 6s. 6d.

**Broughty Ferry, Angus.**—17th January. A sand boat was swamped in a very heavy gale and disappeared at once before help could reach her.—Rewards, £11 11s.

**Plymouth, Devon.**—17th January. A steam trawler had stranded and her crew were rescued by the life-saving apparatus while the life-boat played her searchlight on the trawler. The owners, Plymouth Trawlers, Ltd., presented a clock to the coxswain and made a gift of money to the crew.—Rewards, £10 6s. 3d.

**Whitehills, Banffshire.**—20th January. A fishing boat had been delayed by lines fouling her propeller, but made port unaided.—Rewards, £7 8s. 9d.

**Sheringham, Norfolk.**—23rd January. A steamer had stranded, but floated off without any help.—Rewards, £28 8s.

**Gourdon, Kincardineshire.**—26th January. Three fishing boats were out and a very heavy sea was breaking across the harbour mouth, which would have made it dangerous for them to enter, but they ran for Stonehaven.—Rewards, £17 15s.

**Boulmer, Northumberland.**—31st January. A motor fishing boat had broken down, but was towed into safety by another fishing boat.—Rewards, £14 12s.

**The Humber, Yorkshire.**—31st January. A hulk without lights had broken away from her tug off Chapel St. Leonards, thirty-five miles from the life-boat station. It was believed that a man was on board. The sea was heavy, with a strong northerly wind and rain. After searching throughout the night without success the life-boat returned at 10 A.M., having been at sea for twelve hours. It was learned later that there had been no one on the hulk. In appreciation of this long and arduous search a special monetary award was made to each of the life-boatmen.—Permanent Crew; Rewards, £5 0s 3d.

### March Meeting.

**Rosslare Harbour, Co. Wexford.**—On the night of the 18th January the watchman reported flares and rockets in the neighbourhood of the Splough Rock, and the motor life-boat *K.E.C.F.* was launched. As usual, Mr. W. J. B. Moncas, the branch secretary, was on board. A fresh W. by N. breeze was blowing, and the sea was very heavy. The life-boat found the steamer *Brereton*, of Liverpool, fast on the Carrick Rocks, and labouring heavily. She was bound from Lossiemouth to Barry with a cargo of grain. The sea was increasing, and the steamer was surrounded by rocks and broken water. The coxswain took the life-boat alongside and the steamer's crew of nine, and a dog, were rescued. The life-boat landed them on Rosslare pier and arrived back at her station at 1 A.M. The *Brereton* later became a total wreck. This was a good service, carried out very skilfully and an additional reward was granted to each member of the life-boat's crew. A letter of thanks was sent to Mr. Moncas, who went out without waiting to dress, wearing only an overcoat and pyjamas.—Permanent crew; Rewards, £3 6s. 6d.

**Runswick, Yorkshire.**—On the 7th February the s.s. *Disperser*, of West Hartlepool, was sinking, and the motor life-boat rescued one of the crew, but the coxswain received injuries from which he died.—Rewards, Gold medal, with vellum, and £29 9s. 6d. (For a full account of this service see page 253.)

**Salcombe, Devon.**—The motor life-boat *Alfred and Clara Heath* was launched at 6.45 P.M. on the 11th February, as information had been received that a vessel was aground between Start Point and Hallsands. A light S.E. wind was blowing, and the sea was smooth, but a dense fog had settled. The life-boat found the vessel to be the steamer *Trito*, of Rotterdam. Her master did not want any help, but the coxswain decided to stand by until she refloats, as he thought that she might have been holed by the rocks. The *Trito* re-floated at about 4 A.M. on the 12th,

and it was found that she was not leaking, so she went on her way. The life-boat returned to her station, arriving at 5.50 A.M. She had been on service for eleven hours.—Rewards, £15 9s.

**Newburgh, Aberdeen.**—At 6.10 A.M. on the 14th February the coxswain heard a boat's siren making the SOS signal. He got in touch with Belhelvie coastguard and was told that a vessel was ashore about half a mile north of the Belhelvie watch-house, and that the life-boat was wanted. A moderate S.S.E. wind was blowing, with a moderate sea. The weather was very thick. The pulling and sailing life-boat *John and Amy* was taken along the shore for about two miles, and was launched a short distance from the vessel at 7.45 A.M. She found her to be the steam trawler *Shandwick*, of Aberdeen, returning to port from the North Sea fishing grounds. She carried a crew of nine. The life-boat ran out a kedge anchor and stood by. The *Shandwick* refloated on the rising tide and went on her way, and the life-boat returned to her station. She got back at 10.45 A.M.—Rewards, £16 11s.

**Great Yarmouth and Gorleston, Norfolk.**—At 8 A.M. on the 16th February the coastguard telephoned to the coxswain that a vessel was ashore about one mile south of Palling coastguard station. The tide was then half flood, and there was a slight swell. A moderate W.N.W. breeze was blowing, and it was foggy. The motor life-boat *John and Mary Meiklam of Gladswood*, was launched, and reached the vessel, the steamer *Stepney*, of Glasgow, at 10.10 A.M. The steamer, bound from Shields to London with a cargo of coal, was hard aground on the outer bank, but her captain told the coxswain that he did not want help. At 10.45 a tug and the Gorleston private life-boat arrived, but their help was not accepted, and the private life-boat returned to harbour. The *John and Mary Meiklam of Gladswood* stayed at anchor near the steamer all day. At 7.20 P.M., when the tide flowed again, the tug towed the steamer off. The life-boat waited until she was clear and reported sea-

worthy, and then returned to her station. She got back at 9.30 P.M., having been out for over thirteen hours.—Rewards, £40 18s.

**Whitby, Yorkshire.**—On returning to harbour shortly after 4 P.M. on the 21st February the crew of the fishing boat *Pilot Me* reported that they had found the breaking seas at the harbour entrance very difficult and that the coble *Royal Empire* had yet to make harbour. The sea was growing quickly with the flood tide, and the pulling and sailing life-boat *Jacob and Rachel Vallentine* put out at 4.55 P.M. The *Royal Empire* could be seen lying to by the Whitby Rock Buoy, waiting for help. Escorted by the life-boat the coble came safely into harbour. The life-boat was re-moored at 5.30 P.M.—Rewards £12 11s. 6d.

**Hythe, Kent.**—The Sandgate coastguard telephoned to the coxswain, at 3 A.M. on the 22nd February, that a ship had been sounding SOS on her hooter. The sea was smooth, but there was a very thick fog. At 3.28 A.M. the motor life-boat *City of Nottingham* was launched and went for some time in a south-easterly direction. About 4 A.M. she received, on the wireless set which she carries, a message giving the position of the ship. She had been in collision with an unknown steamer off Folkestone bearing two miles north-east. The life-boat went in this direction, and seeing a red flare through the fog, made for it, and found a crew of six, of the motor vessel *Grit*, of London, in a small dinghy. They were rescued by the life-boat, which returned to her station at 5.40 A.M. The *Grit* was laden with coal and on her way from Keady to Exeter.—Rewards, £31 1s. 6d.

**Newhaven, Sussex.**—On the morning of the 24th February a Seaford resident telephoned to the assistant honorary secretary that a steamer was ashore at Seaford Head. She was the *Unbe Mendi*, of Bilbao, bound for Rotterdam with a cargo of iron ore. A moderate S.W. breeze was blowing, with a moderate sea, and there was a thick fog. The motor life-boat *Cecil and Lilian Philpott* was launched at 9.45 A.M., and found and spoke the

vessel. Her master did not want any help, but as the wind was freshening the coxswain decided to stand by. The life-boat stayed there all day. At 8 P.M. a tug made an unsuccessful attempt to get the steamer off. As the wind had by then dropped to a calm, the coxswain decided to return to harbour, and the life-boat got back to her station at 9 P.M. The steamer was towed off by tugs on the following night.—Rewards, £24 14s.

**Cloughey, Co. Down.**—On the morning of the 26th February the honorary secretary received a telephone message from the coastguard on watch at Cloughey that a small coasting steamer was aground on the rocks about four hundred yards east of Ballyquinton Point. The coastguard was of opinion that the life-boat should be sent out. There was a rough sea, and a strong N.E. breeze, and although no distress signals had been made, the steamer was in a dangerous position, particularly as the tide was ebbing. The motor life-boat *William Maynard* was launched at 10.56 A.M., and found that the steamer was the *Bangor*, of Beaumaris, bound, with a cargo of Portland stone, for Belfast. Her crew did not wish to leave, but asked the life-boat to stand by. The life-boat stayed alongside all day. By 10.30 P.M. the crew of the steamer were no longer in danger, and the life-boat returned to her station, arriving at 11 P.M. The *Bangor* was refloated next day, and beached at Ballycroman Bay for examination.—Rewards, £30 2s. 6d.

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

**Fenit, Tralee.**—17th February. A canoe from Brandon had put out with three men on board to collect seaweed. Later she was found drifting bottom up, but a prolonged search for the missing men was unsuccessful. The branch chairman and honorary secretary went with the life-boat.—Rewards, £15 3s. 3d.

**Selsey, Sussex.**—20th February. A flare had been reported, but a search over a wide area revealed nothing.—Rewards, £17 12s. 6d.

**Walton and Frinton, Essex.**—22nd February. A steamer had been reported ashore on the Sunk Sands, but must have got off and gone on her way, as she could not be found.—Rewards, £26 15s. 6d.

**Clacton-on-Sea, Essex.**—23rd February. Two steamers had been in collision about a mile N.E. of the Mid Barrow light-vessel, but did not need help. The owners of one of the steamers, the South Metropolitan Gas Company, sent a letter of thanks.—Rewards, £23 0s. 9d.

#### April Meeting.

**Ramsgate, Kent.**—The Norwegian motor vessel *Vestvard*, of Oslo, ran on the sands, about two miles and a half from the East Goodwin light-vessel, during a thick fog early on the morning of the 18th February. The wind was very light, from the N.N.E., and the sea was smooth. The vessel was bound with a cargo of coal from Rotterdam to Porto Ferrago, in Italy. She carried a crew of fifteen. The coastguard warned the station, and the motor life-boat *Prudential* put out at 3.25 A.M., in company with several other boats and tugs. She helped to lay out an anchor from the *Vestvard*, and then stood by. She stood by all that day and night. Next day, about 2.40 A.M., four more tugs arrived and the life-boat helped to secure tow-lines from the *Vestvard* to seven tugs. Later in the day, as no further help was wanted from them, the life-boat and the motor boats returned to harbour, and the life-boat arrived back at her station at 1.23 P.M. She had been on service thirty-four hours. The *Vestvard* was eventually towed off by the tugs, after some of her cargo had been jettisoned, and taken into Dover.—Property Salvage Case. Rewards, £1 3s.

**Humber, Yorkshire.**—At 9.5 P.M. on the 2nd March the life-boat watchman reported that a steamer had drifted ashore on the Inner Binks. She was in a dangerous position, and the motor life-boat *City of Bradford II* was launched. A light, but freshening S.W. breeze was blowing, and the weather was misty. The life-boat found that

**BATTERED TO PIECES ON THE SANDS.**



*By courtesy of]*

*[W. Mason, Great Yarmouth.*

**WRECKED AT GREAT YARMOUTH.**

The drifter *Olive*, of Banff, which went ashore on 19th October, 1933, after striking the North Pier



*By courtesy of]*

**THE SKELETON.**

*[News Photos.*

All that remained of the *Olive* a few days later.

the vessel was the s.s. *The Monarch*, of Glasgow, bound from London to the Humber for orders. Her captain said that he would signal at flood tide if he wanted any help, so the life-boat stood by. The steamer refloated, unaided, on the flood tide, and the life-boat then returned to her station, arriving at 4.30 A.M.—Permanent crew; Rewards, 18s.

**Wells, Norfolk.**—On the evening of the 2nd March it was learned that the local motor fishing boat *Tony* had not come back from sea with the rest of the boats. Her owner was the life-boat coxswain, and he and two other men were on board. The coastguard telephoned Blakeney and Brancaster, but could get no news of the boat, and it was decided to send out the pulling and sailing life-boat *Baltic* to make a search. She was launched at 7.30 P.M. A W. by S. wind was blowing, with a moderate sea, and it was raining. After some time a flare was seen, and at 10 P.M. the life-boat found the *Tony*, about five miles off Wells. Her engine had broken down and she was at anchor. The tide was dead against her for getting back to Wells, and a heavy ground swell was then running. The life-boat towed her for a short time until a motor boat, which had been sent out to help, reached them. The motor boat then towed the *Tony* home. The life-boat made for home, but as there was not sufficient water to get her into the house, she was anchored, about a mile away, at 12.15 A.M., and was rehoused later.—Rewards, £42 1s. 6d.

**Howth, Co. Dublin.**—On the afternoon of the 3rd March a man told the coxswain that a boat was drifting off Howth. A strong N.W. breeze was blowing, with a moderate sea. The motor life-boat *Lady Kylsant* put out at 3.10 P.M., and about three miles S.E. of Howth Head found a small, flat-bottomed boat drifting, with her sails blown away. She was an amateur-built boat, and could not have survived for long had she been carried much farther out to sea. The two young men on board were rescued and the boat was towed back to harbour. The life-boat arrived back at her station at 4.10 P.M.—Rewards, £8 16s. 6d.

**Staithes, Yorkshire.**—Early on the morning of the 10th March three local motor fishing cobsles put to sea to haul crab pots. The wind was squally from the S.E., and the sea was rough. The weather continued to grow worse, with heavy rain showers. At 10.30 A.M. the first coble returned. She had a very rough time getting into harbour, and it was decided to send out the pulling and sailing life-boat *John Anthony* to stand by the other cobsles, the *Mizpah* and *Silver Line*, as they made for home. This was done. The life-boat was launched at 10.35 A.M., and returned to her station at noon.—Rewards, £11 12s. 6d.

**Scarborough, Yorkshire.**—The motor coble *Premier II* put to sea, to lift her crab pots, in the early morning of the 11th March. Later the weather became rough, with a strong E.S.E. breeze and a heavy sea, and it was decided to launch the motor life-boat *Herbert Joy II*, as the coble could not be seen. She put off at 12 noon and fell in with the coble when six miles out. Life-belts were handed to the three men on board the *Premier II*, and, escorted by the life-boat, she made harbour safely at 1.45 P.M.—Rewards, £19 17s. 6d.

**Whitby, Yorkshire, and Hartlepool, Durham.**—In the early hours of the 12th March the Whitby motor fishing boats *Pilot Me* and *Success* put to sea. They were the only boats to go out, on account of the bad weather. With the tide flowing the sea was rising fast, and became much too heavy for the boats to enter the harbour. In case they should attempt it, the Whitby motor life-boat *Margaret Harker-Smith* was launched in the harbour at 12.15 P.M. to be in readiness. A little later one boat was seen approaching. A warning rocket was fired, and she then turned north, and made for Hartlepool. At 3.50 P.M. the coastguard reported to Hartlepool that two boats were preparing to come in. As the sea was exceptionally heavy in the bay the Hartlepool motor life-boat *Elizabeth Newton* was launched at 4 P.M. She escorted the two Whitby boats into harbour and returned to her station at 5.10 P.M. She had met very bad weather and three of her crew had



received injuries, fortunately not very serious.—Rewards, Whitby, £4 13s. 6d; Hartlepool, £10 19s. 9d.

**Portpatrick, Wigtownshire.**—The motor life-boat *J. and W.* put out at 10.40 A.M. on the 12th March, in a moderate N.E. gale, with a heavy sea, to search for the motor fishing boat *Unity*, which had been reported to be in distress with an engine breakdown about seven miles N.W. of Portpatrick. After searching fruitlessly for five hours the life-boat was hailed by the s.s. *Oranmore*, which had picked up the *Unity's* crew of two men in an exhausted condition. Their boat was lost. They were transferred to the life-boat. She was then ten miles from her station, and arrived home at 6.20 P.M., having been out for nearly eight hours in very cold and rough weather. An additional money reward was made to each member of the crew for this long and arduous service.—Rewards, £13 19s. 6d.

