

THE LIFEBOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 91 :: Pulling & Sailing Life-boats, 100

LIVES RESCUED

from the foundation of the Institution in 1824 to
February 28th, 1931 - - - - - **62,533**

The Life-boat Service in 1930.

THE year 1930 was, after the first month, free from the terrible storms which made 1929 memorable, but the need for an ever-vigilant Life-boat Service was again shown, and once more the Service was fully equal to the demands made upon it. In fact, though the year was much calmer, the number of lives rescued was actually a little larger than in 1929, and the record of rescues, month by month, shows that, in summer as in winter, there is scarcely a week in which, somewhere round our coasts, the services of the Life-boats are not required.

Their busiest time was in the wild weather of January. There were gales on sixteen days, and the wind in the English Channel rose to 103 miles an hour. During that month there were 34 launches, and the Life-boats rescued 54 lives. In September there were 31 launches, and 53 lives rescued; and in December 30 launches and 41 lives rescued. These are the figures of rescues by Life-boats. They rescued 298 lives during the year, and in addition the Institution gave rewards for the rescue of 67 lives by shore boats and in other ways. Altogether 365 lives were rescued—one for each day of the year, and 30 boats and vessels were saved or

helped to safety. Since the Institution was founded in 1824, up to the end of 1930, it has given rewards for the rescue of 62,487 lives—an average of 11 lives a week for nearly 107 years.

Four Medal Services.

The year was marked by a number of fine services. The outstanding service was performed by a Scottish Motor Life-boat, the one stationed at Longhope, in the Orkneys, for which Coxswain John Swanson was awarded the Silver Medal, while two other services only less noteworthy were performed by English Motor Life-boats, for which Bronze Medals were awarded to Coxswain Robert Hood of Hartlepool, and Coxswain Frederick Barnes of Selsey. The Institution also awarded three Bronze Medals for one of the finest shore-boat services of recent years, the rescue by three Irish fishermen of the crew of a sinking steamer. The rescue was carried out in an open boat, and the rescuers themselves were in imminent peril of losing their own lives.

The Longhope service was fully described in the issue of *The Life-boat* for last March, and accounts of the other three services will be found elsewhere in this issue.

Services to Foreign Vessels.

Although the majority of the 365 lives rescued were British, the Life-boats again showed that they are a great international as well as a great British service. Altogether 16 foreign vessels, belonging to nine different countries, were succoured, and 71 lives were rescued from them. Three of the vessels were French, three Swedish, two German, two Danish, two Belgian, one was Norwegian, one Japanese, one Greek, and one belonged to the Free City of Danzig.

Loss of Life.

Unfortunately the year was not free from loss of life in the Service. During a launch of the Filey Life-boat, at the end of August, to the help of a vessel which had gone ashore in a fog, a member of the Crew was run over by the Life-boat Carriage and killed. The man left a widow and two daughters. The widow has been granted a pension as from the date of the accident, and a weekly allowance for one of the two daughters, who is under sixteen.

During a gale at the end of December, the Motor Mechanic at Aranmore, Co. Donegal, the son of the Honorary Secretary, was blown over the end of the pier and killed, when he had gone to see if the boarding-punt was secure. He was unmarried, and had no dependent relatives, so that no pension will be given, but a memorial tablet is to be erected.

New Motor Life-boats.

The year was noteworthy for the sending to the coast of the first Life-boat which has been designed and built in order to go to the help of aeroplanes which come down at sea. This boat, named *Sir William Hillary*, after the founder of the Institution, is stationed at Dover, where she will serve the double purpose of protecting the aero-

plane traffic and the heavy passenger steamer traffic across the Straits. She is 64 feet by 14 feet, with two 375 h.p. engines, giving her a speed of between 17 and 18 knots, and is the largest and fastest Motor Life-boat in the world.

Altogether twelve new Motor Life-boats were completed and sent to their Stations. Of these boats, six went to the English coast, Dover and Hythe (Kent), Berwick-on-Tweed, Newhaven (Sussex), Weymouth (Dorset), and Torbay (Devon); three went to Wales, Moelfre (Anglesey), and Fishguard and Tenby (Pembroke); one went to Scotland, Lerwick (Shetland Islands); one to Ireland, Ballycotton (Cork); and one to the St. Mary's (Isles of Scilly). At the end of the year there were ninety Motor Life-boats in the Institution's Fleet of 194 boats; and another fifteen were under construction.

Help of the Royal Family.

The Institution received during the year remarkable proof of the personal and generous interest which the Royal Family have taken in the work of the Life-boat Service since its foundation. Their Majesties, the King and Queen, as Patrons of the Institution, H.R.H. the Prince of Wales, as its President, and H.R.H. Princess Louise, Duchess of Argyll, as Patron of the Ladies' Life-boat Guild, attended a Variety Matinée in London in aid of the Institution. H.R.H. the Prince of Wales named the new Motor Life-boat at Dover; H.R.H. the Duke of Gloucester named *The Princess Mary*, the new Motor Life-boat at Padstow; H.R.H. Prince George named new Motor Life-boats at Walton-on-the-Naze and Clacton-on-Sea; and H.R.H. the Duke of Connaught issued a special appeal to those regiments in the Army of which he is Colonel or Colonel-in-Chief.

Lectures to Training Ships.

DURING the winter Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, has visited the principal Sea Training Ships for boys and given lectures, illustrated with films or slides,

on the Life-boat Service. The ships which he visited are the *Cornwall*, *Warspite*, *Arctusa*, *Worcester*, *Conway*, *Indefatigable* and *Exmouth*, and the Nautical Training College at Pangbourne.

Two Bronze Medal Services.

Hartlepool (Durham) and Selsey and Bognor (Sussex).

ON the morning of 26th September last a three-masted Danish auxiliary schooner, the *Doris*, of Thuro, attempted to enter the harbour at Hartlepool. A strong N.N.E. gale was blowing, with a very heavy sea and rain, and Hartlepool Bay was all broken water. The schooner was in ballast and her engine was of small power. She failed to make the entrance, and was driven to leeward across the bay. She narrowly missed the Longscar Rocks and anchored near them in heavy breaking seas, which caused her to labour heavily, with violent pitching and rolling. Then her anchors began to drag.

The Motor Life-boat was launched at 12.35 P.M. and made her way to the schooner, shipping heavy seas. Several times the after shelter was full almost to the top. With great difficulty the Life-boat got alongside, and the Coxswain hailed the schooner by megaphone, but the Master was unwilling to leave his vessel. The Life-boat was driven away southward by the heavy seas, but again approached the schooner. The Coxswain then told her Master that he was in a very dangerous position, and that if he went on the rocks close by the Life-boat would be unable to get near him. The Life-boat was again driven away, and on approaching for the third time saw that the crew were ready with lines to throw, but once more she was driven away by the seas.

At the fourth attempt one of the Life-boatmen was able to throw a small line to the schooner. The men on board made a rope fast to it. This was hauled to the Life-boat, and by this means she was brought close alongside the schooner. Eight of the nine men on board her jumped into the Life-boat, but the last man was washed back by a sea. The Life-boat was still fast to the schooner; she hauled still closer alongside; and the last man jumped down into the arms of the Second Coxswain. The rope was then chopped away, and the Life-boat got clear, returning ashore through very heavy seas. A great crowd had gathered along the town wall and loudly cheered

the Life-boat as she arrived with the nine rescued men. The abandoned schooner continued to drag until she grounded and became a total wreck.

It was a rescue very skilfully and smartly carried out in the face of great odds. The schooner, being in ballast and riding to her anchors in heavy breaking seas, afforded no lee for the Life-boat. She was jumping and slewing violently, and the skill with which the Life-boat was handled can be judged from the fact that not only was the whole crew of the schooner rescued but that in the four attempts to get alongside the Life-boat was not damaged.

The Institution has marked its appreciation of the skill and courage shown by awarding to Coxswain Robert Hood the Bronze Medal and by making additional monetary awards to him and each member of the Crew. The Medal was presented by the Marchioness of Londonderry, D.B.E., a Vice-President of the Ladies' Life-boat Guild.

Selsey and Bognor (Sussex).

On 2nd November, 1930, at 10.30 in the morning, the Selsey and Bognor Motor Life-boat was launched, as news had been received that a vessel was in difficulties to the west of Selsey Bill. A W.S.W. gale was blowing, with hard squalls of wind and rain. A heavy sea was running and the weather was misty. After the Life-boat had passed round the Bill and the neighbouring shoals, she found the yacht *Lucy B.*, of Rye, in broken water, in a small bay formed by two shoals, "The Streets" and "The Hounds." She was on a dead lee shore in the full force of the gale.

The yacht had carried away some gear, and the two men on board her had been unable to start the auxiliary engine. They had let go their anchor as they got near land, but it would not hold; the yacht drifted rapidly, and, as the Life-boat came in sight, the cable parted and the two men were just about to make a desperate effort to reach the shore by swimming. The yacht was then little more than a quarter of a mile

from the shore. To those on shore it seemed impossible for the men on the yacht to be rescued. She was in little more than six feet of water, with a whole gale blowing. The seas were going clean over the Life-boat; though so close in, she was at times invisible; and those on shore expected to see her capsize. But the Coxswain, without hesitation, took her into the breakers and ran alongside the yacht. One of the two men succeeded in jumping into her. Then the yacht sheered off.

Twice more the Life-boat attempted to get alongside, but the water was so shallow that it was impossible. Then she tried to get a line and buoy to the yacht. This succeeded. The man on board was able to get hold of the buoy, and the Crew hauled him through the water in the buoy and got him on board. The Life-boat was then so near to the shore that she had to go astern before she could turn. She reached her Station again at 12.15, but it was impossible, with the sea running, to take the Life-boat up the Slipway, so she was secured to her moorings, and the Crew and the rescued men came off in a shore boat, which, in itself, was no easy task.

This was a service in which great skill and seamanship were shown by the Coxswain and great courage by the whole Crew. To Coxswain Frederick Barnes the Institution has awarded its Bronze Medal, and to each member of the Crew its Thanks inscribed on Vellum. Additional monetary awards were also made to the Coxswain and Crew, a Letter of Thanks was sent to the Assistant Honorary Secretary, Mr. J. E. Francis, and a Letter was also sent to the Board of Trade commending the Station Officer of Coastguard. He had been the first to give the alarm, having gone, while off duty, to see if all was well to the west of the Bill, which was out of sight of the look-out position.

The Institution received a letter

from Mr. William Thornton, "late mate of the *Lucy B.*," enclosing a donation in gratitude for his rescue.

A SECOND SERVICE.

Less than twelve hours later the Selsey Life-boat was again called out. During the afternoon the Crew had stood by, as there was a good deal of traffic in the Channel, and the second call came at 10.20 P.M., when news was received from the Coastguard that a vessel was in distress five or six miles S.S.W. of Selsey Bill. A strong gale was still blowing, though it had moderated a little since the morning, and a very heavy sea was running. It was only with great difficulty and at considerable risk that the Crew boarded the Life-boat at her moorings by means of two shore boats. She got away at 10.40, and fifty minutes later she reached the vessel, the Greek steamer *Menelaos*, of Piraeus, laden with coal and coke and bound for Tunis from Rotterdam. Her steering gear was disabled; her hatches had been stove in; and she was unmanageable. Earlier in the day the Motor Life-boat from Bembridge, Isle of Wight, had gone out to the *Menelaos*, but her crew had not then wished to leave her, and had asked that a tug should be sent to their help. When the Selsey and Bognor Life-boat reached the steamer at 11.30 P.M. she found that twelve of the crew had already been taken off by a Leyland liner; but the liner dared not stand by any longer, as the *Menelaos* was drifting rapidly towards shoal water, and had sent out an S.O.S. The Life-boat went alongside, and the remaining seven men on board the *Menelaos* climbed down a rope over the ship's side and dropped into the Life-boat. Just after midnight she brought them safely ashore. The *Menelaos* herself became a total wreck. For this service the usual monetary awards were made.

Forthcoming Articles.

A NUMBER of articles which it had been hoped to publish in this number have been held over owing to lack of space, among them being "Honorary Workers of the Institution: Mr. Ernest Wool-

field, Honorary Secretary of the Kessingland Branch," "A German Award to Margate," "Special Gifts," "Life-boat Days in 1930," and "Charterhouse and the Life-boat Service."

Three Gallant Irish Fishermen.

THE Institution has awarded Bronze Medals to three very gallant Irish fishermen, John Nolan, John Cahill and his son Joseph Cahill, of Tralee, Co. Kerry.

At 4.0 in the afternoon of 7th November last, the S.S. *Co-operator*, of Tralee, left Fenit to go up the bay to Tralee, with 113 tons of maize on board. A strong gale was blowing from the W.S.W., with squalls of whole gale force. A heavy cross sea was running, and the weather was thick and wet. When less than halfway up the bay the steamer shipped several heavy seas, which carried away her tarpaulins and washed off her hatches. She began to founder at once about a quarter of a mile off shore. It was then six o'clock.

The steamer's plight was seen by the three fishermen, who at once launched a small pulling boat. She was only thirteen feet long. Fortunately the steamer was slightly down wind from where the boats were lying on the beach. But for that the three men could not have hoped to reach her, as it would have been impossible for them to row against wind and tide. They got their boat under the lee of the sinking steamer. Then, after several attempts, they were able to get alongside and rescue the three men on board.

The boat was very heavily loaded with six men on board. It was impossible to return against wind and tide, so she was headed to leeward, the men hoping to make the shore about a mile up the bay. As it was, the return journey was very perilous. The boat was so low in the water that water was continually washing in, and it was only by constant baling that the men were able to keep her afloat. They succeeded until they were within a few feet of the land. Then the boat was swamped and sank, but all six men managed to scramble ashore. No sooner were they on shore than the engineer of the steamer fainted.

It was a rescue carried out in circumstances of great danger. The difficulties against which the three brave fishermen had to struggle can be judged by the fact that they only travelled one mile and a quarter, and they were out for an hour and a half. During all that time they were in imminent peril of losing their own lives.

Besides the Bronze Medals awarded to them for their gallantry, they have each received a monetary award. The Medals were presented to the men on 9th February by Mr. Finian Lynch, Minister in the Irish Free State for Lands and Fisheries.

Rescue from a Yacht.

Letters of Gratitude.

At 7.15 on the evening of 22nd November, a wireless message was received at Walton-on-the-Naze, Essex, from the Sunk Lightship, reporting that the Lightship could see flares four to five miles to the north-west. A whole gale was blowing from W.S.W., veering later to N.W. The weather was thick and very cold, and a very heavy sea was running. The Life-boat got away at 7.45, picked up the flares, and, two hours after leaving her Station, found the vessel in distress. It was the *Auriga*, of London, a 101-ton auxiliary schooner yacht, with seven men and two women on board. The yacht had

struck on the Shipwash Shoal, had drifted off and had sprung a leak. It was only with great difficulty that the Life-boat was able to get alongside, as the yacht was pitching and rolling heavily. She found the nine people on board in a state of exhaustion, but they were all rescued without mishap, and five hours later, shortly before 3.0 in the morning, she brought them ashore.

A few hours later the Life-boat was again called out, and again it was a yacht that was in distress. Just before 8.0 in the morning a message came from the Coastguard at Clacton-on-Sea that a yacht was driving towards the Gunfleet

Sands, about four miles S.S.W. of Clacton pier. The Clacton Motor Life-boat was already out on service in answer to signals from the Nore Light Vessel, so the Walton boat put out at 8.15. The gale had moderated, but it was still blowing strongly from W.N.W. An hour and a quarter later the Life-boat found the yacht, the auxiliary cutter *Holiday*, of Yarmouth, drifting with no one on board. She took her in tow and brought her into Walton, arriving at 1.15 P.M. On these two services the Life-boat was out for thirteen hours.

The rescue of the nine people on board the *Auriga* was carried out with skill and despatch, and the Institution has marked its appreciation of this fine service by awarding to Coxswain John C. Byford its Thanks inscribed on Vellum, and by making extra monetary awards to Coxswain and Crew.

The Life-boat which carried out the service was the new Walton boat, *E.M.E.D.*, which H.R.H. Prince George named last summer, and a message was received from the Prince heartily congratulating the Coxswain and Crew.

The Thanks of the Rescued.

The skipper of the *Auriga* also wrote sending his "heartfelt thanks to the Coxswain and Crew whose promptitude and superb seamanship were entirely responsible for our lives," and the following letter, most graphically describing the feeling of those rescued from peril of their lives at sea, was received from Mrs. F. E. Pellew, who was on board the yacht with her only son.

"I was one of the unhappy crew of the yacht *Auriga* that was wrecked on Saturday night on the Shipwash Sandbank. Our engine out of action; the yacht drifting helplessly in the gale; all seemed lost; when the Life-boat came out of the waste of water and was skilfully brought alongside and one by one we jumped on board.

