

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 124 :: Pulling & Sailing Life-boats, 50

LIVES RESCUED

from the foundation of the Institution in 1824

to August 31st, 1934 - - - - - 63,721

A Stormy Passage.

By COMMANDER J. M. UPTON, R.D., R.N.R., Inspector of Life-boats for the Irish District.

ON 12th March, I left Falmouth with the motor life-boat *Frederick H. Pilley*, formerly stationed at The Lizard, for the new station, established this year, at Port Askaig, Islay, off the west coast of Scotland.

The *Frederick H. Pilley* is a self-righting motor life-boat, 38 feet by 9 feet 9 inches, with a single 40 h.p. engine. She was built in 1920 and has a fine record. She has rescued 130 lives.

With me were Travelling Mechanic Ralph Scott and a crew of four men from Port Askaig: Peter McPhee (coxswain), Hugh Buie (second coxswain), A. McPhee (motor mechanic) and J. McDougall. Port Askaig being a new station none of the four local men had ever been at sea in a life-boat before, though they are all four experienced fishermen.

The brief record of the passage is that it took ten days, but two of those ten we were not at sea. We put in at Penzance, Padstow, and Angle; crossed the Irish Sea to Rosslare Harbour; ran up the Irish coast putting in at Kingstown and Donaghadee; thence to Port Ellen, at the south-east corner of Islay, and so to Port Askaig. We were actually at

sea for 65 hours. The distance travelled was 471 miles. This gives an average speed of 7.24 knots. The maximum speed for the boat on trial was 7.49. Though the most was made of favourable tides, an average speed of only a quarter of a knot under the maximum on a passage of 471 miles was certainly not bad in the weather we had.

Fortunately or unfortunately, whichever way you look at it, with a crew who had never been in a life-boat before, the passage was made in, perhaps, the worst weather of last winter. The crew were dubious at first. They did not know the capabilities of the boat under them. The weather very quickly showed them what she could do. They soon gained confidence, and I never want a better crew in a boat with me in any weather. The weather on nearly all runs between ports was most unkind. Nearly every morning when leaving the wind was a fair one, and blowing sufficiently hard to give the boat a good help with the sail. This help, however, was always very shortlived, and the wind went ahead and increased considerably, especially making Angle and Rosslare Harbour, where a full gale was blowing. The sea and swell were never true; the

boat took a great deal of nursing; very heavy water came inboard. There being no shelter whatever, every sea that came inboard completely enveloped all hands. Oilskins before the day's run was finished became waterlogged and useless. On arriving at Angle and Rosslare none of the crew had on a stitch of dry clothing.

The boat behaved splendidly in every kind of sea, especially running before it. There were no signs of broaching to. When taking heavy water she quickly recovered, and it was only the confused state of the sea that caught her unprepared. I can quite understand the very fine name she has got at The Lizard.

Our worst runs were from Padstow to Angle, and across the Irish Sea from Angle to Rosslare. We left Padstow on the 14th in fine weather, with wind from the south and a falling glass. The sail was set and the wind at once began to increase, with a heavy following sea. In spite of this the boat steered well, and showed no signs of broaching to. Heavy water was occasionally taken in the waist, but it was not dangerous.

About 11.30 A.M. the wind went to the south-west, and increased to a moderate gale. Full sail was kept on and the boat made excellent speed, but at times she had to be brought up to the sea, which was very heavy and confused, being from the westward with the wind from the south-west. Heavy water was taken inboard and the coxswain's life-lines and the float lines were used by all hands. As Mechanic McPhee said, "It's a good thing we have not to bale out with a tin."

Punching into a Heavy Sea.

At three in the afternoon a heavy squall of wind and rain struck the boat, and the wind flew to north-west. We eased the engine to get in the sails and the rest of the passage, over two hours, was a punch into a very heavy confused sea, with a head wind rising to a fresh gale. Heavy water was taken inboard but the engine ran splendidly. About 7 P.M. we sighted a trawler making for Milford Haven. She kept within about half a mile of us all the way in to St. Ann's Head. She then went ahead, but waited until we came up and then

went on into Milford. It may have been coincidence, but I think the trawler was deliberately keeping with us. We were at sea ten hours and travelled seventy-one miles, so that our average speed was over 7 knots.

Owing to the amount of stores on deck, I decided to remain at Angle the next day, during the north-westerly gale. We left the following morning. The wind was then from the south-west and had moderated, but it was still blowing from twenty-four to thirty miles an hour, and we met a very confused sea and swell. The sails were set and good progress made, but the wind gradually increased; rain set in making visibility very bad; heavy squalls were frequent.

A Full Gale.

At two in the afternoon the wind went to north-west, and increased to a full gale with a heavy sea. The engine had to be eased and sails taken in. Squalls of wind and hail were frequent. The weather was bitterly cold. Very heavy water was taken in; we all had to use the float lines; and the helmsman had to be lashed at the wheel. For the next two and a half hours we were driving into the gale.

This was the worst passage I have ever made in a life-boat. The boat had to be carefully nursed the whole way over. It was impossible to relax for a moment. To eat or drink was impossible.

The whole crew were splendid. Coxswain McPhee and Second Coxswain Buie steered magnificently, and Travelling Mechanic Scott was unceasing in his care of the engine, and unfailingly cheerful even under the worst conditions. The engine ran perfectly all the way.

At 4.45 in the afternoon we passed the Barrels Light Vessel and ran into Rosslare Harbour with a fair wind and tide. We arrived at six o'clock, having travelled fifty-nine miles in nine hours. Our average speed was just over $6\frac{1}{2}$ knots. Coxswain Wickham and all the Rosslare Harbour crew were waiting to take over the boat. They had decided, if we had been half an hour later, to come out and look for us between the Tuskar and the Barrels. They moored the boat for

us and refuelled, and we were able to get straight ashore in the boarding boat. The whole crew were exhausted; our eyes red with salt; not a dry piece of clothing on us; even our changes of clothing, in bags, wet through.

Next morning we set out for Kingstown at eight o'clock. Our eyes were still bad; we needed rest; but it would be easier to get our clothes dried at Kingstown than in the cottages of the crew at Rosslare Harbour. The wind was moderate, but after we passed Wicklow Head it increased and went ahead, blowing from the north with rain and hail squalls. It was bitterly cold. That day we did seventy miles. We were all glad to spend the next day, Sunday, at Kingstown.

For the rest of the passage we had nothing stronger than a strong breeze, but on the last day but one, when we were running from Donaghadee to Port Ellen, we found that we were making no headway against the strong breeze and strong flood-tide when off Larne, so we put in there until the tide eased off. The same day, between the Mull of Cantyre and Rathlin, the wind, against a strong ebb-tide made a very heavy sea, and we encountered many dangerous overfalls; heavy water was taken on board; the weather was again

very cold; and again everyone was wet right through.

From Port Ellen to Port Askaig, the last twenty-one miles of the 471, we had a light breeze and calm sea; our average speed was just under $8\frac{1}{2}$ knots; and we brought the *Frederick H. Pilley* safely to her new station at 4.45 on the afternoon of 21st March.

The confidence which this passage gave to the four fishermen who made it is shown by the fervent hope of all four, when we reach Port Askaig, that the practice with a full crew which is always held when a new boat reaches her station, might take place in a full gale, so that the rest of the crew might see for themselves what a life-boat can do. Unfortunately the weather was not kind. No gale came.

This passage was an exceptional experience in these days when the larger types of motor life-boat all have cabins and shelters, and passages, even in stormy weather, can be made in comparative comfort; but to those, coxswains and others, who took life-boats round the coast before the first cabin life-boat was built, eleven years ago, this account of our trip to Port Askaig will recall many long and hard days at sea, when all life-boats were open boats, and the crews faced without shelter the full strength of the gales.

Pensions for Gold Medallists.

At their meeting last May the committee of management decided that officers and members of life-boat crews who are awarded the Institution's gold medal, the highest award which it can make for gallantry in saving life, may, like those who win the Victoria Cross, receive an annuity of £10 a year, with an additional £5 for each second-service clasp.

It was also decided that similar pensions may be granted to the widows of officers and members of life-boat crews to whom the gold medal has been posthumously awarded.

Four living members of the life-boat service have won the gold medal, and will receive this annuity. They are:

Coxswain Henry G. Blogg, of Cromer, who won the medal in 1917, and a bar to it in 1927; ex-Coxswain J. T. Swan, of Lowestoft, who won it in 1922; ex-Coxswain William Fleming, of Great Yarmouth and Gorleston, who won it in 1922; and ex-Second-Coxswain H. Roberts, of Moelfre, Anglesey, who won it in 1927.

The annuity will also be given to the widow of the late Captain Owen Jones, of Moelfre, Anglesey, who won the medal in 1927, and to the widow of the late Coxswain Robert Patton, of Runswick, who was awarded it posthumously this year. In all these cases the annuity will date from the year in which the medal was won.

Life-boat Calendar and Christmas Card



The Calendar.

THE Institution is again issuing a life-boat calendar and a Christmas card.

The calendar will have on it a reproduction in colours of a picture by Mr. Charles Dixon, R.I., of the rescue by the Cromer motor life-boat of the crew of two men of the barge *Sepoy* in December, 1933. This was one of the three outstanding services of the year. Coxswain Henry Blogg was awarded the silver medal for it, and each member of the crew the thanks of the Institution inscribed on vellum.

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

It will be 11½ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It will weigh, in the envelope, just under four ounces, so that it can be sent through the post, with the envelope open, for 1d.

The Christmas Card.

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

Those who wish to order calendars and cards can do so at once. The cards are ready and the calendars will be ready before the end of October. Orders should be sent to the Secretary, Royal National Life-boat Institution, 42, Grosvenor Gardens, London, S.W.1, and postal orders or stamps enclosed with them.

Services of the Life-boats.

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

May Meeting.

St. Helier, Jersey.—Five men left St. Helier on the 31st March, in a converted ship's life-boat named *Joybell*, on a pleasure fishing trip to Les Minquiers. They did not return when expected and some anxiety was felt. Next day, April 1st, at 2.20 P.M., the life-boat coxswain, with the second coxswain and bowman, went out in the States' tug to look for the *Joybell*, but owing to bad weather conditions and poor visibility nothing could be seen of her, and the tug returned at 6.15 P.M. The pulling and sailing life-boat *William Henry Wilkinson* was launched at 6.5 A.M. on the 2nd to make a further search. Heavy seas were running and there was a thick haze. The life-boat reached Les Minquiers at 10.45 A.M., and found the men on Maitre Ile, with their boat moored under the lee of the island. Two of the men were taken into the life-boat, but the remaining three stayed on the island so that they could bring the boat back when the weather moderated. The life-boat arrived back in the harbour at 5.10 P.M., after having been out for eleven hours.—Rewards, £16 8s.

Aberystwyth, Cardiganshire.—On the morning of the 2nd April the yacht *Y Draig*, of Portmadoc, left Aberystwyth harbour for a cruise in the bay. There were four persons on board. The wind was blowing fresh from the E.N.E. By 11 A.M. it had increased to half a gale, and it was noticed that a motor boat had made for the yacht and was taking her in tow. When it was seen that the boats were not making headway the motor life-boat *Frederick Angus* was sent out in case her help was wanted, and she was launched at 11.52 A.M. A strong E.N.E. breeze was blowing and the sea was rough. The life-boat stood by while the motor boat towed the yacht to a safe anchorage, and returned to her station at 12.40 P.M.—Rewards, £9 8s.

Blyth, Northumberland.—On the night of the 14th April the coastguard

reported red flares some distance north-east of Blyth. A strong S.W. wind was blowing, with a moderate sea. The motor life-boat *Joseph Adlam* was launched at 10.40 P.M., and after going about eight miles found the s.s. *Wisbech*, of Hull, in tow of a trawler. She had been bound, in ballast, for Blyth, but her engines had broken down. The life-boat helped by conveying messages between the vessels, and escorted them into Blyth. She arrived back at her station at 2 A.M. next day.—Rewards, £10 18s.

Fraserburgh, Aberdeenshire.—At 6.55 P.M. on the 17th April the coastguard at Kinnaird Head telephoned that a motor boat was on fire off Roseheart, and that the crew appeared to be taking to their small boat. The motor life-boat *Lady Rothes* was launched at 7 P.M., in a moderate S.W. wind. The sea was smooth. The life-boat found the boat to be the *Briar*, of Fraserburgh. Her crew of five had already been picked up by another boat near-by, but the life-boat was asked to stand by. The skipper of the *Briar* went on board the life-boat, which stayed until it was seen that there was no hope for the burning boat, and that she would not be a danger to other shipping. The life-boat arrived back at her station at 2.30 A.M. on the 18th.—Rewards, £10 6s.

Southend-on-Sea, Essex.—On the evening of the 20th April the coxswain received a message from the pier head that flares were burning in the Swatchway, and the motor life-boat *Greater London (Civil Service No. 3)* put out at 10.52 P.M. A moderate S.W. wind was blowing, with a moderate sea. The life-boat found the small steamer *Penton*, of Newcastle, at anchor. Her master said that his engineer had dropped dead. Two life-boatmen went on board and then the master and the body of the engineer were taken on board the life-boat, which returned to Southend. After the master had reported the matter to the police the life-

boat took him back and took off the two life-boatmen who had been left on the steamer, returning to her station at 2.35 A.M. on the 21st.—Rewards, £11 16s.

Rosslare Harbour, Co. Wexford.—On the evening of the 23rd April the coast watcher at Curracloe telephoned that a boat, about one mile south of Curracloe, was flying distress signals. A westerly gale was blowing, a very heavy sea was running, and it was raining. The motor life-boat *K.E.C.F.* was launched at 6.35 P.M., but it was some time before she saw the boat. She was the fishing boat *Irish Leader*, of Wexford, with two men on board. Her fore lug had been blown away and she was making water. The life-boat got a line on board and towed the boat into Wexford, the two men bailing continuously. But for her help the boat and her crew would have been lost. The life-boat arrived back at her station at 10.15 P.M.—Permanent crew; Rewards, £2 16s.

Walton and Frinton, Essex.—On the evening of the 24th April a telephone message was received from the coast-guard that a barge was anchored off Platters reef with her sprit-sail blown away, and was flying a distress signal. A motor boat had already put out from Harwich, but as she could not be seen, it was decided to send out the motor life-boat *E.M.E.D.* She put out at 8.40 A.M. A moderate S.W. gale was blowing, with a rough sea. On reaching the barge, the *Lady Maud*, of London, she found that the motor boat had got there a few minutes earlier. She stood by until the weather improved, and then the motor boat towed the barge into Harwich harbour. While the life-boat was on her way home a message was flashed from the shore that another barge, off Holland Gap, appeared to be anchored in a rather dangerous position. The life-boat went to her, but she did not require any help. The life-boat returned to her station at 11 A.M.—Rewards, £8 10s. 6d.

Margate, Kent.—Just before 1 P.M. on the 26th April a man told members of the life-boat crew that a small boat was drifting out to sea and the only

occupant was waving for help. A moderate S.W. gale was blowing and the sea was rough. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched. She came up with the boat, the *Imp*, of Westgate, more than two miles off shore. Her occupant, a young man, was in an exhausted condition. He was taken into the life-boat, and his boat was towed back to Westgate Bay. The life-boat arrived at her station again at 2.10 P.M.—Rewards, £6 2s. 6d.

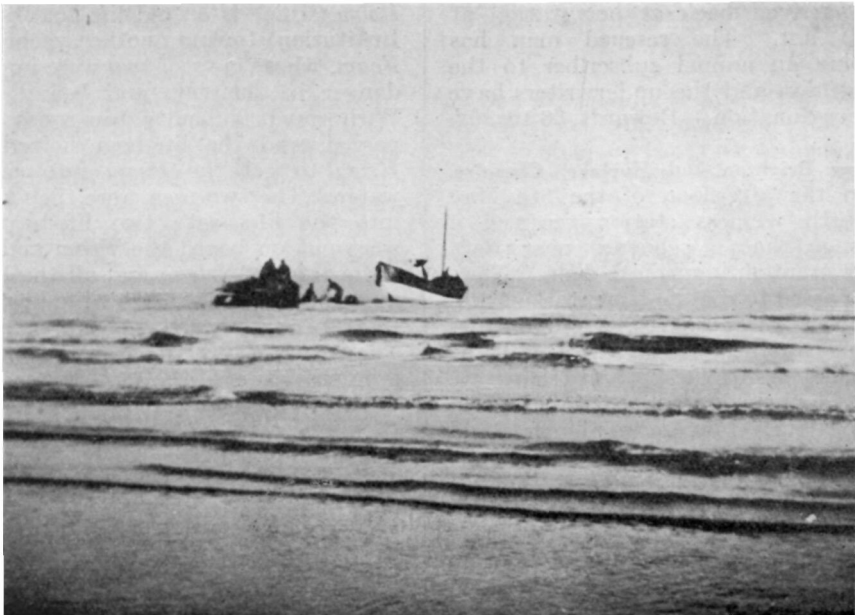
Dover, Kent.—At about 3 P.M. on the 29th April a small sailing boat capsized in a squally N.E. wind. News of the accident was telephoned to the life-boat station and the permanent second coxswain of the motor life-boat, accompanied by another man, immediately put out in the life-boat's motor tender *William Myatt*. They rescued the crew of two, who were suffering from the effects of cold, and salvaged their boat. They were engaged for about half an hour.—Rewards, 5s. to the man who went with the second coxswain.

Dover and Hythe, Kent.—On the morning of the 1st May the coastguard reported that a vessel was ashore at Copt Point, between Hythe and Folkestone. A strong N.E. breeze was blowing, with a moderate sea, and the weather was foggy. At first it was thought that the vessel was a cross-channel steamer which was overdue at Folkestone, but the steamer was found to be safe though delayed by the fog. The Dover motor life-boat, *Sir William Hillary*, put out at 6.45 A.M., but returned to her station shortly after she was informed that the cross-channel steamer had got safely in. She put out again when the coastguard telephoned that a steamer was still ashore, and found that this steamer was the Royal Fleet auxiliary *Argo*. As the Hythe motor life-boat *City of Nottingham* and two tugs were standing by, the coxswain decided to return home, and the life-boat arrived back at her station at 9.5 A.M. The Hythe life-boat had been launched at 6.45 A.M., but did not get away for some time, as her propeller was fouled by a rope. She went alongside the *Argo* and the coxswain went on board. At

LAUNCHING BY TRACTOR AT CLOGHER HEAD.