**Southend-on-Sea, Essex.**—At 7.30 P.M. on the 14th March the shore attendant telephoned that a pinnacle from a Portuguese ship was ashore west of the pier. When the life-boat's crew arrived at the pier head to man the life-boat they found that the pinnacle was not in danger, but, in the meantime, distress flares had been seen off the Yantlet buoy. A moderate S.W. gale was blowing, with a rough sea. The motor life-boat *Greater London* (Civil Service No. 3) put out at 8.10 P.M., and found the barge *Claxfield*, of Queenborough, in a sinking condition. Her crew of two had taken to the barge's dinghy. They were rescued and taken to Southend, and the life-boat returned to her station at 9.20 P.M.—Rewards, £16 19s.

**Appledore, Devon.**—On the 14th March the barge *Nellie*, of Appledore, was returning home from Meadow Ridge, empty, when her mainsail was carried away by the strong southerly gale that was blowing. A very heavy sea was running, and it was raining. Her crew of three dropped anchor, but it failed to hold, and the barge ran aground opposite Meadow Ridge. She was seen by life-boatmen at Appledore,

and the motor life-boat *V.C.S.* put out to her help at 1.50 P.M. She found that the *Nellie* was only thirty yards from shore, in such shallow water that she could not go alongside. She went as near as possible and fired her line-throwing gun, but it was not until the third attempt that a line was got aboard the barge and made fast. Then the three men, very wet and exhausted, were hauled into the life-boat by means of the breeches buoy. They were taken to Appledore, and the life-boat arrived back at her station at 3.35 P.M. The *Nellie* was later refloated and towed in by a motor vessel.—Rewards, £10 1s. 3d.

**St. Peter Port, Guernsey.**—On the evening of the 16th March information was received that the motor fishing boat *Leander*, with two men on board, was overdue. A squally W.S.W. wind was blowing, with a rough sea and rain squalls. Some time later it was reported that a boat answering to the *Leander's* description had been seen crossing the northern entrance to the Little Russel channel, and the motor life-boat *Queen Victoria* put out at 8.45 P.M. She went to the north of the island and found the *Leander* at anchor about a quarter of a mile north-east of Fort Doyle. She had run out of petrol. The two men, cold and soaked to the skin, were taken into the life-boat, and given refreshment. Then a life-boatman was put on board the *Leander*, and the life-boat towed her to St. Peter Port. The life-boat arrived back at her station at 11.35 P.M.—Rewards, £12 18s.

**Weymouth, Dorset.**—The motor life-boat *William and Clara Ryland* was launched at 8.25 P.M. on the 19th March, as the coastguard had reported that a vessel was burning flares in West Bay, about five miles W.N.W. of Portland Bill. A light south wind was blowing, but a heavy swell was running. At 10.15 P.M. the life-boat found the steam trawler *La Violette*, of Ostend, at anchor. Her engines had broken down. At her master's request the life-boat towed her into Weymouth, and arrived back at her station at 5.30 A.M. on the 20th. The owners of the trawler gave a donation to the Institution in recognition of the life-boat's help.—Rewards, £18 2s. 6d.

**Swanage, Dorset.**—On the 19th March the yacht *Hally Lise* was cap-sized and the motor life-boat rescued one of her crew.—Rewards, £8 10s.; bronze medal to Robert C. Brown, assistant motor mechanic, with vellum, grant of £1 and 16s. 11d. for replacement of sea boots. (For a full account of this service see page 256.)

**Fraserburgh, Aberdeenshire.**—At about noon on the 24th March a sudden squall sprang up in Fraserburgh Bay. This developed later into a N.W. gale with a heavy sea. Shortly after 1 P.M. the harbour-master telephoned that the Fraserburgh and Cairnbulg fishing fleets were out. He asked for the life-boat to go to their help, as he feared that some of the boats would not be able to make the harbour. The motor life-boat *Lady Rothes* was launched at 1.20 P.M., and, going to the Beacon, Cairnbulg, escorted into Fraserburgh about seventeen fishing boats. The *Thrive*, a motor boat with a crew of two, she towed home, as it could make no headway against the gale. While the life-boat was at sea a telephone message was received from the coastguard at Kinnaird Head that some Cairnbulg fishing boats were in difficulty in Rattray Bay, and this information was passed to her when she had towed *The Thrive* in at 2.30 P.M. She reached Rattray Bay at 3.15 P.M., but could not find the boats. They had run for home. The life-boat cruised about until it was certain that all the boats had reached safety, and then returned home again. She reached her station at 4.50 P.M.—Rewards, £7 16s. 6d.

**Longhope, Orkney.**—On the evening of the 23rd March a telephone message was received from Wick coastguard that the steamer *Cairn Glen*, of Newcastle, was ashore at Huna. She was bound with a general cargo to Newcastle, from Halifax. The motor life-boat *Thomas McCunn* was launched at 6.50 P.M., in a moderate south wind. The sea was smooth. She stood by the *Cairn Glen* until 11.30 P.M., and then, as the master said that he did not need her any longer, made for home. She reached her station at 1 A.M. on the 24th. The *Cairn Glen* was eventually

refloated, after part of her cargo had been discharged, and towed into Longhope.—Rewards, £14 18s. 6d.

**Walmer, Kent.**—At 9.35 A.M. on the 25th March the coastguard telephoned that a steamer was ashore on the Goodwins, two miles W.S.W. of East Goodwin light-vessel. The motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at 9.50 A.M. and found her to be the Greek steamer *K. Ktistakis*, of Chios, bound, with a cargo of coal, from Dantzic to Italy. She was not in immediate danger, but the life-boat stood by all day, until high water in the evening. Then, as the steamer's captain did not want any help, the life-boat put back to her station, arriving there at 11.50 P.M. A light N.N.W. wind was blowing during the day and the sea was smooth.—Rewards, £46 7s.

**Barry Dock, Glamorganshire.**—On the evening of the 26th March a telephone message was received from the Mumbles coastguard that two Greek steamers had been in collision off Breaksea, and one of them wanted immediate help. The life-boat *Prince David* was launched at 8.15 P.M., and found the s.s. *Tsiropanis*, of Syra, at anchor and sinking. She had been badly holed below the water-line. The coxswain went aboard and advised the master to beach his ship. He decided to do so and picked up a pilot, after asking the life-boat to stand by. The life-boat accompanied the steamer to Whitmore Bay, where she was safely beached for temporary repair, and then returned to her station, arriving back at 10.15 P.M.—Rewards, £15 19s. 6d.

**Filey, Yorkshire.**—Fifteen local motor fishing cobsles put to sea early on the morning of the 2nd April, in moderate weather. By 8 A.M. the weather was rapidly becoming worse and the sea was very rough. The pulling and sailing life-boat *Hollon the Third* was launched at 8.30 A.M., escorted all the cobsles safely ashore, and returned to her station at 11.15 A.M.—Rewards, £10 8s.

**Swanage, Dorset.**—On the morning of the 2nd April it was reported that

two young men, who had set out on the previous afternoon to explore the cliffs and caves at Studland, had not been seen since. Passenger steamers plying between Swanage and Bournemouth kept a watch on the cliffs, and later one of them reported having seen the men on the beach between the Pinnacles and Old Harry Rocks. As a strong N.N.E. breeze was then blowing, with a moderate sea, it was decided to send the motor life-boat *Thomas Markby* to try and reach them. She put out at 12.11 P.M., taking a small boat in tow. She soon found the men, and after going as near as possible, sent away the small boat with three life-boatmen. Owing to the rocky nature of the shore and the heavy breaking swell, great care had to be taken, but eventually the men were taken off. The life-boat landed them at Swanage and returned to her station at 1.5 P.M.—Rewards, £6 4s.

**The Humber, Yorkshire.**—At about noon on the 3rd April the Spurn Royal Naval Signal Station reported that a steamer appeared to be unmanageable. Later she stranded on Spurn Point. She was the s.s. *Lancashire*, of Sunderland, laden with a cargo of pit props, bound to Dover from Sunderland, and carrying a crew of eight and two women passengers. The sea was moderate with a strong N.E. breeze. At 1 P.M. the motor life-boat *City of Bradford II* was launched, took off the two women, and then stood by. As the tide ebbed there was great danger of the steamer rolling over into deep water, so the life-boat took off the crew also and returned to her station. On the flood tide the crew were taken back to their vessel, and the life-boat remained by her until she refloated and had been safely anchored. The women were then taken back to the steamer and the life-boat finally returned to her station at 7 P.M. The underwriters sent a gift of money to the crew in appreciation of their services.—Permanent Crew; Rewards, 6s.

**Blyth, Northumberland.**—On the morning of the 5th April a telephone message was received from the Newbiggin coxswain that the motor fishing

coble *Provider*, of Newbiggin, was in difficulties off Cresswell, and that as the Newbiggin life-boat was off service the Blyth boat might be needed. Later a message was received that the *Provider* was in a dangerous position. The motor life-boat *Joseph Adlam* was launched at 8.35 A.M. A strong N.E. gale was blowing, with a very heavy sea. The life-boat found the *Provider* in Cresswell Bay and escorted her to her moorings in Newbiggin Bay. She returned to her station at 10.30 A.M.—Rewards, £5 9s.

**Whitby, Yorkshire.**—The fishing fleet put to sea early on the morning of the 7th April. Later the sea got up, and the pulling and sailing life-boat *Jacob and Rachel Vallentine* was launched at 11.25 A.M., to the help of three small motor cobbles which had not returned. The wind was moderate, from the north, but there was a rough, broken sea at the harbour entrance and for some distance outside. The life-boat escorted into harbour the *Brethren* and the *Gratitude*, and then went to Whitby Rock Buoy, where the *Curlew* was flying a flag of distress. Her engine had broken down. The life-boat towed her and her crew safely in, and arrived back at her station at 1.40 P.M.—Rewards, £8 5s. 6d.

**North Sunderland, Northumberland.**—Early on the morning of the 9th April the Beadnell and North Sunderland fishing boats put to sea, but the weather became bad and eight of them returned. At 10.30 A.M. a very strong E.N.E. wind was blowing, with a very heavy sea, and sleet showers. The pulling and sailing life-boat *Lizzie Porter* was launched and stood by while the seven remaining North Sunderland boats got safely in. She got back to her station at 11.45, but before she was rehoused a call was received for her to go to the help of the Beadnell boats. She put out again, but was recalled when it was learned that the boats had reached shelter. She returned to her station at 12.45 P.M.—Rewards, £19 5s.

**Scarborough, Yorkshire.**—The motor fishing boat *Launch Out* left harbour on the morning of the 10th April to haul

lines. The weather was bad, and as it gradually got worse, with very heavy seas off the pier, the coxswain decided to launch the motor life-boat *Herbert Joy II* in case her help was wanted. She was launched at 4.15 P.M., and after waiting in the bay until the *Launch Out* was seen approaching, put out to meet her. She went about one and a half miles to the N.N.E. and escorted the boat safely back to harbour. She returned to her station at 5.50 P.M.—Rewards, £14 18s.

**Salcombe, Devonshire.**—The steam trawler *Touquet*, of Boulogne, ran ashore in a dangerous position at Moor Sands, about one mile west of Prawle Point, on the 11th April. She had a cargo of fish on board, and carried a crew of twenty-two. Only a light southerly wind was blowing, but a heavy ground swell was running and the weather was thick. The motor life-boat *Alfred and Clara Heath* was launched at 6 A.M. At the master's request she stood by until the trawler was left high and dry by the ebbing tide, and then returned to her station. She got back at 9 A.M. At 1 P.M. she put out again and stood by while tugs hauled the trawler off at high water. She reached her station for the second time at 4.30 P.M.—Rewards, £10 6s.

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

**Anstruther, Fifeshire.**—6th March. Trawler stranded on May Island, but crew taken off by fishing boats.—Rewards, £20 10s. 6d.

**Fishguard and St. David's, Pembroke-shire.**—15th March. A steamer had gone ashore on Cardigan Island, but her crew of four scrambled to safety and were brought to the mainland by the life-saving apparatus. A letter of appreciation was sent to Mr. Joseph Soar, honorary secretary at St. David's, who went in the life-boat, and extra rewards were granted to the crew of the St. David's life-boat and to a man

who was washed overboard from the Fishguard life-boat.—Rewards, Fishguard, £21 2s. 6d. ; St. David's, £21 15s.

**Lerwick, Shetlands.**—15th March. A fishing boat was missing, but made port while the life-boat was searching.—Rewards, £9 19s. 6d.

**Stromness, Orkneys.**—15th March. A motor boat making for the mainland was overtaken by severe weather, but made land unaided.—Rewards, £17 1s. 6d.

**Walmer, Kent.**—24th March. A disabled yacht was drifting towards the Goodwins, but motor boats took her in tow.—Rewards, £30 16s. 6d.

**Thurso, Caithness-shire.**—24th March. Three fishing boats were overtaken by bad weather, but all reached safety.—Rewards, £10 16s. 3d.

**Southend-on-Sea and Clacton-on-Sea, Essex.**—31st March. A barge had gone ashore on Shoeburyness Sands, but got off without help and went on her way.—Rewards, Southend, £17 5s. ; Clacton, £16 10s.

**Newhaven, Sussex.**—1st April. A small rowing boat was in difficulties, but was safely beached at Seaford.—Rewards, £5 16s.

**Portrush, Co. Antrim.**—7th April. A fishing boat was adrift with engine trouble, but was able to reach safety under oars.—Rewards, £4 16s. 6d.

**Thurso, Caithness-shire.**—7th April. Distress signals had been reported, but no trace of a vessel in distress could be found. Rewards, £9 11s.

**Clacton-on-Sea, Essex.**—11th April. Lights had been seen several miles off, but a search revealed nothing.—Rewards, £11.

## Shoreboat Services.

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

**Bridlington, Yorkshire.**—At about 7 A.M. on the morning of the 11th January a man was badly injured on board the fishing boat *Gloamin'*. There was not sufficient water for her to get into harbour and she made distress signals. The sea was rough, with a strong S.S.E. wind blowing. The crew of the motor life-boat were assembled, but before she was got away, nine men had launched the motor vessel *Mizpah*. They brought the injured man ashore, at some risk, as their boat might have struck the bar and come to grief.—Rewards, £4 10s., and 3s. for fuel used.

**North Sunderland, Northumberland.**—At about 2.45 P.M. on the 31st January four men put off in the motor fishing boat *Faithful*, to go to the help of the fishing boat *Favourite*, which, with a crew of four, had broken down at the fishing grounds ten miles to the south-east. The weather was hazy and very cold, with a strong and increasing northerly wind, and the sea was becoming heavy. The danger would be great for both boats if they did not return before dark, for the salvors' motor was not powerful enough for towing in bad weather. The Boulmer motor life-boat was called out, but her services were not required, for about 5.45 P.M. the *Faithful* returned with the disabled boat in tow.—Rewards, £3, and 7s. for fuel used.

**Arbroath, Angus.**—On the afternoon of the 17th January the local motor fishing boat *Agnes and Betsy*, which had gone fishing at Bell Rock, was reported missing. A whole W.S.W. gale was blowing and the sea was very heavy. The motor life-boat was launched at 2.30 P.M. and searched without result. She put out again at 4.30 and at the

same time ten men put out in the motor fishing boat *Ben Venuto* to help in the search. The life-boat went south-east, and the *Ben Venuto* went in a northerly direction and found the *Agnes and Betsy* about seven miles off the Red Head. Her engines had been flooded and stopped by heavy seas; she was water-logged; and her crew of four were quite exhausted. At considerable risk the rescuers got her in tow and made for Arbroath. When nearing harbour they fell in with the life-boat which escorted them safely in. The *Ben Venuto* was occupied for three hours in the rescue. Rewards, £14 5s., and £1 towards the cost of fuel used. (For awards to the life-boat's crew see page 262.)