"I cannot express my feelings as I should like to do towards those dear Life-boatmen. It is almost impossible, but one thing will remain in my mind to

my dying day: those strong features of courage and endurance, and those stalwart figures, lit up by the light of the engine-room. They seemed to be in their element and on a pleasure cruise, not heeding the danger they had put themselves to to come and save us. . . . I have done much sailing and cruising of all sorts and in different seas—for I love the sea. I have also met with very bad seas and often had very bad weather and circumstances to battle with, and have almost been drowned twice, but I have never as yet met men like those of the Walton Life-boat, with such kindness and consideration. . . .

"Their kindness to us all and the skill with which the boat was handled in the difficult passage to Walton-on-Naze are things I shall never forget as long as I live. These men are real heroes. . . . I realize now what wonderful men are those who man the Life-boats all around the coast, and who are so willing to risk their precious lives to save others. None of your Crews can be kinder, braver, more efficient than that of the Walton Life-boat. . . . I also wish to mention the exceedingly kind welcome we received on landing at the pier of Walton at 2.30 A.M. on Sunday morning from all those who had come to see about our welfare, in giving us hot cocoa and seeing to our being conveyed to the hotel where every comfort was awaiting us. Your local Secretary, Captain W. Oxley, was kindness itself, and I do hope he will feel how sincerely grateful we are, all of us, for his hospitality and attentions.

"I only want to add that my next-door neighbour's little son, aged 6, was so struck with the narration of our shipwreck that he instantaneously asked to go out, and went and put 2d. in the box for the Life-boat Fund, and to-day he rushed up to me and told me that he had put his 2s. 6d., all his week's money, in the box, because they had saved Tante Frances's life. . . . I have to repeat the story so many times and he never gets wearied of it."

The Institution later received a gift of £50 from Mrs. Pellew's husband, Captain E. I. P. Pellew, O.B.E., M.R.C.S.,

L.R.C.P. Mrs. Pellew's only son, it is interesting to know, is a direct descendant of Admiral Pellew, first Viscount

Exmouth, who was one of the original subscribers to the Institution when it was founded in 1824.

An Ex-Naval Man's Gratitude.

ON 25th October last, the Motor Life-boat at Walton-on-the-Naze, Essex, went to the help of a small boat which, while on the way from Walton to Clacton, had been carried out to sea. The sea was rough, with heavy squalls blowing. The Life-boat found the boat with two men on board. She was quite unmanageable, being already half full of water and in danger of sinking. The Life-boat took the two men on board and brought them into Clacton. The Institution received a letter from one of the two men expressing his gratitude

for the rescue of himself and his son.

He wrote: "I am an ex-naval chief petty officer with seven children, and in all probability I should have lost my son and myself but for the timely help of the Walton Life-boat. After my twenty-three years at sea in the Royal Navy I now feel quite a greenhorn, and I can now more realize this wonderful organization and its value to all poor and distressed brothers on land or sea. I send my heartfelt thanks and my wife's and family's."

Light Motor Life-boats.

By Commander Edward D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats.

UNTIL 1921 Motor Life-boats could only be placed at Stations where it was possible to build a Launching Slipway, or where the boat could lie safely at moorings. In that year an experimental Motor Life-boat was built, 35 feet by 8 feet 6 inches, weighing under 7 tons, and driven by a 35 h.p. engine. This was the first attempt made to provide a Motor Life-boat light enough to launch off a Carriage on the open beach. This boat was stationed first at Eastbourne, and is now at Kirkcudbright. She was followed by another boat of the same type, an improvement on the first, but still experimental, which was stationed at Scarborough in 1923. Finally, last year, another boat was built of the same type, but with important modifications, which constitute it a new class of this type. This boat was stationed at Hythe, and with her completion the Institution believes that the experiments have reached a successful conclusion.

The Lightest Type.

The Hythe boat is 35 feet 6 inches by

8 feet 10 inches. She has 115 air-cases, and 8 water-tight compartments. She is fitted with a new engine of 1½ litre capacity, developing 35 h.p. at about 3,000 revolutions per minute, and giving a speed of 7½ knots. During trials this engine ran for an hour with the engine-room full of water and the engine submerged. She carries enough petrol to be able to travel 116 miles at full speed without refuelling. She is a very handy boat. She has a very small turning circle and can make a half turn in eighteen seconds. She takes only twenty seconds to come to a dead stop from full speed. In another twenty seconds she can be moving at full speed astern. The Hythe boat is the first to have vertical relieving scuppers in the sides, instead of valves in the deck. Of these she has sixteen. Should a sea break on board, she could free herself in about twelve seconds—more quickly than any other type of Life-boat. If she were capsized, even with a hole in her bottom, she would right herself in four seconds. In rough weather she can take thirty people on board.



By courtesy of

[The Southend Times.

RETURNING FROM THE RESCUE.

The Motor Life-boat, *Greater London*, at Southend-on-Sea (Essex), returning with five men and a woman, the crews of three barges in distress at the mouth of the Thames, on 23rd November, 1930. The mast of one barge which sank can be seen in the distance.



THE LIGHT SELF-RIGHTING TYPE OF MOTOR LIFE-BOAT.

The *City of Nottingham*, stationed at Hythe, Kent, 35 feet 6 inches by 8 feet 10 inches, with a 35 h.p. engine.

The light Motor Life-boat described above is of the self-righting type, and the great majority will be self-righters. There are, however, a number of Stations where the Crews definitely prefer a Life-boat which, while not able to self-right, is more stable, and, therefore, less likely to capsize. A light Motor Life-boat of the Liverpool type has, therefore, been designed, which will be 35 feet 6 inches by 10 feet; will be of approximately the same weight as the light Self-righting Motor Life-boats; and will be driven by the same 35 h.p. engine, giving a speed of $7\frac{1}{2}$ knots. The first boat of this new type is now under construction for Hoylake.

A 41-Foot Beach Boat.

There still remain, however, a number of Stations which present a double problem. Their launching conditions make it impossible to equip them with one of the heavier types of Motor Life-boat. At the same time, the conditions at sea require a larger and heavier type of Life-boat than the light 35 feet 6 inch boats. The Institution has therefore designed another type of Motor Life-boat which is a further development of the Norfolk and Suffolk type, and will be known as the Aldeburgh type. This new type will be 41 feet by 12 feet 3 inches. It will have twin screws and two 35 h.p. engines, which will give a speed of about 8 knots. The engines will be watertight, and will work independently, but they will be in one engine-room. The boat will carry 110 gallons of petrol, which will enable her to travel 130 miles at full speed. Like the 45 feet 6 inch Watson cabin type, this new type will have no end-boxes, but a flush deck fore and aft. She will have one large cockpit, with room for twenty-four men, under a large shelter, which will also cover the engine-room. She will be a handy boat like the smaller and lighter self-righting boat, able to come from full speed to a standstill in twenty-five seconds, and then from a standstill to full speed astern in another twenty-five seconds. Like the self-righting boat, she will have vertical relieving scuppers in the sides. Of these there will be eight. She will be able to

take seventy people on board in rough weather.

Successful Experiments.

This boat will be much heavier than the 35 feet 6 inch boat. Her weight with gear and crew will be $16\frac{1}{2}$ tons. She will, in fact, be too large and heavy for launching off a carriage. This type is intended for those Stations where the Life-boat is run down the open beach on skids. Such a boat has not only to be specially designed with an unusually flat bottom, so as to keep as nearly as possible upright while being launched, but has to be very solidly built to stand the bumping on the beach. Hitherto the heaviest Pulling and Sailing Life-boat to be launched in this way has weighed, with gear and crew, $12\frac{1}{2}$ tons. During last autumn trials were held at Aldeburgh (Suffolk) with the late Campbeltown (Argyllshire) Motor Life-boat, a 43-foot Watson boat weighing $16\frac{1}{2}$ tons. These trials were carried out on a semi-permanent Slipway of rollers laid on the beach. The boat had not been specially built for such launching, but the trials served the purpose of showing that a Motor Life-boat of this weight could be successfully launched off the open beach.

It is not too much to say that these new designs are the most important developments of recent years. The satisfactory completion of the experiments with a light 35 feet 6 inch type will enable motor power to be used at a large number of Stations where, up to the present, the launching conditions had made it impossible to place Motor Life-boats, and the Institution is now going rapidly ahead with the work of equipping them with motor power. Of the fifteen Motor Life-boats under construction at the end of the year, thirteen were of this light type. Twelve of these are self-righters and the other is the light Liverpool type which is being built for Hoylake.

The 41-foot Aldeburgh boat for launching off the beach will also make it possible to place Motor Life-boats at several important Stations, at which, up to the present, it has been necessary to retain Pulling and Sailing Life-boats, owing to the difficulties of launching.

The Wreck of the "Indian Chief," 5th January, 1881.

The Aldeburgh Life-boat's Journey of 120 Miles.

By Walter Riggs, Honorary Secretary of the Aldeburgh Station.

It is just fifty years since the barque *Indian Chief*, outward bound from Middlesbrough to Yokohama, was wrecked on the Long Sand, off the mouth of the Thames, and the twelve survivors of her crew of twenty-nine men were rescued by the Ramsgate Life-boat, *City of Bradford*, with the help of the Ramsgate tug *Aid*—as fine a piece of rescue work as has ever been recorded.

It must not be forgotten, however, that there are very many stories of endurance and heroism of our Life-boatmen that do not actually result in life-saving, but are none the less worthy of recognition. It is fitting that just fifty years after the event one such story should now be told in full for the first time—the story of the part played by the Aldeburgh Life-boat in that memorable shipwreck in 1881.

The *Indian Chief* was wrecked at 2.30 in the morning of 5th January, but her plight was not known to the Life-boat authorities at Ramsgate till nearly noon, the information being brought by an inward bound smack which had sighted the ill-fated vessel ashore. The weather prevailing at the time was a typical easterly gale, with frequent snow squalls and the temperature below freezing point. I do not propose to deal here with the particulars of the wreck and rescue, which have been so well described elsewhere,* but should like to place on record what the Aldeburgh Life-boat, *George Hounsfield*, did in this historic gale.

The first information of the wreck of the *Indian Chief*, received at Aldeburgh, was in a telegram from Gravesend to the effect that a vessel was ashore on the Long Sand. It appears that a steamer, bound for the Thames, when proceeding up Swin had sighted her on the Sand, between the snow squalls, and had given the information on her arrival at Gravesend. The telegram was received in

* In *The Lifeboat* for February and May, 1881, and August, 1915, and in *Britain's Life-boats*.

Aldeburgh about 9 o'clock in the morning of 6th January, and the assembly signal was immediately fired. A crew was collected, but, owing to the terrible sea running, it was considered almost impossible to launch the boat. After consultation it was decided to make an attempt and a crew volunteered. The Coxswain was Rodney Pallant, with Charles Ward, Second Coxswain, while the Crew included such other well-known life-savers as James Cable, Tom Ward, Harry Pallant, Fred Fisher, B. Kersey, E. Markham, John Green, George Burrell, Tom Cable and W. Mann. One volunteer named Jim Hurrey should be mentioned, as he was not a regular Life-boatman, but volunteered on this occasion. Two other members of the Crew were skippers of Aldeburgh cod smacks, who happened to be at home at the time.

A Difficult Launch.

A launch was eventually effected at 11 a.m. after great difficulty. It was impossible to get across the long line of breaking water on the shoals opposite the town, so the boat, under sail, reached alongshore between the shoals and the breakers for about two miles before she could edge off into deeper water. She was fitted with dipping foresail and standing mizzen, and both the storm sails were close-reefed, but, in spite of this, the wind was such that the boat was full of water to leeward between the drum heads, and the crew were soon soaked through. Conditions were slightly better when they managed to fetch under the lee of the Shipwash Sands. Heavy snow squalls were continually experienced, but they managed to pick up the Sunk Light Vessel. From here, in the light of the westerling sun, which now broke through the snow, the seas could be seen breaking on to the Long Sand and shooting up mast-head high.

Soon the mast of the *Indian Chief* was seen through driving snow, with the seas breaking over the foretop. Only one



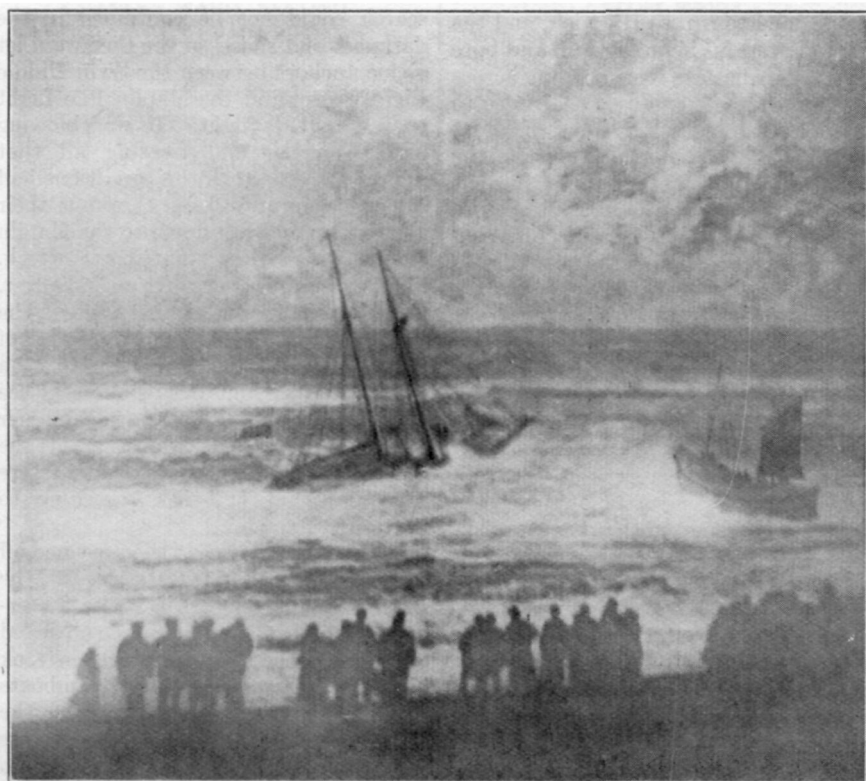
By courtesy of]

[Mr. S. C. T. Gooding.

THE "GEORGE HOUNSFIELD" TO-DAY.

She was a self-righting Life-boat, 40 feet by 10 feet; served from 1870 to 1890 and rescued 99 lives.

She now lies on the beach at Aldeburgh, where she is used as a store. In front of her are Tom Cable and John Pead, the present Coxswain.



By courtesy of]

[Mr. Charles Clarke.

THE "GEORGE HOUNSFIELD" ON SERVICE IN 1882.

Going out to the schooner *Rambler* of Folkestone in a whole gale with a very heavy sea. She rescued four of the crew of five who had taken to the rigging. Shortly afterwards the schooner's masts went by the board.

mast was standing, the main and mizzen having been carried away during the previous night. Just at this time, as the sun was about setting, the boat fetched up under the lee of the wreck close enough to ascertain that there were no living souls on board. The Coxswain having satisfied himself on this point, the Life-boat was put about and headed for the Sunk Light Vessel in order to find out if it had any information of any other Life-boat having been in communication with the wreck. However, it was impossible to get in touch with the crew of the Light Vessel. It was known later the Ramsgate Life-boat had rescued the survivors at dawn that same day, some hours before the Aldeburgh Life-boat received the news of the wreck.

Running Before the Gale.

It was not possible to take the boat back to Aldeburgh to land there, so it was decided to run to Harwich, and the Coxswain put his helm hard up and bore away. Terrific seas were running across the shoal water outside the entrance to Harwich Harbour. At times the boat seemed to be becalmed between the racing seas and at other times she felt the full force of the gale and tore along on the backs of the breaking combers. By marvellous helmsmanship the boat was kept well before the wind. Had she broached to nothing whatever could have saved a capsized. Harwich was eventually reached shortly after 8 P.M., where the men were looking forward to some dry clothes and some food.

The Honorary Secretary at Harwich was immediately on the spot to receive the men. He reported that the Harwich Life-boat was away after a wreck on the Pye Sands, that the Clacton Life-boat had also had a call and was away on service, and that there was another wreck on the Maplin Sands and he had no boat to send. He had tried to get in touch by telegram with the Honorary Secretary at Aldeburgh, the late Mr. James Osborne, but he had been unable to do so. He besought the Coxswain and Crew to set out again for the wreck on the Maplins. They had not had time to change or even to get any food, but

they mustered again immediately, and, with the exception of one man who was too exhausted, Jim Hurrey, referred to above, who was not a regular Life-boatman, they all responded to the call. Hurrey's place in the boat was taken by Bob Wilson, an Aldeburgh man who was stationed at Harwich as a pilot.

A Night at Sea.