ABOUT TO LAUNCH.



THE LIFE-BOAT LEAVING THE CARRIAGE.

the master's request the life-boat stood by until the *Argo* refloated on the rising tide at 10 A.M. The coxswain stayed on board, and the life-boat accompanied the *Argo* into Dover, which was reached at 11.30. The life-boat arrived back at her station at 1.45 P.M. Letters of appreciation were received from the master and the mate of the *Argo*.—Rewards, Dover, £1 17s. 6d.; Hythe, £14 4s. 6d.

Bembridge, Isle of Wight.—On the evening of the 4th May the Foreland coastguard telephoned that a small yacht was in difficulties some distance S.E. of Shanklin pier. The life-boat did not go out, as a motor boat was standing by the yacht. Later the yacht sailed in the direction of Sandown Bay. Next morning the coastguard reported that the yacht was off Shanklin, making heavy weather, and the motor life-boat *Langham* was launched at 8.25 A.M. A moderate S.W. gale was blowing, with a very rough sea. The life-boat found the yacht—which was the *Fidget*, of Bosham, with one man on board—in the trough of the seas. With some difficulty a life-boatman was transferred to her, and the life-boat towed her into Whale Island, Portsmouth. The life-boat arrived back at her station at 12.30 P.M. The rescued man has become an annual subscriber to the Institution and the underwriters have given a donation.—Rewards, £6 10s. 6d.

New Brighton and Hoylake, Cheshire.—On the afternoon of the 5th May Seaforth wireless station received a message that a schooner near Beta buoy wanted immediate help. News was passed to the life-boat stations and the New Brighton No. 2 pulling and sailing life-boat *Anne Miles* and the Hoylake motor life-boat *Oldham* were both launched about 5.45 P.M. A strong W.S.W. breeze was blowing and the sea was very rough. The New Brighton life-boat arrived first, but was swept past the schooner, the *Duchess*, of Dublin, and had to make sail again and beat to windward. In the meantime the tug *Yorkgarth*, of Liverpool, which was near-by, had sent two men away in a small boat to try and rescue the schooner's crew. The boat reached the

schooner, but was swept away on to Taylor's Bank and was in very great danger of capsizing. The coxswain considered that the position of the two men in the small boat was more dangerous than that of those on the schooner, and as the Hoylake life-boat had now arrived, he went to their rescue, leaving the Hoylake boat to deal with the schooner. The New Brighton life-boat rescued the two men, but their boat was lost. She then sailed up the Crosby Channel until the *Yorkgarth* took her in tow and brought her to her moorings at 9. P.M. The Hoylake motor life-boat meanwhile had, with difficulty, rescued the schooner's crew of three. As she was making for New Brighton she suffered a slight engine breakdown, but the tug *Vigilant* towed her in, and she reached New Brighton stage with the rescued men at 8.30 P.M. Her oil circulating pump had broken down, but repairs were started immediately, and she was able to leave for home at 2.30 P.M. next day. While she was passing the coastguard station she was signalled to stand by a ship's boat which was in difficulties. Her help was declined, however, as the boat had got into the shelter of the Battery. The life-boat went up Rock Channel and saw the yacht *Helga* (which is an old life-boat of the Institution) towing another yacht, the *Foam*, whose crew of two were in great danger in the gale and heavy seas. With much difficulty tow-ropes were passed, and the life-boat helped the *Helga* to get the *Foam* into calmer water. The two men were then taken into the life-boat; two life-boatmen were put on board the *Foam* and one on board the *Helga*; and all the boats made for Hoylake. The life-boat arrived back at her station at 7.30 P.M. The owner of the *Helga* sent a donation in appreciation of the services rendered to the *Foam* and requested that it should be considered as a gift from the *Foam's* crew. The owners of the tug *Yorkgarth* (the Rea Towing Company), gave a donation of £5 5s.—Rewards, New Brighton, £12 16s. 6d.; Hoylake, £21 17s. 8d.

Llandudno, Caernarvonshire.—At about 10.30 A.M. on the 6th May a telephone message was received from

the coastguard that a yacht was in difficulties two miles off Little Orme's Head. The coxswain went to keep a look out on her. Suddenly, in a fierce squall, he saw that her sails had been carried away, and that she was drifting helplessly out to sea. A strong S. gale was then blowing, and it was raining. The sea was rough. The new motor life-boat *Thomas and Annie Wade Richards* was launched on her first service at 11 A.M., and found the yacht to be the *Mizpah*, of Liverpool. Her three occupants were exhausted. The life-boat towed the yacht into Conway and arrived back at her station at 5 P.M. This was a long service and additional rewards were given.—Rewards, £11 9s.

Holyhead, Anglesey.—On the evening of the 6th May the coastguard telephoned that a schooner, about one mile N.E. of Holyhead breakwater, was dragging her anchor and flying a distress signal. Some of her sails had been blown away. The motor life-boat *A.E.D.* put out to her help at 7.55 P.M., in a whole south gale, with a very heavy sea. She found the schooner to be the *Snowflake*, of Runcorn, bound with a cargo of coal to Mevagissey. She was rolling heavily, and her master asked to be towed in. There were no tugs available, however, and in view of the extremely bad conditions, it was not considered advisable for the life-boat to attempt the task. On the advice of the coxswain another anchor was dropped, and then the crew of four were brought ashore in the life-boat, which arrived back at her station at 8.55 P.M. The schooner rode out the storm. Next day the life-boat put the crew back on board and helped the steamer into a safe berth in the Inner Harbour.—Rewards, 1st Service, £8 15s.; 2nd Service, Property Salvage Case.

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

Holy Island and North Sunderland, Northumberland. — 12th March. The Holy Island motor life-boat was launched at 7 P.M. in a full N.E. gale to go to the help of the lighter *Ella*, of

Newcastle. A very heavy sea was breaking right across the bar and the night was very dark and bitterly cold. The Inner Farnes light was extinguished, but the coxswain succeeded in finding the lighter six miles away. Her crew had already been taken off by a tug. It was impossible in the gale and darkness for the life-boat to enter Holy Island harbour and she spent the night at sea, returning next morning after having been out for thirteen hours.

The North Sunderland pulling and sailing life-boat crew assembled at noon and took the life-boat towards Bamburgh in readiness to launch if required, but returned at 9.30 P.M. after the Holy Island life-boat had reached the vessel.

Rewards, the thanks of the Institution inscribed on vellum to Coxswain Thomas Kyle and an extra money reward to him and to each of the crew. Holy Island, £32 19s. 3d.; North Sunderland, £20 10s.

Stromness, Orkneys.—14th April. A trawler stranded at Sanday, but her crew managed to get ashore in the ship's boat. The life-boat was away for fifteen hours in bad weather and covered about one hundred and twenty miles. Additional rewards were granted for this arduous launch.—Rewards, £20 0s. 6d.

New Brighton, Cheshire.—15th April. A barge made distress signals, but was able to go on up the river without help.—Rewards, £15 12s. 6d.

Yarmouth, Isle of Wight. — 22nd April. A yacht had been reported in distress, but she was picked up by a steamer.—Rewards, £3 15s.

Beaumaris, Anglesey.—6th May. A motor launch was drifting disabled, but a pilot boat rescued the crew.—Rewards, £8 3s.

June Meeting.

Weymouth, Dorset.—Just after midnight of the 1st May the coastguard reported that a vessel had fired distress rockets from a position 400 yards south of Portland Bill. She had gone ashore at the bottom of the cliffs. The sea was smooth, and a light westerly wind

was blowing, but there was a thick fog. At 12.25 A.M. the motor life-boat *William and Clara Ryland* was launched. The honorary secretary then went to the top of the cliffs and by sound signals directed her through the fog. Guided in this way she crept in, and was able to find the wreck, the motor vessel *Westlaan*, of Groningen; but by this time the life-saving apparatus, which had also been called out, had taken off six members of the vessel's crew, including two women, leaving only the captain and engineer on board. The life-boat stood by, and when the *Westlaan* was refloated by tugs at 7.30 A.M., five life-boatmen were put on board her in place of the crew who had been rescued. The life-boat reached her station again at 9.30 A.M.—Rewards, £13 2s. 6d.

Flamborough, Yorkshire.—On the morning of the 6th May the Bridlington honorary secretary telephoned for a life-boat to stand by the Bridlington fishing boats, as the weather was very bad and the Bridlington motor life-boat was off service for overhaul. A moderate S.E. gale was blowing, with a heavy sea. The Flamborough No. 2 pulling and sailing life-boat *Jane Hannah MacDonal*d was launched at noon and went to the entrance of Bridlington harbour. She stood by until all the fishing boats had got safely in, and returned to her station at 2.15 P.M.—Rewards, £12 16s. 6d.

The Humber, Yorkshire.—Early on the morning of the 17th May the life-boat watchman heard a vessel sounding SOS on her siren, and a little later the Spurn Royal Naval Signal Station telephoned that a trawler was ashore near Kilnsea Beacon. She was the steam trawler *Salacon*, of Grimsby, bound home from the fishing grounds, with a crew of eleven. The motor life-boat *City of Bradford II* was launched at 3.45 A.M., in a fresh to strong W.N.W. breeze, with a heavy ground sea. She found that the trawler had already dropped one anchor, and at the request of the master the life-boat laid out another. Then, as the crew of the trawler did not wish to leave her, the life-boat stood by. With the flowing tide the trawler was driven inshore

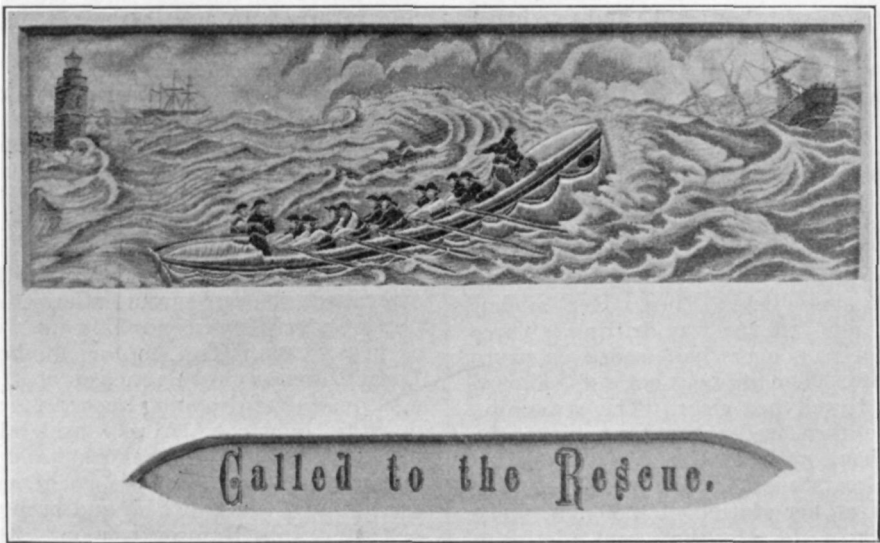
before the sea, but when the tide ebbed she was out of danger. The life-boat then returned to her station, arriving there at 10.30 A.M.—Property Salvage Case.

Montrose, Angus.—At 8 A.M. on the 21st May a whole N.W. gale sprang up, bringing with it a heavy sea. The whole of the local fishing fleet were at sea, and one boat—the *Thistle*—with a crew of four, shipped a sea which stopped her engine and rendered her helpless. Her sail carried away and she was in great danger of being driven out to sea and swamped. The fishing boat *Daisy* took her in tow, but had to let go again, as the weather was too bad. She made for home, and her master told the life-boat coxswain what had happened. The No. 1 motor life-boat *John Russell* was launched at 11 A.M., and found the *Thistle*, with two other boats standing by her, about three-quarters of a mile N.E. of Montrose harbour. The life-boat towed her into harbour, and returned to her station at 12.20 P.M.—Rewards, £6 4s.

The Humber, Yorkshire.—The motor life-boat *City of Bradford II* was launched at 1.10 P.M. on the 21st May, as a telephone message had been received from Withernsea coastguard that the motor boat *Withernsea Monster* had broken down and was drifting, five miles east of the coastguard station. The life-boat found that the motor boat had already been towed home by the motor fishing boat *Melba*, of Grimsby, and returned to her station at 4.45 P.M. A few minutes later another message was received from Withernsea that two men in a rowing boat appeared to be in trouble. A squally W.N.W. breeze was blowing and the sea was smooth. The life-boat put out for the second time at 5.15 P.M., and found the rowing boat *Ivy*, of Tunstall, riding at anchor about one mile off Tunstall. The boat had no sails and the men were exhausted after trying, unsuccessfully, to row her in. The life-boat towed them to safety and reached her station again at 9.15 P.M.—Permanent crew; Rewards, 6s., and 15s.

Hythe, Kent.—On the afternoon of the 21st May the motor boat *May Belle*

OLD LIFE-BOATS.



By courtesy of]

A LIFE-BOAT IN SILK.

[“Homes and Gardens”

One of the earlier of the silk pictures made in the middle of the 19th century. The original belongs to Mr. E. H. Galletly, Hyde, Cheshire.



THE PORTHDINLLAEN LIFE-BOAT IN THE SEVENTIES OF LAST CENTURY.

got into difficulties off Littlestone. Her engine had broken down, and she began to drift. She was making her first trip with her owner and five other men on board. The coastguard passed news of her plight to the life-boat station, and the motor life-boat *City of Nottingham* was launched at 2.27 P.M. A strong S.W. breeze was blowing, with a moderate sea, and the weather was hazy. The life-boat found the motor boat right inshore, three and a half miles east of Littlestone, just to windward of a groin, and with a big wall close behind her. Her anchor was out, but she was drifting. Three of her passengers had waded or swum ashore. The life-boat got a line aboard and towed her clear. The remaining three men were then taken into the life-boat, and the *May Belle* was towed to Greatstones. The life-boat arrived back at her station at 4.50 P.M. The owner of the *May Belle* sent a letter of thanks to the life-boat coxswain for the rescue, and made a donation to the funds of the Institution.—Rewards, £10 12s. 6d.

Caister, Norfolk.—On the evening of the 21st May the look-out reported that a small cutter-rigged yacht was ashore, about one mile south of the station, on Caister Shoal. A squally W. wind was blowing and the sea was smooth. The yacht was not in immediate danger, but she was ashore at a very dangerous point, and it was thought that she might capsize on the ebbing tide. The pulling and sailing life-boat *Charles Burton* was launched at 8.30 P.M. and found the yacht to be the *Gariad*, with a woman and two men on board. She stood by until the yacht refloated and went on her way, and then returned to her station, which was reached at 11 P.M.—Rewards, £29 11s.

Walton and Frinton, Essex.—On the evening of the 30th May the coastguard reported that a yacht was on, or just off, the West Rocks, apparently in difficulties. A strong E. by N. breeze was blowing, with a heavy sea. The yacht seemed unable to get away from the rock shelf. She was rolling heavily and seas were breaking over her. The motor life-boat *E.M.E.D.* was launched at 8.40 P.M. She spoke the yacht,

which was the *Argo* with two persons on board, and led her clear of the rocks and safely on her way into harbour. She returned to her station at 11.20 P.M.—Rewards, £14 5s.

Ramsey, Isle of Man.—Early on the morning of the 6th June the small yacht *Jubilee*, of Fleetwood, with two men on board, sent up distress signals. She was in broken water about one and a half miles south of the life-boat station, and was dragging her anchor about one hundred yards from shore. Shortly afterwards she ran aground. A strong north-easterly breeze was blowing, with a heavy sea. The motor life-boat *Lady Harrison* was launched at 3.35 A.M., and after dropping anchor veered down to the yacht. After considerable manœuvring in the shallow water a line was got on board the yacht, and the life-boat towed her off and brought her safely into Ramsey harbour. But for this help the yacht and her crew would probably have been lost. The life-boat arrived back at her station at 4.30 A.M.—Rewards, £15 14s.

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

Caister, and Great Yarmouth and Gorleston, Norfolk.—2nd May. A motor vessel stranded on Caister Shoal and a fishing smack on the North Barber Sands, but both vessels got off without help.—Rewards, Caister £22 3s. ; Great Yarmouth and Gorleston £14 4s.

Dover and Dungeness, Kent.—9th May. A French air liner was reported several hours overdue and a prolonged search was made, but, unfortunately, without result. The liner was the *F—A M P H* and was lost with all the six people on board.—Rewards, Dover £3 3s. ; Dungeness £26 3s. 6d.

Clacton-on-Sea, Essex.—15th May. A yacht had been reported to be ashore on the Sunk Sands, but could not be found.—Rewards, £10 11s.

Southend-on-Sea, Essex.—15th May. Flares had been seen off Chalkwell Beach, but no vessel in need of help was found.—Rewards, £10 14s.

Whitehills, Banffshire.—15th May. A fishing boat was out alone in bad weather, but made port safely without help.—Rewards, £5 1s.

Padstow, Cornwall.—25th May. An aeroplane had been reported as fallen into the sea, but a careful search revealed nothing.—Rewards, £2 16s.

Wick, Caithness-shire.—14th May. A German trawler signalled for help, but afterwards went on her way unaided.—Rewards, £5 15s. 6d.

July Meeting.

Fleetwood, Lancashire.—At 6.20 A.M. on the 20th May information was received that the yacht *Wallaroo*, of Fleetwood, while taking part in a race to the Isle of Man, had had her mainmast smashed during heavy weather. She had seven persons on board. The motor life-boat *Sir FitzRoy Clayton* was launched at 6.40 A.M. in a moderate to strong S.W. breeze, with a rough sea. The weather was thick. As the life-boat left the slipway a strong ebb tide caught her and threw her against the harbour perch. She was holed below the water-line, but although her coxswain did not know the extent of the damage, he decided to go to the help of the yacht. Meanwhile the yacht *Zulu*, owned and sailed by Alderman C. E. Tatham, Mayor of Blackpool, and honorary secretary of the Institution's life-boat station there, had gone to the aid of the *Wallaroo*. He got a line on board and towed her towards Piel harbour. Despite the hole in her side the life-boat escorted the yachts into Piel. Heavy seas were shipped on her return, but the life-boat got safely back to her station at 10.40 A.M. The Blackpool and Fleetwood Yacht Club, to whom the yachts belonged, sent a donation to the Fleetwood Branch.—Rewards, £5 5s. 6d.