**Whitegate, Co. Cork.**—On the afternoon of the 24th May, 1933, with a strong north-westerly breeze blowing, and a rough sea, a lighter which was unloading a collier off Whitegate capsized, throwing four men and two tons of coal into the water. Sergeant J. Mulvey, of the Civic Guard, and two Naval pensioners saw the accident, rushed for a small boat which was alongside the quay, and put out to the rescue. At great risk to themselves, in the rough sea, they succeeded in getting hold of the four men, but their boat was too small to take them all aboard. Fortunately, another boat, manned by four men, arrived, and with its help the four rescued men were brought safely ashore. Rewards: To Sergeant Mulvey, the leader of the rescue, whose action was the braver since he cannot swim, an inscribed silver watch; to each of the two Naval pensioners, Messrs. John and David Foley, a framed letter of thanks and £1; and 7s. 6d. each to the four men in the second rescue boat.

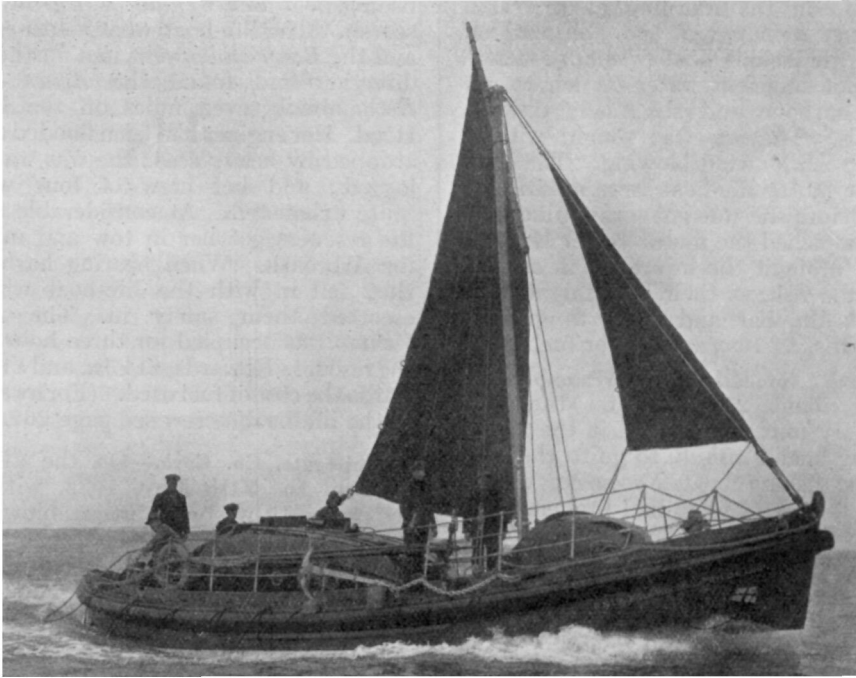
## The Portrait on the Cover.

THE portrait on the cover is of ex-Coxswain Stephen Clayson, of Margate, Kent. He served as second coxswain for over seven years, from 1898 to 1905, and then as coxswain for twenty years, retiring in 1925 at the age of seventy-two. During his twenty-seven years as coxswain and second coxswain

the Margate life-boats rescued 367 lives. Coxswain Clayson, as acting-coxswain, won the silver medal in January, 1905, for the rescue of the crew of the ketch *Malvoisin*, of London, in a whole gale with a very heavy sea. On his retirement he was awarded a pension and a certificate of service.

## Motor Life-boats of the Institution.

### No. 7.—The 41-foot Watson Type.



THE 41-foot Watson motor life-boat is intended for those stations where a powerful life-boat, of the stable type, is needed, but where the conditions of service make it impossible or unnecessary to place the 51-foot Barnett (Stromness) or 45-foot 6-inches Watson (Cabin)—cruising motor life-boats with a big radius of action and cabins.

The first of the Watson motor life-boats was built in 1909. She was 40 feet long, with a beam of 11 feet, and a freeboard of  $3\frac{3}{8}$  inches on service. She was driven by a 40 h.p. engine, which gave her a speed of  $7\frac{1}{4}$  knots. The present boat of the type has a foot more in length, 8 inches more in beam and 5 inches more in freeboard. How greatly her stability and buoyancy have been increased is strikingly shown by the fact that in the old type of 40-foot boat fifty-six men on board would sink the boat on a level keel to the point at which her main deck was awash. With the present type it needs 150 men to bring not the main

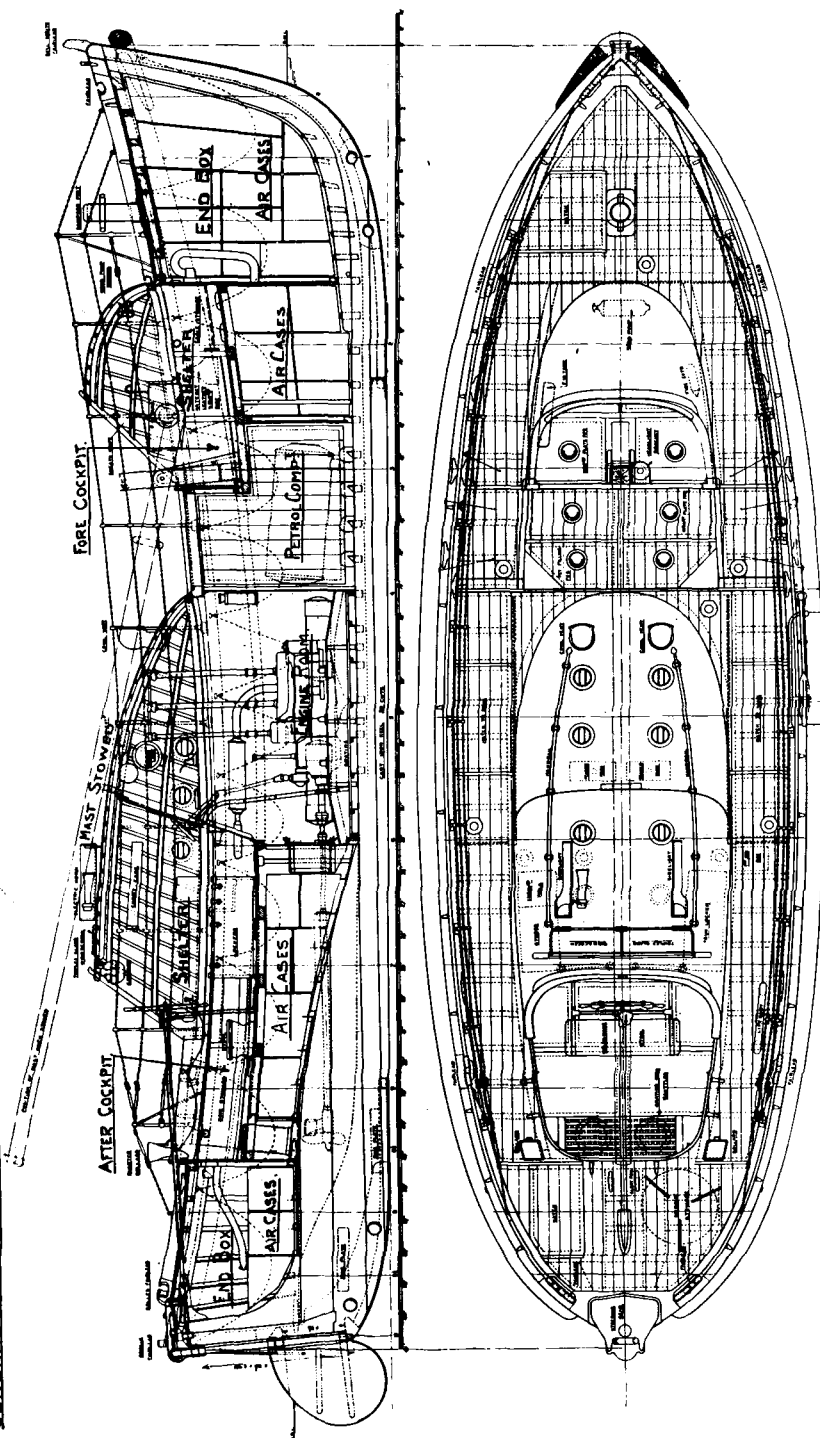
deck, but the cockpit or lower deck awash, and when the life-boat is in this condition she still has 20 tons of reserve buoyancy.

With crew and gear on board this life-boat weighs  $15\frac{3}{4}$  tons, and has a mean draught of 3 feet. She is divided into seven water-tight compartments and is fitted with 145 air-cases. She has sixteen relieving scuppers, and these can free her entirely of water in 27 seconds. She has two cockpits with shelters, fore and aft, with room in them for sixteen people. She carries a crew of eight and in rough weather can take sixty-five on board.

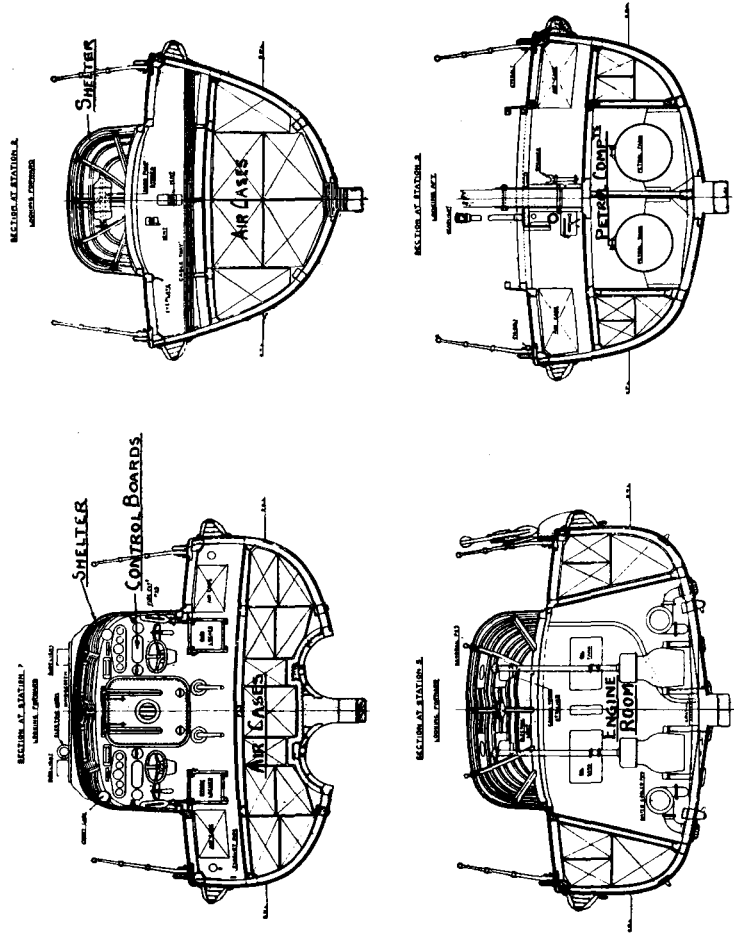
She is built with a double skin of mahogany, keel of teak, ribs of Canadian rock elm, stem and stern posts of English oak, and air-cases of Columbian red cedar, which is now being used instead of white deal, as being a lighter wood.

She is a twin-screw boat, having two 6-cylinder high-speed engines, running

41-0° 11'-8" T.S. MOTOR LIFEBOAT Q.N. 758. 'SHOREHAM.'  
GENERAL ARRANGEMENT. (AS FITTED)



4 FT 15 MOTOR LIFEBOAT  
ON 758 SHOREHAM  
SECTIONS ASSEMBLED





at 3,800 revolutions a minute, as compared with 1,200 revolutions a minute in the 60 h.p. and 40 h.p. engines used in the larger types of life-boat. These are the same engines as used in the two light types. They develop 35 h.p. each, with a combined self-contained reduction and reverse gear, giving a propeller speed of 900 revolutions a minute. They are in a water-tight compartment, and are themselves water-tight, so that they would continue running even when entirely submerged, for the air-intakes are well above the water-line, even when the boat herself is water-logged. The maximum speed is  $7\frac{1}{2}$  knots, and, as with all the Institution's motor life-boats, there is a great reserve of power, so that the maximum speed can be maintained even in very severe weather.

The boat carries 114 gallons of petrol and the engine's consumption is just over 7 gallons an hour at full speed, so that she can travel 122 miles at full speed without refuelling.

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

There are several of the 40-foot Watson life-boats on the coasts, but at present only one of the improved 41-foot type. This boat was completed at the beginning of 1933 and stationed at Shoreham Harbour, Sussex. Another of the type has just been built for The Lizard, Cornwall.

### Lord Mottistone's Wireless Appeal.

ON March 11th, through the kindness of the British Broadcasting Corporation, Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O. (Major-General Seely), coxswain of the Brooke, Isle of Wight, life-boat, made a wireless appeal for the life-boat service as "The Week's Good Cause." The appeal was made in the National and Regional programmes.

Lord Mottistone has been a member of the Brooke life-boat crew for nearly forty years, and last year was unanimously elected coxswain by the crew. He has been a member of the committee of management of the Institution for thirty-two years and a vice-president since 1930.

#### The Appeal.

"My home is in a small village on the south coast of the Isle of Wight. It is so small that we could not man our life-boat unless everyone there who knew anything about the sea belonged to the crew; and so of course I am a life-boatman, not from any merit of my own, but because we must all do our share."

"I have been a life-boatman now for forty years, and it was one of the happiest moments of my life when, some months ago, my comrades in the

crew chose me to be the coxswain. These are my credentials for speaking to you to-night about the life-boat service.

"I will not tell you of my own experiences, though, of course, in these many years they have been varied and interesting, but rather may I tell you one story of a life-boat service which happened just over a month ago. I confess when I heard of it it moved me deeply, and I think you who are listening will also be moved by pity and admiration.

"The Runswick life-boat on the Yorkshire coast went out last month in response to signals of distress from a steamer. A gale was blowing and the sea was heavy. When the life-boat reached the sinking steamer she found that seven of the crew had already been rescued by a tug, but one man, a cripple, remained on board, who was unable to jump into the tug because of his lameness. As the life-boat came alongside the coxswain called to the man to jump. The man knew he could not do this, so he lowered himself over the side, and hung there.

"Robert Patton, the coxswain, lent over and seized the man. He knew very well the risk he was taking. He cried out to the man to loose his hold,

but, as often happens, the man only held on the tighter. At that moment the life-boat sheered off from the wreck. Patton could, of course, have let go, but he knew that the man, who by then was only holding on with one hand, would certainly be flung into the sea. So he still held the man, and, as the life-boat was swept away from the side of the ship by a great wave, was dragged overboard. But, of course, when the wave passed the life-boat was flung back against the ship's side, and Patton's body took the full force of the blow. Patton sung out to the crew to haul the man on board. They grabbed the man and got him into the boat unhurt. But before they could get the coxswain back into the boat it had crashed twice more against the wreck, crushing him again. They brought him ashore to Runswick, and for some days there was hope of his recovery, but on the ninth day he died.

"Patton's widow will be pensioned as if he had been a chief petty officer of the Navy killed in action. Moreover, the committee have awarded the posthumous medal for great gallantry, a distinction but rarely given. So much the Institution can and will do.

"These brave deeds are part of the price we pay for being an island set in a stormy sea. But it is a costly business to pay the pensions and rewards of the crews and launchers. We are obliged to spend nearly £50,000 each year on these awards and pensions alone, the whole of which must come from the voluntary gifts of the public, for we receive not a farthing from the State.

"Few of us can take our place in a life-boat, but each one of us can become a member of the life-boat service of Great Britain and Ireland by joining the great army of voluntary subscribers who alone make the life-boat service possible.

"So, I respectfully entreat you, send all you can afford to help this great service, remembering brave Patton, who gave his life for another.