The wind was still blowing gale force from the eastward. There was no tug available, so they had to beat out of the Harbour. Once clear they managed to fetch to windward to the Naze, thence across the lower end of the Gunfleet to the Swin Middle Light Vessel. On getting into communication with the crew of the Light Vessel they ascertained that the vessel was ashore on the Maplins, but they could not get the bearings, and no flares or signals had been shown for two hours past. The search could not be continued in the darkness and snow, so the Coxswain let go his anchors between the Swin Middle Light Vessel and the Maplin Pile Light to wait till daylight. It was blowing hard, snowing and freezing all that night. At daybreak the conditions had somewhat improved, so they got their anchors up and ran down to the Maplin Sands, where they sighted the wreck. She was a large foreign barque in ballast, driven well up on to the Sand. The Life-boat ran down within a quarter of a mile of her and then saw the Clacton Life-boat draw out from under the lee of the wreck. She ran down and her Coxswain spoke the Coxswain of the Clacton Boat, who reported that all were safe, and that he was proceeding to Clacton.

The *George Hounsfeld* then reached off into the Swin, under the lee of the Barrow Sand, where she spoke a German steamboat, bound down, and asked for a tow. The German, however, took no notice. There were three steamboats riding with two anchors down in the Swin, waiting for the snow to clear before proceeding. The Life-boat managed to get within speaking distance of one of them, the *Paradox*, of Goole, hailed the bridge, and found that she was bound north. The snow clearing, the *Paradox*



**CHARLES WARD, SECOND
COXSWAIN.**



TOM WARD.



HARRY PALLANT.
Son of Rodney Pallant, the Coxswain.



TOM CABLE.

**Four of the Five Survivors of
the Aldeburgh Crew of 1881.**

The photographs were taken by Mr. S. C. T. Gooding,
Honorary Treasurer of the Aldeburgh Branch.

got her anchors and took the Life-boat in tow up to abreast of the Aldeburgh Napes. The tow was slipped about two miles off shore, and the wind being still easterly the Coxswain up foresail and bore away for the home Station. It was just coming dark, about 4 p.m., and he was warned off by signals, as the seas were very heavy on the shore and it was considered too rough for a safe landing. However, the Crew were by this time utterly exhausted and could not have carried on to Harwich; so, in spite of the warning, the Coxswain put his drogue overboard and ran for the shore, where, after all, he managed safely to beach the boat.

120 Sea Miles.

It was now the evening of 7th January. The *George Hounsfield* had been away from her Station on this work for thirty hours.* For the whole of that

* The Ramsgate Life-boat was out for 26 hours.

time—except for the hour or so ashore at Harwich—her Crew had been in an open Pulling and Sailing Life-boat, in an easterly gale, with snow squalls.

During that time the *George Hounsfield* had travelled 25 sea miles to the Long Sand, and 21 back to Harwich. On leaving Harwich, in search of the second wreck, she travelled 24 miles to the Swin Middle Light Vessel, where she had tried to get the bearings of the wreck, and from there to the Maplin, near which she had lain all night, and home to Aldeburgh, was another 50 sea miles. Altogether, in those thirty hours, she had travelled 120 sea miles.

There are still alive from this original crew Charles Ward (Second Coxswain), Tom Ward, Tom Cable, Harry Pallant and Jim Hurrey. Only last year two others, James Cable and John Green, passed away.†

† Of the Ramsgate Crew the only survivor is Charles Verrion.

National Safety Week.

THE National Safety Week Council, on which the Institution is represented, is arranging to hold its second Safety Week from 11th May to 16th May next. The object of the Week is to arouse the public to the need of additional effort to reduce the heavy loss of life from accidents of all kinds, and the Council is able to report that as a result of the first "Safety Week," held last year, there was a marked reduction in the number of accidents.

Last year the Institution invited the Honorary Secretaries of Life-boat Stations, wherever possible, to arrange for their monthly or quarterly exercises of the Life-boats to take place during the Week, and the same request is made to them this year, as the Institution feels that everything possible should be done during this Week to bring home to the public what the Life-boat Service does to ensure safety at sea.

New Vice-Presidents.

THE Committee of Management have appointed the following to be Vice-Presidents of the Institution, and they have accepted the appointment: The Right Hon. the Viscount Grey of Falloden, K.G., P.C., D.C.L., D.L.; Major-General the Right Hon. John E. Bernard Seely, C.B., C.M.G., D.S.O., who has been a member of the Committee of Management for twenty-eight years, and a member of the Crew of the

Brooke, Isle of Wight, Life-boat for over thirty-five years; the Right Hon. the Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., Chairman of the Civil Service Life-boat Fund; the Rev. the Earl of Devon, President of the Exeter Branch of the Institution; and the Hon. George Colville, Deputy-Chairman of the Committee of Management since 1923.

Foreign Life-boat Services. II.

The United States (State Service. Established 1848).

Since the publication of our extensive note on this Service in the November issue of *The Lifeboat* we have received the Annual Report of the U.S. Treasury for 1930, which provides two matters of interest to supplement that note. Eight more 36 feet 6 inch Motor Life-boats have been added to the 104 of this type already on the coast, five of them having reached their destination "after travelling many hundreds of miles under their own power in excellent condition without experiencing any breakdowns or trouble"; and twelve more of these boats are to be built in 1931. There is here a striking similarity in the development of the smaller type of Motor Life-boats in the British and the U.S. Service, a type of which, however, the latter has long since made very extensive use.

But the most remarkable feature of the Report, especially for British readers, is that which contains at once an admission and an appeal. The admission, almost startling in its courageous candour, is that "The Life-boats in a number of the States are very old, and are giving out to a perilous degree. They have battled with the storms for many years, in fact, too long for safety. It is imperative that they be replaced." And this reference to what is described as "this unfortunate situation" is followed by the statement: "Then there are new stations to be supplied, and other stations of strategic importance not now having Life-boats that should have them if the best interests of commerce and humanity are to be served. *It is to these ends that this earnest, solicitous appeal is submitted.*" The italics are ours, and we do not think we shall be accused of over-emphasis. For it is surely remarkable that a State Department, entrusted by the people of the United States with the provision and maintenance of the Life-boat service, and spending thereon three or four times the sum expended by the Royal National Life-boat Institution, should

not only admit the inefficiency of a number of its Life-boats, but should apparently feel impelled to utter a most earnest appeal for help in this predicament. Our knowledge of the internal working of the machinery of the Civil Service of the U.S.A., and of the weight which just sentiment on a matter of national and international importance may carry with the State in that great democracy, is insufficient to enable us to hazard a guess as to what effect this appeal is likely to have; and, indeed, to be sure whether we are not witnessing here an appeal from the narrow limitations laid down by a Treasury, compelled to ration each department of State, to the generosity of the millionaire who so often plays the part of the *deus ex machina* in American affairs. But two points emerge from a consideration of the passage we have quoted. One is the admiration which we feel for the fine courage and seaman-like directness with which the Commandant, Admiral Billard, states his convictions as to the needs of the Service. The other is the feeling that, in spite of the difficulties with which the Institution is faced in securing the funds needed for the efficient maintenance of the Service, the voluntary system, in which it was the pioneer over a hundred years ago, and which has been followed by the great majority of those countries which have established a Life-boat Service, is the one best suited to the provision of that service, at any rate, in the case of a maritime people.

Holland (Voluntary. Established 1824).

As many of our readers are aware, Holland, to its lasting credit, was the first country to follow the lead of Britain in the organisation of a Life-boat Service. Indeed, while the Institution was formally founded on 4th March, 1824, as the result of Sir William Hillary's appeal to the nation in 1823, a number of public-spirited men formed the two Dutch Societies in November of the same year. The North and South Holland Society was founded at Amster-

dam; another Association, the South Holland Society for the Rescue of the Shipwrecked, was formed at Rotterdam only a few weeks later. It may perhaps seem regrettable that a work so truly national in its scope and purpose should be controlled by two separate organisations, but it is gratifying to know that they have worked in complete harmony during the century of their existence, this being facilitated by the fact that the North and South Holland Society, limiting its operations to a sphere less extensive than its name implies, provides the Service from the northernmost part of the coast as far as Scheveningen, while the South Holland Society administers the Service southwards from that point.

The Annual Reports of the two Societies for the year 1929 give ample evidence of progress in every direction, and notably in the development of technical efficiency, whether in the construction of motor boats, the solution of the problem of launching boats on a flat beach, the adoption of wireless telephony, or, finally, the examination of the possibilities of co-operation between aircraft and Life-boats in the rescue of life from shipwreck.

This latter problem led to a joint meeting of the Committees of the two Societies with the Military Air Department at Amsterdam in February, 1929.

This meeting came to the conclusion that the services of aircraft can be utilised in two ways, namely:—

1. For the purpose of taking observations, and
2. For establishing a line connexion between the stranded ship and the shore, which latter possibility had already been proved by a trial near the Hook of Holland.

As, however, a line connexion between the ship and the shore is useless when the distance exceeds 300 metres, and as at that distance it is generally possible to establish communication without the aid of an aeroplane, either by firing a line from the ship to the shore or from the shore to the ship, it is improbable that the aid of an aeroplane will often have to be called in, in order to establish a line connexion. It must

also be borne in mind that at the short distance of 300 metres and less a Life-boat will generally be able to render effective service.

As it is, perhaps, not obvious to the layman that there is no use in establishing a line connexion at a greater distance than 300 metres, it is worth pointing out that at greater distances the sagging of the heavy line from which the weight of a drowning person is suspended becomes so great that he is pulled through the water, and this process, if carried out over a long distance, is fatal to the "rescued." Cases may, nevertheless, occur in which aircraft might be able to render good service, and the Dutch Societies are therefore grateful for the co-operation which they have received from the Air Defence Department, which has given approval to instructions issued to the Societies' representatives on the coast, whereby the latter are authorised, subject to certain conditions, to call in the aid of aircraft, if necessary, for the saving of shipwrecked persons.

The Report of the North and South Holland Society adds the following comments:—

"Our local Committees and representatives will, however, not proceed to call in the aid of an aeroplane unless it has been ascertained that this is really necessary. They will have to bear in mind that the aircraft coming to their assistance will not only have to fly to the point where aid is required against a very severe storm, but will also have to land later on in the same severe weather.

"The daring achievement of airmen in the case of the *Salento* on the 26th November, 1928, has rightly aroused the admiration of many; during the severe storm which was raging at the time, they established a connexion, and the Italian Government recognised the courageous act of Flight Captain van Weerden Poelman, First Flight-Lieutenant van Dorst, Flight-Sergeant Bosch and Flight-Sergeant-Major v. d. Hoek. But they and the persons who, though unacquainted with the needs of the Life-boat Service, called them up, did not know that to establish a con-

nexion with the *Salento*, which lay 1,200 metres from the coast, could lead to no result. The knowledge thus gained is, however, now in the hands of our local Committees and representatives, and we therefore hope that if the aid of aircraft is asked for, it will be requisitioned by our local Committees and representatives."

BEACH MOTOR LIFE-BOATS: GIRDER TRACKS.

The North and South Holland Society has decided to introduce the beach Motor Life-boat, of the type which is in use in the Danish Life-boat Service, namely, a wooden Life-boat provided with a 25 h.p. petrol motor, the propeller of which turns in a tunnel formed by two heavy wooden keels.

This Life-boat weighs about 4 tons. The character of the coast in Denmark enables these Boats to be launched without the use of a carriage. That is not possible in Holland. The beach Motor Life-boat must, therefore, be conveyed along the beach on a carriage, which demands great pulling power when the conditions are unfavourable.

"In consequence, the Society is now engaged in carrying out trials for the launching off a carriage, which is increased to the desired weight by means of iron, and the rear axles of which are provided with the girder tracks of the 'Roadless Traction, Limited,' of Hounslow, which have been found satisfactory by the English Life-boat Society for the transportation of heavy boats.

"This arrangement ensures only very slight subsidence even on soft ground. For these trials we obtained a set of the girder tracks in question. In places where, owing to the absence of horses or the difficulty in obtaining them quickly, motor tractors are necessary, these will probably have to be more powerful for launching the beach Motor Life-boats than those which we now use. For this reason we are on the lookout for a tractor of this kind. The English Life-boat Society has had a tractor constructed for the same purpose according to its own specifications. The acquisition of a beach Motor Life-boat with the requisite pulling power for

its tractor is, therefore, a problem which is still under consideration."

WIRELESS TELEPHONY.

In view of the Institution's adoption of wireless in the case of Motor Life-boats at remote and isolated stations, the following from the Report of the North and South Holland Society will be read with interest:—

"In considering the equipment of two of our Motor Life-boats, the *Brandaris*, of Terschelling, and the *Dorus Rijkers*, of Helder, with wireless telephony receiving installations, we approached the Director of the Government Testing Station for Coastal Lighting at Scheveningen, with a view to being included in the arrangement which is in operation between wireless telephony transmitting and receiving stations on lighthouses and lightships. We received the greatest assistance from the Director of the said Testing Station, Mr. P. van Braam van Vloten, and Mr. Ir. P. J. G. van Diggelen, and also from the Direction of Pilotage. As a result, the two Motor Life-boats referred to are provided with telephony receiving sets, which are made in accordance with the instructions of the Government Testing Station, in a very substantial design by the Nederlandsche Seintoestellenfabriek. They are chiefly N.S.F.4 sets with flexible wiring, and are provided with an on and off switch, a regulating resistance and a built-in voltmeter for adjusting the filament voltage of the receiving valves. The set is watertight and arranged in a metal box. The wave-length range is 150–300 metres.

"Alongside the Coxswain, near the steering wheel, a 'Brown' loud speaker is fitted, protected against water; below deck the use of headphones makes it possible to listen-in when the sounds on deck are not clear enough.

"The price of these sets, of special design, and without the loud speakers is about £90 per installation.

"It is gratifying to report that these two installations, which, together with further accessories, will cost about £250, are being paid for by the sum contri-

buted by pupils of secondary schools in the Netherlands, and handed over to the North and South Holland Life-boat Society in December, 1929.

"The wireless telephony installations render it possible for the *Brandaris* and the *Dorus Rijkers*, after leaving their harbours, to receive reports from the Coast-guard Station which is in telephonic communication with the Local Committee of the Life-boat Society. The adoption of wireless telephony on our Life-boats may result in the rescue of shipwrecked persons who might otherwise be lost. It may also prevent a Life-boat making unnecessary trips.

"As a Life-boat may also wish to send a report to shore, a transmitting and receiving installation for wireless telephony will be fitted on board the latest Life-boat, the *Neeltje Jacob* and also on board the *Insulinde*.

THE WRECK OF THE "PRINS DER NEDERLANDEN."

The South Holland Society's Report for 1929 contains a very interesting reference to the disaster which overtook the Steam Life-boat *Prins der Nederlanden* on the 16th January, 1929, in the attempt to save the crew of the Latvian steamship *Valka*, which had stranded on the Maasvlakte.

"The eye-witnesses on the *Valka* were too far away from the spot where the Life-boat capsized to make any accurate observation— $\frac{1}{4}$ to $\frac{1}{2}$ mile according to the Captain—and in addition they themselves were going through anxious hours on the ship, which was being battered by the breakers.

"Nevertheless, interest attaches to the statement of the Captain that Coxswain Van der Klooster twice succeeded, by steaming against the high breakers, in getting close to the ship. On both occasions it was impossible to establish any permanent connexion with the ship owing to the violence with which the boat was thrown up and down. After these two attempts, deeper water was sought farther out to enable the Boat to turn, and, by running before the breakers, to get behind the sandbank again, so as to repeat the attempt. Notwithstanding the good seamanship

on the part of the Coxswain in avoiding turning the Boat in the breakers, the last attempt to run before the latter proved fatal to the Boat. She was struck broadside on and capsized.

"No definite reason for her being thus struck broadside on can be given, and it is a question whether it was due to the violence of the elements, either alone or in conjunction with a sudden defect in the engine room, or the steering gear, or an accident to the Coxswain.

"The examination of the Life-boat, carried out by the Navigation Inspection Department, gave no indication of any defect in the equipment or the Boat's engine.

"The excellent service which she had rendered during many years with her sister ship the *President van Hcel*, under very dangerous conditions, is a proof of the sound construction of this first type of mechanically-driven Life-boats, at a time when internal combustion engines had not yet been fully developed.

[The *Prins der Nederlanden* was built in 1908. Her late Coxswain, who was drowned in the disaster in January, 1929, took part in the rescue of the crews of four British vessels, 72 lives in all.]

"Nevertheless, from the explanations furnished by Professor Vossnack, it is evident to us that according to the more recent ideas regarding the construction of Life-boats, greater seaworthiness is secured by the present rounder cross-section of the *Koningin Wilhelmina* type of motor boat. The enormous dynamic moment which arises and promotes capsizing if the Boat turns broadside to the surf has less effect in a Boat designed on these lines. In addition, two motor-driven propellers revolving in tunnels considerably enhance the safety of the Boat.*

* This fact was fully established by the exhaustive experiments carried out for the French Life-boat Service by the Director of the Naval Testing Docks in Paris, and carefully described in the paper submitted by La Société Centrale de Sauvetage des Naufragés to the Second International Conference on the World's Life-boat Service, held in Paris in 1928. It may be added that the results thus established by observation and experiments

"As a result of these considerations, orders were given for the construction of two twin-screw Motor Life-boats, for which Professor Vossnack undertook to prepare the plans and the specification, and also to give his general supervision to the construction.