Wicklow.—On the afternoon of the 17th June a motorist reported that a small yacht with several persons on board was aground on the rocks south of Wicklow Head. A moderate S.S.W. breeze was blowing, and the sea was smooth. The motor life-boat *Robert Theophilus Garden* was launched at 3.30 P.M., and found the motor yacht

Tailte, of Kingstown, on the Wolves' Rocks, about three miles south of Wicklow. The crew had already got ashore in the yacht's punt. At the request of the owner the life-boat got the *Tailte* off the rocks and towed her into Wicklow, where she was beached in a sinking condition. The life-boat arrived back at her station at 6.30 P.M.—Property Salvage Case.

Peterhead, Aberdeenshire.—On the morning of the 20th June the coast-guard reported that a small local fishing boat, the *Isabella and Nina*, with one man on board, was fishing south of Dundonnion Head, and as a strong gale was blowing from the north, and the sea was very rough, it was decided to launch the motor life-boat *Duke of Connaught*. She got away at 11.15 A.M. and found the *Isabella and Nina* about three miles S. by E. from Buchan Ness. The occupant was in an exhausted condition and quite unable to manage his boat. Two life-boatmen were transferred to her and she was towed back to Peterhead. The lifeboat arrived back at her station at 1.15 P.M.—Rewards, £5 10s. 6d.

Great Yarmouth and Gorleston, Norfolk.—The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 11.32 A.M. on the 22nd June, as the coastguard had telephoned that a shrimp boat abreast Britannia Pier appeared to be in difficulties. A strong W.S.W. breeze was blowing and the sea was rough. When the life-boat got to the Yarmouth Roads she found that the shrimp boat—the *Florrie*, with a crew of two on board—had been taken in tow by the tug *United Service*, which had been cruising near her. The *Florrie* was waterlogged and in a damaged condition, so the life-boat kept close alongside until she had been brought safely into harbour. The life-boat arrived back at her station at 12.45 P.M.—Rewards, £9 13s.

Mumbles, Glamorgan.—Early on the morning of the 23rd June four young men left Lynmouth for Mumbles in the auxiliary yacht *Morandi*, of Mumbles. Soon after she put out the engine broke down. With the help of her sails she got as far as Scarweather light-vessel,

but then her sails were blown away and she began to drift. A moderate east breeze was blowing with a moderate sea. When off Pwll Dhu Head she was seen by the sister of one of the men on board her, who telephoned to the life-boat coxswain. The motor life-boat *Edward Prince of Wales* was launched 11.35 A.M., picked the *Morandi* up, and towed her into Mumbles. She arrived back at her station at 2.30 P.M. In appreciation of this service the Institution received a contribution of £5.—Rewards, £5 9s.

Southwold, Suffolk.—On the afternoon of the 25th June the coastguard reported that a rowing boat with six apparently inefficient persons on board was making towards harbour. Shortly afterwards a thick fog settled down and it was decided to send out the motor life-boat *Mary Scott* to look for the boat. She was launched at 4.50 P.M., found the rowing boat about half a mile south of the harbour, and towed her safely in. She returned to her station at 5.20 P.M.—Rewards, £8 8s.

Portrush, Co. Antrim.—Early on the morning of the 1st July the coast-guard telephoned that a small fishing boat, which had put out on the previous evening, had not returned to harbour. She carried a crew of four. The sea was smooth, but there was a dense fog, and it was decided to send out the motor life-boat *T.B.B.H.* to look for the boat. She was launched at 2.15 A.M., found the fishing boat in Skerry Roads, and towed her back to harbour. She returned to her station at 3.30 A.M.—Rewards, £9 13s.

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

Thurso, Caithness-shire, and Longhope, Orkney.—1st June. A steamer stranded on Stroma Island, but her crew were landed by a small boat.—Rewards, Thurso, £5 3s. 6d. ; Longhope, £4 19s. 6d.

Thurso, Caithness-shire.—13th June. A trawler stranded on Briga Head in

foggy weather, but got off without help.—Rewards, £5 3s. 6d.

Great Yarmouth and Gorleston, Norfolk.—15th June. A steamer ran ashore on North Bank, but refloated without help.—Rewards, £8 18s.

Padstow, Cornwall.—16th June. Two steamers had been in collision in a thick fog off Trevoze Head, but the life-boat could not find them. She came across another steamer, which got into touch with one of the steamers by wireless, and learnt that her services were not required.—Rewards, £2 16s.

Howth, Co. Dublin.—16th June. A yacht thought to be in difficulties came in under her own power.—Rewards, £1.

St. Mary's, Isles of Scilly.—17th June. A dark object which had been kept under observation could not be found, but as it had been seen moving it is thought that it may have been a whale.—Rewards, £10 5s.

Selsey, Sussex.—18th June. A small boat was reported overdue, but was later found to have put into Hayling.—Rewards, £11 15s.

Weymouth, Dorset.—22nd June. A patient who had escaped from the Dorset County Mental Hospital swam out to a rock surrounded by the sea, in order to escape from the nurses, but was swept off by the rising tide and swam ashore again.—Rewards, £4 7s. 6d.

Plymouth, Devon.—25th June. A small yacht ran ashore on the break-water, but her crew were rescued by a motor boat.—Rewards, £9 1s.

Holyhead, Anglesey.—25th June. Anxiety was felt for two men in a small boat, but they made land safely.—Rewards, £8 15s.

Wick, Caithness-shire.—27th June. Flares had been seen off Ousdale, but nothing in need of help could be found.—Rewards, £14 11s.



By courtesy of]

[Photopress

FOLLOWING IN GRANDFATHER'S FOOTSTEPS.

Coxswain Robert Harland of the Whitby motor life-boat and his grandson

Shoreboat Services.

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

Seafield, Quilty, Co. Clare.—At 7.30 A.M. on the 2nd December, 1933, a curragh, which was returning from the fishing grounds, was capsized by a heavy sea when about half a mile away. A strong southerly gale was blowing and the weather was thick. The three men in the curragh were thrown into the sea. All three were entangled in their fishing nets, and one had a leg broken. Their cries for help were heard, and three men, led by Thomas Boyle, sen., immediately launched another curragh. At great risk, and with much difficulty, the men were rescued. While two of them were being extricated from the nets the rescuers' curragh struck and grounded on a rock. Fortunately the next wave washed it off, or all of the men would have been flung into the sea. As it was, the curragh's ribs were damaged, the canvas bottom was ripped for six feet, and it was full of water up to the thwarts when it reached the beach. Thomas Boyle already holds the Institution's bronze medal, which he won six years ago for rescuing three men marooned on Mutton Island.—Rewards: To Thomas Boyle, sen., an inscribed silver watch, a letter of thanks, and the sum of £2; also £3 towards the cost of repairing his curragh. To Thomas Boyle, jun., and Patrick Kelliher, the sum of £2 and a letter of thanks each.

Dumbarton.—At about 6 p.m. on the 5th May a twelve-foot sailing boat, with two men and a boy on board, was capsized in a squall of wind and dangerous sea at the junction of the River Leven with the Clyde. Mr. Eric Fairley, a lecturer at the Technical College, Dumbarton, who was on board a yacht at anchor, near Dumbarton Castle, jumped into the yacht's dinghy and went single-handed to the rescue. At the same time another boat put off from the shore, but had to turn back. The waves were breaking over the dinghy, and there was great danger that she would be swamped, but Mr. Fairley succeeded in rowing three hundred yards to the upturned boat.

The boy had disappeared, but at great risk to himself Mr. Fairley succeeded in hauling on board the two men. He brought the two men ashore, but one died shortly afterwards from exposure and exhaustion.—Reward, The thanks of the Institution inscribed on vellum to Mr. Eric Fairley.

Moelfre, Anglesey.—During a thick fog a steamer, close inshore, was heard sounding her siren at about 6.30 A.M. on the 11th May. The coxswain of the life-boat, with four other men, went out in a shoreboat to investigate. He found the steamer off Moelfre Island, and informed the captain of his dangerous position. The steamer then made her way out to sea, and the boat returned.—Rewards, £1.

Scarborough, Yorkshire.—Two young men visitors to Cayton Bay from Pontefract put out in a canvas canoe on the 21st May. A fresh westerly breeze carried the canoe out to sea. The men were seen signalling for help, and the motor boat *William Arthur* went to the rescue. When about two miles out she saw the canoe overturned. The two men were then clinging to it, but before the motor boat could reach them one disappeared. The other was rescued. A search, in which another motor boat, the *Evelyn and Margaret*, joined, was made, but the other man was not found.—Rewards, £1 15s. and 6s. for fuel used.

Flamborough, Yorkshire.—Shortly after midday on the 10th June it was reported that a fisherman had seen a young man on the cliffs cut off by the tide, but that owing to the size of his boat he had been unable to go inshore. The life-boat coxswain and five other men put out in a suitable boat. A moderate southerly wind was blowing with a nasty swell, which, owing to the rocky shore, made a rescue by boat very difficult. It was impossible for the boat to get right in, but one of the crew, Thomas Dowse, swam

ashore with a line. This he tied round the young man and himself and they were pulled clear of the rocks and into the boat.—Rewards, £2.

Peterhead, Aberdeenshire.—The coastguard reported at about 6 P.M. on the 17th June that the motor fishing boat *Choice*, of Peterhead, was in difficulties off the North Head. The tide was flowing with a heavy swell, and the weather was hazy with a light easterly wind. Three men put off in a motor boat, the *Needle E'ee*, and found the *Choice*, with her crew of two, in a dangerous position on a lee shore with engine trouble. She was taken in tow and brought safely to harbour.—

Rewards, £1 2s. 6d., and 2s. 6d. for fuel used.

Port Erin, Isle of Man.—During the afternoon of the 31st May a small rowing boat was seen to be in distress about a quarter of a mile from the shore and signalling for help. A strong south-easterly breeze was blowing, with a choppy sea. Two men at once put off in a rowing boat and found the boat with one man on board, helpless and drifting, without oars, on the ebbing tide. With some difficulty, owing to the breaking of one of their oars, the two men towed the disabled boat safely ashore.—Rewards, 15s., and 7s. 6d. for the broken oar.

“Tar and Grease.”

Hand over Hand Chanty.

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

“The items expended on this work were tar and grease.”—*Honorary Secretary's Report.*

Some as plies about the seas
Likes to do wi' thing as please,
Paint an' varnish, such as these,
I just 'old wi' tar an' grease.

Rust an' rot the devil are
Special if they get too far,
You should always keep a jar
Handy like wi' brush an' tar.

W'en your sheaves is fit to bind,
Taller's like to make 'em kind;
Taller softens yarn, so mind,
Don' leave taller pot behind.

These two things used regular
Medicine for all things are,
I got many a cut an' scar
Healed wi' grease an' Stockholm tar.

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

Two Cromer Life-boatmen Drowned.

ON the morning of 27th July eight crab boats put out from Cromer, with a gale blowing. The sea was moderate, but heavy for small boats. It got heavier while the men were attending to the crab pots. The coastguard had them under observation, in particular the *White Heather*, as she was in rougher water than the rest. On board her were two members of the Cromer life-boat crew, Charles Cox and Gilbert Mayes, brothers-in-law and owners of the crab boat. Just after 11.30 the coastguard saw the boat capsize, or go under swamped, and the two men in the water. They were about a mile and a quarter out. The maroons were fired and seven minutes later the motor life-boat *H. F. Bailey* was launched. She reached the spot where the boat had disappeared in a quarter of an hour, saw various articles from her floating about, and after a short search found the body of Charles Cox. He was brought ashore. Efforts were made to revive him by the crew, and by a doctor who was taken on to the life-boat when she returned to the pier, and later at the hospital, but they failed. As soon as Cox had been landed,

the life-boat continued the search, but could find no trace of Gilbert Mayes or of the *White Heather*. She returned at 2.15 p.m., having then been out about two and a half hours. It was not until twelve days later that the body of Mayes was washed ashore.

Charles Cox had been a member of the life-boat's crew for about 38 years. He won the bronze medal for his share in the service to the Swedish steamer *Fernebo* in 1917, the Institution's thanks inscribed on vellum, and a bronze medal from the Italian government, for the service to the steamer *Monte Nevoso* in 1932, and again the Institution's thanks inscribed on vellum for the service to the barge *Sepoy* in December of last year.

Gilbert Mayes had been a member of the crew for about 35 years, and won the bronze medal for the service to the *Fernebo*.

The Institution has made a grant of £50 each to the two widows, and a special meeting of the Cromer Urban District Council was held at which it was unanimously decided that the Council should open a fund for them.

"Duke of York."

Motor Life-boat presented by King George's Fund for Sailors.

ON 22nd June the inaugural ceremony was held of a new motor life-boat which has been built for the station at The Lizard, Cornwall. It took place in the presence of hundreds of spectators round the boat-house and on the cliffs above. She is a gift to the Institution from King George's Fund for Sailors, of which the Duke of York is president, and has been named *Duke of York*. Future donations from the fund are to be used towards the upkeep of the station, and to form a fund for the replacement of the life-boat, when necessary, so that the life-boat at The Lizard will always be a gift from King George's Fund.

The new boat replaces a 38-foot self-righting motor life-boat which has been at The Lizard since 1920, and is

a larger and more powerful boat. She is of the Watson type, 41 feet by 11 feet 8 inches. On service, with crew and gear on board, she weighs just over 15 tons. She is divided into five water-tight compartments, and is fitted with 145 air-cases. She has twin screws, driven by two 35 h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just over 8 knots, and she carries enough petrol to be able to travel 139 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take fifty people on board. She has two cock-pits, a line-throwing gun, and an electric searchlight, and is lighted by electricity.

THERE has been a life-boat station at The Lizard since 1859, and its record is 480 lives rescued from shipwreck. The new boat is the eighth to be stationed there. The motor life-boat which she has replaced has gone to the new station established this year at Port Askaig, Islay, off the west coast of Scotland. This boat was a gift to the Institution from the late Mr. Frederick H. Pilley, of Upper Norwood, London, after whom she was named, and at the ceremony on 22nd June a brass tablet was unveiled at the boat-house with the following inscription :

"The first motor life-boat at this station was the *Frederick H. Pilley*. Built in 1920, it served at The Lizard until 1934 and rescued from shipwreck 130 lives. She was the gift of Frederick Hornshaw Pilley, of Upper Norwood, London, out of whose estate generous contributions have been made from time to time towards the upkeep of the station and in particular towards the improvements and additions to the launching and hauling-up facilities carried out in 1933 and 1934."

Mr. A. B. Borley, president of the branch, presided, supported by the Mayor and Mayoress of Penzance, the Mayor of St. Ives and the Mayor of Penryn. The life-boat was named by the Countess of Shaftesbury.

The tablet recording the services of the *Frederick H. Pilley* was unveiled by Mr. John Hendy, vice-chairman of the

branch, and Mr. F. G. Pilley, the son and trustee of the late Mr. Frederick H. Pilley, spoke of the pride which the family took in the life-boat bearing his father's name.

Captain H. T. A. Bosanquet, R.N., secretary of King George's Fund for Sailors, presented the new life-boat to the Institution, and in doing so said that since the fund was founded in 1917 it had distributed £834,000 to various marine charities, and of this sum £15,000 had been given to the Institution.

In the absence, owing to a bereavement, of Sir Godfrey Baring, Bt., chairman of the Institution, Lieut.-Commander H. L. Wheeler, R.N., inspector of life-boats for the Southern District, thanked King George's Fund for their gift and formally presented the life-boat to the branch, on behalf of which she was received by Mr. Borley.

The life-boat was dedicated by the Rev. Harry Vyvyan, the honorary secretary of the Cadgwith life-boat station since 1898, and the holder of the Institution's silver medal for gallantry in saving life from shipwreck, assisted by the Rev. H. O. Barratt, the vicar of The Lizard.

The Countess of Shaftesbury then named the life-boat *Duke of York*.

A vote of thanks to Lady Shaftesbury was proposed by Mr. A. G. W. Baxter and seconded by Mr. A. T. Cummings, chairman of the branch, and the principal guests went afloat in the life-boat.

Life-boat Medal for Netley Hospital.

THE Institution has presented to the Royal Victoria Hospital, Netley, Hants, a silver medal which it awarded forty-one years ago to Private James Carroll, of the Royal Irish Regiment. In May, 1893, Private Carroll and three other soldiers, all of whom were patients in the hospital, invalided home from India, put out in a skiff in Southampton Water, and rescued three men whose boat had capsized. A heavy sea was running; the skiff was overloaded, with seven men on board; the rescuers were wet through. Invalids as they were, they ran a grave risk of illness as well

as the risk of drowning. When the medal was sent for presentation to Private Carroll, he had been discharged from hospital, and his only address was care of the post office at Kingscourt, Co. Cavan, Ireland. The Institution wrote to that address, but the letter was never called for, and the medal has never been presented.

As the Royal Irish Regiment has been disbanded, the Institution feels that the hospital has the chief right to the medal and it will be placed in the museum there among other interesting relics.

Centenary of the North Sunderland Station.

NORTH SUNDERLAND has had a life-boat station since 1827. It was taken over by the Institution in 1852. Beyond the date of its establishment, and the fact that between 1827 and 1852 it had two life-boats, the second of which was transferred from Holy Island, the Institution has no records of the early history of the station. Of these early years, however, one of the most notable events was the attempt which men of North Sunderland made to rescue the survivors of the *Forfarshire*, wrecked in 1838. Seven fishermen of North Sunderland put out to the wreck, "to the imminent risk of their lives," only to find that the survivors had already been rescued from the Longstone lighthouse by William Darling and Grace Darling. Since the Institution took over the station in 1852 it has had five life-boats; they have been out on service 119 times and have rescued 215 lives; three silver medals have been awarded by the Institution and a medal by the King of Norway.