"And will you send your gift to me : Lord Mottistone (some of you will perhaps remember me better as Jack Seely)—Lord Mottistone, at Life-boat House, Grosvenor Gardens, London."

### The Response.

To this appeal 3,433 replies were received, of which 1,095 were anonymous. The replies came from all over the British Isles, including the Irish Free State, although the appeal was not broadcast there. Several were received from abroad, the most distant coming from a yacht in the Mediterranean.

The individual responses ranged from 4d. to £500, and the total response was £2,443 5s. 3d. Many of those who sent gifts wrote that they wished to become regular subscribers.

In his speech at the annual meeting (see page 246) the Prince of Wales referred to the touching fact that a number of gifts were received from old age pensioners. One, a retired gardener at Wigan, sent 5s. and wrote: "It is half of my old age pension, the first of which I became entitled to last week." Another sent 5s. from Darwen, also in Lancashire, and another 2s. 6d. from Newcastle-on-Tyne. Another old age pensioner, a Northamptonshire woman, unable to send any money, sent a poem instead and wrote: "I have made a lot of money for charity by writing such a poem on different things and I hope you may find this useful when appealing."

Another contributor, who sent a pound, wrote: "Am afraid I must make unemployment the excuse for the smallness of the amount, but I have travelled for twenty-two years around Africa and so I fully realize the deservedness of the cause you champion."

Among other contributors were the skipper and crew of the yacht *Lone Star*, which from 1897 to 1922 was the life-boat *Mary Badger*, stationed at Saltburn, Yorkshire; "the widow and mother of two American sailors"; a son who sent his gift in memory of his father, saved by a life-boat; a relative of Captain G. W. Manby, who in 1825 received the gold medal of the Institution for his invention of the rocket life-saving apparatus; and a great granddaughter of James Beeching of Great Yarmouth, who in 1851 designed and built the first self-righting life-boat.

### Previous Appeals.

This was the third life-boat appeal broadcast from London as "The Week's

Good Cause." The previous appeal was made in 1930 by ex-Coxswain John T. Swan, of Lowestoft. It received 1,700 replies, amounting to £751 4s. 5d. The first was a life-boat duologue, "S.O.S.," written by the late

Commander Stopford C. Douglas, R.N., deputy chief inspector of life-boats, and broadcast in 1927 by the late Sir Gerald du Maurier and Miss Mabel Terry-Lewis. To this appeal 420 replies were received amounting to £376 17s. 2d.

## Duke of Northumberland's Life-boat Essay Competition, 1934.

THE Duke of Northumberland's Life-boat Essay Competition for elementary schools has been held this year for the fourteenth time. The number of schools taking part was 2,501, an increase on last year of 294.

Of this total of 2,501 schools, 1,877 were English, 288 Scottish, 193 Irish and 143 Welsh. In each country there was an increase on last year. The number of essays sent in for the inter-school competition was 1,596, an increase of 233, and the number of schools which held their own competitions but did not send in for the inter-school was 905, an increase of sixty-one.

### "Why I Admire the Life-boatman."

The subject was: "Why I Admire the Life-boatman," and there is no doubt that the thousands of children who wrote essays do admire him very much. Reading about him makes one child's heart "drum against my ribs with wonder and with praise" while another is still more strongly affected, "my spine tingles and my hair stands on end."

Some look forward to being life-boatmen themselves when they grow up. "Oh, to be in his retinue!" exclaims one writer, but another honestly confesses: "I often wish that I could be one of these brave men, but when I come to see the hardships that he has to bear more clearly, I change my mind."

### His "Stickability."

They admire him for many things, chiefly his bravery. "He risks his life to the nearest inch of it," writes one boy. He is admired also for his "weather-beaten hands, for without these he would not do much good." Yet another essayist admires him for

what is excellently called his "stickability."

"Stickability" is clearly a moral quality, but it must go with the right physique. As one essayist says: "The life-boatman is hard as nails and tough as a cement wall. I do not think that an avalanche could hurt him."

Unmoved by avalanches, he must also be ready at any moment for action. "He must always be prepared even when he is snoring and dreaming."

### Virtue of Tidiness.

Tidiness is not usually thought of as a necessary quality in action, but one thoughtful writer points out its value. "Life-boatmen have to be tidy, because if the signal came in and the men in bed, up they jump, and they must know where their clothes are and not have to look about for them for a while."

Not only is the life-boatman ready to go to the rescue at a moment's notice, but he goes very cheerfully—"His hobby is to save lives of strange people."

"He speeds forth on his errand of mercy with as much hearty satisfaction as if he were hasting to his bridal ceremony."

It is no wonder that if he goes in that spirit "the life-boat is welcomed by the shipwrecked like a golden chariot to take them home."

Unselfishness is recognized as part of the life-boatman's character, and what better proof of it could one have than that "he is also ready to stay out of bed and let a rescued person sleep in it"?

He is modest as well as unselfish. "He expects no reward, and if he loses his life expects no high-class funeral."

The life-boatman's wife is not forgotten. It is a boy writer who gal-

lantly points out: "Nearly every life-boatman has a good wife, so that when he comes home from a wreck all wet and cold his wife has a great big fire and a hot cup of tea to heat him up."

These great qualities are well summed up by two essayists, each in a sentence.

"The life-boatman is God-fearing and patriotic and voluntary."

"He sets us a good example which if we all copied there would never be any tears in the world."

#### **The Best Essay in Great Britain and Ireland.**

For the first time the prize for the best essay in Great Britain and Ireland goes to a pupil of a London school, Alfred Robinson, of Warple Way Mixed School, Wandsworth, who sent in a very well-written, well-balanced essay.

#### **A Welsh Record.**

In Wales the challenge shield was won for the third year running by Eric Channell, of Wood Memorial School, Saltney, Flintshire, who last year also tied for the prize for the best essay of all. Once before a shield has been won by the same school three years running, the Spon Street Boys' School, Coventry, 1930-1932, but this is the first time that it has been won by the same boy. It is a remarkable achievement, and a special book will be presented to Eric Channell. The Welsh shield now becomes the property of the Wood Memorial School.

#### **Successful Towns.**

Last year the places whose schools were noticeably successful were Bristol, Liverpool, Portsmouth, Cardiff, and the Orkneys. They are all prominent again this year, as are also Stoke-on-Trent, and the Isle of Man. Bristol is easily first with no fewer than ten of the thirty-five prizes in the Midlands, including the challenge shield, which was won last year also by a Bristol school. In the same district Stoke-on-Trent schools have won six prizes. In the North-west of England, Liverpool schools have won nine and Isle of Man schools four, including the challenge shield. In the South-west, Portsmouth

schools have won seven prizes; in Wales, Cardiff schools have won five; in Scotland, where the challenge shield goes to a school in the Shetlands, Orkney schools have won seven prizes.

#### **Boys versus Girls.**

No fewer than seven of the nine challenge shields have been won by boys, as well as the prize for the best essay of all. This prize has now been won eight times by girls and seven times by boys (a boy and a girl tying for it in 1933). In Scotland the success of the girls is very noticeable. They have won twenty-four of the prizes, the boys winning only eleven, and they have taken the first five places in the list. The reason for this, as given by the Scottish judge, is that they kept more closely to the subject. Of the total of 315 prizes, 158 have been won by girls and 157 by boys.

#### **The Awards.**

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

The 905 schools which did not enter for the inter-school competition, and the 1,281 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school. A special certificate and book have been awarded to Renée Giles, of the Maud Maxfield School for the Partially Blind, in Sheffield.

#### **Thanks to Education Authorities, Teachers and Judges.**

In view of the considerable increase in the number of competing schools the Institution feels more grateful

than ever both to the Education Authorities for their kindness in giving permission for the competition to be held—and, in a number of cases, in circulating particulars of it themselves—and to the teachers. The permission of the Education Authorities implies no compulsion on the teachers to carry out the competition. The Institution deeply appreciates their kindness in voluntarily undertaking this extra work, and gratefully recognizes the care which—as the essays show—they have given to instructing their classes about the life-boat service. The Institution also offers its very warm thanks to the judges in the nine districts.

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

#### Winners of the Challenge Shields.

LONDON.—Alfred Robinson, Warple Way Mixed School, Wandsworth.

NORTH-EAST OF ENGLAND.—Leonard Garland, Old Bramhope Council School, Bramhope, near Leeds.

NORTH-WEST OF ENGLAND.—Nancy Cowley, Clothworkers' School, Peel, Isle of Man.

MIDLANDS.—Donald Jack Gould, South Street Boys' School, Bedminster, Bristol.

SOUTH-EAST OF ENGLAND.—Edward Rudd, Hospital Senior Boys' School, Great Yarmouth.

SOUTH-WEST OF ENGLAND.—George Baker, Grove Road Senior Boys' School, Gosport.

SCOTLAND.—C. H. Eva Jacobson, Gruting Public School, Bridge-of-Walls, Shetland.

IRELAND.—Thomas Ruddy, Christian Brothers' Schools, Westport, Co. Mayo.

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

### The Best Essay.

BY ALFRED ROBINSON (12½), Warple Way Mixed School, Wandsworth.

#### Why I admire the Life-Boatman.

Most of us have had the pleasure of a holiday by the sea during the summer, and probably have enjoyed the thrills of a delightful trip in a sailing boat. The golden sands and placid sea, thronged with happy faces, linger as a picture in our memories long after our return.

But the sea, like people, has many moods, and during the winter we have seen pictures of how terribly angry and destructive it can be. The boatmen are not engaged in pleasure trips then. Oh no! They make trips because the lives of their fellow-creatures are in danger. They answer the call for help just as a doctor might, who is called out in the middle of the night to a patient who is dangerously ill. The doctor is certainly inconvenienced and is paid for this, but the life-boatman is not only inconvenienced, he is undertaking a dangerous task without a thought of himself. It is true that he receives a reward for his services in saving life, but the satisfaction in knowing he has done his duty well is his greatest reward. This spirit of self-sacrifice displayed by the life-boatman endears him to all lovers of one of the greatest of virtues.

We often read or are told that "Familiarity breeds contempt." One feels sure that this

cannot possibly apply to the life-boatman and his connexion with the sea.

One cannot know the sea in its angry mood and not fear it. It is during his ordinary work as a fisherman that he becomes familiar with every aspect of the sea. He realizes, only too well, the terror of its tremendous power, and its treachery and other bad qualities. But we know that the bravest is he who fears and conquers his fear. This is what the life-boatman does. He is not only brave and courageous; he is more than this; and one admires him because he is a hero.

His general appearance is typical of his calling. His weather-beaten face is as rugged and deeply lined as the coast he guards. His self-reliance has come to him in his daily battle with the sea for his living. He is naturally a good-living man, for he must always be ready to make his great trip and, like the "Boy Scout," he must be prepared. Finally one admires him for possessing yet another great virtue—charity, or love for one's fellow-creatures. We are sure he has this, for are we not told that "Greater love hath no man than this, that he lay down his life for his friend"? The monuments to be seen at many seaside resorts all testify more than mere words to the sterling qualities of the life-boatman and why we admire him.

## The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1933.

£	s.	d.	
59	0	6	Construction, Repairs, Upkeep and Inspection of Life-boats and Life- boat Stations.
19	17	0	Payments to Life-boat Crews.
17	0	0	Propaganda and Publicity at Headquarters and 1,133 Branches.
4	2	6	Administration.
<hr/>			
£100	0	0	
<hr/>			

(For full Statement of Expenditure, see pages 296-299.)

## The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1933.

£	s.	d.	
36	1	6	Subscriptions, Donations and Life- boat Days.
38	1	6	Legacies.
14	17	0	Income from Investments.
9	6	0	Special Gifts.
1	14	0	Other Sources.
<hr/>			
£100	0	0	
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(For full Statement of Income, see pages 296-299.)

## Service of Thanksgiving in Liverpool Cathedral.

A SPECIAL service was held in Liverpool Cathedral on 26th November, 1933, at which some 200 people were present, in remembrance of those who, by their generosity and self-sacrifice, had brought into being the life-boat service. Among the congregation was a small contingent from the crews at New Brighton and Hoylake, small because at the time of the service a dense fog was lying over the Mersey, which meant that at any moment a call might come from a vessel in distress.

The sermon was preached by Canon W. J. Elsely, of Liverpool, and the offertory was on behalf of the life-boat funds.

A special order of service was prepared by the Dean of Liverpool (the Very Rev. F. W. Dwelly, D.D.), with the help of Canon Charles F. H. Soulby, who used to live overlooking the entrance to the Tyne, and who had in his parish the Lawe House, at which the plans were made for the first permanent life-boat station on our coasts, established at South Shields in 1789.

### The Order of Service.

#### MEN AND BRETHREN,

As on other days we remember the honour due to all those who are concerned under the King's most gracious Majesty for the welfare of the people of this land, so this day we remember the honour due to those who founded and maintained the traditions of the Royal National Life-boat Institution : As we bless the Lord for all His mercies, so in particular let us sing praise to God for the founders of the Institution, its benefactors and upholders at every stage, the restorers of its vigour in time of national depression, and all those whose imagination and adventure have enlarged its range :

Doxology : " Praise God, from whom all blessings flow " (sung).

Hymn : " Jesus calls us. " (Tune : St. Andrew).

By faith those who would deliver their brothers out of their distress in founding, maintaining, and continually fostering with new life this Institution, willed to encircle our country with companies of help :

Such as were Albert, Prince Consort, William Hillary, Baronet, founder of the Institution, Thomas Wilson and George Hibbert, Members of Parliament, Charles Manners Sutton, Archbishop, Robert Banks, Earl of Liverpool, and William Wilberforce, helpers in the founding, Algernon, Duke of Northumberland, Edward Birkbeck, Knight, and Charles Macara, Knight, of this County Palatine of Lancaster.

Dean : I thank my God upon every remembrance of them.

R. : Let him that loveth God love his brother also.

By faith others who would help their brothers in distress turned their gifts of eye and hand, their sense of shape and line and buoyancy to the building of boats for those who go forth to rescue :

Such as were Lionel Lukin, coach builder, Henry Greathead, maker of boats, William Wouldhave, house painter, teacher of music and parish clerk, James Beeching, designer and constructor of cutters and fishing craft, and George Lennox Watson, yacht builder.

By faith others who would help their brothers in distress, being stirred by news of disastrous wrecks, made early provision of boats stationed to give aid :

Such as were gentlemen of the Lawe House, South Shields, the committee of the coal trade in those parts, the members of Lloyd's, the brethren of the Trinity House, as well as John Sharpe, of Bangburgh, Archdeacon, Hugh, Duke of Northumberland, and Cathcart Dempster of St. Andrew's.

Dean : I thank my God upon every remembrance of them.

R. : Let him that loveth God love his brother also.

By faith others who would deliver their brothers out of their distress directed the use of the explosive forces of destruction, showing the way with mortar and rocket to draw men to safety across the breakers :

Such as were George William Manby, in his remembrance of the line he threw over Downham Church when a boy, and the invention he made thereupon, Henry Trenchouse of Helston, and Colonel Boxer of the Royal Laboratory.

Dean : I thank my God upon every remembrance of them.

R. : Let him that loveth God love his brother also.

By faith others who would deliver their brethren out of their distress planned houses of light at sea and by faith others kept vigilant watch therein :

Such as were John Smeaton, Robert Stevenson, Alan Stevenson, engineers, William Darling, lighthouse-keeper, and his daughter Grace.

Dean : I thank my God upon every remembrance of them.

R. : Let him that loveth God love his brother also.

By faith others have been and still are moved to risk and offer their lives that other men may live :

Such as were the men of the life-boat *Providence*, lost off the Tyne in 1849, and those who were drowned in the life-boat disaster of 1886 on the Lancashire coast, and all life-boatmen in all ages.

For this and all His blessings my soul doth magnify the Lord.

The Magnificat was then sung and the Creed was said. The service then proceeded in accordance with the Order of Evening Prayer from the Creed onwards in the Book of Common Prayer. The anthem was : " They that go down to the sea " (Attwood.)