[These two Boats, *President Jan Lcls* and *President J. V. Wierdsma*, went to the Hook of Holland in August of last year, and the second Steam Life-boat was then withdrawn.]

"Near the Signal Station at the Hook of Holland a powerful military searchlight has now been erected, by which ships stranded at the entrance to the New Waterway can, if necessary, be lit up at night in order to assist the rescue work."

Germany (Established as State Service, 1852. Voluntary since 1865).

The Annual General Meeting of the Society was held on 13th June last, when it was reported that in the previous year thirty-three persons had been rescued from shipwreck in connexion with eight casualties, thirty of the rescued persons being saved by the Life-boats and three by the Rocket Apparatus. It should be noted that in Germany, as in the United States and in France, the same organization supplies the Life-boat Service and the Rocket Apparatus. This is indeed the case with most of the Foreign Life-boat Services.

The total number of lives rescued by the instrumentality of the German Society since its foundation in 1865 is 5,236.

There are now 115 Stations, 2 having been closed in the previous year. Of the total number, 76 are in the Baltic, and 39 in the North Sea. Sixty-one Stations are provided with both Life-boat and Rocket Apparatus; there are 39 Stations with a Life-boat only, and 15 with the Rocket Apparatus only. Of the 115 Boats there are now 27 Motor Life-boats, 12 of which are decked boats, namely, 2 steel twin-

screw boats, 5 steel single-screw boats, and 5 decked wooden boats; and there are 15 wooden open boats, all with motors installed. Three new open Motor Boats have been placed at North Sea Stations, and a decked twin-screw Motor Boat, the *Bremen*, at Norderney. She is a 49 feet by 12 feet 6 inches Boat with a steel (Siemens-Martin) hull. The propellers are protected by tunnels, as in the case of the Institution's Motor Life-boats. The Boat has numerous watertight compartments. It is provided with electric light and a wireless telephony apparatus, with a radius of fifty miles. There is also an electric searchlight, electric foghorn, and a life-saving net. The exhaust of the two motors passes through the iron mast. This Boat replaces the single-screw Boat previously placed at that Station, which has been transferred to Travemünde, where it will lie afloat in complete readiness to render prompt service to casualties to aircraft in connexion with the big Flying Station at that port. The new Boats are provided with Diesel engines.

The engines of the twin-screw Motor Life-boat *Bremen* develop 144-146 h.p., and give a speed of 11 knots.

It is interesting to note that the German Society, in spite of the meagreness of its funds, thought it worth while to send models of its newest Motor Life-boats to the Antwerp Exhibition. The Report also refers to the adoption of the line-throwing pistol, invented by Mr. Sander, an engineer. This line-throwing pistol appears to have given so much satisfaction that the Society propose to substitute it for the Rocket Apparatus on the coast as and when occasion arises.

The German Society now has twenty-four Station Branches, and thirty-eight Financial Branches. A considerable part of the revenue is raised by what may be called Flag Days; but the greater proportion of the support comes from shipping and shipbuilding centres. The Report deplors the fact that although considerable progress has been made in technical development, there was a fall in the number of subscribers. It concludes with an appeal to the

with models in a tank were confirmed by the practical tests carried out by the Institution in comparative trials of single-screw and twin-screw Motor Life-boats — Ed. *The Life-boat*.

public to help the Society to maintain its great humane work on the basis of the voluntary self-sacrifice of the Crews and the voluntary contributions of public-spirited men and women.

Spain (Voluntary, with a Subsidy from the State. Established 1880).

At the present time the Society possesses 59 Stations. The latter comprise 48 unsinkable self-righting and self-draining boats, of which 16 have motors on improved systems. It has also 81 line-throwing apparatuses of the Spandau, Boxer, Lyle, Dawson and Evans systems.

The Superior Council of the Society has, since its foundation in 1880, recorded and given awards for the saving of more than 12,000 lives, and presented 18 Gold Medals, 998 Silver Medals, 2,785 Bronze Medals, and £7,155, exclusive of the amount of the monetary awards emanating from special foundations.

It has, since its foundation in 1907, rescued, by means of its boats and life-lines, the crews of 120 sea-going vessels, of which 15 were English, 10 French, 7 Italian, 1 Portuguese, 6 Norwegian, 1

Danish, 2 Russian, 1 Austrian, and 3 of the United States.

Belgium (State Service. Established 1832).

During 1929 the Belgian Life-boat Service rendered services to five vessels, two being Dutch and three Belgian, and rescued 66 lives. The Life-boats which carried out these rescues were those at Ostend, Middelkerke and Zeebrugge.

The Belgium Fleet now has two *Motor Life-boats*, which were built by a German firm in 1926. These boats are, with slight modifications, the same as our own Watson Cabin Life-boat, complete plans of which were supplied by the Institution to the Belgian Marine Administration. It is particularly interesting to note that these boats were built in Germany as part of the War Reparations, and we doubt if any payment made under this head has been *more appropriate, and more likely* to help in healing the wounds of war, than these two Life-boats, provided by an enemy country in order to help Belgium in saving those, of whatever nationality they may be, who are in peril of shipwreck on her coasts.

The Storeyard's Children's Party.

THE seventh Christmas party, given by the staff of the Storeyard at Broomfield Street, Poplar, with the help of the staff at Headquarters, took place on 20th December at the Bromley Public Hall. Four days before this a tea was given to 240 children at the special school for the defective in Piggott Street. At the Bromley Public Hall 170 children were present. Besides the tea there was a concert and community singing, dancing and a gymnastic display, and every

child was presented by Father Christmas with a bag of fruit and sweets and a toy. At the end Captain G. H. Bevan, O.B.E., R.N., Deputy Chief Inspector for Stores, who has now reached the retiring age, was presented with a letter from the children of Broomfield Street, Poplar, expressing their sorrow that he was leaving the Institution. A small boy and girl then presented a bouquet of flowers to Mrs. Bevan and a fountain-pen to Captain Bevan.

Obituary.

SINCE the last issue of *The Lifeboat* was published, the Institution has lost by death a number of its friends and workers, among them Sir Charles Wilson, Chairman of the Leeds Branch, Colonel Cornish, for many years Honorary

Secretary of the Sennen Cove Branch, and Coxswain William Johnston of Stromness. It is hoped in the next issue to give an account of their work for the Institution.

The Twenty Branches with the Highest Collections, 1929-30.

WE publish below a table showing the twenty Branches which made the largest contributions to the Institution during the financial year ending the 30th September, 1930. Fourteen are English, four Scottish, and two Irish.

The total sum raised by these twenty Branches was £50,803, which is £8,303 more than in 1929. This is a very notable increase. On the other hand, in 1929, a contribution of £745 was

and Salford Branch. It should, however, be repeated that the City of London in the list is the City proper, the "square mile" within the original boundaries, and also the Borough of Finsbury. The whole of Greater London, which includes a number of Branches, collected £20,737.

The other changes in the list are not great. Nottingham and District deserves hearty congratulations on appear-

Branch.	County.	Population of Branch area.	Collection.	Amount per head.	Position last year.
			£	d.	
1 Glasgow and District . . .	Lanark	1,060,000	13,519	3-06	2
2 City of London * . . .	London	—	8,987	—	1
3 Manchester, Salford & Dist. . .	Lanes.	1,279,000	3,739	0-70	3
4 Liverpool and District . . .	Lanes.	955,000	3,450	0-87	4
5 Birmingham and District . . .	Warwick	1,007,000	2,503	0-60	5
6 Edinburgh, Leith and Granton	Edinburgh	512,000	2,367	1-11	7
7 Isle of Wight † . . .	Hants.	94,150	1,960	—	15
8 Bradford and District . . .	Yorks.	394,700	1,760	1-07	6
9 Eastbourne † . . .	Sussex	66,634	1,630	—	8
10 Belfast . . .	Antrim	415,151	1,209	0-70	9
11 Dundee . . .	Forfar	196,974	1,179	1-44	12
12 Leeds and District . . .	Yorks.	600,000	1,130	0-45	10
13 Dublin . . .	Dublin	431,000	1,064	0-59	13
14 Bristol . . .	Glos.	390,000	1,063	0-65	11
15 Aberdeen . . .	Aberdeenshire	188,000	1,015	1-30	18
16 Southampton and District . . .	Hants.	235,600	1,014	1-03	19
17 Poole, Bournemouth, etc. †	Dorset	146,200	925	—	14
18 Nottingham and District . . .	Notts.	350,000	850	0-58	—
19 Oxford . . .	Oxford	57,100	766	3-22	—
20 Margate † . . .	Kent	46,500	673	—	17
Clacton-on-Sea . . .	—	—	—	—	16
Exeter . . .	—	—	—	—	20

* Fluctuating population, so that no calculation per head is possible.

† Resident population. This is greatly increased by the influx of visitors all through the season.

needed to get a place among the first twenty, while last year the twentieth place was taken by a Branch which contributed £673. This is the lowest contribution by the twentieth Branch since 1926.

Reference has already been made to the magnificent achievement of Glasgow in beating the City of London Branch by over £4,000, and taking the first place in the list. This is the second time that the City of London has lost its place at the top. The first occasion was in 1924, the Centenary year of the Institution, when it was displaced by the Manchester

ing in the list for the first time, and Oxford makes a welcome reappearance after being out of the list for two years. These two Branches have displaced Clacton-on-Sea and Exeter, which were sixteenth and twentieth respectively last year.

The Isle of Wight, including a number of sub-Branches, which are fully organised units, has risen from fifteenth to seventh. This is the biggest rise, and is due to the very successful "All Island Fête," which was held in the summer. Southampton has risen three places. Bradford, which was second in 1922, and

sixth in 1929, is now eighth ; Bristol has gone down three places, and Leeds two. It will also be noticed that there are a number of cities and big ports which do not appear among the first twenty.

In the City, with its fluctuating population, and in the big seaside resorts, where there is a great influx of summer visitors, any calculation of the amount per head is impossible. Of those Branches in the list where such a calculation can be made, Oxford comes first with nearly $3\frac{1}{2}d.$ a head—a very fine achievement. It is worth recalling that in 1928, the last occasion when Oxford was among the first twenty, it had the best contribution per head, with just over $3\frac{1}{4}d.$ Glasgow comes second with just over $3d.$ per head, and five others have contributed over $1d.$ per head—Edinburgh, Leith and Granton, Bradford and District, Dundee, Aberdeen, and Southampton and District. Last year only four of the twenty-five Branches raised over $1d.$ per head. This year the number is seven.

Many Branches which do not appear in the list have a higher per head contribution than any of the twenty, for, of course, the smaller the population, the

easier it is to get a high collection per head. This fact emphasises the achievement of Glasgow, which, with a population of over a million, has collected more than $3d.$ per head.

In order to appreciate the significance of the "per head" figure, it should be remembered that the Institution needs annually, in order to provide and maintain the Service, £300,000, and that this represents $1\frac{1}{2}d.$ per head of the population of Great Britain and Ireland.

$1\frac{1}{2}$ per Head.

It will be seen, therefore, that every Branch should aim at getting at least $1d.$ per head of the population within its area ; that none should be satisfied with less than $1\frac{1}{2}d.$, and that those large towns which raise more than this have reason to congratulate themselves on the effectiveness of their methods of appeal, and to be proud of the generosity with which their citizens have responded to the appeal of the Service. But, as stated above, it must be borne in mind that it is much more difficult to achieve this result in great cities, with a huge working-class population, than in small towns and seaside resorts.

Scotland's Achievement.

ONE of the notable Life-boat events of 1930 was the great increase in the amount contributed to the Institution by Scotland. In a year in which of the eight districts into which Great Britain and Ireland are divided for the purpose of the Institution's appeals, four showed an increase, and the other four a decrease, Scotland increased her contribution by over £12,000, or nearly 80 per cent. Her contribution in 1929 was under £16,000. In 1930 it was over £28,000. Of this sum over £9,000 was in the form of special donations, but, even without these, the increase was over £3,000, which is more than £1,000 higher than the increase of any other District.

In 1926, the year before the Scottish Life-boat Council was formed, under the Chairmanship of the Duke of Montrose, Scotland contributed £10,722. Each year since then has shown an increase,

and Scotland has now much more than doubled her contribution of five years ago. During the four years of the Council's work the average annual contribution has been £17,193. During the four previous years it was £11,308, so that the average increase is over 50 per cent.

Under the constitution of the Scottish Council, every Branch which remits over £100 is entitled to have one representative on the Council, and a second representative if it remits over £200. The number of Branches entitled to representation has increased in the past four years from 18 to 34, and the number of representatives from 29 to 47.

As these figures show, many Branches have contributed towards the notable development in Scotland, but the chief credit belongs to Glasgow. Its record last year, and, in fact, during the past four years, is unequalled by any Branch in

the history of the Institution. In 1926, the year before the formation of the Scottish Council, Glasgow contributed £2,391, being fourth in the Institution's list of Branches, with the City of London, Manchester and Liverpool occupying the first three places. The next year showed an increase of over £1,000, the next a further increase of over £600, and the next a further increase of over £1,000. These increases brought the contribution of Glasgow in 1929 to £5,152, and the Branch then took the second place in the list, the first place being occupied by the City of London, with £9,930.* In 1930, Glasgow contri-

* The City of London Branch covers only the original City and the Borough of Finsbury.

buted £13,519. In so doing, it much more than doubled its previous record, took first place in the list of Branches, the City of London being second with £8,987, and contributed a larger sum than had ever been received from one Branch, with the exception of Manchester's contribution of £14,854 in 1924, which included a sum of over £10,000 raised as a special Centenary gift to the Institution. On this notable achievement, Glasgow, and the whole of Scotland, deserves the hearty congratulations of all Life-boat workers.

The whole of Greater London, which includes a number of Branches, raised £20,030 in 1929, and £20,737 in 1930.

Donation from the Scottish Fisheries.

It will be remembered that during the terrible gales in the winter of 1929 to 1930, great damage was done to the Scottish fishing fleet. On one day, 11th November, 1929, it was estimated that the fleet, when fishing off the East Anglian coast, lost over 27,000 nets.* At the request of the Secretary of State for Scotland the Lord Provosts of the

* See *The Lifeboat* for March, 1930.

Scottish cities opened a public subscription list to help the fishermen to replace their losses. After all claims had been met, there remained a balance of £135 9s. 5d. This balance has been handed over to the Institution by the Fishery Board of Scotland, and the Board wrote that it did this "in view of the intimate connexion the Institution has with the life of Scottish fishermen."

District Conferences.

Meeting of Workers from North and Mid-Wales.

A CONFERENCE of Life-boat workers from Branches and Ladies' Life-boat Guilds in North and Mid-Wales was held at Llandudno on the 22nd October, 1930. Delegates from ten Branches and eight Ladies' Life-boat Guilds were welcomed by the Chairman of the Urban District Council at the opening of the Conference, and, in the unavoidable absence of Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Mr. George F. Shee, M.A., Secretary of the Institution, presided, supported by the District Organising Secretary.

Mr. Shee thanked the Chairman of the Council for his presence and wel-

come, and then gave a brief survey of the work of the Institution. The District Organising Secretary thanked the Delegates for the splendid work which they were doing, and invited their help in giving him the names of anybody who would assist in starting a Ladies' Life-boat Guild in any of the following places: Ruthin, Ruabon, St. Asaph, Newport (Salop), Shifnal, Bishop's Castle, Ledbury, Ross and Flint.

Mr. G. A. Humphreys, J.P., Chairman of the Llandudno Branch, proposed that the Conference should record in its minutes an expression of their very high appreciation of the services rendered by Mr. Shee to the Life-boat

Service during the past twenty years, and a similar resolution of appreciation of the services of Captain Howard F. J. Rowley, the recently retired Chief Inspector of Life-boats. Both resolutions were enthusiastically carried. In reply Mr. Shee thanked the Delegates, and said he would have much pleasure in conveying to Captain Rowley the tribute to his services which had been proposed and so well received.

A discussion then took place on branch work and methods of publicity and propaganda, during which the following points were made:—

On the question of "What constitutes a successful Branch?" it had been found that the aim should be to have a good working Committee and a strong Ladies' Life-boat Guild, and to arrange regular sources which could be relied upon to raise a definite income each year. The basis of all Branches should be annual subscriptions, because this source of income was not affected, as were Life-boat Days, by a bad season at seaside places or bad weather.

Principal Methods of Appeal.

A general discussion elicited the fact that Annual Subscriptions, Life-boat Day, House-to-House Collections and Dinner-table Collections were regarded as the principal forms of appeal which could be carried out by a successful Branch. It was agreed that a great factor in most of these efforts was the collector, and a band of enthusiastic and willing collectors was essential.

On the question of appeals for annual subscriptions, the value of the personal touch was strongly urged, and it was agreed that a postal appeal, if sent out on the right lines, could be made effective. The importance of sending out applications for the renewal of all contributions in a systematic way was emphasised.