The Record of the Robsons.

Three names have for many years been associated with the station—Robson, Marshall and Norris. Three of the men who went out to the *Forfarshire* were Robsons—William, James and Michael. William's son, another William, was coxswain for a number of years. His date of appointment is not known, but he retired in 1867. He was succeeded by Thomas Pringle, who served as coxswain until 1887. For the next twenty years a Robson was again coxswain, Michael, nephew of Coxswain William, and when he retired in 1907 he was succeeded by his son James, the present coxswain, who, in 1908, won the Institution's silver medal, and a medal from the King of Norway, for his personal gallantry in the rescue of the crew of fourteen of the s.s. *Geir*, of Bergen, stranded on the Farne Islands. In addition to this, two Robsons have served as second-coxswains, another,

the father of the present second-coxswain, as bowman, and others as members of the crew. Thus Robsons have been associated with the station for at least ninety-six years, and probably well over a century, and for something like sixty out of the past eighty years a Robson has been coxswain.

Two generations of Marshalls and three of Norrises have also been closely associated with the station. Colonel Anthony Marshall, of Annstead, joined the committee in 1874, became honorary secretary and then chairman in 1880, and remained chairman until his death in 1929. He was succeeded by his son, the present chairman, whose wife is the president of the North Sunderland Ladies' Life-boat Guild—an unbroken family association of sixty years. The present honorary secretary, Mr. M. R. Norris, was appointed in 1929. His father had been a member of the crew until he lost his arm at sea. His grandfather had also served in the boat, before 1865—again a family association extending over some seventy years.

Presentation of the Vellum.

A centenary vellum, signed by H.R.H. the Prince of Wales, K.G., as President of the Institution, was presented to the station on 6th August by Colonel the Hon. Harold Robson, a member of the committee of management, and chairman of the Alnmouth and Boulmer branch. The vellum was received by Mr. R. W. A. Marshall, chairman of the branch. The motor life-boats from Boulmer and Holy Island came over for the ceremony, and among those present was Major H. E. Burton, R.E., late honorary superintendent of the Tynemouth motor life-boat, a gold medallist of the Institution, and the holder, for life-boat work, of the medal of the Order of the British Empire. After the ceremony a fête was held which was opened by Mrs. Harold Robson.

St. Anne's Life-boat Disaster Fund.

ON the night of 9th December, 1886, three Lancashire life-boats, St. Anne's, Southport and Lytham, were launched to the help of the barque *Mexico*, of Hamburg, which had gone on the sands between Southport and Formby. A gale was blowing, the tide was setting against the wind, and a very heavy and dangerous sea was running. The Lytham life-boat rescued the crew of the *Mexico*, but both the St. Anne's and Southport life-boats capsized. The whole of the crew of the St. Anne's boat were drowned, and all but two of the crew of the Southport boat; twenty-seven lives lost.

A fund was immediately opened for the families of the men, to which Queen Victoria, Patroness of the Institution, gave £100, the German Emperor £250, and the port of Hamburg some £1,400. The Institution voted £2,000 to the fund, and the total subscribed, in a fortnight, was £33,000. Part of this fund has ever since been administered

by a committee at St. Anne's and the remainder by a committee at Southport. At the annual meeting of the St. Anne's committee, held on 9th March of this year, it was reported that the last annuitant receiving help from the St. Anne's part of the fund had just died.

The amount originally entrusted to the St. Anne's committee was £13,423, and during the forty-seven years of the fund over £13,000 was obtained from the investment of the money. The amount paid out to those benefiting under the fund was over £17,000, while nearly £1,600 was spent on the erection and maintenance of memorials in the Blackpool cemetery and the Lytham and St. Anne's churchyards, and on the St. Anne's promenade.

Of the fund the sum of £5,244 remains, and this is to be handed over to the Institution, which has undertaken to be responsible for the maintenance of the memorials.

Life-boat Memorial at Stonehaven.

ON 27th February, 1874, the life-boat *St. George*, at Stonehaven, Kincardineshire, was launched in a gale to the help of the barque *Grace Darling*, of Blyth, which was flying signals of distress. As the life-boat approached her the signals of distress were taken down, for what reason was never known, for the barque sank some miles farther north and fourteen of her crew were drowned, only one man being saved. Meanwhile the life-boat, unable to return to Stonehaven against the gale, continued her way northwards, and ran for Aberdeen harbour. Crossing the bar, she capsized. Her coxswain and three of her crew were drowned.

The boat herself was smashed beyond repair against the pier.

A fund for the support of the relatives of the men was raised, to which the Royal National Life-boat Institution contributed £250, and a memorial to them was erected in Cowie churchyard. It was recently brought to the notice of the Institution that the stone was very worn and the inscription had become defaced. As the stone was too soft for repair to be possible, the Institution has replaced it with a new stone, of granite, bearing the same inscription. This stone, it is hoped, will be a permanent memorial to these brave life-boatmen.

Shaving for the Life-boats.

THE Institution has received a gift of over £14 from the chief engineer of a steamer. In addition to his work as engineer, he acts as ship's barber.

For these services he charges nothing, but asks his clients to put something in his life-boat collection box. The gift of over £14 is the result.

Motor Life-boat at Boulogne.

IN August, 1825, seventeen months after the founding of the Royal National Life-boat Institution, a life-saving society was formed at Boulogne, with the title "La Société Humaine et des Naufrages de Boulogne." It was the first life-boat society established on the Continent, being a few months older than the two Dutch life-boat societies founded in the same year. Its founders were a Frenchman, M. Alexandre Adam, and an Englishman, Mr. John Larking, and from the beginning it has been administered by a committee of six Frenchmen and six Englishmen.

It has a fine record. Eight hundred and twenty-four lives have been rescued from shipwreck by the society's life-boats, and 423 by life-saving lines; and 1,574 bathers have been rescued from drowning.

When the society celebrated its centenary in August, 1925, the Institution was represented by its present secretary, Lieut.-Col. C. R. Satterthwaite, O.B.E., who went over in the new Margate motor life-boat *Lord Southborough*. At the inaugural ceremony of the new Dover motor life-boat, *Sir William Hillary*, in 1930, representatives of the Boulogne society were present, and in August of this year the Institution was again represented at a ceremony at Boulogne.

The occasion was the naming of a motor life-boat, *Alexandre et Louis Darracq*, which La Société Centrale de Sauvetage des Naufrages, of France, has presented to the Boulogne society. She is 37 feet long, with two engines of 40 h.p. each, giving her a speed of between 8 and 9 knots, and she carries a crew of six. Her godfather is Vice-Admiral Lacaze, president of La Société Centrale, and her godmother Mrs. Harvey, the great-great-granddaughter of Mr. John Larking, one of the founders of the society.

Institution's Representatives.

The ceremony took place on 12th August, and on the morning of that day the Dover motor life-boat crossed to Boulogne, returning the same evening. She had a rough passage both ways, which took two hours out and two hours home.

On board were Commander Henry Strong, R.D., R.N.R. (ret.), representing the committee of management, Mr. Walter Riggs, a member of the committee of management and honorary secretary of the Aldeburgh station, Dr. J. R. W. Richardson, honorary secretary of the Dover station, Lieut.-Commander P. E. Vaux, D.S.C., R.N., inspector for the Eastern District, who was in command of the boat, Captain A. L. Strange, R.N., inspector of coastguard for the Eastern Division, who represented the Board of Trade, Mr. C. R. Bryant, coxswain at Dover, Mr. R. Taylor, second coxswain, Mr. Harry Griggs, coxswain of the Hythe life-boat, and a crew of four men. The Calais motor life-boat, *Maréchal-Foch*, which came to the Dover inaugural ceremony, was also present at Boulogne.

A reception was held at the Chamber of Commerce, followed by a luncheon at the Municipal Casino. The new life-boat was named, and the guests then visited the *maison de secours* which the Boulogne society maintains for the care of those whom it rescues. There followed the presentation of awards, and in the evening there was a gala soirée at the Casino.

Friendship between British and French Services.

At the luncheon M. A. Coppin, president of the Société Humaine, in proposing the health of the godfather and godmother of the new boat, said: "I join in the toast with them with all my heart, the coxswains and crews of our life-boats of Calais and Boulogne, and above all those of Dover." He then recalled that in 1864 his father, captain of a three-masted ship of Dunkirk, was shipwrecked in the Indies and he and his whole crew rescued by an English ship, and concluded: "If I have the good fortune to be on earth and president of the Société Humaine, the committee of which has included members of my family for 63 years, I owe it to the British nation, and you will understand why I end my speech by raising my glass to the friendship between Great Britain and France."

Commander Strong expressed the congratulations and good wishes of the

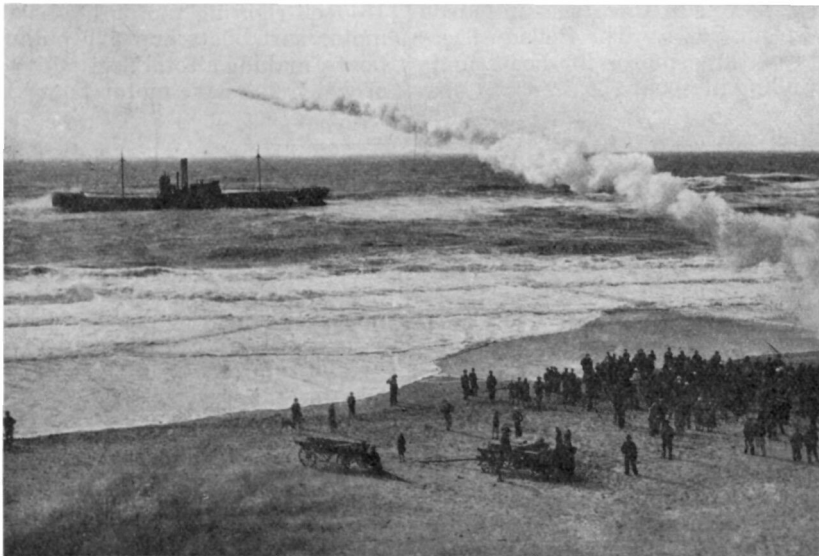


By courtesy of

[Topical Press Agency

AN AUSTRALIAN MOTOR LIFE-BOAT IN ACTION.

This boat stationed at Queenscliff, Victoria, was built at Port Adelaide in 1926, after designs of the Institution, and her engines and fittings were supplied by the Institution.



By courtesy of

[Mr. G. A. Spencer, a member of the crew of the "Sprightly"

ON THE COAST OF JUTLAND.

Rescue of the crew of the s.s. *Sprightly*, of Newcastle, by the Danish Life-saving Service last June.

Institution to the sister society of Boulogne. In the course of his speech he said :

“At the naming ceremony of the *Sir William Hillary* by our president, the Prince of Wales, we were proud to welcome representatives of your society, and we are deeply grateful to you to-day for giving us such a hospitable reception, and this delightful opportunity of seeing your fine new motor life-boat, which will, I hope, for many years work in collaboration with our own service.

. . . May this beautiful life-boat, designed, built, engined and equipped with all the resources of modern science and skill, prove herself a valuable and efficient means of life-saving, as everyone here is sure she will, and by the deeds of her gallant crew add fresh laurels to those they and the Société Humaine have already earned; and may she prove to be yet another link in the chain that binds our beloved countries in friendship and in the fellowship of the sea.”

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

IN the last issue of *The Life-boat* particulars were given of services to British vessels during last year by the life-boat services of Denmark, France, Germany, Holland, Iceland, Norway, Spain, Sweden, Turkey and Rumania. The present figures of their fleets were also given. Since then these particulars have been received from three other countries.

Belgium.

There were no services to British vessels during the year. The Belgian coast has nine stations. All are equipped with rocket life-saving apparatus, and seven of them are provided also with life-boats. The Belgian fleet consists of three motor life-boats and seven pulling life-boats.

Japan.

There were no services to British vessels during the year. The Japanese fleet consists of ninety-two motor life-boats and 125 pulling life-boats.

United States of America.

During the year American life-boats went to the help of twenty-seven British vessels, and rescued twenty-five lives. They went to the help also of forty-four Canadian vessels, and rescued forty-seven lives.

The United States fleet consists of 131 self-righting motor life-boats, 159 motor surf boats and 329 pulling surf boats, making a total fleet of 619 boats, of which 290 have motor power.

Lionel Lukin.

THIS year is the centenary of the death of Lionel Lukin, whose name will always be remembered as one of the originators of the idea of the life-boat. He was a fashionable and successful coach builder in London, and Master of the Worshipful Company of Coach Builders. He was also a very ingenious inventor, his inventions ranging from a rain gauge and a bed for invalids to his “unimmergible” boat. But he is chiefly remembered as the man who converted a coble into a safety boat which was stationed at Bamburgh in 1786, and was the first boat to be used on our shores for the purpose of saving life from shipwreck, and as the man

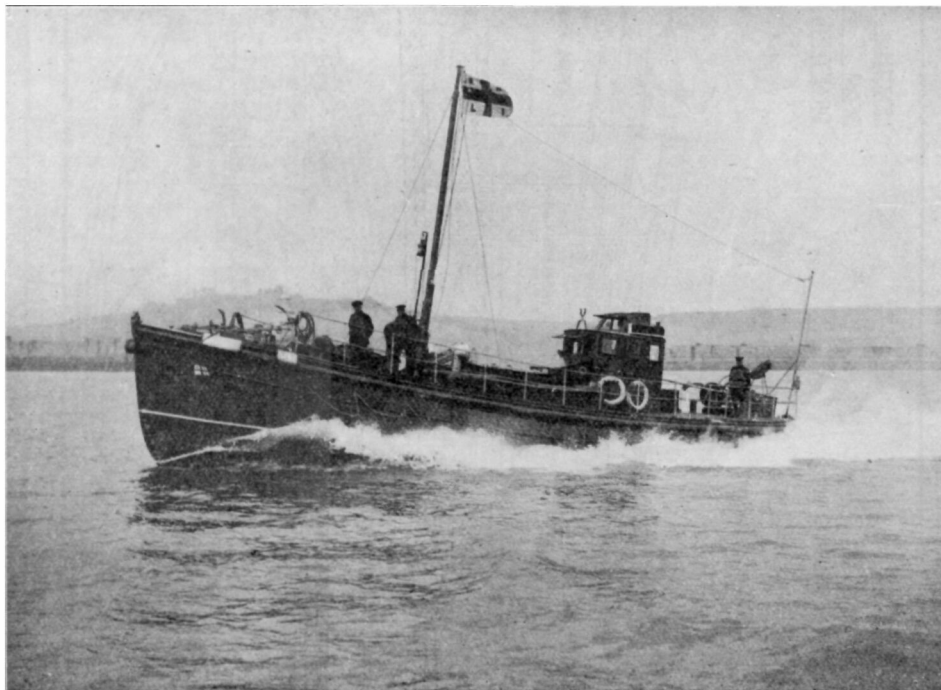
who, twenty-one years later, designed the first sailing life-boat.

When the Institution was founded in 1824, Lionel Lukin was in his eighty-second year. The letter which he wrote to the chairman on that occasion, and his family tree, which shows his descent from one of Admiral Blake’s captains, are preserved at the headquarters of the Institution.

Lukin died ten years later, on 16th February, 1834, in his ninety-second year, and was buried in the churchyard at Hythe, Kent. In Hythe Parish Church is a memorial window. On his tombstone are the words: “This Lionel Lukin was the first who built a life-boat.”

Motor Life-boats of the Institution.

No. 8.—The Dover Life-boat for the Help of Aeroplanes.



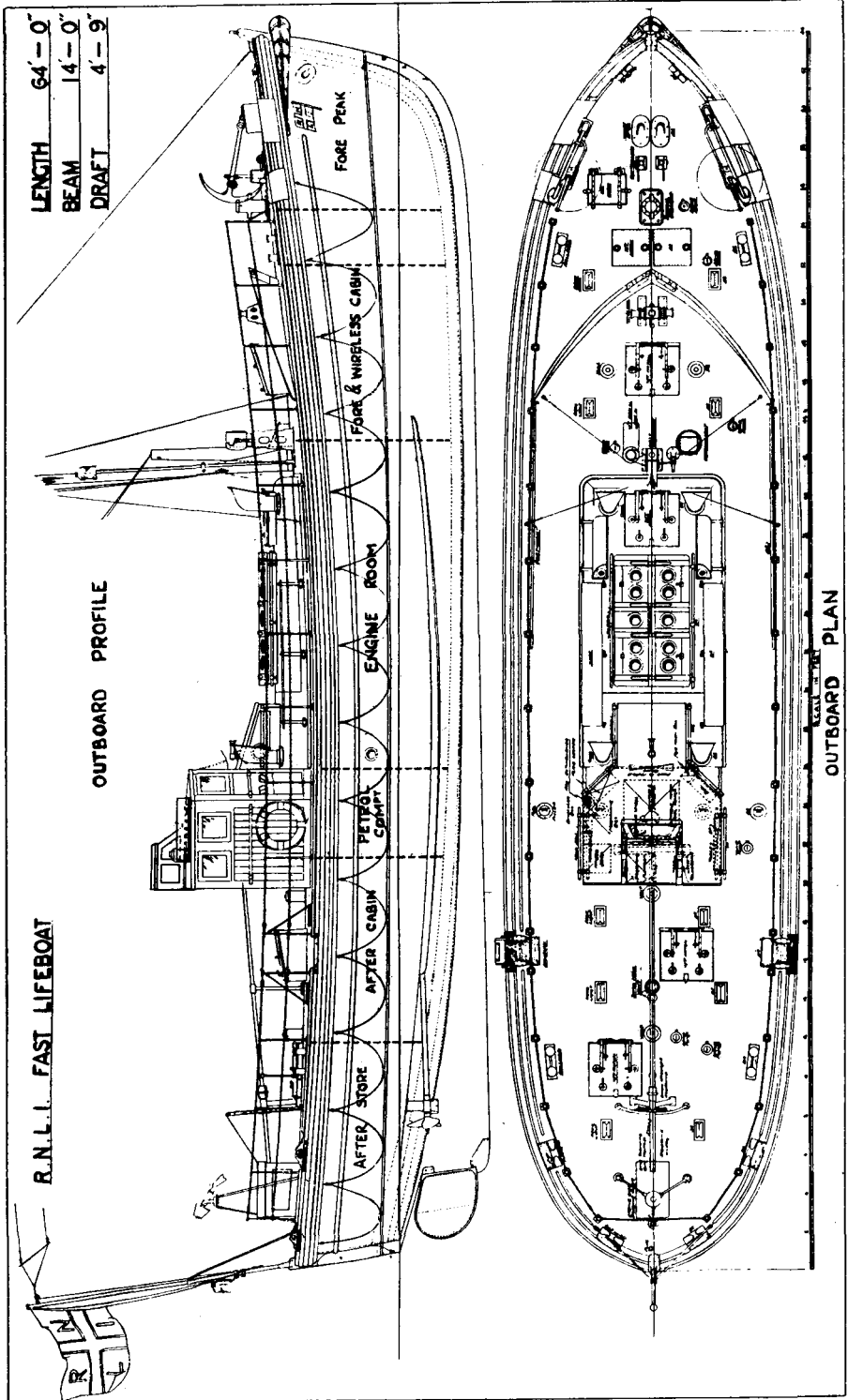
At Dover is stationed the only motor life-boat of this type, specially designed for the special conditions of the Straits, across which there is not only the heavy passenger steamer traffic, but a considerable daily traffic by aeroplanes, maintained in all but the worst weather. To meet these special conditions this type of motor life-boat was built in 1930.