## District Conferences.

### South-West of England.

At this conference delegates from twenty-two branches and Ladies' Life-boat Guilds in Cornwall, Devonshire and Somerset met at Plymouth on the 22nd March. Sir Godfrey Baring, Bt., chairman of the committee of management, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution, and the organizing secretary. The Mayor of Plymouth welcomed the delegates.

In the afternoon the delegates inspected the Port of Plymouth motor life-boat *Robert and Marcella Beck*, which was launched. The delegates were then entertained to tea by the Mayor and Mayoress.

### Midlands.

Delegates from sixty-three branches and Ladies' Life-boat Guilds attended this conference, which was held in Birmingham on the 23rd and 24th April. Lieut.-Colonel C. R. Satter-

thwaite, O.B.E., secretary of the Institution, welcomed the delegates at the life-boat offices in Birmingham. Afterwards they visited Bournville factory and garden suburb, where Messrs. Cadbury Bros. very kindly entertained them to luncheon and tea.

On the following day the Lord Mayor and Lady Mayoress of Birmingham welcomed the delegates and Sir Godfrey Baring, Bt., chairman of the committee of management, presided over the conference, supported by Lieut.-Colonel Satterthwaite and the organizing secretary.

In the afternoon the delegates visited Warwick Castle, where they were received by the Countess of Warwick, patron of the Birmingham Ladies' Life-boat Guild. After a tour of the castle they were entertained to tea in the Shakespeare Room.

A conference in South Wales was held on the 29th May. A report of it will appear in the next issue.

## Farthings.

As a result of the statement in the Institution's appeals in 1933 that the £250,000 a year which it needed was equivalent to five farthings per head of the population of the British Isles, not only has it received a good many individual contributions of that amount, but, just before Christmas, a number of collectors of farthings very kindly sent in their collections.

One box contained 92 farthings, another 125, and another 164. Another box, containing 100, was sent by a lady who explained that they were her late husband's poker chips. Yet another was evidently the collection of years, for it contained 78 Victorian farthings, among which nearly every year was represented from 1860 to 1896.

The largest collection was 2,080, or £2 3s. 4d. It came from Whitstable with an odd little collection of coins—a

quarter-anna dated 1835, a Petersfield promissory halfpenny dated 1793, a token with the words: "O.P., John Bull's Jubilee. Clifford for Ever," and a Royal Artillery Canteen token, issued by Gregory Brown as "tenant by appointment of the War Department." This last has been presented to the Royal Artillery Institution Woolwich.

A gift of 7s. 6d. has also been received, the result of a farthing collection in an infants' school at Hampstead.

For the third year the Institution received a gift of a year's collection of halfpennies. The collection numbered 564, or £1 3s. 6d.

These gifts have been gratefully received, although the paying in of the farthings has nearly caused an estrangement between the Institution and Messrs. Coutts, who have been its bankers for over fifty years.



## Life-boat Days in 1933.

IN 1933 more branches held life-boat days than in 1932, more people contributed and £1,000 more was collected in this way.

The number of branches holding days was 731, an increase of eighteen. The number of people who contributed was 4,979,000, an increase of 224,000. The

amount contributed was £39,872, as compared with £38,872 in 1932. The average contribution was very slightly less than 1932, being just under two-pence per head.

Permission to hold days was refused in forty places, five less than in 1932.

## Sixteen Years After.

GRATITUDE is not always short-lived. This letter comes from Warwickshire :

"Once again on behalf of myself and family I have pleasure in sending you a cheque value £1 7s. 6d. as a small donation towards the fund of the Life-boat Institution. It may interest you to know that this is the result of a small weekly effort on our behalf as a reminder of the services rendered to us when our dear son and brother was

torpedoed off Land's End on December 28th, 1917, since when a box has been kept handy for a small weekly contribution from all of us to be sent to you on the anniversary of the occasion every year. We thank God that through your agency he was spared to us then, and is now happily married, and holds the honourable position of organist at one of our big local churches."

## The late Mr. Joseph Devlin, M.P.

THE death recently in Belfast of Mr. Joseph Devlin, the Nationalist Member of Parliament, recalls a notable appeal which he made on one occasion at the annual meeting of the Belfast Branch of the Institution in the Belfast City Hall :

"There are no religious, political or moral differences in an assembly of this character. We are all called here in the interests of humanity. . . . There is no more sublime form of

charity than that carried out by the men and women engaged in life-boat work. I do not appeal to you to give what you can afford to help it ; *I appeal to you to give more than you can afford.*"

The help which he gave the Institution is a reminder that in Ireland, as in Great Britain, the life-boat service has, and has always had, the support of all political parties, even in times of the bitterest political strife.

## Obituary.

AMONG life-boat workers who have died since the last issue of *The Life-boat* appeared are the Marquis of Aberdeen and Temair, a vice-president of the Institution, Mr. John Lewis, for thirty-two

years honorary secretary at Holyhead, and Coxswain Richard Chadwick, for thirty-two years coxswain at Flamborough. Accounts of their services to the Institution will appear in the next issue.

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

**Thursday, 8th February, 1934.**

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Donation from the executors of the late Mr. Edward Clark	100	0	0
Messrs. Wallace Bros. & Co., Ltd.	100	0	0
Miss Whittaker	50	0	0
Anonymous	30	0	0
The Prudential Assurance Co., Ltd.	21	0	0

Paid £13,318 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 the life-boat stations.

Included in the above were :—

£212 9s. to pay the rewards for life-boat services ;

£171 18s. 3d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 259-264.)

10s. additional reward in connexion with a case already reported ;

£43 16s. 6d. for the assemblies of crews, etc. ;

£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 ;

£6 to a man for injury in the life-boat service at Aldeburgh.

Voted £8 to pay the rewards for the Bridlington and North Sunderland shoreboat services, accounts of which appear on page 273.

**Thursday, 8th March, 1934.**

Sir GODFREY BARING, Bt., in the chair.

Reported the death of the Most Hon. the Marquess of Aberdeen and Temair, P.C., K.T., G.C.M.G., G.C.V.O., a vice-president of the Institution, and resolved that a letter of sympathy be sent to Lady Aberdeen.

Reported that a society for the rescue of the shipwrecked had been established in Rumania, and resolved that the best wishes of the Institution be sent to the Society—*Societatea de Salvare a Naufragiilor in Apele Teritoriale Romanesti*—for its success.

Reported the receipt of the following special contributions :—

	£	s.	d.
Mr. Charles Cooper, J.C.	100	0	0
Miss L. G. Weatherburn	100	0	0
Executors of the late Mr. William W. Webster	50	0	0
Mr. Alan C. Harris	35	0	0
Miss A. Hall	30	0	0

Paid £16,747 0s. 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 :—

£209 3s. 6d. to pay the rewards for life-boat services ;

£82 12s. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 264-266.)

£8 5s. for the assemblies of crews ;

£325 13s. 3d. 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, Runswick, Rye Harbour, St. Andrews, St. David's, Troon, Wells and Whitby ;

£59 12s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven and Walmer ;

£113 13s. 6d. in connexion with the medical and surgical expenses, funeral expenses, grant for injury and widow's pension, relative to the death of Coxswain Robert Patton of Runswick. (For a full account of this service see page 253.)

Voted a compassionate grant of £4 to the dependents of the late James Gorman, who had been for many years head launcher at the Clogher Head life-boat station. The grant was towards his funeral expenses, his dependents being in very straitened circumstances.

Voted £15 5s. to pay the rewards for the Arbroath shoreboat service, an account of which appears on page 273.

**Thursday, 19th April, 1934.**

Sir GODFREY BARING, Bt., in the chair.

Resolved that the thanks of the Institution be conveyed to Major-General Lord Mottistone for his services in broadcasting the Institution's wireless appeal on Sunday, 11th March, 1934, as a result of which a sum of £2,423<sup>1</sup> has been received.

Reported the receipt of the following special contributions :—

	£	s.	d.
Lloyd's collection	1,409	8	0
Donation from the executors of the late Mr. Barnet Lewis	648	0	0
Mr. N. Burns, in memory of Mr. J. Burns	325	0	0
Miss Jane Cowen	100	0	0
H.M.S. Resolution	30	5	0

Decided that the name of the Runswick motor life-boat be changed to *Robert Patton*—*The Always Ready*, in honour of Coxswain Patton, who died of injuries which he received in rescuing a lame man from the s.s. *Disperser* on the 8th February last.

Paid £25,326 13s. 3d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

<sup>1</sup> Since this was reported to the committee further sums amounting to £20 have been received.

£333 12s. 5d. to pay the rewards for life-boat services ;

£201 13s. 9d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 266-272.)

13s. 6d. additional reward in connexion with a case already reported ;

£18 10s. for the assemblies of crews ;

£24 3s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Caister, Fethard and Rye Harbour ;

£39 10s. 0d. to men for injury in the life-

boat service at Caister and Great Yarmouth and Gorleston.

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

Voted a compassionate grant of £15 for the benefit of the widow of Coxswain John S. Haylett of Caister, who was seriously ill.

Voted £3 10s. 0d. to pay the rewards for the Whitegate, Co. Cork, shoreboat service, an account of which appears on page 273.

## Awards to Coxswains and Life-boatmen.

To JOHN SWANSON, on his retirement, after serving for 34½ years as coxswain and 9 years as bowman of the Longhope life-boat, a coxswain's certificate of service and a pension.

To WILLIAM DYKE, on his retirement, after serving for 17½ years as coxswain, 4½ years as second coxswain, and 1½ years as bowman of the Swanage life-boat, a coxswain's certificate of service and a pension.

To WILLIAM G. FLEMING, on his retirement, after serving for 12 years as coxswain and 10½ years as second coxswain of the Great Yarmouth and Gorleston life-boat, a coxswain's certificate of service and a pension.

On the closing of the Stonehaven life-boat station the following awards were granted :—

To WILLIAM CHRISTIE, who served for 4½ years as coxswain and 20½ years as a member of the crew, a life-boatman's certificate of service.

To JOSEPH CRAIG, who served for 26 years as second coxswain and 9 years as a member of the crew, a life-boatman's certificate of service and a pension.

To WILLIAM WOOD, who served for 1½ years as bowman and 35½ years as a member of the crew, a life-boatman's certificate of service.

Life-boatmen's certificates of service were awarded to the following members of the crew, the figures after the names denoting years of service :—

JOHN WOOD (33),  
EDWARD DAVIDSON (20),  
WILLIAM LEES (17),  
ROBERT MAIN (16).

Life-boatmen's certificates of service have been awarded to the following men, who retired on the closing of the Broadstairs life-boat station, the figures after the names denoting years of service :—

WILLIAM HILLER, who served for 11½ years as second coxswain and 10½ years as a member of the crew.

HENRY WREN (37),  
ARCHIBALD HILLER (28),  
JOHN HILLER (25),  
WILLIAM JAMES (21),  
WILLIAM BISHOP (18),  
WILLIAM FLANDERS (15),  
FREDERICK WALES (11),  
WILLIAM CROOM (11),  
EDWARD CROOM (10).

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

To FRANK W. HALLS, on his retirement, after serving for 27 years as motor mechanic and previously 6 years as a member of the crew of the Walton and Frinton life-boat, a life-boatman's certificate of service and a pension. Mr. Halls died shortly after his retirement.

To WILLIAM WATSON, who retired after serving for 5 years as second motor mechanic of the Padstow motor life-boat, and previously 14 years as fireman and 10 years as second engineer of the Padstow steam tug, a life-boatman's certificate of service. He has already been awarded a pension.

To JOHN GRIFFITHS, on his retirement, after serving for 25 years as a member of the crew, and 23 years as helper and lightman of the St. David's life-boat, a life-boatman's certificate of service.

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

PHILIP R. OXLEY, Walton and Frinton (48),  
FRANK BUDD, North Deal (42),  
HUNTER BURLEIGH, Newbiggin (30),  
EDWARD BLOOM, Walton and Frinton (29).

## Awards to Honorary Workers.

### Thanks of the Institution on Vellum.

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

Mr. J. LEWIS, on his retirement, after 31½ years as honorary secretary of the Holyhead branch. (Mr. Lewis died shortly after his retirement.)

The Rev. D. PALMER, B.A., on his retirement, after 16½ years as honorary secretary of the Cloughy branch.

Lieut. ALFRED SMITH, R.N.R., on his retirement, after 10 years as honorary secretary of the Yarmouth, I.W., branch.

### Gold Badges.

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

Lady DIXON, D.B.E., chairman and first vice-president, Ladies' Life-boat Guild, Belfast branch.

Mrs. ANNIE KIRK, president, Lymm and Heatley branch.

Mrs. T. E. PURDY, life-boat worker, Colwyn Bay branch.

Miss NELLIE WILDE, life-boat worker, Manchester branch.

### Records of Thanks.

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

Mr. A. L. BARRY, honorary treasurer, Monmouth branch.

Mr. DONALD H. BATES, J.P., honorary secretary, Stoke-on-Trent and Newcastle-under-Lyme branch.

Mrs. G. A. COCKELL, honorary treasurer, Ladies' Life-boat Guild, Maryport branch.

Mr. HERBERT COLE, honorary treasurer, Milford Haven branch.

Miss A. COLES, life-boat worker, Radlett branch.

Miss K. COLES, life-boat worker, Radlett branch.

Miss MAY CUNNINGTON, life-boat worker, Radlett branch.

Miss I. B. ELLIS, life-boat worker, Radlett branch.

Mrs. E. M. FERRIER, life-boat worker, Peterborough branch.

Mrs. T. HAWKINS, life-boat worker, Radlett branch.

Mrs. ETHEL LAWRENCE, life-boat worker, Radlett branch.

Mrs. J. T. LUNN, life-boat worker, Gateshead branch.

Mrs. JASPER ROWLEY, life-boat worker, Radlett branch.

Mrs. A. G. SNELLING, life-boat worker, Radlett branch.

## News from the Branches.

1st February to 30th April, 1934.

### Greater London.

ACTON.—Annual meeting, the Mayoress in the chair. Speakers : The Mayor and the district organizing secretary. Amount collected in 1933 £93, the same amount as in 1932.

BROMLEY.—Bridge drive, and presentation of the gold badge awarded to Miss M. L. Schooling. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution.

CHELSEA.—Annual meeting on 15th February, General Sir Walter Braithwaite, G.C.B., president, in the chair. Speaker : Vice-Admiral George K. Chetwode, C.B., C.B.E., a member of the committee of management. Efforts of the past year : Life-boat day. Amount collected in 1933 £297, as compared with £244 in 1932.

CHINGFORD.—Whist drive.

CLAPHAM.—Whist drive.

ENFIELD.—Address by Commander Stewart at whist drive arranged by Mrs. Deacock.

### HAMMERSMITH.—Dance.

HORNSEY.—Annual meeting on 14th February. Speaker : Vice-Admiral G. K. Chetwode, C.B., C.B.E., a member of the committee of management. Efforts of the past year : Bridge drive, two whist drives, concert, dance, garden fête, life-boat day and entertainment. Amount collected in 1933 £335, as compared with £268 in 1932.

Address to the Rotary Club by the district organizing secretary. Guild social, with address by the district organizing secretary.

ILFORD.—Annual meeting of the Ladies' Life-boat Guild. The Mayoress appointed president.

ISLINGTON.—Address by Miss Souter to Women's Branch of Conservative Association.

KENSINGTON.—Drawing-room meeting. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution.

MITCHAM.—Concert.

**WALTHAMSTOW.**—Concert, with address by the district organizing secretary.

**WELLING.**—Afternoon meeting. Speaker : Commander H. Strong, R.D., R.N.R., a member of the committee of management. Ladies' Life-boat Guild formed. Honorary Secretary : Mrs. Hodges.

Lectures at Bethnal Green, Brentford, Chelsea, Chiswick, Deptford, Eltham, Ickenham, Leytonstone, New Barnet, St. Albans, Stanmore, Surbiton, Upton Park and Westminster.