The great value of the Ladies' Life-boat Guild was stressed by many Branches, and the numerous ways in which the Guild, as a whole, and the members of the Guild, as individuals, could help the work were dealt with. Apart from the efforts already mentioned in connexion with a successful

Branch there were Whist and Bridge Drives, Dances, Bazaars, Concerts, Carol Singing, etc., etc. For individual members of the Guild there were private collecting boxes and collecting cards. The leaflet provided by the Institution, with a small envelope attached, for House-to-House Collections had been found by a number of delegates to be one of the most successful methods of collecting.

With regard to Life-boat Days, it was agreed that a day should be held wherever permission could be obtained, because the people who gave on these occasions could not be reached by other means. Early application for a definite date was considered very advisable, and experience had shown the value of getting clergy of all denominations to refer to the Institution and its work in the sermon on the Sunday before Life-boat Day.

Other points dealt with were:—

The value of the Essay Competition all over the country.

The importance of sending the Journal to contributors of 10s. and upwards.

The value of placing out collecting boxes in hotels, shops, etc.

The facilities for prompt and economic printing at Headquarters.

The importance of emphasising the cost of the Institution's administration—under 5 per cent.

The value of Branch Annual Meetings.

The value of using the films which were provided free for the use of Branches, and also the lantern slides with their accompanying lecture.

During the Conference the attention of Delegates was particularly drawn to Leaflet No. 1, published by the Institution, which gave hints and suggestions on the organisation of appeals and Special Efforts, and also to Leaflet No. 10, which gave a complete list of the literature and stores which were available for the use of Branches in carrying out appeals.

In the afternoon the delegates went to the Palladium Theatre and saw the new Life-boat Film for Wales. This film, which will be available for the use of Branches, shows two Welsh Life-boat

Stations, two Irish Stations on the other side of the Irish Sea, and an English Station on the other side of the Bristol Channel. It is in two reels, one taking fifteen minutes and the other twelve minutes. The Delegates were enthusiastic in their approbation of the film.

At the afternoon session Mr. Shee presented the Certificate of Service awarded to William Williams, ex-Coxswain of the Llanddulas Life-boat, and the Gold Brooch awarded to Mrs. Marks, of Llandudno, in recognition of her long and valued co-operation

in connexion with the Ladies' Life-boat Guild.

Specimens of Literature, Badges, Souvenirs, Bunting, Light-weight Oil-skins for the use of collectors, etc., etc., were displayed and were examined by Delegates during the day.

Votes of thanks to the Chairman and speakers, to the Chairman of the Urban District Council for the loan of the Council Chambers, and to Mr. G. A. Humphreys, J.P., for very kindly entertaining the Delegates to tea, brought a very successful Conference to a close.

The Royal Life-boat Matinée.

THEIR Majesties the King and Queen, Patrons of the Institution, H.R.H. the Prince of Wales, K.G., President, and H.R.H. the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, attended the fourth annual Life-boat Matinée in London, which was held on 7th November at the London Hippodrome.

The theatre was lent to the Institution by Mr. R. H. Gillespie, Managing Director of Moss Empires, Ltd., and the sale of tickets was in the hands of a special committee of which the Marchioness of Londonderry, D.B.E., a Vice-President of the Ladies' Life-boat Guild, was chairman.

Their Majesties were received by the Prince of Wales, Princess Louise, Duchess of Argyll, the Duchess of Portland; a Vice-Patron of the Guild, the Marchioness of Londonderry, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Hon. George Colville, Deputy-Chairman, the Mayor of Westminster (Captain J. F. C. Bennett), and Mr. George F. Shee, M.A., Secretary. Bouquets were presented to the Queen and Princess Louise, Duchess of Argyll, and, in the interval, Mr. R. H. Gillespie, Managing Director of Moss Empires, Ltd., and Mr. Frank Bcor, the Manager of the Theatre, were presented to Their Majesties.

Among those who gave their patronage to the Matinée were their Excellencies the French, Belgian and Japanese

Ambassadors, the Norwegian and Danish Ministers, and the Mayors and Mayoresses of Westminster, Finsbury, Islington, Holborn and St. Pancras. Among those who took tickets were the Belgian and Japanese Ambassadors, the German Embassy, and the Maharaja of Bikaner, the Maharaja of Jammu and Kashmir, the Maharaja of Baroda and the Sultan of Jodhpur, who were in London attending the Indian Round Table Conference.

A variety programme was given, and among those taking part in it were Miss Gladys Cooper, Sir Gerald du Maurier, Mr. Henry Ainley, Miss Beatrice Lillie, Miss Isolde Menges, and Mr. George Robey. To all who so generously gave their services the Institution would like publicly to offer its warmest thanks. The programme also included "Heroes of the Sea," a sound film of the Life-boat Service, taken by British International Pictures, Ltd., and presented to the Institution by Mr. John Maxwell, the Chairman of the Company. It had not previously been shown in public.

The programme sellers were boys from the training ship *Stork*, in charge of Captain C. Gordon Grant, R.N.

The Hippodrome has accommodation for 1,587 people, and every seat was sold, many applications for tickets having to be refused. The gross proceeds were £1,542 15s. 7d., and a message was received from the King and Queen that they "had enjoyed the Matinée immensely."

Buttons After All!

IN the report of Life-boat Day in Greater London, in the last issue of *The Lifeboat*, it was stated that for the first time no buttons had been found in the collecting boxes. But buttons were, after all, given for the help of the Service—but in a very different way.

One of the collectors in St. Pancras tells us that she was stopped by an old woman who was selling a miscellaneous

collection of small goods in the street, and the following conversation took place.

“ Are you collecting for the Life-boat, Miss ? ”

“ Yes.”

“ Well, I ain't got no blooming money, but you saved my old man, so here's a packet of buttons. Sell 'em for the Life-boat.”

Life-boat Carol Singers.

LAST Christmas a number of Branches again arranged carol-singing parties. East Grinstead (Sussex), which has been most successful with its carol-singing for the past four Christmases, collected over £16 in two evenings, in spite of fog. Selsey and Bognor again had a party,

which divided its proceeds—over £14—between the Institution and the Institution for the Blind. Other Branches which went carol-singing were Crawley and Three Bridges (Sussex), Leatherhead (Surrey), Tenterden (Kent), and Wolverhampton (Staffordshire).

Summary of the Meetings of the Committee of Management.

Thursday, 21st August, 1930.

Paid £22,113 5s. 11d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Thursday, 18th September, 1930.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. the DUKE OF GLOUCESTER for attending the Inaugural Ceremony of the new Padstow Motor Life-boat *Princess Mary*, and naming the Boat on the 21st July.

Passed a Vote of Thanks to H.R.H. PRINCE GEORGE for attending the Inaugural Ceremonies of the Walton-on-the-Naze Motor Life-boat *E.M.E.D.*, and the Clacton-on-Sea Motor Life-boat *Edward J. Dresden*, and naming the Boats on the 25th July.

Reported the death of the Rt. Hon. the EARL WALDEGRAVE, P.C., V.D., who was for many years Chairman of the Institution, and passed a Vote of Sympathy with his widow.

Expressed deep regret at the death of His Grace the DUKE OF NORTHUMBERLAND, K.G., a Vice-President of the Institution.

Appointed the Hon. GEORGE COLVILLE, the Rev. the Rt. Hon. the EARL OF DEVON, the Rt. Hon. VISCOUNT GREY OF FALLODON, K.G., P.C., Major-General the Rt. Hon. JOHN E. BERNARD SEELY, C.B., C.M.G., D.S.O., and the Rt. Hon. the LORD SOUTHBOROUGH, P.C.,

G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., Vice-Presidents of the Institution.

Decided that the 51-foot Motor Life-boats similar to the one stationed at Stromness be known in future as the Barnett (Stromness) type.

Decided to close the Worthing Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
White Star Line Steamers' Charity Fund, Additional Donation	100	0	0
Sir Edmund Davis (Donation)	26	5	0
Mr. H. W. Kolle (Additional Donation)	25	0	0
Mr. F. A. Richards (Donation)	25	0	0
H.M.S. <i>Queen Elizabeth</i> (Collection)	25	0	0
Captain E. A. Cran, M.C., R.E. (Donation)	20	0	0
<i>To be thanked.</i>			

Paid £15,908 8s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Directed that a Letter of Appreciation be sent to Mr. W. J. B. MONCAS, Honorary Secretary at Rosslare Harbour, for going out in the Life-boat on service on the 18th August.

Voted £124 11s. to pay the expenses of the following Life-boat services:—

July 5.—THE LONGHOPE Motor Life-boat was launched at 4 A.M. in fine weather, without

any wind and with a smooth sea, on receipt of information from the Coastguard that a vessel was ashore on the Pentland Skerries, and firing rockets. With the full tide the position was reached within an hour, and the steam trawler *Strathgyle*, of Aberdeen, was found aground, having stranded while bound from Aberdeen to the fishing grounds. Her crew of nine were ready to leave, but as the tide rose the vessel refloated, and, although making some water, was able to proceed to Wick under her own steam.—Expenses, £7 11s.

August 2.—THE SOUTHEND-ON-SEA Motor Life-boat saved the houseboat *Diadem*, of Faversham, and landed her five occupants. About 8 P.M. it was reported from the Pier Head that a boat was in distress off Canvey Island, and the Life-boat put out in a strong southerly breeze with a rough sea. The *Diadem* was found bumping heavily on a sand-bank. The owner, his wife and three children, and their dog, were on board. The boat was their only home. As the man would not leave, the woman and children, who were very frightened, were taken off and landed. The Life-boat then returned to the boat and brought it to the Pier.—Expenses, £11 13s.

August 10.—THE PLYMOUTH Motor Life-boat was called out at 4 A.M. in a dense fog, with a moderate southerly wind, and rescued the occupants, forty in number, of two launches and two boats, which were lost in the fog. The boats belonged to the Royal Air Force and had been with a party to Yealm River. All efforts to trace the boats having failed, the Life-boat was sent out and found them near the Mewstone Rocks, at anchor in a dangerous position. Fortunately, the wind and sea had not increased while the boats were out, or disaster might have overtaken them. The local Air Service Authorities expressed their appreciation for the prompt help given, and the Harbour Master also expressed his appreciation.—Expenses, £6 0s. 6d.

August 18.—THE ROSSLARE HARBOUR Motor Life-boat was launched at 7 A.M. in a S.W. wind, with a heavy ground swell, as a steamer was seen to be ashore on Splough Rocks, off Greenore Point. There had been a thick fog during the night, but this had lifted somewhat at the time of the launch. The vessel proved to be the s.s. *Redvers Buller*, of Cardiff, which had run aground in the fog while on passage from Cardiff to Wexford with a cargo of coal. The Life-boat remained in attendance in case her help was needed, and eventually the steamer came off the rocks under her own power and proceeded on her way to Wexford.—Permanent Crew. Expenses, 7s.

August 19.—THE DOUGLAS Motor Life-boat was launched at 9.50 A.M. in a moderate W.S.W. gale, with a very heavy sea, as the master of an incoming steamer reported passing a yacht in difficulties eight or nine miles S.E. of Douglas Head. On reaching the spot indicated the Life-boat found the yacht, which was the *Cymro*, of Holyhead, being towed in the direction of Ramsey by the steam trawler *Dean Swift*, of Fleetwood. The *Cymro* had

engine trouble, and all her sails had been blown away. The Life-boat accompanied both vessels to Ramsey Pier Head and then returned to her Station, arriving there at 3 P.M.—Expenses, £5 13s. 6d.

August 20.—THE MOELFRE Motor Life-boat was launched at 12.15 A.M. in a moderate S.E. gale, with a very rough sea and rain, and landed the crew of three of the ketch *Henrietta*, of Kilkeel. The *Henrietta*, which was outward bound from Birkenhead with a cargo of coal, had come to anchor off the east end of Moelfre Island, but in the heavy weather her anchors had dragged and she was in danger of being driven ashore. The Life-boat ran alongside and quickly got the three men aboard, but it was not possible to return to Moelfre, so the Boat put into Beaumaris, and was taken back to her Station at 11.30 the same morning.—Expenses, £13 16s.

August 21.—THE FILEY Life-boat was launched at 4.20 A.M. in a whole S.E. gale, with a very heavy sea, to the help of a number of fishing cobbles, of Filey. The boats had been left at anchor overnight, but a sudden gale had sprang up and the whole fleet was in danger of destruction by being driven ashore. The Life-boat was the only available boat that could safely be launched in such conditions of sea and weather, and by means of her men were taken out and put aboard their craft and the majority of them were got safely ashore. The Life-boatmen gave their services free on this occasion.—Launching expenses, £4 17s.

August 21.—THE BRIDLINGTON Life-boat was launched at 2 P.M. in a strong S.S.E. gale, with a heavy sea, to the help of the salvage steamer *Kernoozer*, of Yarmouth, which was in difficulties owing to the sudden gale and was been making for harbour. Entry into the harbour was very dangerous owing to the heavy sea running across the bar. With great difficulty three Life-boatmen were put aboard the steamer, and with their assistance, and with the Life-boat in attendance, the steamer safely reached harbour. This service was witnessed by some thousands of spectators.—Expenses, £10 4s. 6d.

August 21.—THE GREAT YARMOUTH AND GORLESTON Motor Life-boat was launched at 6.10 A.M. in a moderate to fresh S.S.E. gale, with a very heavy sea and rain, as the Coastguard had reported that a vessel, about one mile E. by S. of the Coastguard Station, was sending up distress signals. She proved to be the motor yacht *Elenia*, of King's Lynn, which had left that place the day before for a run to Ostend. She had nine persons on board, including the Mayor of Lynn and Mr. Gargett, who owned the yacht, a member of the King's Lynn Local Committee of the Institution. The Life-boat got under the lee of the *Elenia*, and with great difficulty two Life-boatmen were put aboard. Then with their help and with the Life-boat in attendance the yacht was taken into safety.—Expenses, £10.

August 23.—THE EASTBOURNE Motor Life-boat was launched at 9.30 A.M., informa-

tion having been received from the Coastguard that a vessel was in distress about two miles south of Beachy Head. Before the Life-boat could reach the position a pleasure steamer had taken the vessel in tow—the motor yacht *Firefly*, of Southampton—which had engine trouble, and was in difficulties in the heavy sea and strong southerly breeze. The Life-boat accompanied the two vessels until they reached Newhaven in safety and then returned to her Station, arriving at 1.45 P.M.—Expenses, £17 18s.

August 23.—THE HUMBER No. 1 Motor Life-boat was launched at 3.40 P.M., in a strong E.S.E. breeze, with a rough sea and rain, and rescued the crew of two of the auxiliary sloop *Dakar*, of Hull, which was loading gravel on the south end of the Inner Binks, and had got into serious difficulties when overtaken by the incoming tide. The sloop was swept and buried by heavy seas, and the Life-boat, after getting as near as possible, effected communication by means of her line-throwing gun. The *Dakar* then passed a hawser to the Life-boat, and by this means she was gradually towed clear of the beach. The Life-boat still remained in attendance until it was ascertained that the sloop had sustained no damage. The *Dakar* then made for Grimsby under her own power, and the Life-boat returned to her Station, arriving there at 4.30 P.M. The owner, Mr. F. Burn, of Beverley, sent a contribution of £5 to the Institution in appreciation of the services rendered.—Permanent Crew Expenses, 7s.

August 29.—THE BLYTH Motor Life-boat put out at 3.20 P.M. to the help of the steam drifter *Ocean Lassie*, of Yarmouth, which had stranded during foggy weather on the north end of the Sow and Pigs Rocks, and had not replied to the signals of the Coastguard. It was found that the drifter had a crew of ten on board and was bound for the Tyne with fish. The Life-boat remained by her until, as the tide rose, she refloat at about 4.45 P.M. As she was able to proceed to the Tyne and required no help, the Life-boat returned to her Station.—Expenses, £5 11s.

August 30.—THE FILEY Life-boat was launched at 1.10 P.M., in response to signals from a vessel ashore at Horse Rock Scar, during foggy weather, with a moderate swell and moderate northerly wind. The vessel was found to be the steam drifter *Girl Ena*, of Yarmouth, with a crew of ten on board. Her Skipper asked that the Life-boat should stand by, and she remained until shortly after 7 P.M., when the drifter refloat and was taken to Scarborough. The Life-boat returned to her Station at 7.45 p.m.

An unfortunate accident occurred at the launch of the Boat, John W. Willis, a member of the Crew, being killed by the carriage wheels. A pension was granted to his widow, an allowance made for a dependent daughter, and the funeral expenses paid.—Expenses, £22 14s. 6d.