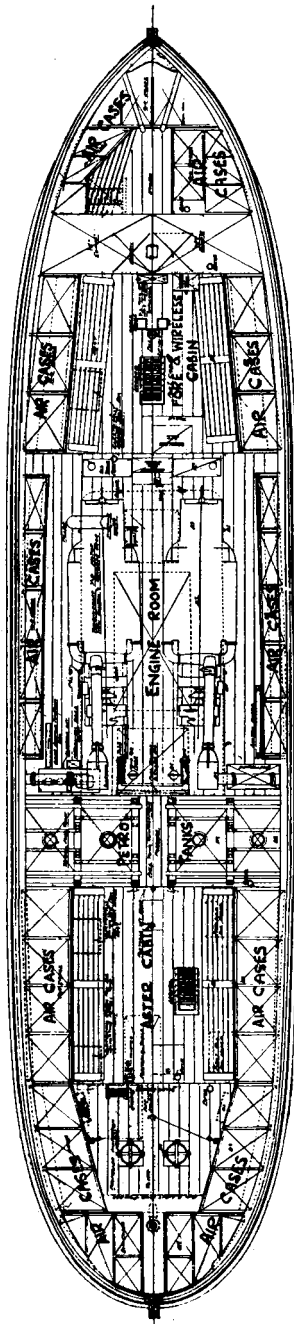
The aim of the Institution in the design and construction of motor life-boats and their engines, suitable for work under all conditions, is not high speed, but a great reserve of power, enabling the life-boat to maintain her speed in the worst conditions of weather. Since an aeroplane which has come down on the sea will remain afloat for only a short time in anything but a calm sea, the aim of this special boat was to obtain the greatest speed without undue sacrifice of the essential qualities of a life-boat, of which the chief are buoyancy and stability.

This special type has a speed of

between seventeen and eighteen knots, nearly twice as great as that of any other life-boat, but this speed could only be obtained by making a number of modifications in the design of the boat, as compared with the standard types. She is built of lighter timber. Her beam is smaller in proportion to her length, which means some sacrifice of stability, and she has fewer air-cases. Her engines are not water-tight. On account of these modifications she is intended to deal only with casualties at sea, and is not suitable for work inshore or on the Goodwin Sands.

This life-boat is not only the fastest but the largest in the Institution's fleet. She is 64 feet long and 14 feet broad, with a mean draught of 4 feet 2 inches. Her displacement on service conditions is 27 tons. She is divided into eight water-tight compartments with steel bulkheads, and is fitted with eighty-two air-cases. She is provided with two cabins and can take





INBOARD PLAN

about 100 people on board in rough weather.

She is built with a double skin of mahogany, ribs of Canadian rock-elm, and stem and stern posts of English oak. Her keel also is of English oak, 12 inches deep and 7 inches thick. For the sake of lightness it is of wood only, without the usual 7- or 8-inch iron keel beneath it. The ribs are very close together, the space between them being from 5 to 9 inches instead of the usual 17 to 19 inches. The result is an unusually strong and elastic boat.

Such a boat required engines of much higher power, and lighter in proportion to their power, than any that the Institution had designed for its ordinary boats, of which the largest is a 6-cylinder engine of 80 h.p. When she was built the only well-trying engine suitable was the Thornycroft Y 12-cylinder engine, largely used in naval launches during the war, and subsequently adopted by the Royal Air Force for its fast launches. The Dover life-boat has two of these engines, of 375 h.p. each, and is driven by twin

screws. These engines give her a maximum speed of $17\frac{1}{2}$ knots. She carries 350 gallons of petrol, in four tanks, and can travel seventy-eight miles at full speed without refuelling, so that while having a much greater speed she has a smaller radius of action than other life-boats. She carries no sails, but is fitted with a light signal mast.

She has a crew of seven men, and is fitted with a line-throwing gun, an oil-spray in the bows for pouring oil on the waves, and an electric searchlight. She is lighted by electricity. To save weight she has a hand instead of a mechanical capstan, and hand fire-extinguishers instead of the fire-extinguishing plant which is used on the large motor life-boats of other types.

She is provided with a Marconi receiving and transmitting wireless telephony set, with a range of fifty miles, by means of which she can keep in touch with the wireless stations at Lympne and Ramsgate, and with the light-vessels in the area of the Goodwin Sands.

Life-boat Essay Competition.

Presentation of Prizes in Greater London.

THIS year, for the first time, the prize for the best essay in Great Britain and Ireland was won by a pupil of a London school, Alfred Robinson, of Warple Way Mixed School, Wandsworth.

The special prize for the best essay and the challenge shield for Greater London were presented to Alfred Robinson by Lord Snell, C.B.E., chairman of the London County Council, at the Caxton Hall, Westminster, on July 4th. Lord Snell also presented the thirty-four other prizes won by Greater London schools and a number of the prizes won by schools in the South-Eastern District.

The Mayor of Westminster (Mr. F. G. Rudler, J.P.) presided, supported by Sir Henry Jackson, M.P. for Central Wandsworth, Sir Godfrey Baring, Bt., chairman of the Institution, Admiral of the Fleet Sir Henry Oliver, G.C.B., K.C.M.G., M.V.O., and Mr. C. G. Ammon, members of the committee of management, and Lieut.-Col. C. R.

Satterthwaite, O.B.E., secretary of the Institution.

In his opening speech the Mayor recalled that many distinguished men had presented the prizes on previous occasions, among them Major-General Lord Mottistone, coxswain of the Brooke, Isle of Wight, life-boat, Lord Eustace Percy, president of the Board of Education, Mr. C. G. Ammon, Financial Secretary to the Admiralty, and Sir Malcolm Campbell.

Lord Snell's Address.

After presenting the prizes Lord Snell gave an address in which he said :

For the first time a London boy has won this prize of great distinction for the best essay in Great Britain and Ireland, in addition to winning the shield for the London district. The London County Council is highly gratified that that distinction, won by one of its scholars, should come to the boys and girls of London. (*Applause.*)

I have written many essays myself, and I have never won a prize. I have sent a great many of them to editors, and they have found their way into the waste-paper basket, so I can understand that success so early in life is a very great comfort and distinction. I have read the essay carefully, and it seems to me to be clear, balanced and compact. In its structure it shows great promise, a promise which I hope Alfred Robinson and those who have the right to advise him will try to develop as the years go by. (*Hear, hear.*)

The London County Council is in the way of being probably the greatest education authority in the world. We have a responsibility for the proper education and the upbringing to a state of conscious citizenship of no fewer than about 780,000 children. It is a very heavy responsibility to do the very best we can for the children, to fit them for their purpose in life; and when some of them succeed in an open competition in getting distinction, such as we have seen to-day, the London County Council, through its chairman, cannot do other than rejoice and congratulate the scholars, the winners of the prizes, their teachers, the schools, and the fathers and mothers of London. (*Applause.*)

A LESSON IN CITIZENSHIP.

The object of this competition is to interest the boys and girls in a great service, a service that we hear of only in times of trouble, but which every day throughout the year is vigilant, always watching for a call to service; and it is in order that we may pay homage to that great life-boat service, devoted to rendering help in the hour of greatest need, that we are here to-day. The service is a great lesson in duty, in the highest type of citizenship, and it is a great example to every boy and girl and every man and woman throughout the whole country.

A storm at sea looks fine when you are on shore and looking at it from behind a window in a nice warm room, but a storm when you are out at sea, when you are buffeted about by the waves, when between you and death there are only a few frail timbers that we call a boat or a ship, is quite a different matter. Last year I went

across the Atlantic, and we ran into a several days' storm which made us three days late in arriving at New York. The old boat did everything except sink; she stood on her head; she kicked up her heels; and she once or twice thought she was the cow that had to jump over the moon. When we got inside the harbour at New York I can tell you, as the Americans say, "it looked good to me" to see the shore again.

It is the service which is waiting to help us in such perils that we are here to-night to encourage. These men face very great dangers; they go out; they do not ask who it is that is in distress; people may be strangers to them; they may be people of another race, speaking another language, having another religion; but behind all those things that divide men there is the common bond of humanity.

EVERYONE'S DUTY.

We cannot all be life-boatmen, though we never know when we, too, may be called upon to render helpful service of that kind, but we can to-day give the life-boatmen encouragement in their work by our sympathy. Money cannot pay for such service; but they are paid by a sense of duty which they feel when they have done all that they can to save human life. They do not ask whether the task is possible or not. They try to do it. When duty says: "Thou must," the life-boatman replies: "I can." In that spirit life-boatmen go out to service, and in that spirit let us think of them, supporting the Institution which nourishes them in their service throughout the year, and let the boys and girls talk about it to their fellow-scholars, and let all the boys and girls of London, when next year comes round, try to be the first in this competition. (*Applause.*)

A vote of thanks to Lord Snell and the Mayor of Westminster was proposed by Sir Godfrey Baring and seconded by Sir Henry Jackson.

Mr. Frederick Woodhouse sang five sea songs: "Trade Winds," "Three Poor Mariners," "The Mermaid," "The Lass that Loves a Sailor" and "The Crocodile."

As they went out each boy and girl was given a life-boat souvenir.

The Fishwives of Cullercoats.

THE fishwives of Cullercoats have beaten their previous record by collecting £203 11s. 10d. at the quarterly road exercise and launch of the life-boat. Their previous highest total was £199 in 1931. This was their thirteenth annual collection and the total for the thirteen years is over £1,775.

The Newcastle Highland Pipe Band again took part in the procession, giving their services, and five cinemas—the Playhouse, the Coliseum, the Empire and the Picture House (all

in Whitley Bay), and the Plaza, in Tynemouth—allowed collections to be made at their doors. The Playhouse also showed a life-boat film for a week.

Seventy-five collectors took part, four of them collecting over £11 each. Mrs. Polly Donkin, who is now seventy-seven years old, was again, as in every previous year, the most successful collector, and by collecting £85 5s. 2½d. also beat her previous record of just over £83. In the thirteen years she has collected £586, or very nearly a third of the total.

Life-boat Day in Greater London.

LIFE-BOAT day in Greater London was held on 15th May. Among those who helped with the appeal were the Lady Mayoress, who collected at the Mansion House, the Mayoress of Westminster, who collected in Trafalgar Square, and the Mayors of twenty-one other boroughs.

The number of people who contributed was 501,755, an increase of 68,414 on the previous year, and the sum collected was £4,704, an increase on the previous year of £870. The expenses were £214, so that they were only 4½ per cent of the total collected.

Conference in South Wales.

AT this conference delegates from fourteen branches and Ladies' Life-boat Guilds in Cardigan, Carmarthen, Glamorgan, Hereford, Monmouth, Pembroke and Radnor met at Cardiff on 29th May. Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution, and the organizing secre-

tary. The Deputy Lord Mayor of Cardiff, in the absence of the Lord Mayor, welcomed the delegates.

The conference included a display of the Institution's films.

In the afternoon the delegates visited the Barry Dock life-boat station. The motor life-boat *Prince David* was launched and the delegates went afloat.

The Help of an Octopus.

THE honorary secretary of the Exmouth station, who raises money for the branch by selling flowers at the boathouse, has found another and unexpected source of revenue. While fishing off Budleigh Salterton in July he caught an octopus. He brought it back and put it on view in the life-boathouse, collecting by help of it several pounds. It was explained to

groups of interested visitors by the boathouse attendant, who pointed out that it had eight arms. He was delighted to hear one girl in his audience say to the young man who was with her: "How I wish you were an octopus!" The story found its way into the local paper, where it appeared with the heading "Eight Arms of Cupid!"

Life-boat Exhibition in Manchester and Salford.

THE life-boat exhibition which was given in London at the Charing Cross Underground Station in May and June of last year,¹ was given this year for a fortnight in Manchester and a week in Salford.

The Manchester exhibition was in the store-theatre of Messrs. Pauldens Ltd., and was opened on 29th May by Miss Violet Vanbrugh and Miss Irene Vanbrugh. Captain C. E. Froggatt, O.B.E., R.D., R.N.R., a member of the Manchester branch committee, presided, supported by the Rev. F. Paton-Williams, rector of St. Ann's Church, Mr. E. Seymour-Bell and Mr. T. Hyde, principals of the White Star Line in Manchester, and members of the branch committee.

The Salford exhibition was held in

¹ See *The Life-boat* for September, 1933.

the Pendleton Town Hall and was opened on 18th June by the Mayor of Salford, supported by the Mayoress, the Mayor and Mayoress of Blackpool, the Deputy Mayor and Mayoress of Eccles, the chairman of the Swinton and Pendlebury Urban District Council, Councillor C. P. Hampson, chairman of the West Salford District of the Manchester and Salford branch, and Mr. J. H. Borlase, North-Western District secretary of the National Union of Seamen and honorary secretary of the Salford District of the branch.

It is impossible to say how many people visited the two exhibitions, but at the Manchester exhibition 10,000 programmes were distributed, and at the Salford exhibition nearly 4,000, while 8,300 were distributed in Salford outside the exhibition.

An Example of Energy.

THE following summary of eight months' work by a new honorary secretary, Miss G. Coventry, of Milford-on-Sea, Hampshire, deserves to be put on record.

A year ago Miss Coventry bought an old life-boat (the Mevagissey, Cornwall, boat, 1897 to 1930, which had rescued forty-four lives) and converted it into a house-boat. She asked for a collecting box, and became a subscriber. In February of this year she joined the Ladies' Life-boat Guild and took over the organization of the Milford section of the Lymington branch, and in April became joint honorary secretary for Lymington.

In Milford and Lymington she has placed collecting boxes in the hotels and shops.

In Milford she has carried out a house-to-house collection single-handed, except for one road, collected subscriptions, organized and collected at life-boat day, and arranged dinner-table

collections; and at Easter and Whitsuntide she had a life-boat souvenir stall.

In Lymington and elsewhere she has sent out appeals for subscriptions, and organized and personally managed a life-boat stall at a four days' exhibition of model boats.

In New Milton she has organized a life-boat day, collecting and selling souvenirs herself for twelve hours, and carried out a cinema collection.

Outside the area of her own branch she has organized and personally helped to manage a life-boat stall at a model boat and engineering exhibition at Bournemouth; collected at Cowes life-boat day; found an honorary secretary at Esher, started a house-to-house collection there, and helped to organize and collected at a life-boat day.

As a record of eight months' work, this should be hard to beat, and thanks to the generous support of those who have responded to these appeals, they have raised a substantial sum.

To Readers of *The Life-boat*.

THE editor of *The Life-boat* will always be glad to receive from its readers anything which they think it would be

of interest to publish concerning the present or the past of the life-boat service.

Old Age and the Life-boat Service.

SIX more examples of the way in which old age helps the life-boat service have to be added to those given in *The Life-boat* for September of last year.

An anonymous gift has come from "a poor old woman of eighty, but who admires these noble fellows," the life-boatmen.

Another comes from Paignton: "I enclose P.O. value 13s. 3d. towards your funds, as small Christmas gift from one in eighty-fourth year. A few coppers saved week by week. I trust, D.V., to do this yearly."

A lady writes from Wimbledon: "I am sorry you have had the trouble of writing for my subscription; it was a simple oversight. I thought

I had sent it. I have *had* to cut off many little charities, but I hope never to drop my life-boat subscription. But—you will excuse an old woman of ninety-one, too crippled with arthritis to leave her room, and hardly her chair, and so not able to look to her little affairs properly. As long as I live, and *can*, I will send my poor little guinea, and only wish I could do more for your splendid work."

A lady of Kirkby Stephen, who is ninety-two, has sent two guineas.

A subscription of ten shillings has come from Sidecup from a man nearing his hundred and first birthday, who has subscribed for seventy-five years.

Another subscription of ten shillings has come from a Scottish lady, 104 years old.

Pilgrimage to Fraserburgh.

THE life-boat station at Fraserburgh, Aberdeenshire, took part in a very interesting event during July—the welcome which was given to men and women from Fraserburgh living in Canada, the United States, South Africa and various places of Great Britain, who had come back on pilgrimage to their native town. During the pilgrimage week, from July 17th to the 24th, trips were run by the

Fraserburgh motor life-boat, and also by the Cromarty motor life-boat, which paid a two days' visit to Fraserburgh. A life-saving demonstration was given by the two life-boats and the life-saving apparatus. There was a concert in aid of the funds of the branch, and the week concluded with a life-boat supper and dance, also in aid of the branch funds, in which some three hundred people took part.

A Suggestion to Autograph Collectors.