#### North-West of England.

**ACCRINGTON.**—Collections in cinemas. Bridge and whist drive, arranged by the Ladies' Life-boat Guild.

**ASHTON-UNDER-LYNE.**—Annual meeting on the 21st February. Amount collected in 1933 £25, as compared with £37 in 1932.

**BACUP AND BLACKBURN.**—Life-boat days.

**BLACKPOOL.**—Annual meeting on 13th February, the Mayor (Alderman C. E. Tatham, J.P.), the president and honorary secretary of the branch, in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Life-boat day, collections in hotels and boarding-houses, Sacred Service. Amount collected in 1933 £607, as compared with £491 in 1932.

Life-boat service at St. Stephen-on-the-Cliffs. The Mayor, president, attended. Preacher : The Rev. F. B. Freshwater, vicar, and chaplain of the branch. Lessons were read by Coxswain H. Parr, and the Blackpool Life-boat Band, conducted by Mr. J. Brier, accompanied the hymns.

**BOLTON.**—Annual meeting on 22nd March, the Mayor, president, in the chair. Efforts of the past year : Life-boat day ; dinner, dance and whist drive ; afternoon whist drive ; collection in works. Amount collected in 1933 £360, as compared with £311 in 1932.

Bowling tournament, organized by the Ladies' Life-boat Guild.

**BREDBURY.**—Life-boat day.

**BURNLEY.**—Bridge and whist drive. Presentation of record of thanks awarded to Mr. A. E. Unsworth, honorary treasurer.

**BURY.**—Annual meeting on 7th March, the Mayor, president, in the chair. Amount collected in 1933 £154, as compared with £172 in 1932. Presentation of the record of thanks awarded by the Institution to Mr. C. C. Farr, honorary secretary of the branch.

Life-boat day. Bridge and whist drive.

**CARLISLE.**—Annual meeting on 16th February, Mr. Harold Carr presiding in the absence of the Mayor. Speaker : The district organizing secretary. Efforts of the past year : Bridge drive, whist drives, life-boat day at Silloth. Collections in works. Amount collected in 1933 £183, as compared with £205 in 1932.

Whist drive and dance arranged by Mrs. Talbot Cadow, president of the branch.

**DALTON-IN-FURNESS.**—House-to-house collection.

**DARWEN.**—Concert, arranged by Miss McConnell.

**DOUGLAS.**—Annual meeting on 28th March, His Excellency the Lieutenant Governor, Sir Montague Butler, accompanied by Lady Butler, presiding. Deemster Farrant elected president in succession to the late Deemster Callow ; chairman, Mr. W. Cunningham ; vice-chairman, Mr. G. W. Barron. Amount collected in 1933 £573, as compared with £522 in 1932.

**GRANGE-OVER-SANDS.**—The branch has suffered a serious loss by the death of the Rev. G. Vickars-Gaskell, who had been its honorary secretary since 1926.

**HASLINGDEN.**—Annual meeting on 17th April, the Mayor, president, in the chair. Efforts of the past year : Mayor's annual appeal for subscriptions, life-boat day. Amount collected in 1933 £32, as compared with £33 in 1932.

**HEYWOOD.**—Life-boat day. Whist drive.

**HINDLEY.**—Annual meeting on 7th February. Amount collected in 1933 £57, as compared with £62 in 1932.

**HOLLINGWORTH.**—Annual meeting on 8th February. Amount collected in 1933 £33, as compared with £36 in 1932.

**HORWICH.**—House-to-house collection, and exhibition of films. Whist drive and dance.

**HYDE.**—Life-boat days.

**IRLAM AND CADISHEAD.**—Life-boat day.

**LANCASTER.**—Collections at football ground and cinemas.

**LEIGH.**—Annual meeting on 8th February. Amount collected in 1933 £19, as compared with £73 in 1932. Miss V. Bowyer elected honorary secretary in succession to Miss Boardman.

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

**LIVERPOOL.**—Annual meeting on 16th March, Mr. Frank Holt, honorary secretary, presiding, in the absence of the Lord Mayor. Amount collected in 1933 £2,261, as compared with £2,824 in 1932.

**NEW BRIGHTON.**—Annual meeting on 20th March, Mr. Stuart Deacon, chairman, presiding. Mr. W. W. Harris elected honorary secretary in succession to the late Mr. B. J. Kirkham. Annual supper to the life-boat crew.

**WALLASEY.**—The Ladies' Life-boat Guild has suffered a severe loss by the death of its chairman and honorary secretary, Mrs. Murray Douglas. She had been a member of the Guild since its inception and its chairman since 1931.

**LYMM AND HEATLEY.**—Life-boat day.

**LYTHAM-ST. ANNES.**—Annual meeting on 14th February, Councillor J. H. Dawson, Deputy Mayor, in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Life-boat day, house-to-house collection. Amount collected in 1933 £212, as compared with £121 in 1932.

House-to-house collection.

**MACCLESFIELD.**—Annual meeting on 27th March, the Mayor, president, in the chair. Amount collected in 1933 £122, as compared with £109 in 1932.

**MANCHESTER, SALFORD AND DISTRICT.**—Annual meeting on 26th March, the Lord Mayor, president, in the chair, supported by the Lady Mayoress, the Mayor and Mayoress of Salford, the Mayor and Mayoress of Wigan, the Mayoress of Heywood, and the Mayor and Mayoress of Middleton. Speakers: Mr. P. M. Oliver, C.B.E., the honorary secretary, Alderman S. Finburg, J.P., Mr. E. G. D. Liveing, M.A., Mr. W. Maxwell Reekie, O.B.E., J.P., and the district organizing secretary. Amount collected in 1933 £2,522, as compared with £2,812 in 1932.

Special thanks were accorded to the Rt. Hon. Lord Colwyn, P.C., D.L., LL.D., who had resigned the honorary treasurership of the branch, and Alderman Sir William Davy, J.P., was appointed in his place. Presentation of the gold badges awarded to Mrs. Kirk, the president of the Lymm and Heatley Ladies' Life-boat Guild, and Miss Wilde, a member of the executive committee.

Annual dinner and reception. The Lord Mayor and Lady Mayoress of Manchester received the guests. The Deputy Mayor and Mayoress of Salford were present. Mr. P. M. Oliver, C.B.E., honorary secretary, in the chair, in the absence of Lieut.-Commander F. W. Astbury, M.P., president. Speakers: The Lord Mayor of Manchester, the Deputy Mayor of Salford, Mr. P. M. Oliver, C.B.E., Mr. E. Shackleton-Bailey, M.P., vice-president, Gorton Life-boat Guild, Councillor C. P. Hampson, chairman of the West Salford Life-boat Guild, Mrs. Henry Bronnert, president of the Didsbury Ladies' Life-boat Guild, Mrs. Harold Baerlein, chairman of the City of Manchester Ladies' Life-boat Guild, and the district organizing secretary. Cabaret entertainment by artistes appearing at the various theatres in Manchester and many local artistes.

Special meeting of presidents of Guilds in Manchester, Salford and district. Annual life-boat day, with a tour through the streets of Salford of a life-boat, and a procession arranged by the Ancient Order of Foresters, with a tableau of the Sea Queen for 1933 and her court.

**FALLOWFIELD.**—Special meeting to form Withington Life-boat Guild. Fancy dress party arranged by the Junior Life-boat Guild.

**HEATON MERSEY.**—Special meeting on the invitation of Mrs. William Brown, M.B.E., the Rev. J. M. Williams presiding. The Ladies' Life-boat Guild reconstituted. President, Mrs. William Brown, M.B.E.; Honorary Treasurer, Mrs. C. E. Froggatt; Honorary Secretary, Mrs. D. W. Todd.

**HULME.**—Whist drive.

**KNUTSFORD.**—Special meeting at the invitation of Mrs. Watt, J.P. Ladies' Life-boat Guild reconstituted. Mrs. Watt, J.P., president; Mrs. Newell, vice-president; Miss Ashworth, honorary treasurer; Mrs. Agar, honorary secretary.

**MOSS SIDE.**—Annual dance, at which the crowning ceremony of the Sea Queen

for 1934 took place, performed by Miss Sunny Lowry, the Channel swimmer.

**PRESTWICH.**—Whist drive arranged by Mrs. Kitching, a vice-president of the Ladies' Life-boat Guild. House-to-house collection. Whist drive and dance.

**SALE.**—Annual bridge drive.

**SALFORD.**—Special meeting to form a South Salford Ladies' Life-boat Guild. The Rev. S. F. James presiding; Mrs. F. Collier elected president; Mr. H. W. Smith, honorary treasurer; Mr. J. H. Borlase, honorary secretary.

**WALKDEN.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. Yates, J.P., elected president in succession to Mrs. Rogerson.

**WEST SALFORD.**—Dance.

**WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.**—Jumble sale.

**MARYPORT.**—Presentation by Mr. Guy J. Pocklington-Senhouse, J.P., of the bronze medal awarded to Coxswain Thomas Q. Reay, the thanks of the Institution inscribed on vellum to the motor mechanic, Albert E. Jolly, and extra money awards to the crew for the service to the s.s. *Plawsworth*, of Newcastle, on 17th January last, when thirteen of the crew were rescued. The framed life-boat picture awarded to Mrs. W. T. Moore, president of the Ladies' Life-boat Guild, the record of thanks awarded to Mrs. G. A. Cockell, the honorary treasurer, and the record of thanks awarded to Miss E. Leighton, the honorary secretary, were also presented.

Dance.

**MIDDLETON AND MIDDLEWICH.**—Life-boat days.

**MILLOM.**—Special meeting. Mr. C. A. Knox appointed honorary treasurer in place of Mr. C. H. Stott, resigned, and Mrs. B. E. Watson honorary secretary.

**MORECAMBE.**—Annual meeting on 27th April, the Mayor, president, in the chair. Mrs. Wolfenden and Miss Livesey elected chairman and honorary secretary in succession to Mrs. James Freeman and Miss A. Webster, resigned. Amount collected in 1933 £173, as compared with £117 in 1932.

**OLDHAM.**—Life-boat day at Crompton and Shaw.

**PADIHAM.**—Whist drive.

**PENRITH.**—Presentation of the gold badge awarded to Mr. E. O. Bolton, president, and the record of thanks awarded to Mr. I. G. Sim, honorary secretary.

**PIEL (Barrow).**—Bridge drive and whist drive, arranged by the Ladies' Life-boat Guild.

**PRESTON.**—Special meeting of the Ladies' Life-boat Guild. Mrs. Rainford and Miss Young appointed joint honorary secretaries.

**RAMSBOTTOM.**—Bridge and whist drive and dance.

**ROMILEY.**—Life-boat day.

**SANDBACH.**—Dance.

**STANDISH.**—Dance, arranged by the Ladies' Life-boat Guild. Whist drive.

**TOTTINGTON.**—"Pound Tea" or "Kitchen Shower."

**TURTON.**—Presentation of the record of thanks awarded to Mr. Alban Baldwin, honorary secretary, at a meeting of the local Council.

**TYLDESLEY.**—Annual meeting on 31st January. Amount collected in 1933 £26, as compared with £33 in 1932. Presentation of the record of thanks awarded to Miss Brown, J.P., president.

**WESTHOUGHTON.**—Whist drive.

**WHALEY BRIDGE.**—Life-boat day.

**WHITEHAVEN.**—Bridge drive and cinema Sunday, organized by Mrs. Halliwell.

**WIGAN.**—Mayoral reception, presentation by the Mayor of the gold badge to Mrs. W. H. Tyrer, and the record of thanks to Mrs. A. J. Hawkes, honorary secretary and honorary treasurer, respectively, of the Ladies' Life-boat Guild. Bridge tea.

Lantern lectures at Carlisle, Southport and Warrington.

#### North-East of England.

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

**BERWICK.**—Whist drive and dance.

**BEVERLEY.**—Whist drive.

**BLAYDON.**—Concert.

**BRADFORD.**—Annual meeting on February 20th, the Deputy Lord Mayor in the chair. Speaker: The Bishop of Bradford. Efforts of the past year: Life-boat day, *matinée*, etc. Amount collected in 1933 £1,300, as compared with £1,571 in 1932.

**BRIDLINGTON.**—Annual service in memory of the life-boatmen who lost their lives in the great gale of February 10th, 1871. Concert.

**CULLERCOATS AND WHITLEY BAY.**—Bridge and whist drive.

**DARLINGTON.**—Annual meeting on March 27th, the Mayor, president, in the chair. Efforts of the past year: Life-boat day, bridge and whist drives. Amount collected in 1933 £165, as compared with £170 in 1932. Presentation of the gold badge awarded to Alderman Young, J.P., honorary secretary of the branch.

Whist drive. Bridge and whist drive. Sale of eggs in Easter Week.

**DONCASTER.**—Jumble sale. Whist drive at Ackworth. Life-boat day.

**GATESHEAD.**—Bridge drive.

**HALIFAX.**—Annual meeting of the Ladies' Life-boat Guild on March 6th. Efforts of the past year: Bridge drive, dramatic performance by Heath Old Boys, collection. Amount collected in 1933 £169, as compared with £161 in 1932.

**HEPWORTH AND SCHOLLS.**—Bridge and whist drive.

**KEIGHLEY.**—Life-boat day.

**KIRKBURTON.**—Whist drive.

**LEEDS.**—Life-boat day.

**LITTLE WEIGHTON AND SKIDBY.**—Whist drive and dance.

**MALTON.**—Ladies' Life-boat Guild meeting. Presentation of the record of thanks awarded to Mrs. Noel E. Forsyth, the honorary secretary.

**MARSDEN.**—Life-boat day.

**NORTH SUNDERLAND.**—Dance.

**NORTON CAMPSALL AND STUBBS WALDEN.**—Life-boat day.

**PATRINGTON.**—Lantern lecture.

**POCKLINGTON.**—Whist drive.

**REDCAR.**—Whist drive and dance.

**RUNSWICK AND STAITHES.**—Whist drive and social.

**SCARBOROUGH.**—Half-yearly meeting of the Ladies' Life-boat Guild, and At Home.

**SELBY.**—Bridge drive.

**SOUTH KIRBY.**—Whist drive and dance.

**SOWERBY BRIDGE.**—Annual meeting on March 5th. Efforts of the past year: Life-boat day. Amount collected in 1933 £47, as compared with £5 in 1932.

Lantern lecture by Commander Worsley, R.N.

**SPENBOROUGH.**—Concert.

**SPOTBOROUGH.**—Life-boat day.

**STOCKTON.**—Life-boat day at Thornaby.

**SUNDERLAND.**—Drawing-room meeting. Speaker: Colonel the Hon. Harold Robson, a member of the committee of management, and chairman of the Alnmouth and Boulmer branch.

**TYNEMOUTH.**—Whist drive.

**WAKEFIELD.**—Performance by St. John's Dramatic Society. Jumble sale and whist drive.

**WHITBY.**—Service in memory of the twelve life-boatmen who lost their lives in the great gale of February 9th, 1861.

**YORK.**—Jumper competition and sale of work at Aldby Park, Stamford Bridge.

#### Midlands.

**BIRMINGHAM.**—Midlands district conference (see special report on page 284).

Special meeting of the branch and Guild. Speaker: The district organizing secretary.

Collections at the Gaumont Palace, West End Cinema, Robin Hood Cinema, the Green Lane Picture House and Bordesley Palace, Alexandra Theatre and the Hippodrome. Collection at the British Industries Fair, Castle Bromwich. Address at Bordesley and Deritend.

**BRIERLEY HILL.**—Whist drive, organized by Mr. Andrew Cooper.

**BRISTOL.**—Annual meeting on 6th March, the Lord Mayor presiding. Speaker: Lieut. Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1933 £1,050, as compared with £946 in 1932.

Life-boat day.