September 6.—THE NEW BRIGHTON No. 2 Motor Life-boat put out at 6.30 P.M. in a moderate southerly breeze, in response to a

message received from the s.s. *Mona Isle*, and the Mersey Docks Board, that a vessel was in distress on Taylor's Bank. A coasting steamer, however, had meanwhile come to the help of the steamer. While returning to her Station the Life-boat came across the fishing boat *Aysha* in difficulties. She was beating up against the breeze, but would have been unable to reach a safe position before the ebb tide made, without help, so the Life-boat took her in tow.—Expenses, £7 18s.

The following services were also reported:—

July 21.—THE BERWICK-ON-TWEED Motor Life-boat was launched in a rough sea, with a strong N.N.E. breeze, at 10.50 A.M. and saved the yacht *Stella*, of Greenock, bound from Hull to the Clyde, rescuing her three occupants. The Coastguard had reported the casualty by telephone, and the Life-boat came up with the yacht, about three miles east of Burnmouth, not under control. She was taken in tow by the Life-boat and brought safely across the bar and into Berwick Harbour at 12.30 P.M.—Property Salvage Case.

August 8.—THE LONGHOPE Motor Life-boat was launched at 4.30 P.M. in a light S.E. breeze, with a smooth sea and dense fog, on receipt of information from the Coastguard that a vessel was ashore on the Pentland Skerries, and found the steam trawler *Louis Botha*, of Grimsby. Her crew had launched the ship's boat and laid out an anchor. Then, as the trawler was in danger of turning over with the strong tide, they had landed on the Skerry. On the arrival of the Life-boat the crew returned to their vessel, and the Life-boat stood by in case her help was required. At 9.30 P.M., as the Life-boat was running out a wire hawser to another trawler in order to tow off the *Louis Botha*, the latter suddenly slipped off the rocks into deep water, and, with the Life-boat still in attendance, made for Longhope Harbour, reaching there about midnight.—Property Salvage Case.

August 16.—THE CAISTER Life-boat was launched at 6.25 A.M. in a moderate W.N.W. breeze, with a rough sea, as the steam trawler *Jean Dore*, of Boulogne, was seen to be ashore on the Middle Caister Shoal. The Life-boat went alongside, and gradually, with the rising tide, the vessel refloat, and, with the Life-boat still in attendance, proceeded south under her own power, coming to anchor off the mouth of Yarmouth Harbour.—Property Salvage Case.

August 30.—THE RUNSWICK Life-boat rendered assistance to the steam trawler *Cornelian*, of Grimsby, which had stranded, with a crew of fifteen on board, at Kettlefish Point, while returning from the Faroe fishing ground, during thick weather. Information of the casualty had been received from the Coastguard, and the Life-boat proceeded to the trawler at 9.25 P.M. Additional anchors were run out, and the Life-boat then stood by until the following morning, when she helped to refloat the trawler. As the *Cornelian* was able to proceed, the Life-boat returned to her Station at 10.45 A.M.—Property Salvage Case.

Also voted £239 13s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Ballycotton, Bembridge (Motor), Blyth (Motor), Clacton-on-Sea (Motor), Cromer (Motor), Cromer No. 2, Douglas (Motor), Dover (Motor), Fowey (Motor), Great Yarmouth and Gorleston (Motor), Hastings, The Humber No. 1 (Motor), The Humber No. 2 (Motor), Longhope (Motor), Montrose No. 1 (Motor), Porthoustock, Redcar, Rosslare Harbour (Motor), Selsey and Bognor (Motor), Southend-on-Sea (Motor), Teesmouth (Motor), Tenby (Motor), Tynemouth (Motor), Walmer, and Wells.

The Anstruther Life-boat Crew also assembled.

Passed a further £341 19s. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Broughty Ferry, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Port Eynon, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. Davids, Walmer, and Whitby.

Granted £79 13s. 9d. to men for injury in the Life-boat Service at Blackpool, Caister, Cardigan, Eastbourne, Newhaven, Moelfre, Wells, and Winterton.

Voted a compassionate grant of £30 to the widow of JAMES THAIN, of Ackergill. Thain, who held the position of Coxswain at the time of his death, had previously been Second Coxswain, and would have been entitled to a pension had he retired.

Voted a pension under the Institution's Scheme to the widow of JOHN W. WILLIS, a member of the Crew of the Filey Life-boat, who was accidentally killed by the Life-boat carriage wheels when the boat was being launched for service on the 30th August. An allowance was also granted on account of one daughter until she reaches the age of sixteen; and the funeral expenses, amounting to £14 3s., were paid.

Reported that the President of Germany had awarded Certificates to the members of the Crew of the Margate Motor Life-boat, who, on the 28th–29th December, rendered assistance to the German motor ship *Hermine*. The recipients were: WILLIAM WALKER, Acting Coxswain; EDWIN JORDAN, Motor Mechanic; WILLIAM MACKIE, Assistant Motor Mechanic; and THOMAS CAMPANY, WILLIAM HYDE, SEN., CHARLES EPPS, SEN., Life-boatmen.

Directed that a Special Letter of Thanks and £1 should be sent to Coastguard R. J. COLLINS for rescuing the four occupants of a rowing boat on the night of the 21st August, when she was in danger of being carried over the Peveril Ledge and swamped.

Voted £1 2s. 6d. to three men for rescuing five other men at Cullercoats on the 18th August, when their boat was in danger of being carried on the rocks by a fresh breeze with a rough sea; also granted 2s. 6d. for fuel consumed.

Voted 15s. to two men for putting off from Moelfre in a rowing boat and assisting a small pulling boat which was being carried seaward by the tide, on the afternoon of the 25th July.

Voted 10s. to the Life-boat Coxswain and Second Coxswain, who, with the Second Motor Mechanic, put out in the Life-boat's boarding boat on the 21st July and landed the only occupant of the motor launch *Cintilla*, which had broken down off New Brighton Pier, in a strong N.N.W. wind, rough sea, and ebbing tide.

Voted £3 to three men for putting off in a small boat and rescuing eight men of the steam trawler *Lord Percy*, of Grimsby, which had run aground, and later sank, on the north side of the Isle of Swona, in the Orkneys, on the 3rd June. The trawler ran on the rocks in a dense fog at 5 A.M., and the three men, hearing the steamer's whistle, put off and helped in an attempt to run out an anchor. While this was being done the trawler's boat was dragged down into 25 fathoms of water by the anchor chain. The skipper, who was in the boat, was drowned; but one of the crew who was with him was rescued. The rescuers' boat had a narrow escape from being dragged under also, as it was towing the other boat, but the tow rope snapped under the strain. After this mishap the rescuers, who had run considerable risk, took off the crew and brought them safely ashore. The body of the skipper was also taken ashore.

Voted 5s. to one of the New Brighton Life-boat Crew, who put off in the Life-boat's motor boarding dinghy, with the Permanent Motor Mechanic, and rescued the sole occupant of the yacht *Mascot*, of New Brighton, which, while being brought to its moorings, was caught in a moderate south-westerly gale, and, with the tide ebbing, was drifting towards Gladstone Dock Wall, where she would in all probability have been dashed to pieces. The yacht was towed safely to her moorings.

Voted £3 7s. 6d. to nine men, in two boats, all members of the Life-boat Crew, who rescued the crew of two of the fishing boat *Nancy*, of Llanduduno, which got into difficulties off Little Orme's Head and was in danger of driving on to the rocks, in a strong westerly wind, with a rough sea, on the 6th September. Some of the men put off from the shore in a motor launch, and the others, who were in a fishing boat near by, got a line to the endangered boat and kept her from going ashore until the arrival of the launch. The crew of the endangered boats were taken into the motor launch, which then took the two fishing boats in tow. On the way back a third fishing boat was also taken in tow and brought into safety. Also granted 7s. 6d. to the Life-boat Coxswain, who had kept a look-out from the shore during the rescue; and 5s. for fuel consumed.

Directed that Letters of Thanks be sent to Life-boat Coxswain F. SHAYLOR, Fishery Officer JOE FISH, JIM FISH, and FRED DAVIES, for putting off in a four-oared rowing boat to the help of the yacht *Peggy*, of Abersoch,

which was in difficulties off New Quay (Card.), on the night of the 20th August.

Thursday, 16th October, 1930.

SIR GODFREY BARING, BT., in the Chair.

Reported that T.M. the King and Queen had consented to attend a Matinée in aid of the Institution on the 7th November, at which H.R.H. the Prince of Wales, K.G., the President, would be present to receive Their Majesties.

Co-opted Colonel R. F. A. Sloane-Stanley, and Mr. James Bryce Allan, members of the Committee of Management.

Appointed Sir Charles Wilson, LL.D., the Chairman of the Leeds Branch; Mr. Alfred Belk, Honorary Secretary of the Hartlepool Station Branch; and Mr. W. J. Burden, Honorary Secretary of the Teignmouth Station Branch, Honorary Life-Governors of the Institution.

Decided to close the Folkestone and Machrihanish Life-boat Stations.

Reported the receipt of the following special contributions:—

Mrs. Lawrence Glen, to provide a Motor Life-boat for Girvan, Ayrshire	£	s.	d.
	4,500	0	0
Anonymous (additional donation)	200	0	0
The late Miss K. Grice, Estate of (to York Branch), further donation	160	0	0
Miss K. A. Mackinnon (donation)	100	0	0
Anonymous (additional donation)	50	0	0
The late Miss M. W. Mitchell, Estate of (donation)	20	14	5
Anonymous, per F. H. S. (donation)	15	15	0

To be thanked.

Paid £27,229 12s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Paid £22,000 on account of the acquisition of Nos. 42 and 44, Grosvenor Gardens, S.W., as the Headquarters of the Institution.

Voted an additional reward of 12s. 6d. to each member of the crew of the Peterhead Motor Life-boat, including the Motor Mechanic, in recognition of a long and arduous service, on the 23rd September, when thirty-two of the crew of the S.S. *City of Osaka* were rescued.

Directed that a Letter of Appreciation be sent to Mr. V. G. North, Honorary Secretary, at Shoreham Harbour, who accompanied the Life-boat Crew on service on the 23rd September.

Referred to the General Purposes and Publicity Committees for consideration, the question of the adequacy of Coast-watching.

Voted £255 17s. 6d. to pay the expenses of the following Life-boat services:—

Sept. 17th.—The BALLYCOTTON Motor Life-boat saved the fishing yawl *Boozer*, of

Ballycotton, and rescued her crew of two in a strong E. breeze, with a rough sea and rain. The yawl had had her sails blown away, and it was thought that she might be carried out to sea. The Life-boat put out at 4.15 P.M., and on coming up with the *Boozer* about two and a half miles S.S.W. of the Ballycotton Light, took her in tow to safety. This was the first service of the new Motor Life-boat, and it is interesting to note that the fishing boat she saved was formerly the Life-boat *Oliver Goldsmith*, stationed at Ballycotton fifty years ago.—Expenses, £4 12s. 6d.

Sept. 19th.—The MARGATE Motor Life-boat rescued the Captain and Mate of the S.S. *Treport*, of London, which struck some submerged wreckage in the Prince's Channel, while outward bound from London for Treport, and became submerged after being beached on the Girdler Sands. The Life-boat was called out in response to information received from the Coastguard, and left at 7.50 A.M. in a strong S.E. breeze with a moderate sea. A motor boat also put out from Margate and took off five of the crew, but the Captain and Mate remained for a time. They were rescued by the Life-boat as the steamer settled down and became awash.—Expenses, £4 6s. 6d.

Sept. 19th.—The WICKLOW Motor Life-boat was launched at 9.15 A.M. in a strong S.E. gale with a very heavy sea, and stood by a local fishing boat, which was in danger of being driven ashore. So rough was the sea that it was impossible to rehouse the Life-boat on her return, but this was done on the following morning.—Expenses, £6 8s.

Sept. 19th.—The SCARBOROUGH Motor Life-boat was launched in a S.E. gale with a rough sea and rain, as three motor cobsles which had gone out fishing had not returned. The Life-boat left at 1.40 P.M., and finding the coble *The Eagle* with her engine disabled about 200 yards from the Pier, escorted her to harbour. Going off again in a N.N.E. direction for about two miles she fell in with the *Premier* and stood by until she reached safety. Proceeding again on the same course, she met the *Reliance II.*, and accompanied her into harbour. By this time the weather was very bad, and the last boat was fortunate in making the harbour without accident.—Expenses, £15 15s.

Sept. 19th.—The ROSSLARE Harbour Motor Life-boat saved the fishing lugger *Benita*, of Wexford, and rescued her crew of four during a whole E. by S. gale with a very heavy sea and rain. The boat was seen by the watchman on duty to be flying a signal of distress, and the Life-boat was launched at 8 A.M. The *Benita* was found to be making water as she had sprung her mast and had carried away her rigging. With considerable difficulty communication was effected, and the disabled boat was assisted into Rosslare Harbour, the Life-boat returning to her Station at 10 A.M.—Permanent Crew: Expenses, 7s.

Sept. 19th.—The PADSTOW No. 2 Motor Life-boat put out in a moderate S.W. gale with a rough sea and saved the yacht *Emanuel*, of Bridgwater, rescuing her two occupants, when she was in a dangerous position off the Doom Bar. The Coastguard had reported that the vessel was in need of assistance, and at 6.15 P.M. the Life-boat went out and towed the yacht into safety.—Expenses, £2 5s.

Sept. 19th-20th.—The WEYMOUTH Motor Life-boat rescued the crew, two in number, of the ketch *Leonie*, of St. Malo, and afterwards saved the vessel. Information was received that flares of distress had been seen under Sandsfoot Castle, and the Life-boat was launched at 10.35 P.M. in a strong S.W. gale with a heavy sea and rain. The ketch, which was bound from Poole to Roscoff, in ballast, was found ashore. The men on board were taken into the Life-boat, which reached Weymouth again at 11.25 P.M. At 9 A.M. the following morning the Coastguard reported that a small vessel was drifting out of Portland Harbour. As no tug was available the Life-boat put out at 9.20 A.M. The vessel was found to be the abandoned *Leonie*. Two men were placed on board and she was brought into Weymouth Harbour.—First service: Expenses, £12 10s.; Second service: Property Salvage Case.

Sept. 20th.—The HYTHE Motor Life-boat was launched in a strong gale with a heavy sea and rain, and stood by the motor vessel *Senator*, of Hamburg, the engine of which had broken down. The Life-boat put out at 7.55 P.M., the Coastguard having reported that the vessel was drifting up Channel, flying a signal of distress, five miles to the S.E. of Dungeness. The Life-boat found a tug endeavouring to effect communication with the casualty. The third attempt was successful. The Life-boat stood by the tug and the vessel until they neared Dover, and then returned, as her services were no longer required.—Expenses, £22 13s. 6d.

Sept. 20th.—The PLYMOUTH Motor Life-boat landed eighteen of the crew of the S.S. *Umberleigh*, of London, which had stranded in Bovisand Bay during a whole S.S.W. gale with a very heavy sea and rain, while bound from Antwerp to Barry, in ballast. The Life-boat went out at 3.30 A.M., and was asked by the Captain to stand by. This she did in terrific weather, it being reported that the gale reached a force of eighty miles an hour. At daylight the Life-boat left the steamer after arranging to return at 1 P.M., but at 9.30 A.M. an urgent wireless call was received, and she immediately went back. Eighteen of the *Umberleigh's* crew of thirty-four were taken off in the breeches buoy and landed at Plymouth. At 4.30 P.M. the Life-boat was again called out to stand by the ship while she was being refloated, and returned at 5.30 P.M.—Expenses, £15 16s.

Sept. 23rd.—The PETERHEAD Motor Life-boat rescued thirty-two lives from the S.S. *City of Osaka*, a vessel of 6,000 tons, which had stranded in thick weather, about one mile

to the south of Whinnyfold. The steamer had left the Tyne the previous day for New York, in ballast, with seventy-two persons on board. Information of the casualty was received from the Coastguard at about 6 A.M., and the Life-boat was promptly launched. The weather was thick with a rough sea and a moderate southerly gale, but owing to the position of the vessel not having been given exactly, the Life-boat failed to find her, and returned. On learning the correct position, the Life-boat again put out and reached the casualty at 10 A.M. She remained with her until 5 P.M., and then took off eight men and landed them at Peterhead. Later she put out for a third time and rescued a further twenty-four men. She then returned to her Station at 6 P.M., twelve hours after she first set out. The remainder of the steamer's crew were rescued by Life Saving Apparatus. The Committee granted an additional reward to the Crew in recognition of this long and arduous service.—Expenses, £5 17s.

Sept. 27th.—The SCARBOROUGH Motor Life-boat escorted into harbour six drifters and a motor boat. At 1.15 P.M. a telephone message had been received from the Whitby Life-boat Coxswain that a small vessel was heading south towards Scarborough. The Life-boat Crew assembled and waited events. At 3.30 P.M. the vessel was sighted, but on account of the very rough sea and state of the tide she was unable to make harbour and put to sea again. Shortly afterwards six drifters appeared in sight and the Life-boat was launched at 5 P.M. in a strong N. gale, with a very heavy sea and heavy rain, to stand by them and the motor boat as they made a dash for harbour. The drifters, the *La Parisienne*, of Lowestoft, *Brighter Hope*, *Nellie Gardner* and *Averfall*, of Banff, *Treasure*, of Grimsby, and the *Devie Rose*, of Fraserburgh, together with the motor boat *Valkyrie*, of Fraserburgh, eventually made harbour with the Life-boat in attendance. The Life-boat was rehousing at 6.40 P.M.—Expenses, £17.