AN autograph collector recently asked Lieut.-General Sir A. E. Codrington, K.C.B., K.C.V.O., for his autograph, offering to send a small gift to any charity he named in return for it. General Codrington, who is a subscriber to the Institution, at once suggested

the life-boat service, and the autograph collector has sent it his promised gift. Both to those who collect autographs, and to those who are sufficiently distinguished to have theirs collected, we suggest this as an excellent way of helping the life-boat service.

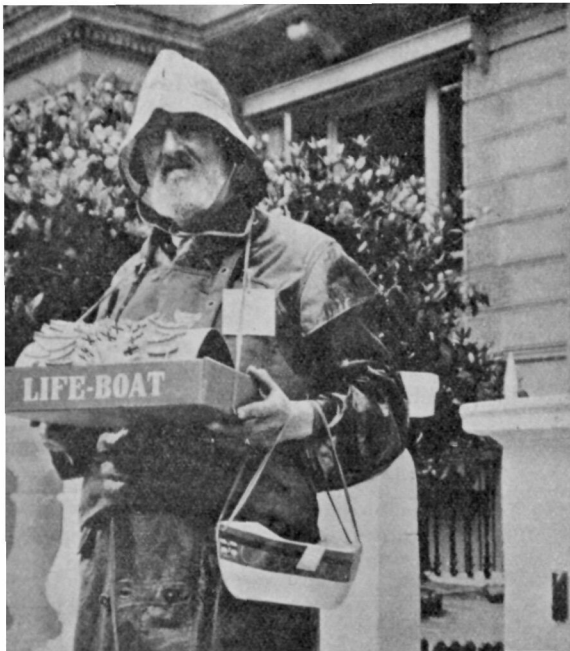


By courtesy of]

[Mr. J. H. Fish, New Quay, Cardiganshir.

AGED TWO.

Miss Brenda Avril Fish collecting on life-boat day at New Quay, Cardigan.



AGED EIGHTY-FOUR.

Mr. Francis Roxburgh, at one time assistant judge in the Lord Mayor's Court, a member of the Paddington branch committee, collecting on life-boat day in Greater London.

A Life-boat Cushion from The Sudan

THE Institution has received a leather cushion which has been specially made for it by an engineer in the Sudan government dockyard at Khartoum, Mr. R. C. Roberts, of Broughton-in-Furness. The cushion, which has been made in imitation of the native leather work, has the house-flag of the Institution in colours on one side, and on the other the flag signal flown by ships in distress. It is stuffed with kapok, which is the material used for filling life-belts, and which was used for cushions before its buoyant properties were discovered.

Mr. Roberts gave this cushion for presentation to a distinguished cox-

swain, and the Institution has presented it to Coxswain Henry Blogg, of Cromer, who has twice won its gold medal and twice its silver medal for gallantry, and who in the course of forty years' service in the Cromer life-boat has taken part in the rescue of 352 lives.

Two years ago Mr. Roberts bought from Miss Power, the honorary secretary of the Cobham, Surrey, branch, a rug made in the shape and colours of the Institution's house-flag. This rug is in the engineer's cabin on the steamer running the petrol service on the White Nile, on which it has already travelled several thousands of miles.

A Strange Gift.

THE Institution has received the anonymous gift of the caul of a baby born in 1832. The donor sent it understanding that "sailors prize cauls, as they are supposed to provide immunity from drowning." The caul has been given to one of the officers of the Institution, who is now carrying it for his personal protection.

This strange gift was mentioned in the Press and as a result the following letter came from Ireland :

"I have been reading the Daily paper and has seen in it about Captain's and Sailor's being saved by Baby's Caul to let you know that there was a daughter born for me on the 17th March with a Caul. So I am willingly to sell it to yea. Please let me know what would the reward for the whole Caul be."

The Institution declined, with regret, to offer any reward.

Some More Gifts.

From Warsaw

THREE hundred and fifty-four zloty, ten groszy (£12 18s. 5d.), partly contributed to a life-boat collecting box at the British Passport Office, and partly the proceeds of a bridge tournament organized by two English ladies.

From a London School

The sum of 15s. 6d., being the profit on the sale of sweets which the children of a junior class made, in order to help the life-boat service, after taking

part in the life-boat essay competition for elementary schools.

From a Subscriber

His subscription doubled after going through a gale on a pleasure cruise.

From an "Amateur Sailor"

"As a kind of insurance."

From an Invalid Lady

who has sold some family relics in order to be able to help the life-boat service.

The Right Spirit.

OVERHEARD in the street on Cromer Life-boat Day :

"Have you got plenty of coppers ?

Because we shall have to give to every flag-seller who comes along."

Obituary.

Lady Baring.

ALL associated with the Institution will join in sympathy with Sir Godfrey Baring, Bt., the chairman of the committee of management, in his sorrow at the death of Lady Baring, on 9th June, after a long illness. Lady Baring herself for many years took a generous and active part in the work of the Institution, finding time for it in the midst of much other public and charitable work. She was a member at one time of the London women's committee of the Ladies' Life-boat Guild, and of the publicity committee of the Institution, and was president of the Ladies' Life-boat Guild at West Cowes.

In 1925 she was awarded the gold badge of the Institution which is given only for distinguished honorary service.

During the war Lady Baring was commandant of the Red Cross Hospital at Northwood House, in Cowes. She was chairman of the Isle of Wight County Nursing Association, vice-president of the Cowes and District Nursing Association, vice-chairman of the National Training College of Domestic Subjects, and a county commissioner of the Girl Guides. She was, for a number of years, a member of the Isle of Wight county education committee, and was the first woman in the Isle of Wight to be appointed a justice of the peace. Her death is a grief to many public causes to which she gave her help, and not least to the Life-boat Service with which, through her own and Sir Godfrey Baring's work, she had been closely associated for over twenty years.

The Marquess of Aberdeen and Temair.

The Most Hon. the Marquess of Aberdeen and Temair, P.C., K.T., G.C.M.G., G.C.V.O., who died on 7th March, 1934, at the age of eighty-six, had been a vice-president of the Institution for fourteen years and was patron of the Aberdeen branch. His kindly interest, as Lord Lieutenant of Aberdeen, in the work of the life-boat stations on the Aberdeen coast, where he attended the inaugural ceremonies of the present motor life-boats at Aberdeen and Peterhead, will be very much missed.

Ex-Coxswain William Stephenson, of Alnmouth and Boulmer.

Ex-Coxswain William Stephenson, of Alnmouth and Boulmer, who died in July, at the age of seventy-six, came of a very distinguished life-boat family. He was the fourth member of it in succession, to be coxswain, and when he retired another Stephenson succeeded him. He was appointed bowman in 1890, second coxswain in 1897, and coxswain in 1898, retiring in 1922, so that he had served as an officer of the boat for thirty-two years, and for over twenty-four years he was coxswain. During those thirty-two years the Alnmouth and Boulmer life-boats, which are manned by the same crew, rescued 132 lives. In 1913 Coxswain Stephenson won the silver medal for the rescue of twenty-five of the crew of thirty of the steam-trawler *Tadorne*, of Boulogne. She lay surrounded by rocks, with her decks awash, heavy seas rolling over her, and the crew in the rigging so numbed with cold (two, in fact, had already died of exposure) that, when the life-boat came alongside, they were almost powerless to help themselves. In addition to the Institution's silver medal, Coxswain William Stephenson was awarded for the service a gold medal by the French Government and a medal by the Société des Hospitaliers Sauveteurs Bretons. When he retired he received a pension and the coxswain's certificate of service.

Ex-Coxswain Richard Chadwick, of Flamborough.

Ex-Coxswain Richard Chadwick, of Flamborough, who died on 28th February, just before his seventieth birthday, served as an officer of the Flamborough life-boats for thirty-one years. From 1900 to 1911 he was second coxswain of the No. 2 life-boat, and from 1911 to 1931 he was coxswain of the No. 1 life-boat. During his thirty-one years of service the station rescued 167 lives. In 1930 he received the thanks of the Institution inscribed on vellum for the rescue of the crew of sixteen men of the Admiralty fuelling steamer *Rosa* which had gone ashore

at night in a fog right under the cliffs. In the darkness, with heavy seas continually sweeping over the wreck and the life-boat, the work of rescue was very difficult and dangerous. When he retired in 1931, Coxswain Chadwick was awarded a pension and a certificate of service.

Alderman A. H. Drinkwater, J.P., of Coventry.

By the death on 21st August, at the age of eighty-three, of Alderman A. H. Drinkwater, three times Mayor of Coventry, an honorary freeman of the city, and a man who devoted himself whole-heartedly to public and philanthropic work, the Institution has lost one of its oldest friends. He had worked for it for over thirty years. In 1903 he became chairman of the Coventry branch, and held that position until 1929. He then resigned, owing to his age, but his interest in the branch continued and he held the special position of honorary chairman until his death. He was awarded the gold badge in 1921, and a silver inkstand in 1927. Two years later he was appointed an honorary life-governor, the highest distinction which the Institution can bestow on an honorary worker, and given only in recognition of long and exceptional services. During the twenty-seven years of his chairmanship the Coventry branch raised over £10,000.

Mr. John Lewis, of Holyhead.

Mr. John Lewis, of Holyhead, died on 10th March, at the age of sixty-four, only two months after he had been compelled to retire from the honorary secretaryship of the Holyhead life-boat station on account of ill-health. He had held that position for thirty-two years, and besides his life-boat work, had done much other public, philanthropic and religious work. He held many offices in the Wesleyan Church, took an active part in the Anglesey Eisteddfod, and for three years sat on the County Council.

In recognition of his long and valuable work as honorary secretary of an important life-boat station he was awarded a binocular glass in 1912, an aneroid barometer in 1933 and, on

his retirement, the thanks of the Institution inscribed on vellum. During his thirty-two years as honorary secretary the Holyhead life-boats rescued 239 lives.

Mr. John H. Amos, of Middlesbrough.

Mr. John H. Amos, of Middlesbrough, Yorkshire, who died on 12th June, at the age of eighty-four, was for twenty years an honorary official of the Middlesbrough branch. He became its honorary treasurer in 1911, and its honorary secretary in 1919. In 1929 he was awarded the gold badge of the Institution which is given only for distinguished honorary work for the life-boat service. He retired in 1931. Mr. Amos was for forty-four years the secretary and general manager of the Tees Conservancy Commission, and was an example of the busy public servant who in the midst of his many duties found time to give much thought and care to his honorary work for the life-boat service.

Mrs. Finch, of Chelmsford.

By the death of Mrs. Finch of Chelmsford, on 15th August, the Institution has lost an honorary worker whose devotion to the life-boat service was shown by her refusal to give up her work for it, even when disabled by serious illness. Mrs. Finch became the honorary secretary of the Chelmsford branch in 1924. Previous to her appointment, although there had been occasional life-boat days, there had been no regular branch. She collected subscriptions, organized life-boat days and whist drives, and in nine years raised £936. In 1928 she was awarded the gold badge. In 1931, while on holiday in Bournemouth, she fractured her thigh, but the following year, although unable to travel alone, she insisted on returning to Chelmsford to arrange the work of the branch, organized life-boat day, and later returned again to Chelmsford to carry the day through, organize a whist drive and find a successor as honorary secretary. Not until then did she give up her work in Chelmsford. She then settled in Boscombe, where she at once found work to do for the Bournemouth and Christchurch branch. She organized depots for Bournemouth life-boat

day in 1932 and 1933 and was working for life-boat day this year when she was taken ill and died. Her ten years of work have been an example of generous and unselfish devotion to the life-boat service.

Mr. G. S. Woodman, of Hythe.

Mr. G. S. Woodman, of Hythe, who died on 1st June, at the age of forty-six, had been joint honorary secretary of the Hythe life-boat station for three years, and in that short time had made him-

self of great value to the station, in which he took the keenest interest. He went out in the life-boat both on practice and service launches; was largely instrumental in providing the life-boat with a wireless set, which was designed and made locally; acted as wireless operator on board; and in both the work and social life of the station took a very active and generous part which made him a most popular and valuable honorary secretary, whose help will be greatly missed.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

The COXSWAIN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to the following, on their retirement :

SAMUEL THOMAS, 4½ years coxswain, and 14½ years second coxswain, of the Southend-on-Sea life-boat.

ANDREW OLIVER, 4½ years coxswain, 7 years second coxswain, and 5½ years bowman, of the Hauxley life-boat.

THOMAS KYLE, 2½ years coxswain, and 20½ years second coxswain, of the Holy Island life-boat.

Life-boatman's Certificate of Service.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE has been awarded to the following, who have retired :

THOMAS EVANS, second coxswain for 7½ years, bowman for 6½ years, and a member of the crew of the St. David's life-boat for 30½ years.

JOHN H. GILL, bowman for 11½ years, and a member of the crew of the Port Erin life-boat for 29½ years. He was also granted a pension.

JAMES HARDY, bowman for 7½ years, and a member of the crew of the Eastbourne life-boat for 6½ years.

WILLIAM C. NANCE, a member of the crew of the St. Mary's, Isles of Scilly, life-boat for 28 years.

GEORGE H. GALE, a member of the crew and boat signalman of the Sunderland life-boat for 14 years.

Summary of the Meetings of the Committee of Management.

Thursday, 10th May, 1934.

The Hon. GEORGE COLVILLE in the chair. Passed a vote of thanks to H.R.H. The Prince of Wales, K.G., president of the Institution, for his kindness in presiding at the 110th Annual General Meeting, held in the Central Hall, Westminster, on the 20th April.

Reported the receipt of the following special contributions :—

	£	s.	d.
Mrs. Hiscock - - - - -	100	0	0
Anonymous - - - - -	50	0	0
Donation from Mr. S. J. T. Platts in accordance with the wishes of the late Mr. W. P. Platts -	25	0	0
Mrs. C. C. Courtauld - - - - -	20	0	0

Paid £15,366 5s. 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 :—
 £130 5s. 6d. to pay the rewards for life-boat services ;
 £82 7s. 9d. to pay the rewards for life-boat launches ;
 (Accounts of these services and launches appear on pages 305-309) ;
 £24 2s. for the assemblies of crews ;
 3s. additional reward in connexion with a case already reported ;
 £33 1s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour.
 Voted £9 to pay the rewards for the Quilty, Co. Clare, shoreboat service, an account of which appears on page 316.

Thursday, 14th June, 1934.

The Hon. GEORGE COLVILLE in the chair. Resolved that the deepest sympathy of the Institution be conveyed to Sir Godfrey Baring, Bt., chairman of the committee of

management, on the death of Lady Baring, for many years a devoted honorary worker for the Institution.

Reported the receipt of the following special contributions :—

	£	s.	d.
The late Mrs. C. H. Bevan, donation from executors - - -	250	0	0
The late Major J. F. Church, donation from executors - - -	100	0	0
H.M.S. <i>Kent</i> - - - - -	50	0	0
Mr. W. E. C. Watkinson - - -	50	0	0
Anonymous - - - - -	25	0	0
H.M.S. <i>Norfolk</i> - - - - -	20	0	0

Paid £21,179 14s. 11d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£124 18s. 2d. to pay the rewards for life-boat services ;

£100 17s. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 309-314) ;

£4 12s. 6d. for the assemblies of crews ;

£324 11s. 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 ;

£77 1s. 3d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Clovelly, Moelfre, Newhaven and Walmer.

Voted £3 1s. to pay the rewards for shoreboat services at Moelfre and Scarborough, accounts of which appear on page 316.

Voted £59 18s. for the renovation of the memorial in Cowie Churchyard, Stone-

haven, to the members of the crew of the Stonehaven life-boat who lost their lives in 1874.

Thursday, 12th July, 1934.

The Hon. GEORGE COLVILLE, followed by Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :

	£	s.	d.
The late Miss C. T. Turner, donation from executors - - -	500	0	0
Anonymous - - - - -	75	0	0
Independent Order of Oddfellows, Manchester Unity Friendly Society - - - - -	52	10	0
Court of Assistants of the Drapers' Company - - - - -	50	0	0
Messrs. Imperial Chemical Industries, Ltd. - - - - -	25	0	0

Paid £25,552 14s. 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 :—

£43 19s. to pay the rewards for life-boat services ;

£86 15s. to pay the rewards for life-boat launches (accounts of these services and launches appear on pages 314 and 315) ;

£13 15s. 6d. for the assemblies of crews ;

£38 9s. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour ;

£2 to a man for injury in the life-boat service at Padstow ;

Voted £4 7s. 6d. to pay the rewards for the shoreboat services at Flamborough, Peterhead and Port Erin, accounts of which appear on pages 316 and 317.

Voted a compassionate grant of £10 to Henry Barrett, ex-coxswain of the Bude life-boat, in view of his serious illness and poor circumstances.

Decoration for the Deputy Secretary.

MAJOR A. D. BURNETT BROWN, M.C., the deputy secretary of the Institution, who served with the Oxfordshire and Buckinghamshire Light Infantry during the war, and is now second in command of the Buckinghamshire (Ter-

ritorial) Battalion of the same regiment, has been awarded the Territorial Decoration, which is given only to commissioned officers of twenty years' good service in the Territorial Army.

Portrait on the Cover.

THE portrait on the cover is of Coxswain John Matthews, of Moelfre, Anglesey. He has been coxswain since 1918, and previously served for three years as

bowman. During the nineteen years that he has been an officer of the boat forty-seven lives have been rescued from shipwreck by the Moelfre station.

News from the Branches.

1st May to 31st July, 1934.

Greater London.

BEXLEY HEATH.—Garden meeting. Speaker: The district organizing secretary.

CLAPHAM.—"Bring and Buy" sale.

HAMMERSMITH.—Swimming gala.

HAYES.—Garden sale. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

HORNSEY.—Garden fête. Opening ceremony by Miss Betty Thumbling, with the Mayor in the chair, supported by the Mayoress. Speaker: Lieut.-Col. Sir John Collie, C.M.G., M.D., a member of the committee of management. Whist drive.

LEWISHAM.—Bridge drive.

POTTER'S BAR.—Address by Captain Basil Hall, R.N., to the Bentley Heath Women's Institute.