**BURTON LATIMER AND KETERING.**—Life-boat day.

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

**CIRENCESTER.**—Life-boat day.

**CLEETHORPES.**—Dance.

**COVENTRY.**—Annual meeting, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1933 £228, as compared with £268 in 1932.

Lecture at Balsall Common.

**CRADLEY.**—Life-boat day. Lecture.

**DERBY.**—Collection at Empire Theatre.

**LANGWITH.**—Dramatic entertainment.

**LEAMINGTON.**—Life-boat week, with "Heroes of the Sea" film shown at Bath Cinema, collections in cinemas and Theatre Royal, and house-to-house collection.

**MARKET HARBOROUGH.**—House-to-house collection.

**NEWCASTLE-UNDER-LYME.**—Bridge drive, organized by the Ladies' Life-boat Guild and Mr. Donald Bates, J.P., F.S.A.A., honorary secretary for the Potteries. Whist drive, organized by the Ladies' Life-boat Guild.

**NEW MILLS.**—"Heroes of the Sea" film shown.

**PETERBOROUGH.**—Annual meeting on 8th March, Major Proby presiding. Speaker: The district organizing secretary. Amount collected in 1933 £169, as compared with £116 in 1932.

**RUGELEY.**—Annual life-boat ball.

**SCOTHERN.**—Concert, organized by Miss M. J. Menzies.

**SMETHWICK.**—Annual meeting, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1933 £46, as compared with £66 in 1932.

**STOKE - ON - TRENT.**—Bridge drive, arranged by the Ladies' Life-boat Guild and Mr. Donald Bates, J.P., F.S.A.A., honorary secretary of the branch, the prizes being presented by the Lady Mayoress.

**STRATFORD - ON - AVON.**—House-to-house collection.

**WELLINGBOROUGH.**—Life-boat day.

**WOLVERHAMPTON.**—Life-boat day. Address to the members of the Rotary Inner Wheel.

Lectures and addresses at Fairfield, Malvern and Norton Canes.

#### South-East of England.

**ALDEBURGH.**—Presentation of the awards for the launch to the s.s. *Culmore* on 13th December, 1933, by the Mayor, who was supported by Mr. W. Ross Taylor, M.P., after the Easter Sunday Church Parade.

**BALDOCK AND BEACONSFIELD.**—Life-boat days.

**BECCLES.**—"Heroes of the Sea" film shown at Bungay, with collection.

**BLETCHLEY AND BRENTWOOD.**—Life-boat days.

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

**CAMBERLEY.**—Life-boat film shown at Cordwalles School. Mah-Jong tournament.

**CANTERBURY.**—Annual meeting on 11th April, Surgeon-Captain K. H. Jones, R.N., M.B., F.Z.S., vice-chairman, presiding. Efforts of the past year: Life-boat day, house-to-house collections, bridge drive, church collections. Amount collected in 1933 £118, as compared with £72 in 1932.

Bridge and whist drive. Lantern lectures at Kent College and King's School by

Surgeon-Captain K. H. Jones, R.N., M.B., F.Z.S., vice-chairman.

**CHATTERIS.**—Concert.

**CHERTSEY, ADDLESTONE AND OTTERSHAW.**—Branch formed. Honorary secretary, Lieut.-Col. F. R. Burnside, D.S.O.

**CHESHAM AND AMERSHAM.**—Life-boat day.

**CHICHESTER.**—Lantern lectures by the honorary secretary, Mr. F. S. Young.

**CLACTON-ON-SEA.**—Annual meeting on 13th February, Mr. H. J. Grant, president, in the chair. Efforts of the past year: Life-boat Sunday, collections at boat-house, Life-boat day and other efforts organized by the Ladies' Life-boat Guild. Amount collected in 1933 £524, as compared with £493 in 1932.

Collection at Brotherhood meeting.

**CROMER.**—Special meeting. Presentation by Mrs. Bond Cabbell of the second service clasp to his silver medal awarded to Coxswain Henry Blogg, and the awards to the life-boat crew, for the service to the barge *Sepoy* on 13th December, 1933, and presentation of the binoculars awarded to Mr. F. H. Barclay, the honorary secretary. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

**DARTFORD.**—Life-boat day. "Heroes of the Sea" film shown, with collection. Bridge drive.

**DISS.**—Life-boat day.

**EASTBOURNE.**—Annual tea for the wives and families of the life-boatmen, arranged by the Ladies' Life-boat Guild.

**EAST DEREHAM AND DISTRICT.**—Life-boat days in East Dereham and Swaffham.

**EDENBRIDGE.**—Jumble sale.

**ESHER.**—Branch formed. Honorary secretary, Mrs. Chapman.

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

**FOLKESTONE.**—Whist drive, organized by the Grocers' Association. Bridge drive. Whist drive at Leas Cliff Hall.

**GERRARD'S CROSS.**—Life-boat day.

**GILLINGHAM.**—Dance.

**GODALMING.**—Lantern lecture at Elstead Women's Institute by the district organizing secretary. Dance.

**GRAYS AND DISTRICT.**—Life-boat day. "Heroes of the Sea" film shown.

**HASBOROUGH.**—Whist drive at Bacton.

**HASLEMERE.**—Lantern lecture at Amesbury School, Hindhead, and collection in the school chapel.

**HASTINGS.**—Annual meeting on 21st March, the Mayor, president, in the chair. Speaker: Admiral Sir Reginald Tyrwhitt, Bt., G.C.B., D.S.O., D.C.L. Efforts of the past year: Life-boat day, "Blessing of the Sea" service, collection at launches, theatricals. Amount collected in 1933 £373, as compared with £408 in 1932.

**HAVERHILL.**—Life-boat day.



**HAZLEMERE.**—Life-boat day. Address to Women's Institute.

**HITCHIN.**—Lantern lecture at Caldicott School, by Captain H. E. Holme, R.N., honorary secretary of the Boxmoor and Hemel Hempstead branch.

**HYTHE.**—Special meeting, the Mayor, chairman, presiding, at which the binoculars awarded to Major H. R. Hildyard, joint honorary secretary, were presented.

Address to the Hythe Youth Fellowship, by Mr. G. S. Woodman, joint honorary secretary.

**KESSINGLAND.**—Life-boat service, with address by Sir Gervais Rentoul, Bt., a member of the committee of management.

**MARLOW.**—Life-boat day.

**MIDHURST.**—Bridge drive. Special parade church service, with an address by the vicar. Church collections.

**NEWPORT PAGNELL.**—House-to-house collection.

**ROMFORD.**—Life-boat day. Golf competition.

**ST. IVES.**—Collection at Warboys.

**SEAFORD.**—American tea. Address by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. "Heroes of the Sea" film shown, with collection.

**SLOUGH.**—Life-boat day.

**SOUTHBOROUGH.**—Lantern lecture to Toc H, by Mr. P. C. Towner, honorary secretary of the branch.

**UPMINSTER.**—Progressive bridge party.

**WALTON-ON-THAMES.**—Life-boat day at Walton-on-Thames and Weybridge.

**WALTON AND FRINTON.**—Annual dinner to the life-boat crew, and presentations to the motor mechanic, Mr. J. Halls, and to two members of the crew on their retirement.

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

**WESTGATE.**—Bridge tournament.

**WEYBRIDGE.**—Bridge tournament.

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

**WOKINGHAM.**—Golf competition at East Berks Club.

**WOLVERTON AND DISTRICT.**—Life-boat day.

**WORTHING.**—Annual meeting on 5th March, the Mayor presiding. Efforts of the past year: Life-boat day, church collections. Amount collected in 1933 £427, as compared with £420 in 1932. Presentation by Lieut.-Col. A. F. Randolph, C.M.G., D.S.O., chairman, of the life-boat picture awarded to Mrs. A. H. Mather, honorary secretary of the Ladies' Committee, and a certificate of service awarded to Mr. F. Marshall, a member of the late life-boat crew.

**GREAT YARMOUTH AND GORLESTON.**—Dinner given by Lady Vincent, followed by a presentation by the Mayor at the cinema to Coxswain William Fleming, on his retirement. "Heroes of the Sea" film shown.

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

Lectures at Ampthill, Cranbrook and Hawkhurst, Maidstone, and Southend.

### South-West of England.

**BANBURY.**—Address by Captain Basil Hall, R.N., to the Townswomen's Guild.

**BASINGSTOKE.**—Annual meeting, Mrs. Stratford, chairman, presiding, supported by the Mayoress, the president. Speaker: The district organizing secretary. Amount collected in 1933 £50, as compared with £63 in 1932.

**BATH.**—Annual meeting, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1933 £354, as compared with £299 in 1932.

**BRIXHAM.**—Whist drive, and presentation of binoculars awarded to Mr. H. M. Smardon, the honorary secretary.

**CAMBORNE.**—Special meeting. Speaker: The district organizing secretary.

**DORCHESTER (Dorset).**—Presentation of the framed life-boat picture awarded to Mrs. S. H. Lodder, the honorary secretary.

**EXETER.**—Annual meeting, the Mayor, vice-president, in the chair, supported by the Rev. the Earl of Devon, president, and the Mayoress. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1933 £289, as compared with £192 in 1932.

Whist drive, organized by Mrs. Cottey; prizes distributed by the Mayoress.

**FALMOUTH.**—Bridge tournament.

**FAREHAM.**—Life-boat day in Fareham and villages.

**FARNBOROUGH.**—Lecture at Farnborough School, by Major-General the Right Hon. The Lord Mottistone, C.B., C.M.G., D.S.O., a vice-president of the Institution, and coxswain of the Brooke, Isle of Wight, life-boat.

**FROME.**—Special meeting to organize the Ladies' Life-boat Guild, Mrs. Raymond Asquith presiding. Speaker: The district organizing secretary.

**LYMINGTON.**—Life-boat stall on the beach at Milford-on-Sea.

**NEWBURY.**—Presentation of the record of thanks awarded to Mrs. G. M. Osborne, the honorary secretary.

**OXFORD.**—Annual meeting, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Presentation of the gold badge awarded to Miss M. L. Vellacott, honorary organizer of life-boat day. Amount collected in 1933 £624, as compared with £654 in 1932.

**PAIGNTON.**—Dance. Bridge and whist drives, organized by the Ladies' Life-boat Guild.

**PLYMOUTH.**—District Conference for Cornwall, Devon and Somerset. (See special report on page 284.)

Supper to the life-boat crew, given by Mrs. Bowen, the honorary secretary of the Ladies' Life-boat Guild, at which Lieut.-Col. R. C. Satterthwaite, O.B.E., secretary of

the Institution, was present. Presentation by the Mayor of gifts to the life-boat crew from the owners of the trawler *Chancellor* in gratitude for their help when the trawler stranded on 17th January. Whist drive, organized by the Ladies' Life-boat Guild. Dancing revue by Madame Ruby Bailey's pupils.

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

**READING.**—Life-boat day.

**ST. IVES.**—Concert, arranged by the St. Ives Chamber of Commerce. Bridge and whist drive, arranged by the Ladies' Life-boat Guild.

**ST. MARY'S.**—Dance, and presentation of bronze medal to Acting Coxswain Harry Barrett and other awards to the crew for the service to the *Mynonie R. Kirby* on 28th November, 1933.

**SALISBURY.**—Annual meeting, the Mayor presiding, supported by the Mayoress. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1933 £479, as compared with £382 in 1932.

Life-boat day. Whist drives at Salisbury, Bemerton and West Moors.

**SOUTHAMPTON.**—Annual meeting, the Mayor presiding, supported by the Mayoress. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1933 £724, as compared with £760 in 1932. Presentation by the Mayoress of two certificates won in the Life-boat Essay Competition for Elementary Schools.

Special meeting, the Mayor, president, in the chair. Special appeal and collection at the Grand Theatre.

**SWANAGE.**—Special meeting to form a Ladies' Life-boat Guild. Speaker: The district organizing secretary. Mrs. Cosmo Hastings elected president, and Miss Collins honorary secretary. Life-boat day in Wareham and district.

**SWINDON.**—Special meeting, Mrs. George, honorary secretary, in the chair, in the absence of the Mayor. Speaker: Captain Basil Hall, R.N.

**THAME.**—Annual meeting and display of films, Colonel Ashton presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1933 £81, as compared with £63 in 1932.

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

**TROWBRIDGE.**—Life-boat day.

**WELLS.**—Life-boat day.

**WESTON-SUPER-MARE.**—Whist drive, arranged by the Ladies' Life-boat Guild.

### Scotland.

Meeting of the Scottish Life-boat Council in Glasgow, on 11th April, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution, and chairman of the Council, presiding.

**ABERDEEN.**—Annual meeting on 16th February, the Lord Provost presiding. Speakers: Colonel Lord Sempill, a member of the committee of management, and Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of the past year: Annual life-boat ball; life-boat day; procession; house-to-house collection; and appeal by the committee. Amount collected in 1933 £1,040, as compared with £977 in 1932.

Performances of the "Mikado" by the Northern Co-operative Society's Operatic Choir.

**AYTON.**—Concert, organised by the members of the Berwickshire Constabulary.

**BANFF, MACDUFF AND WHITEHILLS.**—Performance of Gilbert & Sullivan's "The Grand Duke" by the Banff Operatic Society, for four nights.

**BARRHEAD.**—Special meeting, Provost G. G. McDiarmid presiding, at which a Ladies' Life-boat Guild was formed. Speaker: The Scottish organizing secretary. Life-boat day.

**BUCKIE.**—Annual meeting on 9th February, Mr. R. Gillan, chairman, presiding. Efforts of the past year: Life-boat day. Amount collected in 1933 £88, as compared with £115 in 1932.

**BURNTISLAND AND ABERDOUR.**—Bridge and whist drive. Whist drive.

**COATBRIDGE.**—Whist drive, with address by the Scottish organizing secretary.

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

**DINGWALL.**—Life-boat day.

**DUNDEE.**—Annual meeting on 14th February, Mr. B. L. Nairn, president, in the chair. Speakers: Commander the Hon. A. D. Cochrane, D.S.O., M.P., a member of the committee of management and vice-chairman of the Scottish Life-boat Council, and Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of the past year: Life-boat day and procession; house-to-house collection; lantern lecture; appeal by the committee. Amount collected in 1933 £1,164, as compared with £957 in 1932.

**DUNFERMLINE AND ROSYTH.**—Concert and dancing display, and two Sunday concerts at Rosyth. Whist drive and dance at Dunfermline, and dramatic and musical recital by the Kirkcaldy Entertainers, Admiral Sir John F. E. Green, K.C.M.G., C.B., presiding.

**DUNOON.**—Bridge drive, organized by the Ladies' Life-boat Guild, with an address by the Scottish organizing secretary.

**EASTER ROSS (Tain.)**—Special meeting of committee, Major Sir R. W. Brooke, Bt., D.S.O., M.C., presiding, at which a new committee was appointed. Speaker: The Scottish organizing secretary.

**EDINBURGH.**—Bridge and whist drive, arranged by the Ladies' Life-boat Guild, the prizes presented by Lady Whitson. Special

meeting of committee at which members of the procession committee were co-opted, and the procession committee formally appointed as a sub-committee. Lantern Lecture.

**FALKIRK.**—Life-boat day.

**GOURDON.**—Presentation by Viscount Arbuthnot of the certificate of service awarded to Coxswain Charles Moir on his retirement, Mr. Thomas Johnston presiding.

**GOUROCK.**—Annual whist drive, organized by the Ladies' Life-boat Guild, the prizes presented by Provost Young.

**GREENOCK.**—Annual meeting on 6th March, Mr. J. J. Lang, chairman, presiding. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat day and appeal by the committee. Amount collected in 1933 £201, as compared with £212 in 1932.

**INVERGORDON.**—Special meeting, the Provost presiding, at which a Ladies' Life-boat Guild was formed. Speaker: The Scottish organizing secretary.