Oct. 1st.—The WHITBY Motor Life-boat was launched at 11.35 A.M. in a moderate E.N.E. breeze, with a rough sea, and showers of rain, and escorted into harbour the motor fishing boats *Faith* and *Irene*, of Whitby. Several boats had gone off to their crab pots at 5 A.M., but by 9 o'clock they had all returned with the exception of these two. A watch was kept, and at 11 o'clock the *Faith* was sighted some distance to the north. As the sea was by this time breaking heavily across the harbour entrance, it was considered advisable to launch the Life-boat in case her help was required. The *Faith* was met and escorted safely into harbour. The Life-boat then lay alongside the Fish Quay until at 1 P.M. the *Irene* was sighted, and she too was met and escorted home.—Expenses, £9 6s. 6d.

Oct. 1st.—The BERWICK-ON-TWEED Motor Life-boat was launched at 9.30 A.M. in a moderate N.E. gale, with a rough sea and stood by four local fishing boats. It had been seen that the boats were experiencing great

difficulty in making harbour owing to the very heavy seas that were breaking on the bar, and thought advisable to send the Life-boat out in case her help was needed. Eventually all the boats made the hazardous crossing safely, with the Life-boat in attendance.—Expenses, £2 10s. 6d.

Oct. 2nd-4th.—The EXMOUTH Life-boat was launched at 8.15 A.M. in a moderate easterly wind with a moderate sea, and stood by the motor vessel *Ben Johnson*, which had stranded on the Pole Sands while bound from Southampton to Exeter with a cargo of benzol. The *Ben Johnson* carried a crew of nine, and is owned by the National Benzole Co. Her crew declined to leave, so the Life-boat remained with her all day, returning ashore about 5.30 P.M. On three subsequent occasions the Life-boat went out, at midnight and at 1.5 P.M., and then at 11 P.M. on the following day. The vessel was eventually towed off by tugs. A gift of £5 5s. was received from the National Benzole Co.—Expenses, £72 10s.

Oct. 5th.—The LOWESTOFT Motor Life-boat saved the motor fishing lugger *Tennessee*, of Lowestoft, and rescued her two men in the early hours of the morning when she was swamped by the heavy sea in a S.W. gale while fishing. Information that the boat was in distress had been received from the Coastguard at 3.40 A.M., and a few minutes later the Life-boat went out. Distress signals were seen in a northerly direction, and the boat was found. Her occupants—an old man and a boy of fourteen—were taken into the Life-boat in an exhausted condition. The boat's engine had failed, her anchor had parted, and she was drifting into heavy seas just as the Life-boat picked her up. She was towed ashore.—Expenses, £33 17s. 6d.

Oct. 8th.—The GREAT YARMOUTH and GORLESTON Motor Life-boat rendered assistance to the motor vessel *Eiffel Tower*, of London, which had fouled a wreck on the North Bank while making for Yarmouth. The vessel was first observed by the Coastguard, and when a flare was seen the Life-boat was launched at 5.15 A.M. in a moderate S. gale with a very rough sea. When she reached the *Eiffel Tower* the latter was about half a mile S.W. of the St. Nicholas Lightvessel. Two Life-boatmen were placed on board, and after returning to port for a tug the Life-boat went to sea again and stood by until the vessel was safely in the harbour.—Expenses, £21 13s.

Oct. 8th.—The BERWICK-ON-TWEED Motor Life-boat was launched at 3.30 P.M. in a strong N. wind, with a rough sea, and rain, and stood by the motor fishing boat *White Heather*, of Burnmouth. A message had been received earlier from the Coastguard that a fishing boat was making for Berwick, and as the sea was breaking very heavily on the bar it was thought advisable to send out the Life-boat in case her help was needed. She waited at the harbour bar until the *White Heather* had crossed safely, and then returned to her

Station, arriving at 4.30 P.M.—Expenses, £2 4s. 6d.

Voted a compassionate grant of an additional £5 to the widow of C. W. Chilvers, late Bowman of the Great Yarmouth and Gorleston Life-boat, who was left in very poor circumstances.

Also voted £125 8s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—

Barry Dock (Motor), Blyth (Motor), Clacton-on-Sea (Motor), Donaghadee (Motor), Exmouth, Helvick Head, Kilmore, Llandudno, Lowestoft (Motor), The Mumbles (Motor), New Brighton No. 2 (Motor), Plymouth (Motor), Poole and Bournemouth, Shoreham Harbour (Motor), Torbay (Motor), Tynemouth (Motor), and Weymouth (Motor).

The Filey and St. Peter Port (Motor) Life-boats were also launched.

Passed a further £29 4s. 2d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, Caister and Filey.

Granted £50 to a man for injury in the Life-boat Service at Rhyl.

Voted a special gratuity of £20 to WILLIAM JOHNSTON, Coxswain of the Stromness Life-boat, on his retirement on account of ill-health, his illness having been aggravated by exposure in the Life-boat Service.

Directed that a Letter of Thanks be addressed to Mr. JOHN LE FEUVRE, Junr., for rescuing the two occupants of a sailing boat, which capsized off St. Peter Port, in a strong S.E. breeze, with a choppy sea, on the 11th September. Also granted £2 5s. to cover the cost of damage done to the salvor's boat in effecting the rescue.

Ladies' Life-boat Guild: New Appointments.

THE Viscountess Bertie of Thame, who has been Chairman of the Central London Women's Committee of the Ladies' Life-boat Guild since 1925, has resigned, owing to the fact that she is now living almost entirely in the country. Lady Bertie was awarded the gold brooch of the Institution in 1929, in recognition of her valuable services to the Life-boat Cause. She has been succeeded as Chairman by Lady Dorothy d'Oyly Carte, the Deputy-Chairman, who has been a member of the committee since 1924, and the Viscountess Bearsted has become Vice-Chairman.

Awards to Honorary Workers.

In recognition of long and valuable co-operation, the Gold Brooch or Pendant and the Record of Thanks have been awarded to the following Honorary Officials of Branches and Guilds and other Honorary Workers :—

Mr. EDWARD DEAN, Honorary Secretary, Oldham.
 Mr. G. BURTON FRASER, Honorary Secretary, Reading.
 Capt. W. R. GRAHAM, Honorary Secretary, Cemaes.
 Mr. CLAUDE M. HART, Honorary Secretary, The Lizard.
 Mrs. H. MOREY, Life-boat Worker, Leicester.
 Admiral STUART NICHOLSON, C.B., M.V.O., D.L., Honorary Secretary, Bude.
 Mrs. F. D. SPENCER, Honorary Secretary, Wolverhampton.
 Mr. A. J. R. URIDGE, Honorary Secretary, Lewes.
 Mr. ARTHUR L. WATSON, Honorary Secretary, Cowes.
 Miss M. WILKINSON, Honorary Secretary, Barnet.

To Mr. A. H. TEARE, J.P., M.H.K., on his retirement after 16 years as Honorary Secretary of the Ramsey Branch, the Thanks of the Institution inscribed on Vellum.

In recognition of long and valuable co-operation, Binoculars have been awarded to the following Honorary Secretaries of Life-boat Stations :—

Mr. JOHN W. BAYES, Flamborough.
 Mr. B. J. KIRKHAM, New Brighton.
 Capt. J. T. SHAW, Redcar.
 Mr. C. E. TATHAM, Blackpool.

In recognition of long and valuable co-operation, Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following Honorary Officials of Branches and Guilds and other Honorary Workers :—

Miss ACKERS, Honorary Secretary, Cambridge.
 Miss BROWNING, Joint Honorary Secretary, Ladies' Life-boat Guild, Sidmouth.
 Miss GLADYS U. BROCKBANK, Collector, Edgbaston.
 Mr. J. J. COSTAIN, Honorary Secretary, Castletown.
 Mr. C. DOWNEY, Honorary Secretary, Limerick.
 Mr. R. FOGG, Honorary Treasurer, Fleetwood.
 Commr. C. H. FFORDE, R.N., Honorary Secretary, Lurgan.
 Mrs. FERGUSON, Honorary Secretary, Ladies' Life-boat Guild, Bridgwater.
 Miss E. DE B. GRIFFITH, Honorary Secretary, Ladies' Life-boat Guild, Shanklin.
 Mr. T. W. HOBLING, Honorary Secretary and Treasurer, Sidmouth.
 Mrs. TYRRELL, Honorary Secretary, Ludlow.
 Mr. H. W. WARD, Honorary Secretary, Hunstanton.

To Mrs. J. W. GRAHAM, in recognition of her valuable co-operation as Honorary Secretary of the Brill Branch, the Record of Thanks.

Records of Thanks have been awarded to the following Managers of Theatres who have allowed collections on behalf of the Institution :—

Mr. A. BULMER, Theatre Royal, Hanley.
 Mr. H. J. CRANE, Grand Theatre, Hanley.
 Mr. J. JOHNSON, The Hippodrome, Burslem.

The Wreck of the "Islander."

A FULL account appeared in the last issue of *The Lifeboat* of the wreck of the yacht *Islander*, with the loss of six lives, and of the gallant efforts made from the shore by several men to rescue the crew when the yacht was almost on the rocks. To Mr.

Roseveare, the leader in the attempt, the Board of Trade has awarded a piece of plate, to Mr. L. Dunn, who went into the sea with a rope, a binocular glass, and to Mr. A. Charman, Mr. W. H. Eddy and Mr. L. V. Hunt, monetary awards.

Life-boat House: Change of Address.

OWING to the fact that the present Headquarters at Life-boat House, Charing Cross Road, have for some years been too small for the staff required to deal with the constant expansion of the Institution's activities, the Committee of Management have for the past year been in search of more suitable premises.

They have now acquired, on favourable terms, the lease of 42 and 44, Grosvenor Gardens, S.W. 1, close to Victoria Station. The new "Life-boat House" will be ready for occupation shortly, and as soon as the date for the removal is fixed, it will be announced in the Press.

News from the Branches.

1st October to 31st December.

Greater London.

CHELSEA.—First Annual Meeting on 4th November at the Royal Chelsea Hospital, by permission of the Governor and Lady Lyttelton. Speakers: Major-General the Right Hon. John E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management, Rear-Admiral Sir Robert King Hall, K.C.B., Air Vice-Marshal Sir Oliver Swann, Miss Macnamara, and the District Organizing Secretary. Amount collected last year £231, as compared with £43 in the previous year, in which the Branch was formed.

CHISLEHURST.—Bridge Drive.

CROYDON (SURREY).—Presentation by the Mayoress of the Challenge Shield for the South-Eastern area in the Life-boat Essay Competition. Speaker: Mr. H. A. Baker, a member of the Committee of Management.

FULHAM.—Talk to children at the Public Library by Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

HAMPSTEAD.—Presentation of the Shield for the London area in the Life-boat Essay Competition. Speaker: Col. The Master of Sempill, a member of the Committee of Management.

HAYES.—Annual Meeting on 13th November. Amount collected last year £114, as compared with £130 in the previous year.

KENSINGTON.—Meeting at the house of Lady Nicholson. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution.

MITCHAM (SURREY)—First Annual Meeting. Speaker: the District Organizing Secretary. Amount collected last year £81.

RADLETT (HERTS.).—Drawing-room meeting given by Mrs. Baucher, the Hon. Secretary. Speaker: the District Organizing Secretary.

ST. ALBANS (HERTS.).—Dance. Concert.

WALTHAMSTOW.—St. Saviour's Concert. St. Andrew's Concert, with address by Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

By the death of Mr. J. C. Gillett, M.B.E., Vice-Chairman since 1926, the Branch has lost a most energetic supporter, one of the original members of its Committee, and one of its founders.

WIMBLEDON.—Meeting at the house of Lady Hopkinson. Speaker: Col. The Master of Sempill, a member of the Committee of Management.

Sixteen lectures and addresses, in addition to those mentioned, were given by the District Organizing Secretary.

North-West of England.

ACCINGTON (LANCS.).—Annual Meeting on 11th November. Amount collected last year £197, as compared with £183 in the previous year.

Collections in places of amusement arranged by the Ladies' Life-boat Guild.

BAMBER BRIDGE AND WALTON-LE-DALE (LANCS.).—Whist Drive, arranged by the Ladies' Life-boat Guild.

BLACKBURN (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 1st October. Mrs. W. Carmichael and Mrs. E. Livesey were elected Chairman and Hon. Treasurer, respectively, for the coming year, in place of Mrs. R. R. Fielding and Lady Thom, who have retired. Miss Woolfall elected Hon. Secretary. Amount collected last year £161, as compared with £98 in the previous year.

BLACKPOOL (LANCS.).—Sale of Work organized by the Ladies' Life-boat Guild. Address to the Rotary Club by the District Organizing Secretary.

BLACKROD (LANCS.).—Life-boat Lantern Lecture by Mr. G. N. Pugh, husband of the President of the Ladies' Life-boat Guild.

BRIERCLIFFE (LANCS.).—Whist Drive, arranged by the Ladies' Life-boat Guild.

COLNE (LANCS.).—Concert given by the Colne Optimists and organized by the Ladies' Life-boat Guild.

CULCHETH-WITH-KENYON (LANCS.).—Bridge and Whist Drive, arranged by the Ladies' Life-boat Guild.

DALTON-IN-FURNESS.—Meeting of the Ladies' Life-boat Guild. Mrs. Layland elected Hon. Secretary in the place of Mrs. P. Banks.

GREAT HARWOOD (LANCS.).—House-to-House Collection.

HEYWOOD (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 27th November. Amount collected last year £64, as compared with £95 in the previous year.

HORWICH (LANCS.).—Annual Whist Drive, arranged by the Ladies' Life-boat Guild.

HYDE (CHESHIRE).—Lantern Lecture by the Hon. Secretary.

INCE-IN-MAKERFIELD (LANCS.). — Schools' Envelope Collection.

KENDAL (WESTMORLAND). — Annual Meeting of the Ladies' Life-boat Guild on 10th December. Amount collected last year £120, as compared with £106 in the previous year.

KESWICK (CUMBERLAND). — Annual Meeting of the Ladies' Life-boat Guild on 15th October. Amount collected last year £46, as compared with £20 in the previous year.

KIRKBY STEPHEN (WESTMORLAND).—Lantern Lecture by the Rev. W. Hartley, of Great Salkeld.

LANCASTER.—Annual Meeting of the Ladies' Life-boat Guild on 25th November. Amount collected last year £167, as compared with £173 in the previous year.

LYMM AND HEATLEY (CHESHIRE).—Annual Meeting of the Ladies' Life-boat Guild on 6th October. Amount collected last year £96, as compared with £104 in the previous year.

MANCHESTER, SALFORD AND DISTRICT.—Hallé Concert Collection. Collections in Cinemas and Theatres and on the Racecourse.

By the death of its Chairman, Captain W. C. Bacon, J.P., the Branch has lost

a supporter whose interest in the Life-boat Service dates back many years, and whose help was generously given to its work on many occasions.

ALDERLEY EDGE.—Special Meeting convened by Lady Stewart, President of the Guild, the Rev. W. J. Gravell, B.A., Vicar of Alderley Edge, presiding. Address by Mr. J. Cuming-Walters, M.A. (Editor of the *Manchester City News*), supported by Captain W. C. Bacon, J.P. (Chairman of the Manchester, Salford and District Branch), and the Rev. Albany S. Renton.

CHEADLE HULME.—Whist Drive, arranged by the Ladies' Life-boat Guild.

CHEETHAM and CHEETHAM HILL.—Ladies' Life-boat Guild formed.

CHORLTON-CUM-HARDY. — House-to-House Collection.

CLAYTON.—Annual Meeting on 24th October. Amount collected last year £131, as compared with £139 in the previous year. Annual Social and Whist Drive.

CRUMPSALL. — Ladies' Life-boat Guild formed.

DENTON.—Annual Dance.

FALLOWFIELD. — Junior Guild Meeting.

SALFORD.—Address by the Branch Assistant Secretary at a meeting of the members of the Women's Bright Hour. Annual Whist Drive.

Addresses at Blackley, Cheetham, Gorton, Moss Side and Openshaw.

MARYPORT (CUMBERLAND). — Whist Drives, Supper and Dance, arranged by the Ladies' Life-boat Guild.

MIDDLETON (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 25th November. Amount collected last year £49, as compared with £47 in the previous year.

MILLOM (CUMBERLAND). — House-to-House Collection.

MOTTRAM AND BROADBOTTOM (CHESHIRE).—Annual Meeting of the Ladies' Life-boat Guild on 30th October. Amount collected last year £21, as com-

pared with £8 in the previous year. Whist Drive.