RADLETT.—Presentation by the district organizing secretary of the records of thanks awarded to Miss A. Coles, Miss K. Coles, Miss May Connington, Miss J. B. Ellis, Mrs. T. Hawkins, Mrs. Ethel Lawrence, Mrs. Jasper Rowley and Mrs. A. G. Snelling.

ST. ALBANS.—Annual meeting. The Mayor of St. Albans in the chair, supported by six ex-Mayors and ex-Mayoresses. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, dance. Amount collected in 1933, £254, as compared with £313 in 1932.

At Home at Harpenden. Speaker: The district organizing secretary.

ST. PANCRAS.—Ladies' Life-boat Guild formed. President, Mrs. Mitcheson; chairman, Miss Johnson; honorary secretary, Mrs. Gordon Hume. Address by the district organizing secretary to Whitefields Men's Meeting. Three lantern lectures by Mr. A. Leckie, the branch secretary.

UXBRIDGE AND ICKENHAM.—Life-boat day workers' garden meeting, held by Mrs. Browne.

WELLING.—Garden whist drive.

WESTMINSTER.—Presentation of prizes for Greater London in the life-boat essay competition for elementary schools by the Lord Snell, C.B.E., chairman of the London County Council. (See special report on page 328.) Lantern lecture by the district organizing secretary to Toc H.

North-West of England.

ABRAM AND BICKERSHAW.—Life-boat day.

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

ADLINGTON.—Life-boat day.

ASHTON - UNDER - LYNE.—American tea.

BAMBER BRIDGE.—Annual bowling tournament.

BLACKROD, BOLTON, BRIERFIELD AND BURNLEY.—Life-boat days.

CHESTER.—Annual meeting on 18th May, the Mayor, president, in the chair. Efforts of the past year: Mayor's appeal for subscriptions, life-boat day. Amount collected in 1933 £183, as compared with £203 in 1932. Life-boat day. House-to-house collection at Hoole.

CHORLEY, COLNE, CREWE, CULCHETH-WITH-KENYON AND DARWEN.—Life-boat days.

FARNWORTH.—House-to-house collection.

GARSTANG AND GOLBORNE.—Life-boat days.

HASLINGDEN.—Life-boat day. American tea, arranged by the Ladies' Life-boat Guild.

HINDLEY, KENDAL, KESWICK, LAKE DISTRICT AND LEIGH.—Life-boat days.

LITTLE HULTON.—Annual meeting on 6th June. Amount collected in 1933 £20, as compared with £24 in 1932.

Life-boat day.

LIVERPOOL:

WALLASEY AND NEW BRIGHTON.—Annual life-boat sacred service in the Church of St. James, New Brighton, conducted by the vicar, the Rev. W. S. Coad. Preacher: The Rev. Canon Spencer Elliott, Rector of Warrington. Among those present were the Mayor and Mayoress of Wallasey, members of the Council, Alderman F. S. Atkin, vice-president of the branch, and Mr. Stuart Deacon, chairman.

Wallasey Corporation inter-departmental regatta.

LYTHAM ST. ANNE'S.—Special meeting of the St. Anne's section of the Ladies' Life-boat Guild.

MACCLESFIELD.—Life-boat day.

MANCHESTER, SALFORD AND DISTRICT.—Special meeting of the City of Manchester Ladies' Life-boat Guild. Life-boat exhibition. (See special report on page 331.)

SALFORD.—Life-boat exhibition (see special report on page 331).

WALKDEN AND WORSLEY.—Visit of the Ladies' Life-boat Guild to New Brighton station.

Addresses at Levenshulme and Withington.

MILLOM.—House-to-house collection.

MORECAMBE.—Fishermen's choir concert.

MOTTRAM AND BROADBOTTOM.—Annual American tea at Mottram.

NANTWICH.—Annual meeting on 30th May. Amount collected in 1933 £57, as compared with £62 in 1932.

Life-boat day.

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

NORTHWICH.—Annual meeting on 20th June. Amount collected in 1933 £69, as compared with £86 in 1932.

Life-boat day.

ORRELL.—American tea and garden party.

PADIHAM.—Life-boat day.

PEEL.—Life-boat sacred service in the grounds of Peel Castle.

PIEL (Barrow).—Life-boat day.

PORT ERIN.—Annual life-boat sacred service. Dinner-table collection.

PORT ST. MARY.—Annual dinner-table collection.

PRESTON.—Annual meeting on 5th June, the Mayor, president, in the chair. Amount collected in 1933 £109, as compared with £308 in 1932.

Life-boat day.

RAMSEY.—The branch has suffered a serious loss by the death of Mr. J. B. Kee, who has been honorary secretary since 1930. At a special meeting, the Rev. W. M. Harrison, M.A., chairman, presiding, Mr. J. Ramsey and Mr. W. R. Edwards were elected joint honorary secretaries.

RISHTON.—Life-boat day.

ROCHDALE.—Annual American tea.

SABDEN.—House-to-house collection.

SANDBACH.—Life-boat day.

SOUTHPORT.—Annual meeting on 23rd May, the Mayor, president, in the chair. Amount collected in 1933 £296, as compared with £298 in 1932.

Life-boat day. Address by the district organizing secretary to the Rotary Club.

STANDISH.—House-to-house collection.

TURTON AND UPHOLLAND.—Life-boat days.

WARRINGTON. — Tennis tournament. Life-boat day.

WESTHOUGHTON.—House - to - house collection.

WIDNES.—Annual meeting on 4th June, the Mayor, president, in the chair. Amount collected in 1933 £17, as compared with £35 in 1932.

Life-boat day. House-to-house collection at Hough Green.

North-East of England.

BARNSLEY.—Life-boat day.

BATLEY.—House-to-house collection.

BERWICK-ON-TWEED AND BIR-STALL.—Life-boat days.

BLYTH.—Lantern lecture by the motor mechanic.

BRADFORD.—Life-boat day.

BRIDLINGTON.—The branch has suffered a serious loss by the death of Major F. Strickland, J.P., its president since 1930.

Life-boat day.

BRIGHOUSE.—Life-boat day.

CONISBOROUGH.—Life-boat day. Whist drive.

CUDWORTH.—Life-boat day.

DARLINGTON.—Visit of the Ladies' Life-boat Guild to Teesmouth and Redcar life-boat stations. At Redcar they were received by the Mayor and Mayoress. Whist drive. Bridge drive. Life-boat day.

GATESHEAD.—Life-boat day. Garden fête. Presentation by Sir Westcott Abell of the record of thanks awarded to Mrs. J. T. Lunn.

GOLCAR AND GOOLE.—Life-boat days.

HARROGATE.—Fête.

HARTLEPOOL, HEMSWORTH AND HOLMFIRTH.—Life-boat days.

HONLEY.—House-to-house collection.

HUDDERSFIELD.—American tea.

HULL.—Life-boat day.

HUMBER.—Visit of the Withernsea Ladies' Life-boat Guild to the Humber life-boat station.

KEIGHLEY.—Annual meeting on 4th June, the Mayor, president, in the chair. Speaker: Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Works appeal, life-boat day, whist drive and dance. Amount collected in 1933 £291, as compared with £241 in 1932.

KIRKBURTON AND KIRKHEATON.—House-to-house appeals.

KNOTTINGLEY.—Life-boat day.

LEEDS.—Presentation by the Lady Mayoress of the Challenge Shield for the North-East of England in the life-boat essay competition for elementary schools, won by the Old Bramhope Council School.

LOVERSALL VILLAGE.—Whist drive.

MALTON.—Sale of work.

MELTHAM.—Life-boat day.

MIRFIELD.—Children's party and bridge drive.

NEWCASTLE - UPON - TYNE.—Annual meeting of the Ladies' Life-boat Guild, the Lady Mayoress, president, in the chair. Efforts of the past year: Whist drive, American tea, life-boat day. Amount collected in 1933 £187, as compared with £200 in 1932.

Life-boat day.

OUTWOOD AND STANLEY, PATRINGTON, AND POCKLINGTON.—Life-boat days.

SALTBURN.—Public meeting. Speaker : The district organizing secretary. Bridge drive.

SCARBOROUGH.—Garden party.

SELBY.—Life-boat day.

SHEFFIELD.—Annual meeting on 1st June, the Lord Mayor, president, in the chair. Efforts of the past year : Life-boat day, works appeal. Amount collected in 1933 £452, as compared with £386 in 1932.

SPENBOROUGH.—Life-boat day.

STOCKTON.—Address to the Rotary Club by the district organizing secretary. Life-boat day.

SUNDERLAND.—Life-boat day.

THIRSK.—Jumble sale.

WAKEFIELD.—Garden party.

WOOLER (Berwick-on-Tweed).—Annual meeting on 1st May, the Hon. Mrs. Claude Lambton, president of the Guild, in the chair. Speaker : Lady Frances Godolphin Osborne, president of the Berwick-on-Tweed branch. Amount collected in 1933 £11, as compared with £7 in 1932.

Midlands.

ALFORD.—Life-boat day.

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

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

BIRMINGHAM.—Life-boat day. Presentation of prize won in the life-boat essay competition for elementary schools. Whist and bridge drive, organized by Mrs. Shakespear. Collection for one week at Empire Theatre. Life-boat day at Rubery and Rednal. Addresses by the district organizing secretary to three schools, depot superintendents and St. Saviour's Mission, Handsworth, and at Weoley Castle and West Birmingham.

BLACKHEATH, BLOCKLEY, BOURNE AND BREEDON-ON-THE-HILL.—Life-boat days.

BRISTOL.—Life-boat day at Portishead.

BROADWAY AND BROMSGROVE.—Life-boat days.

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

BURTON-ON-TRENT.—Life-boat day.

BUXTON.—House-to-house collection.

CHELTENHAM.—Annual meeting, the Mayor, president, in the chair. Speaker : Admiral Thorp, C.B.E. Amount collected in 1933 £164, as compared with £192 in 1932. Life-boat day.

CHESTERFIELD, CLEETHORPES, COLESHILL, CONINGSBY, COVENTRY, CRADLEY HEATH AND OLD HILL, DAVENTRY, DESBOROUGH, DROITWICH, DUDLEY, EARL SHILTON, FAIRFORD AND LECHLADE, GAINSBOROUGH, HALESOWEN, HINCKLEY, ILKESTON, IRTHLINGBOROUGH AND LANGWITH.—Life-boat days.

LICHFIELD.—Life-boat day, on which, by permission of the Bishop and Mrs. Kempthorne, the Palace grounds were open to all who had contributed and wore a life-boat emblem.

LONG EATON AND LOUGHBOROUGH.—Life-boat days.

MALVERN.—Special meeting arranged by Captain Lionel Hall, the honorary secretary. Speakers : Captain Basil Hall, R.N., and the district organizing secretary.

MARKET DEEEPING, MATLOCK, MELTON MOWBRAY AND NEW MILLS.—Life-boat days.

NOTTINGHAM.—Life-boat day. Dance at Victoria Ballrooms.

NUNEATON, AND OAKHAM AND UPPINGHAM.—Life-boat days.

OLDBURY.—Annual meeting on 31st May, Mrs. M. R. Growcott presiding. Amount collected in 1933 £40, as compared with £41 in 1932.

Life-boat day.

REDDITCH.—Life-boat day.

RUGBY.—Life-boat days at Southam and Dunchurch.

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

RUSHDEN.—Life-boat day.

SCUNTHORPE.—Life-boat day at Winterton.

SHIRLEY AND SMETHWICK.—Life-boat days.

STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.—Garden party in the grounds of the residence of the Mayor and Mayoress of Newcastle, opened by the Countess of Harrowby, supported by Miss Harrison, D.B.E., patron of the Newcastle branch. Address by the district organizing secretary to the Stoke-on-Trent Rotary Club.

STOURBRIDGE, STOW - ON - THE - W O L D , STROUD, SWADLINCOTE, TAMWORTH, TETBURY, UPTON-ON-SEVERN AND WEDNESFIELD.—Life-boat days.

WEST BROMWICH.—Lecture.

WOODHALL SPA.—Life-boat day.

South-East of England.

BECCLES AND BRIGHTLINGSEA.—Life-boat days.

BROADSTAIRS.—Presentation to the town of the service boards of the Broadstairs station (1868-1912), attended by the Margate life-boat. Collection. Presentation of prizes won in the life-boat essay competition for elementary schools.

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

BURY ST. EDMUNDS.—“Heroes of the Sea” film shown, with collection.

CAMBERLEY.—Life-boat day.

CANTERBURY.—Service for seafarers at the Cathedral, in which life-boatmen from Kent stations took part. Lecture at Upstreet Women's Institute by Captain Basil Hall, R.N. “Heroes of the Sea” film shown, with collections.

CATERHAM AND WARLINGHAM.—Life-boat day.

CHATTERIS.—Life-boat day at Somersham.

CHELMSFORD AND DISTRICT.—Life-boat day.

CHESHAM AND AMERSHAM.—Address to Chesham Mothers' Union by Captain H. E. Holme, R.N. (ret.), honorary secretary of the Boxmoor and Hemel Hempstead branch.

COLCHESTER AND DISTRICT.—Life-boat day.

CRANBROOK AND HAWKHURST.—Public meeting. Speaker: Captain Basil Hall, R.N.

CRAWLEY WORTH AND THREE BRIDGES, AND DOWNHAM MARKET.—Life-boat days.

EASTBOURNE.—Presentation of the life-boat picture awarded to Miss M. Lewes-Pitt, honorary secretary of the Ladies' Life-boat Guild, by Mr. Ernest Armstrong, a member of the committee of management. Concert by the Eastbourne Orchestral Society, the branch sharing proceeds with St. John's Ambulance. Life-boat days at Hailsham, Hellingly, Mayfield, Pevensey and district, Polegate, East Dean, Heathfield and district and Horeham Road.

EPPING, ESHER AND FAVERSHAM.—Life-boat days.

GUILDFORD.—Life-boat competition at Bramley Golf Club.

HARWICH.—Collection at Shotley on the occasion of the King's birthday review, and on steamers to the continent.

HASTINGS.—“Blessing of the Sea” service. “Heroes of the Sea” film shown, with collections at Hastings and St. Leonards.

HORSHAM.—Life-boat day.

HUNTINGDON.—“Heroes of the Sea” film shown at two cinemas, with collections. Life-boat day in Huntingdon and district.

HYTHE.—Collection at a display by cadets of the training ship *Cornwall*.

KING'S LYNN.—Life-boat day.

LEWES.—Life-boat day, with visit of the Newhaven motor life-boat. “Heroes of the Sea” film shown, with collections.

LITTLEHAMPTON.—Life-boat day, with visit of the Selsey motor life-boat.

LOWESTOFT.—Inspection of the life-boat crew by Major-General the Right Hon. the Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, and coxswain of the Brooke, Isle of Wight, life-boat, after presiding at the National Savings Assembly. Presentation of prizes won in the life-boat essay competition for elementary schools.

MAIDSTONE AND MARCH.—Life-boat days.

RYE AND WINCHELSEA.—Garden sale.

SEAFORD.—Life-boat day.

SELSEY.—Presentation of the life-boat picture awarded to Mr. J. E. Francis, assistant honorary secretary, by Mr. E. G. Arnell, J.P., chairman. Two performances of “Journey's End.”

SHERINGHAM.—Bowls tournament.

SHOREHAM HARBOUR.—Life-boat days at Shoreham, Southwick and Kingston. Whist drive. Dance.

SOUTHBOROUGH AND DISTRICT.—Life-boat day.

SOUTHEND AND DISTRICT.—Life-boat day. Lecture at Stanbridge Women's Institute by Captain Basil Hall, R.N.

STOWMARKET.—Life-boat day.

WALTON - ON - THAMES.—Children's vaudeville performance.

WINDSOR, ETON AND DISTRICT.—House-to-house collection.

WISBECH.—Life-boat days at Wisbech, Walsoken and Sutton Bridge.

WOKINGHAM.—Life-boat day in Wokingham and Crowthorne. “Heroes of the Sea” film shown at Crowthorne, with collection.

WOLVERTON.—Collection at L.M.S. railway company's works.

WORTHING AND DISTRICT.—Life-boat day.

GREAT YARMOUTH AND GORLESTON.—Presentation by the Mayor of the South-East of England Shield, and other prizes, won by Edward Rudd, of the Hospital Senior Boys' School, Great Yarmouth, in the life-boat essay competition for elementary schools, and presentation of prizes won in same competition at Priory Boys' School. Life-boat day.



By courtesy of]

[The Keystone View Company

NO ONE CAN ESCAPE.

A scene in Trafalgar Square on London life-boat day.



By courtesy of]

[“The Scotsman,” Edinburgh

PASSING THROUGH CANONGATE.

The Procession on Edinburgh life-boat day.

Presentation of prizes won in the life-boat essay competition for elementary schools at Ashford, Babraham, Beaconsfield, Charlwood, near Horley, Folkestone, Knebworth, Norwich and Tunbridge Wells.

Lectures at Ashford, Aylesbury, Bradenham, Cranbrook and Hawkhurst, Gravesend, High Wycombe, Little Kingshill, Sundridge and Tring.

South-West of England.

ALDRESHOT AND ANDOVER.—Life-boat days.

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

BANBURY.—Life-boat day in Banbury and villages. Whist drive.

BARNSTAPLE.—Presentation at the Albert Hall Cinema by Mrs. Brewer, honorary secretary, of prize won in the life-boat essay competition for elementary schools. Speaker : The Mayor. Life-boat day at Barnstaple and Braunton.

BASINGSTOKE.—Display of films at Grand Theatre, the Mayor presiding. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution.

BATH.—Presentation by the Mayor of prize won in the life-boat essay competition for elementary schools.

BICESTER.—Life-boat day.

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

BOURNEMOUTH.—Annual meeting, the Mayor presiding, supported by the Mayoress. Speaker : Colonel the Lord Sempill, a member of the committee of management. Tea provided by the Mayor, and musical programme. Amount collected in 1933 £514, as compared with £566 in 1932.

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

BURNHAM - ON - SEA AND HIGH - BRIDGE.—Life-boat day. Presentation of prize won in the life-boat essay competition for elementary schools.