**KELSO.**—Bridge drive, organized by Provost and Mrs. Scott.

**KILMARNOCK.**—Annual meeting of the Ladies' Life-boat Guild on 18th April, Lady Rowallan, president, in the chair. Speakers: Captain J. A. Cunningham, Ardrossan, and the Scottish organizing secretary.

**KILSYTH.**—Life-boat day.

**LAMINGTON.**—Life-boat day.

**LEVEN.**—Whist drive and dance.

**NEWBURGH.**—Fancy dress dance, organized by the Ladies' Life-boat Guild.

**PETERHEAD.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. James Cran, president, in the chair.

**ROTHESAY.**—Annual whist drive and ball, attended by Lord Colum Crichton Stuart, M.P., The Earl and Countess of Dumfries, and Provost Thompson.

**SALTCOATS.**—Football match between Ayrshire bankers and Ayrshire teachers, arranged by the honorary secretary.

**ST. ABBS.**—Life-boat day at Duns.

**STORNOWAY.**—Whist drive and dance. Opening night of the new Stornoway Picture Playhouse, by Viscount Tarbat, part proceeds to life-boat funds.

**TAYINLOAN.**—Life-boat day.

**TROON.**—Football match arranged by Chief Constable of Ayrshire between the Ayrshire Constabulary and the life-boatmen of Girvan and Troon.

**WHITBURN.**—Life-boat day.

Lantern lectures at Burrelton and Glasgow.

#### Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

**ABERTILLERY.**—Annual meeting of the Ladies' Life-boat Guild on 27th February, Mrs. A. H. Dolman, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1933 £11, as compared with £10 in 1932.

Life-boat day.

**BARRY.**—Whist and bridge drive, organized by the Ladies' Life-boat Guild, with address by the district organizing secretary.

**BEDWAS AND TRETHOMAS.**—Whist drive and dance, with address by the district organizing secretary.

**BRIDGEND.**—Whist and bridge drive, organized by the Ladies' Life-boat Guild, with address by the district organizing secretary.

**CARDIFF AND PENARTH.**—Annual meeting on 20th March, the Deputy Lord Mayor in the chair. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, and the district organizing secretary. Efforts of the past year: Life-boat days. Amount collected in 1933 £290, as compared with £304 in 1932. The Ladies' Life-boat Guild to be re-formed.

**CARDIGAN.**—Special meeting to revive the branch, the Mayor in the chair. Speaker: The district organizing secretary. Officers elected: President, Lady Parry-Pryce; joint honorary secretaries, Captain James Owen, and Captain J. W. Richards.

**CHURCH STRETTON.**—Mr. F. T. Pritchard appointed honorary secretary.

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

**HODNET.**—Lantern lecture.

**HOLYHEAD.**—The branch and the Institution have lost a very valued helper by the death of Mr. J. Lewis, who was for thirty-two years the honorary secretary.

**LLANELLY.**—Life-boat day.

**MILFORD HAVEN.**—Mr. L. F. Joyce appointed honorary treasurer in succession to Mr. Herbert Cole, resigned.

Life-boat day and cinema collections.

**MONMOUTH.**—Lantern lecture by the district organizing secretary to boys of Monmouth Grammar School. Sermon in school chapel preached by Rev. R. Park, and the offertory given to the Institution.

Mr. J. M. West appointed honorary treasurer, in succession to Mr. A. L. Barry.

**MUCH WENLOCK.**—Whist drive.

**NEWPORT (Mon.).**—Annual life-boat ball, with address by the district organizing secretary.

**PONTYPRIDD AND DISTRICT.**—Annual meeting, Mrs. Edgar Jenkins in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, and house-to-house collections. Amount collected in 1933 £60, as compared with £75 in 1932. Mrs. Edgar Jenkins elected president, and Miss Evans vice-president.

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

**SWANSEA.**—Annual meeting on 19th March, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Presentation of the framed life-boat picture awarded to Mr. R. A. Wetherall, F.S.A.A., the honorary secretary. Efforts of the past year: Mayor's appeal, whist drives and dances at Swansea and Mumbles, cinema collections, and life-boat day. Amount collected in 1933 £227, as compared with £196 in 1932.

(Continued on page 300.)

**INCOME and EXPENDITURE for 1933.**

		<b>EXPENDITURE.</b>			
<b>Life-boats :—</b>		£	s. d.	£	s. d.
New Life-boats for the following stations :—On account—					
Aberystwyth, Anstruther, Dungeness, Exmouth, Lizard, Llandudno, Longhope, Runswick, St. Ives, Shoreham, Skegness, Walmer, Weston-super Mare	- - - - -	33,305	11 -		
Upkeep of Office and Store at Cowes	- - - - -	105	19 11		
Alterations and Repairs of Life-boats, etc.	- - - - -	11,196	5 6		
Consulting Naval Architect	- - - - -	296	10 -		
Salaries of Superintendent Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff	- - - - -	10,192	13 8		
Travelling Expenses	- - - - -	3,145	6 3		
Pensions and Gratuity under the Pension Scheme	- - - - -	740	4 2		
Contributions to Superannuation and Provident Fund	- - - - -	239	13 6		
				59,222	4 -
<b>Life-boat Carriages and Tractors :—</b>					
New Carriages, etc.	- - - - -	2,534	4 6		
New Tractors, etc.	- - - - -	1,155	8 3		
Repairs to Tractors	- - - - -	383	11 3		
Alterations and Repairs of Life-boat Carriages, etc.	- - - - -	245	3 1		
Salaries of Assistant Surveyor of Carriages, and Tractor Engineer	- - - - -	696	- 6		
Travelling Expenses	- - - - -	572	2 6		
Contributions to Superannuation and Provident Fund	- - - - -	34	10 -		
				5,620	19 7
<b>Life-boat Houses and Slipways :—</b>					
New Construction and Adaptation	- - - - -	22,025	7 10		
Repairs and Maintenance	- - - - -	4,665	- 8		
				26,690	8 6
<b>Life-boat Stores</b>	- - - - -			12,908	9 2
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs</b>					
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers	- - - - -	2,401	7 11		
Pensions under the Pension Scheme	- - - - -	281	3 10		
Contributions to Superannuation and Provident Fund	- - - - -	94	9 6		
				16,457	15 4
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally ; Conveyance of Boats, Carriages and Stores ; Postages, etc.</b>					
Salaries of Assistant Secretaries, etc., of Stations	- - - - -	9,992	18 10		
		308	16 -		
				10,301	14 10
<b>Wages, Rewards and other payments to Coxswains, Motor Mechanics and Crews :—</b>					
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums					
Grants to men injured in the Life-boat service	- - - - -	5,318	9 1		
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	- - - - -	344	4 -		
Payments to Life-boat Crews and Launchers for exercises, etc.	- - - - -	30,091	5 3		
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	- - - - -	5,699	9 10		
Pensions and Grants to Relatives of deceased Life-boatmen and others	- - - - -	3,883	11 8		
Pensions and Gratuity under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats, etc.	- - - - -	1,351	4 8		
		818	19 2		
				47,507	3 8
Carried forward	- - - - -			178,708	15 1

## INCOME.

## Subscriptions, Donations, etc. :—

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters - - - -	6,103	13	11			
"          "          through Station Branches - -	5,650	14	5			
"          "          through Financial Branches - -	17,096	6	10			
"    Donations to Headquarters - - - -	4,622	3	8			
"          "          through Station Branches - -	20,033	15	9			
"          "          through Financial Branches - -	45,772	2	2			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations - - - -	1,835	11	-			
Contribution Boxes (Headquarters) - - - -	186	2	9			
"          "    (Station Branches) - - - -	4,037	16	4			
"          "    (Financial Branches) - - - -	792	19	8			
	<hr/>			106,131	6	6

## Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments— Donaghadee, Margate, Southend-on-Sea, Walmer and Whitehills - - - -	1,204	16	-			
Ryde Life-boat Disaster Fund, Balance - - - -	789	5	2			
North Deal—Bevan Reward Fund (per the Charity Com- missioners) - - - -	208	5	-			
	<hr/>			2,202	6	2

## Income from Investments :—

Dividends and Interest on Investments - - - -	40,988	4	4			
Less Income Tax deducted - - - -	6,077	8	2			
	<hr/>			34,910	16	2

## Special Purposes Trust Fund Income

Account - - - -	1,640	1	11			
Less Transfer to Special Purposes and Maintenance Fund - - - -	355	17	5			
	<hr/>			1,284	4	6

Less Transfer to General Subscriptions,  
Station Branch Contributions, and  
Financial Branch Contributions -

	226	18	4			
	<hr/>			1,057	6	2
Income Tax recovered - - - -	7,741	19	5			
	<hr/>			43,710	1	9

Carried forward - - - -	<hr/>			152,043	14	5
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## EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				178,708	15	1

**Life-boat Inspectors :—**

Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	6,604	2	3			
Travelling Expenses - - - - -	2,249	2	9			
Pensions under the Pension Scheme - - - - -	1,128	7	-			
Contributions to Superannuation and Provident Fund - - - - -	160	2	7			
				10,141	14	7

**Administration :—**

One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff - - - - -	4,239	17	4			
Rent, Leasehold Depreciation, Rates, Taxes, £ s. d.						
Lighting, Heating, Insurance, etc. - - - - -	1,971	4	2			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts - - - - -	847	2	4			
Commissionaires and Watchman - - - - -	549	17	6			
Telephones, Postages and Parcels - - - - -	814	10	4			
Pensions under the Pension Scheme - - - - -	1,460	11	-			
	5,643	5	4			
<b>Less</b> estimated amount chargeable to Publicity - - - - -	2,821	12	8			
				2,821	12	8
Contributions to Superannuation and Provident Fund - - - - -	224	12	5			
Stationery, Office Expenses, Printing Books, Circulars, Forms, etc. - - - - -	1,591	6	4			
Travelling Expenses to Headquarters—Committee of Management - - - - -	288	1	8			
Auditor's Fee - - - - -	315	-	-			
Law Expenses - - - - -	286	19	5			
Repairs and improvements to the House of the Institution - - - - -	134	13	7			
				9,902	3	5
Call on Shares received from the Estate of the late Miss Sarah Berry - - - - -				25	-	-
Expenses <i>re</i> the Estate of the late Mrs. F. McLorg - - - - -				50	-	-

**Publicity at Headquarters and 1,133 Branches :—**

One-half of Salaries of Secretary, Deputy Secretary, Assis- tant Secretary, Principal Clerk, Accountant and Clerical Staff, as above; and Salary of Publicity Secretary, etc. - - - - -	5,116	4	-			
Salaries of District Organizing Secretaries and Clerical Staff - - - - -	7,448	6	3			
Travelling Expenses of District Organizing Secretaries - - - - -	1,943	9	3			
Annual General Meeting - - - - -	32	14	-			
Advertising and Appeals - - - - -	6,417	5	6			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	10,420	12	5			
Printing and Binding the Annual Report and <i>The Life-boat</i> <i>Journal</i> - - - - -	1,924	6	1			
Pension under the Pension Scheme - - - - -	172	10	-			
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	4,155	14	5			
Contributions to Superannuation and Provident Fund - - - - -	223	17	3			
Estimated proportion of Administration Expenses as above - - - - -	2,821	12	8			
				40,676	11	10

<b>TOTAL EXPENDITURE</b> - - - - -	£239,504	4	11
<b>Surplus transferred to General Purposes Fund</b> - - - - -	15,255	17	6
	£254,760	2	5

INCOME.						£	s.	d.
Brought forward	-	-	-	-	-	152,043	14	5
<b>Sundry Receipts :—</b>								
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses,						£	s.	d.
Condemned Stores, etc.	-	-	-	-	-	2,610	10	6
Sale of <i>The Life-boat Journal</i> , Advertisements, etc.	-	-	-	-	-	59	5	5
						2,669	15	11
Ordinary Income	-	-	-	-	-	154,713	10	4
Legacies for General Purposes	-	-	-	-	-	71,342	13	5
<b>Gifts and Legacies for Special Purposes :—</b>								
Income only available :—						£	s.	d.
Legacies	-	-	-	-	-	3,598	12	8
Special Gifts	-	-	-	-	-	5,985	-	-
						9,583	12	8
Capital available :—								
Legacies	-	-	-	-	-	37,173	15	-
Special Gifts	-	-	-	-	-	22,102	3	-
						59,275	18	-
						68,859	10	8
<b>TOTAL RECEIPTS</b>	-	-	-	-	-	294,915	14	5
<b>Less :—</b>								
Transferred to General Endowment Fund	-	-	-	-	-	9,583	12	8
Transferred to Special Purposes and								
Maintenance Fund	-	-	-	-	-	59,275	18	-
Less Calls on Shares	-	-	-	-	-	25	-	-
						59,250	18	-
						68,834	10	8
<b>Total Receipts available for General Purposes</b>	-	-	-	-	-	226,081	3	9
<b>Transferred from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by</b>								
Special Legacies and Donations	-	-	-	-	-	28,678	18	8

£254,760 2 5

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1933, and of the Branches for the year to 30th September, 1933.

**Ireland.**

**BALLYCOTTON.**—Resignation of Dean Wilson, who for twenty-five years had been president.

**BELFAST.**—Special meeting, Mr. Thomas Richardson, chairman, presiding. Speaker: The district organizing secretary. Captain C. C. Craig, a member of the committee of management, elected a member of the committee. Mrs. E. L. Allan appointed assistant secretary.

Address by the district organizing secretary to the Rotary Club. Popular ball in Carlton Restaurant. Lecture on "Yachting Cruise from Wales round Skye," by Mr. E. L. F. Mucklow, under the auspices of the Royal North of Ireland Yacht Club; charges for admission and collection given to branch.

**DONAGHADEE.**—Tea, concert and dance, organized by Mrs. Agnew and the local committee. Speaker: The district organizing secretary.

**DUBLIN.**—Annual meeting, Mr. David Barry, vice-chairman, presiding. Speakers: The Lord Mayor, Major Arthur Whewell, chairman of the special effort committee, the district inspector of life-boats and the district organizing secretary. Amount collected in 1933 £1,060, as compared with £1,056 in 1932. Presentation of the inscribed barometer awarded to Mr. B. J. Newcombe, as honorary secretary of the Howth branch.

Annual meeting of the Ladies' Life-boat Guild, Lady Taylor, vice-president, in the chair, in the absence of the president, the Countess van Cutsem. Speakers: Major Arthur Whewell, Mr. C. G. Warner, the Rev. Dr. Denham Osborne, the district

inspector of life-boats, Mr. B. J. Newcombe, assistant secretary of the branch, and the district organizing secretary. Lady Taylor presented the gold badge awarded to Mrs. B. J. Newcombe. Mrs. W. T. Callaghan presented with the "Grace Darling" brooch, the gift of the president, for the best return in the house-to-house collection in Dublin during 1933.

Life-boat collection on the s.s. *Lancastria* on a voyage from Dublin to Rome with Catholic boy scouts from Ireland.

Addresses by the district organizing secretary to Dublin Rotary Club, Wesley College, Damer Mixed School, Howth Road Girls' School, Norfolk College and Greenlanes School.

**DUN LAOGHAIRE.**—Ladies' Life-boat Guild Meeting. Speaker: The district organizing secretary.

**LONDONDERRY.**—Whist drive, organized by the Mayor and Mayoress (Sir Dudley and Lady McCorkell) and Mrs. Kennedy, the honorary secretary of the Ladies' Life-boat Guild. Prizes presented by the Mayoress. Speakers: The Mayor and the district organizing secretary.

**MARYBOROUGH.**—Special meeting to form a branch. Speakers: Mr. J. Shannon, and the district organizing secretary. Captain E. A. S. Cosby elected president.

**NORTH WESTMEATH.**—Concert, organized by the honorary secretary. Speakers: The Rev. Father Flynn, P.P., and the district organizing secretary.

**TANDRAGEE.**—Whist drive.

**TORY ISLAND.**—Mr. P. McRory appointed collector.

**Notice.**

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

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

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

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

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