CALNE.—Life-boat day.

CHARD. Special meeting of the Ladies' Life-boat Guild. Life-boat day.

CHIPPENHAM.—Corsham life-boat day.

CLEVEDON AND CREDITON.—Life-boat days.

CRICKLADE.—Dramatic performance at Latton by Latton Players.

DARTMOUTH.—Presentation of the life-boat picture awarded to Mrs. Macfie, the honorary secretary. Life-boat day.

DAWLISH.—Whist drive and afternoon party. Life-boat day.

DEVIZES AND EASTLEIGH.—Life-boat days.

EXETER.—Presentation by the Deputy Chairman of the Education Committee of prize won in the life-boat essay competition for elementary schools. Life-boat day.

EXMOUTH AND BUDLEIGH SALTERTON.—Life-boat days, with visit of the Exmouth life-boat to Budleigh Salterton.

FALMOUTH.—Life-boat days at Falmouth, Penryn and villages.

FARNBOROUGH AND FLEET.—Life-boat days.

FOWEY.—Life-boat day at Lostwithiel.

FROME.—Life-boat day. Presentation by the rector of prize won in the life-boat essay competition for elementary schools.

GOSPORT.—Life-boat day, with visit of the Bembridge motor life-boat.

ISLE OF WIGHT.—Annual meeting at Newport of the Isle of Wight life-boat board, Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, and coxswain of the Brooke life-boat, presiding, Amount collected in 1933 £794, as compared with £810 in 1932.

THE LIZARD.—Naming ceremony of the new motor life-boat. (See special report on page 318.)

LYMINGTON.—"Heroes of the Sea" film shown at Waverley Cinema, New Milton, with collection.

MARLBOROUGH.—Presentation by the Mayoress of prize won in the life-boat essay competition for elementary schools.

OKEHAMPTON.—Life-boat day.

PAIGNTON.—Life-boat day, with visit of the Torbay motor life-boat.

PETERSFIELD.—Life-boat days.

PLYMOUTH.—Life-boat day, with miniature procession and stall, and motor life-boat open for inspection. Entertainment by ninety-six performers of the physical culture class of Mrs. George Scantlebury, wife of the honorary secretary of the branch.

POOLE.—Life-boat day.

PORTSMOUTH AND SOUTHSEA.—Meeting of the Ladies' Life-boat Guild, Mrs. Holbech, honorary secretary, presiding. Speaker : The district organizing secretary. Life-boat day. Address by Mrs. Holbech to the British Legion.

REDRUTH AND ROMSEY.—Life-boat days.

RYDE.—Special meeting of the Ladies' Life-boat Guild, Lady Daly presiding. Speaker : The district organizing secretary.

SHEPTON MALLET.—Life-boat day.

SHERBORNE.—Presentation by the district organizing secretary of the life-boat picture awarded to Mrs. Carter, the honorary secretary.

SOUTHAMPTON.—Visit of the Ladies' Life-boat Guild to the building yard of Messrs. Groves and Gutteridge, at East Cowes, where they saw life-boats under construction, and a new life-boat launched, went out in a life-boat and were entertained to tea. Life-boat day in Southampton and district. Performance of "A Damsel in Distress" by the Blenheim Players.

THAME.—Presentation by the district organizing secretary of the record of thanks awarded with the gold badge to Mrs. Pecover, the honorary secretary. Life-boat day.

TIVERTON.—Life-boat days at Tiverton and Bampton.

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

TOTNES.—Life-boat day.

TRURO.—Life-boat days at Truro and Chacewater.

WANTAGE.—Life-boat day in Wantage and villages.

WESTBURY.—Life-boat day.

WESTON-SUPER-MARE.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Porcher, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1933 £132, as compared with £123 in 1932.

WEYMOUTH.—House-to-house collection.

WIMBORNE.—Bridge drive. Presentation by the district organizing secretary of record of thanks awarded to Miss Baverstock, the honorary secretary. Life-boat day.

WINCHESTER.—Presentation by the district organizing secretary of the life-boat picture awarded to Miss Bostock, the honorary secretary of the Ladies' Life-boat Guild.

WOODSTOCK.—Life-boat day.

YEOVIL.—Life-boat days in villages.

Addresses at Buckland, Reading and Shipton-under-Wychwood.

Scotland.

ABERDEEN.—Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools by Mrs. Anderson, honorary secretary of the Ladies' Life-boat Guild at St. Clement Street school, and by the head-master at Tarland public school.

ABERLOUR.—Life-boat day.

AITH.—Visit of motor life-boat to Bridge of Walls for annual regatta.

ALLOA.—Special meeting of committee and collectors, Mr. Thomas Davidson, chairman of the branch, presiding. Speaker: The Scottish organizing secretary. Life-boat day.

ANNAN, ANSTRUTHER, ARBROATH, ARDRISHAIG, ARDROSSAN, ARMA-DALE AND ARRAN.—Life-boat days.

AYTON.—Life-boat day and procession.

BO'NESS, BUCKHAVEN, BURNT-ISLAND, CARLUKE, CARNWATH, CAR-RONBRIDGE, COLDSTREAM, CRAIL, CUPAR AND DARVEL.—Life-boat days.

DUFFTOWN.—House-to-house collection.

DUNDEE.—Meeting of life-boat day conveners on board the s.s. *Perth*, Mr. Ralph C. Cowper, president, in the chair. Speaker: The Scottish organizing secretary. Life-boat day, procession and exhibition of dancing.

DUNFERMLINE.—Life-boat day.

DUNOON.—Life-boat day; Troon motor life-boat open to public inspection.

EASTER ROSS.—Life-boat day at Tain.

EDINBURGH.—Life-boat day and procession. Ladies' Golf Open Meeting at Longniddry, organized by Miss Sawers, of the Ladies' Life-boat Guild. Presentation of prizes won in the life-boat essay competition for elementary schools by Captain R. Meikle and Capt. A. S. Balfour, O.B.E., members of the branch committee.

ELGIN, FORRES AND FORTROSE.—Life-boat days.

FRASERBURGH.—Welcome to the pilgrimage of Fraserburgh people from overseas. (See special report on page 332.)

GIRVAN.—Annual meeting of Ladies' Life-boat Guild on 10th May. Life-boat day; Girvan motor life-boat open to public inspection. Golf tournament.

GLASGOW.—Annual meeting on 28th May. Mr. William Henderson, honorary treasurer of the branch, in the chair. On the retirement of Mr. Leonard Gow, J.P., a vice-president of the Institution, from the chairmanship, Mr. James Bryce Allan appointed chairman. Efforts of the past year: Life-boat day and dance. Amount collected in 1933 £14,733, as compared with £4,160 in 1932.

Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools.

GOUROCK.—Life-boat day and steamer collection.

GRANGEMOUTH, GRANTON - ON - SPEY, GREENOCK AND PORT GLAS-GOW, HELENSBURGH, INVERBERVIE AND INVERKEITHING.—Life-boat days.

INVERNESS.—Life-boat days at Beauly and Newtonmore. Presentation of prize won in the life-boat essay competition for elementary schools

IRVINE AND JEDBURGH.—Life-boat days.

KELSO.—Life-boat day. Swimming gala and pageant.

KILMARNOCK.—Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools.

KINGUSSIE.—Life-boat day.

KIRKCALDY.—Annual meeting on 5th June, Sir R. C. Lockhart, president of the branch, in the chair. Efforts of the past year: Life-boat days at Kirkcaldy, Kinghorn, Dysart and Thornton; dance; lecture; appeal by the committee. Amount collected in 1933 £217, as compared with £186 in 1932.

Presentation of prizes won in the life-boat essay competition for elementary schools by Mr. J. Y. Lockhart, vice-president of the branch.

KIRKCUDBRIGHT.—Annual meeting of the Ladies' Guild on 7th May, the Countess of Galloway, president, in the chair. Reports for the past year presented by the joint honorary secretaries.

LADYBANK, LANARK, LERWICK, LOCHGELLY, LOCHGILPHEAD, LOCHMABEN, MARKINCH, MOFFAT AND NEWMILNS.—Life-boat days.

NORTH BERWICK.—Drawing-room meeting in British Linen Bank House. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Scottish Life-boat Council, and the Scottish organizing secretary.

OBAN.—Special meeting of committee and Ladies' Life-boat Guild, Captain Charles L. Maclean, R.N., president of the branch, in the chair. Speaker: The Scottish organizing secretary. Life-boat days at Oban, Ballachulish, Morven, and Tobermory.

PAXTON.—Life-boat day.

PERTH.—Life-boat days in Perth and district. Presentation of prizes won in the life-boat essay competition for elementary schools.

PETERHEAD.—Life-boat day.

PORTPATRICK.—Life-boat day and dance.

RENFREW.—Special meeting at which a Ladies' Life-boat Guild was formed, Ex-Provost John McGregor presiding. Speaker: The Scottish organizing secretary.

ROTHESAY, ST. ANDREWS, SALT-COATS AND SANQUHAR.—Life-boat days.

STIRLING.—Special meeting, Ex-Provost McCulloch presiding, at which a Ladies' Life-boat Guild was formed. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Scottish Life-boat Council, the Viscountess Younger of Leckie, and the Scottish organizing secretary. Guild Badges presented by the Duchess of Montrose.

Life-boat day.

STORNOWAY, STRANRAER AND STRATHMIGLO.—Life-boat days.

THURSO.—Life-boat day and procession.

TROON.—Life-boat day.

Presentation of prizes won in the life-boat essay competition for elementary schools at Lockerbie by Mr. David Cormack, honorary secretary of the branch, at Wishaw by Rector A. J. C. Kerr, M.A., F.E.I.S., honorary secretary of the branch, and at Ayr, Dunbar, and Hawick.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERGELE.—Life-boat day.

BARMOUTH.—Life-boat tea, organized by the Ladies' Life-boat Guild.

BARRY.—Life-boat day and cinema collection. Presentation of prizes won in the life-boat essay competition for elementary schools.

CAERNARVON.—Life-boat day.

CARDIFF.—Conference of delegates of branches and guilds of South Wales. (See report on page 330.) Ladies' Life-boat Guild re-formed. President: The Countess of Plymouth; honorary secretaries: Cardiff, Mrs. Peter Bryant; Whitchurch, Mrs. Dennis H. Morgan.

Presentation by the Lady Mayoress of prizes won by five Cardiff schools in the life-boat essay competition for elementary schools.

CRICCIETH.—Annual meeting of the South Caernarvonshire Ladies' Life-boat Guild, Dame Margaret Lloyd George, J.P., president, in the chair. Speakers: Colonel the Lord Sempill, a member of the committee of management, and the district organizing secretary. Amount collected in 1933 £214, as compared with £157 in 1932. Presentation of the record of thanks awarded with the gold badge to Dame Margaret Lloyd George, and of the life-boat picture awarded to Miss Anita Robyns-Owen, late honorary secretary.

HVERFORDWEST.—Special meeting, the Mayor in the chair. Ladies' Life-boat Guild formed.

Presentation by the Mayor of prizes won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

HOLYWELL.—Miss Vera Evans appointed honorary secretary in place of Mrs. Jordan resigned. Presentation by Alderman Waterhouse of a prize won in the life-boat essay competition for elementary schools.

LLANDILO.—Branch formed. Honorary secretary: Mr. I. Martin Davies.

LLANDOVERY AND LUDLOW.—Life-boat days.

MILFORD HAVEN.—Presentation of the record of thanks awarded to Mr. Herbert Cole. Speaker: The district organizing secretary. Musical programme.

MONMOUTH.—Life-boat day and collection in cinemas.

NEATH.—Meeting to revive the Ladies' Life-boat Guild. Presentation by the Mayor of the life-boat picture awarded to Mrs. Walter E. Rees, president. Mr. J. Johnson Thomas appointed honorary treasurer in succession to the late Mr. Davies.

NEWPORT (Mon.)—Annual meeting on 3rd May, Mr. A. J. Phillips, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, cinema collections, annual ball and whist drive. Amount collected in 1933 £110, as compared with £148 in 1932.

Life-boat day.

PENARTH AND SULLY.—Special meeting. Ladies' Life-boat Guild formed. Honorary secretary: Miss E. Morcom. Life-boat day.

PRESTATYN.—Annual meeting on 19th July, Councillor Corfield, chairman of the U.D.C., presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1933 £40, as compared with £54 in 1932.

ROSS-ON-WYE.—Life-boat day and cinema collections.

SALTNEY.—Presentation by Mrs. Colthart, the vicar of Saltney presiding, of the challenge shield for Wales in the life-boat essay competition for elementary schools to the Wood Memorial School, and of the special prizes awarded to Eric Channell, who, for three years running, has won the shield, which now becomes the property of the school.

SHREWSBURY.—Annual meeting on 9th May, the Viscountess Bridgeman, D.B.E., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day and house-to-house collection. Amount collected in 1933 £207, as compared with £98 in 1932.

Presentation by the Mayoress of a prize won in the life-boat essay competition for elementary schools, the Mayor presiding.

SWANSEA AND USK.—Life-boat days. Musical entertainment at Heddfan, Sketty, by Madame Ben Thomas and her ladies' choir.

Presentation of prizes won in the life-boat essay competition for elementary schools at Llandogo by Mrs. Sharpe; Lower Bullingham by Mrs. French Davies; Maesbury by Mr. C. S. Woollam; and St. Asaph by Major Fletcher.

Ireland.

ARANMORE.—Presentation by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, of the binoculars awarded to Mr. B. Magill, honorary secretary of the branch.

ARDGLASS.—Golf competition.

ARMAGH.—Annual meeting, Mrs. Noel Smith, vice-president, in the chair. Speakers: Mrs. Simpson, honorary secretary, Mr. F. W. H. Magee, honorary treasurer, Major Boyle, and the district organizing secretary. Amount collected in 1933 £33, as compared with £30 in 1932.

BALLYCOTTON AND BANGOR.—Life-boat days.

BELFAST.—Annual meeting, the Viscount Bangor presiding. Speakers: Mr. Thomas Richardson, chairman of the branch, Lady Dixon, D.B.E., Lady Coates, Mrs. McMordie, D.B.E., and the district organizing secretary. Amount collected in 1933 £480, as compared with £668 in 1932. Presentation to Lady Dixon, D.B.E., chairman and first vice-president of the Ladies' Life-boat Guild, of the record of thanks awarded to her with the gold badge.

General committee meeting, Captain Gordon Park presiding. Speaker: Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

Life-boat day, with trips on the Lough in the Donaghadee motor life-boat.

BRAY.—Life-boat day and swimming gala.

CASTLE TOWNSHEND.—Life-boat day.

CLONAKILTY.—Golf competition.

CLOUGHEY.—Presentation by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, of the thanks of the Institution inscribed on vellum awarded to the Rev. D. Palmer on his retirement as honorary secretary. Life-boat day.

COLERAINE.—Life-boat day.

DONAGHADEE AND DROGHEDA.—Life-boat days.

DUBLIN.—Annual life-boat ball, the acting Lord Mayor of Dublin and the French and German Ministers attending. Life-boat days. Broadcast from the Dublin Station by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

Presentation of prizes in the life-boat essay competition for elementary schools by Major Arthur Whewell, chairman of the special effort committee. Lecture to the Diocesan Girls' School by the district organizing secretary.

DUN LAOGHAIRE.—Annual meeting, Mr. Gerald Byrne, chairman, presiding. Speakers: Mr. C. S. McNeill, the honorary secretary, the Rev. Canon Hall, Mr. A. H. Seale, Dr. Wright, and the district organizing secretary. Amount collected in 1933 £254, as compared with £204 in 1932.

Life-boat day. Garden fête and gymkhana at Monkstown Castle, by kind permission of Dr. and Mrs. R. de Courcy Wheeler.

GALWAY.—Life-boat day. Golf competition.

GREYSTONES.—Special meeting at the house of Mrs. Dempsey, president of the branch. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

HOWTH.—Annual meeting. Speakers: Mr. T. J. Gaisford St. Lawrence, chairman, Mr. B. J. Newcombe, the honorary secretary, and the district organizing secretary. Amount collected in 1933 £114, the same amount as in 1932.

Life-boat day. Golf competition.

LARNE.—Annual meeting. Brigadier-General T. K. Evans Johnston presiding. Speakers: Miss L. Morrow, the honorary secretary, and the district organizing secretary. Amount collected in 1933 £86, as compared with £98 in 1932.

Life-boat day.

MIDDLETON.—Life-boat day.

MILFORD.—Golf competition.

MULLINGAR.—Annual meeting of the branch, Mrs. Hannin, president of the Ladies' Life-boat Guild, presiding. Speaker: The district organizing secretary. Amount collected in 1933 £11, the same amount as in 1932.

Life-boat day.

NEWCASTLE.—Life-boat day.

NEW ROSS.—Golf competition.

PORTRUSH AND PORTSTEWART.—Life-boat days.

SKERRIES.—Golf competition.

STRABANE.—Life-boat day.

TANDRAGEE.—Golf competition.

WATERFORD.—Life-boat day.

WESTPORT.—Presentation by the Most Rev. Dr. Gilmartin, Archbishop of Tuam, of the Challenge Shield for Ireland in the life-boat essay competition for elementary schools, won by Thomas Ruddy of the Christian Brothers' School, Westport. Speakers: The Archbishop, the Rev. Father Daly, Administrator, the Rev. Brother Murray, Superior of the Christian Brothers' School, Mr. J. McGing, and the district organizing secretary.

WHITEGATE.—Presentation of the awards made to Sergeant Mulvey, Garda Siothchana and others for the rescue, on 24th May, 1933, of four men whose lighter had capsized in a rough sea. Presentations made by Mr. Brooke Brasier, vice-chairman of the Ballycotton life-boat committee. Other speakers included the Rev. Father Hurley, the district inspector of life-boats, and the district organizing secretary.

YOUGHAL.—Life-boat day.

A Schoolboy's Help.

THE honorary secretary of the Women's Auxiliary at Folkestone has had from a public schoolboy a gift, in the form of personal service, of the value of

£6 14s. 3d. In the course of three holidays he has saved her that sum in postage by delivering letters and parcels for her.

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.

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