PADIHAM (LANCS.).—House-to-House Collection. Jumble Sale. Whist Drive, arranged by the Ladies' Life-boat Guild.

PIEL (BARROW) (LANCS.) — Annual Meeting of the Branch and Ladies' Life-boat Guild on 4th December, the Mayor of Barrow, President of the Branch, in the Chair. Amount collected last year £206, as compared with £196 in the previous year.

American Tea, organized by the Ladies' Life-boat Guild. Hot-pot Supper given by the members of the Ladies' Life-boat Guild to the crew.

PORT ERIN (ISLE OF MAN).—Annual Meeting of the Branch on 22nd October. Amount collected last year £370, as compared with £347 in the previous year.

RAMSBOTTOM (LANCS.). — Annual Meeting held in November. Amount collected last year £45, as compared with £40 in the previous year.

RAMSEY (ISLE OF MAN).—Annual Meeting on 12th December, the Rev. M. W. Harrison, M.A., Chairman of the Branch, presiding. Mr. J. B. Kee was appointed Hon. Secretary of the Branch in place of Mr. A. H. Teare, J.P., who had held this office for fifteen years. Mr. Teare's resignation was accepted with regret, and appreciation expressed for his services to the Institution. Amount collected last year £102, as compared with £148 in the previous year.

Military Whist Drive, arranged by the Ladies' Life-boat Guild. Life-boat Day. Presentation of a cheque to the late Coxswain, Mr. John Garrett.

ROMILEY (CHESHIRE).—Annual Meeting on 25th November. Amount collected last year £40, as compared with £36 in the previous year.

Two performances of "The Lilies of the Field," given by the Romiley Amateur Dramatic Society.

ST. ANNE'S-ON-SEA (LANCS.).—Private presentation of the Framed Photograph awarded by the Institution to Mr. R. V. Pye, Hon. Secretary of the Branch, in recognition of his twenty years' association with the Institution.

SANDBACH (CHESHIRE). — Life-boat Day. Dance of the Season, arranged by the Ladies' Life-boat Guild. Collections in Cinemas.

STANDISH (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 31st October. Mrs. Dickinson elected Hon. Treasurer in the place of Mrs. T. Wilson Shaw. Amount collected last year £89, as compared with £56 in the previous year.

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

TOTTINGTON. (LANCS.).—Whist and Bridge Drive, arranged by the Ladies' Life-boat Guild.

WESTHOUGHTON (LANCS.). — Whist Drive.

WIGAN (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 17th October, the Mayoress, President of the Guild, in the chair. Amount collected last year £155, as compared with £88 in the previous year.

Life-boat Service at the Free Church.

North-East of England.

BARNARD CASTLE (DURHAM).—Jumble Sale.

BEDLINGTON (NORTHUMBERLAND).—Whist Drive.

BERWICK (NORTHUMBERLAND). — Annual Ball.

BEVERLEY (YORKS.).—Whist Drive.

BISHOP AUCKLAND (DURHAM). — House-to-House Collection.

BRADFORD — Annual Life-boat Matinée at the Alhambra Theatre.

Concert at Ilkley. Whist Drive and Dance.

CULLERCOATS (NORTHUMBERLAND).—Annual Meeting, Mr. J. C. Swan, Chairman, presiding. Efforts of the past year: Life-boat Day. Amount collected last year £239, as compared with £256 in the previous year.

Presentation of the Gold Brooch awarded by the Institution to Mrs. Polly Donkin, by the Mayor of Tyne-mouth, Dame Maud Burnett.

DARLINGTON (DURHAM). — Whist Drive.

DERWENT VALLEY (DURHAM). — Dance, Cabaret Performance and a Mannequin Parade.

DEWSBURY (YORKS.).—Bridge and Whist Drive.

DURHAM.—Special Service in Durham Cathedral. Preacher: The Right Rev. the Lord Bishop of Durham (Dr. Hensley Henson).

Chrysanthemum Show.

FILEY (YORKS.).—Presentation of the Challenge Shield for the North-East of England in the Life-boat Essay Competition, by Mrs. Councillor Whitfield, President of the Scarborough Ladies' Life-boat Guild.

GATESHEAD (DURHAM). — Annual Meeting on 24th November, the Mayor, President, in the chair. Speaker: Mrs. Graham. Efforts of the past year: Life-boat Day, Dance, Garden Fête, and Bridge Drives. Amount collected last year £293, as compared with £253 in the previous year.

Annual Dance.

HALIFAX (YORKS.).—Annual Meeting on 23rd November. The Mayoress, President of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Concert, Whist Drives. Amount collected last year £209, as compared with £230 in the previous year.

Matinée at Theatre Royal.

HARTLEPOOL (DURHAM).—Presentation by the Marchioness of Londonderry, D.B.E., a Vice-President of the Ladies' Life-boat Guild, of the Vellum recording the appointment of Mr. Alfred Belk, Hon. Secretary, as a Life-Governor of the Institution, and of the Bronze Medal awarded to Coxswain Robert Hood for the service to the Danish vessel *Doris*. (See full account of service on p. 215.) Annual Ball.

HECKMONDWIKE (YORKS.). — Tea Dance.

HUDDERSFIELD (YORKS.). — Annual Meeting of the Ladies' Life-boat Guild, the Mayoress, President, in the chair. Speaker: Alderman Law Taylor. Efforts of the past year: Bring and Buy Sale, Life-boat Day. Amount collected last year £317, as compared with £397 in the previous year.

LEEDS. — Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £1,130, as compared with £1,231 in the previous year.

MARKET WEIGHTON (YORKS.). — Whist Drive.

MELTHAM (YORKS.).—Whist Drive.

NEWBURN (NORTHUMBERLAND). — Special Meeting and Tea, Lady Appleby presiding. Address by the District Organizing Secretary.

NEWCASTLE - ON - TYNE. — House - to House Appeal.

NORMANTON (YORKS.).—Meeting and Social Gathering.

REDCAR (YORKS.).—Annual Meeting. Efforts of the past year: Life-boat Day, Special Appeal by the Mayor. Amount collected last year £184, as compared with £155 in the previous year.

SCARBOROUGH (YORKS.). — Sunday Evening Concert. Whist Drive. Bridge Drive.

SEAHAM HARBOUR (DURHAM). — Annual Ball. Guests received by the Marchioness of Londonderry, D.B.E., President of the Seaham Ladies' Life-boat Guild. Children's Dance. Guild Social.

SOWERBY BRIDGE (YORKS.).—Annual Meeting on 18th November, Mrs. Bethune, President of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat Day, Special Appeal. Amount collected last year £31, as compared with £24 in the previous year.

STAINLAND (YORKS.).—Dance.

WAKEFIELD (YORKS.).—Jumble Sale. Whist Drive.

Midlands.

ASHBOURNE (DERBY.) — Branch formed. Hon. Secretary, Mr. H. E. Sellers.

BELPER AND HEAGE (DERBY.).—Life-boat Day.

BIRMINGHAM.—Presentation by the Lord Mayor of the Framed Record of Thanks awarded to the City Fire Brigade by the Institution. Presentation to the City Police Force of the Record of Thanks awarded to them by the Institu-

tion. Presentation to Lieut. Gwillam and the Officers and Cadets of the 1st Birmingham Sea Cadets of the Framed Record of Thanks awarded to them by the Institution.

Collections at the Hippodrome and the Alexandra Theatre. Dance Recital at Edgbaston. Special Meeting of the Ladies' Life-boat Guild.

Broadcast talks by the District Organizing Secretary from the Midland Regional Station on "False Alarms in the Life-boat Service," and "The Great Gales of Last Winter." Two lantern lectures at the Salvation Army Headquarters, and four other lectures and addresses by the District Organizing Secretary.

BRISTOL.—Life-boat Day.

BROWNHILLS (STAFFS.). — Branch formed. Hon. Secretary, Mrs. Lane.

CHELTENHAM (GLOS.).—Whist Drive and Dance.

CHESTERFIELD (DERBY.).—Life-boat Day. Collections in Works.

COVENTRY (WARWICK.). — Presentation of Framed Record of Thanks to Scout-Master Mrs. L. M. Longbottom by the Chairman, Mr. William Liggins. Life-boat Day, with Life-boat taken through the streets.

DUDLEY (WORCS.).—Life-boat Day.

GAINSBOROUGH (LINCS.).—Life-boat Day.

GLOUCESTER.—Life-boat Day.

ILKESTON (DERBY.).—Sunday Concert.

KIDDERMINSTER (WORCESTER). — Life-boat Day.

LEAMINGTON (WARWICK.). — Annual Meeting, Lieut.-Gen. Sir John L. Keir, K.C.B., D.L., J.P., Chairman, presiding. Speaker: the District Organizing Secretary. Special Efforts of the past year: House-to-House, Theatre and Cinema Collections. Presentation of the Gold Brooch awarded by the Institution to Mrs. B. H. Holding, the Hon. Secretary. Amount collected last year £232, as compared with £216 in the previous year.

LOUTH (LINCS.).—Life-boat Day.

NORTHAMPTON.—Annual Meeting, Mr. Archer, Vice-Chairman, presiding. Efforts of the past year: Life-boat Day. Amount collected last year £228, as compared with £43 in the previous year.

OLDBURY AND LANGLEY (WORCESTER).—Special Meeting, Councillor B. J. Robbins in the chair. Speaker: the District Organizing Secretary. New Branch formed. Councillor Mrs. Growcott, Chairman, Mrs. Thornley and Mrs. Rose, Joint Hon. Secretaries.

OWSTON FERRY (LINCS.).—Life-boat Day.

RETFORD (NOTTS.).—Whist Drive and Dance.

ROTHWELL (NORTHANTS.).—Life-boat Day.

STOKE-ON-TRENT (STAFFS.).—Annual Meeting, Mrs. Moxon in the chair. Efforts of the past year: Life-boat Day, Whist Drives. Amount collected last year £302, as compared with £355 in the previous year.

STROUD (GLOS.).—Whist and Bridge Party.

SUTTON-IN-ASHFIELD (NOTTS.).—Tea Dance.

WOLVERHAMPTON (STAFFS.).—Annual Meeting on 24th November, Mr. A. C. Skidmore, Chairman, presiding. Speaker: the District Organizing Secretary. Efforts of the past year: Dance, Life-boat Day. Amount collected last year £469, as compared with £475 in the previous year.

Carol singing.

Eight lectures and addresses by the District Organizing Secretary in addition to those mentioned, and six addresses at the presentation of certificates in the Life-boat Essay Competition.

South-East of England.

ATTLEBOROUGH (NORFOLK). — Life-boat Day.

BERKHAMPSTED (HERTS.).—Lecture to Northchurch Women's Institute by Capt. H. E. Holme, R.N., Hon. Secretary at Hemel Hempstead.

CAMBERLEY (SURREY). — Life-boat Day.

CANTERBURY (KENT).—Church Collection at Wingham on Christmas Day. Lectures by Mrs. Johnson Smyth, B.A.

CHELMSFORD (ESSEX).—Whist Drive.

CRAWLEY (SUSSEX).—Annual Meeting, Vice-Admiral E. K. Loring, C.B., in the chair. Amount collected £22.

Carol singing.

CROMER (NORFOLK).—Annual Meeting. Amount collected last year £532, as compared with £571 in the previous year.

DARTFORD (KENT).—Life-boat Day.

DOVER (KENT).—Dance at the Lord Warden Hotel, arranged by Mrs. J. R. W. Richardson.

EASTBOURNE.—Annual Meeting, Mr. Norman S. Holland, Chairman, presiding. It was reported that Life-boat Day had raised the record sum of £956, and a Vote of Thanks was passed to Mrs. Astley Roberts, President of the Ladies' Life-boat Guild. Amount collected last year £1,630, as compared with £1,527 in the previous year.

EAST GRINSTEAD (SUSSEX).—Lecture by the Hon. Secretary to the Junior Branch of the Primrose League.

Carol singing.

FOLKESTONE (KENT).—Annual Meeting. Amount collected last year £511, as compared with £461 in the previous year.

Ball. Bridge Drive.

GODALMING (SURREY).—Series of three Bridge Drives.

HALSTEAD (ESSEX).—Concert.

HASLEMERE (SURREY).—Bridge Drive. Social.

HASTINGS (SUSSEX).—Performance by the Operatic Society in aid of the Branch. Lecture by the Hon. Secretary to Battle Abbey School.

HITCHIN (HERTS.).—Address to the Brotherhood by Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

HOLT (NORFOLK).—Life-boat Day.

KESSINGLAND (SUFFOLK).—Annual Life-boat Service in the Parish Church. Address by Capt. Guy Fanshawe, R.N.,

a member of the Committee of Management. Concert.

Presentation by Capt. Fanshawe of the Thanks of the Committee inscribed on Vellum to Mr. Ernest Woolfield, the Hon. Secretary.

KING'S LYNN (NORFOLK).—Three lectures by the Vicar of Middleton.

LEATHERHEAD (SURREY).—Carol Singing.

LOWESTOFT (SUFFOLK).—Annual Meeting, Mr. F. Spashett, J.P., Chairman, presiding. Amount collected last year £218, as compared with £203 in the previous year.

MARGATE (KENT).—Dinner given by Mrs. T. W. Gomm to the Life-boat Crew. Presentation of awards from the President of the German Republic. A report will appear in the next issue of *The Lifeboat*.

NEWHAVEN (SUSSEX).—Annual Meeting, Major T. H. H. Carter, D.S.O., in the chair. Amount collected last year £84, as compared with £95 in the previous year.

ST. IVES (HUNTS.).—Life-boat Day.

SANDWICH (KENT).—Church Collection.

SHOREHAM HARBOUR (SUSSEX).—Annual Meeting, Mr. Harold Brown, Chairman, presiding. Amount collected last year £192, as compared with £31 in the previous year.

SOUTHEND (ESSEX).—Lecture to the Rotary Club by the District Organizing Secretary.

TENTERDEN (KENT).—Carol Singing.

TILBURY (ESSEX).—Branch formed. Hon. Secretary, Mr. B. A. Everitt.

TUNBRIDGE WELLS (KENT).—Whist Drive.

WALTON - ON - THAMES AND WEYBRIDGE (SURREY).—Combined Bridge Tournament.

WINSLOW (BUCKS.).—Life-boat Day.

Four lectures by Capt. Basil Hall, R.N., and two by the District Organizing Secretary, in addition to those mentioned.

South-West of England.

BASINGSTOKE (HANTS.).—Annual Meeting of the Ladies' Life-boat Guild on 4th November. Mrs. Stratford, Chairman of the Guild, presided, supported by the Mayoress, President. Speaker: the District Organizing Secretary. Amount collected last year £79, as compared with £82 in the previous year. Mrs. Yerbury was specially thanked for her services as Hon. Secretary.

BATH (SOMERSET).—Annual Meeting, Brig.-General E. H. Molesworth, C.B., Chairman, presiding. Speaker: the District Organizing Secretary. Efforts of the past year: Whist Drive, Life-boat Day, Theatrical Performance. Amount collected last year £414, as compared with £336 in the previous year.

BODMIN (CORNWALL).—Life-boat Day.

BOURNEMOUTH (HANTS.).—Variety Entertainment arranged by Lieut.-Colonel V. D. Stenhouse, Hon. Secretary, and the St. Peter's Players in "French Leave."

CLEVEDON (SOMERSET).—The Branch has suffered a severe loss by the death of Miss Amy Edwards, who has been its Hon. Secretary since 1905. During that time she collected for the Institution over £1,000. She was awarded a Framed Photograph of a Life-boat going to a vessel in distress in 1915 and the Gold Brooch of the Institution in 1930.

CULLOMPTON (DEVON).—Life-boat Day, Lecture by the Rev. W. T. Price.

DAWLISH (DEVON).—Address by the Rev. W. T. Price, of Cullompton.

DORCHESTER.—Eighth Annual Dance at the Corn Exchange

EXETER (DEVON).—House-to-House Collection. Tea given by Councillor Mrs. Arthur Reed, Chairman, to all helpers, at the Guildhall. Whist Drive and Dance organized by the Junior Ladies' Life-boat Guild. Prizes distributed by Mrs. Arthur Reed, Chairman of the Branch.

FALMOUTH (CORNWALL).—Dance arranged by "The Double Six."

NEWTON ABBOT (DEVON).—By the death of Mrs. E. D. Wylie, its Hon.

Secretary, the Branch has suffered a severe loss. Mrs. Wylie had been Hon. Secretary since 1923, and her generous interest in the Life-boat Service has been shown also by a legacy of £100 which she has left to the Institution.

OXFORD.—Life-boat Day.

PAIGNTON (DEVON).—Whist Drive, arranged by the Ladies' Life-boat Guild.

PETERSFIELD AND LISS (HANTS.).—Annual Meeting on 21st November, Captain C. J. P. Cave, J.P., Chairman, presiding. Speaker: Mr. George F. Shee, M.A. (Secretary of the Institution). Efforts of the past year: Life-boat Days, Village Collections, Dramatic Entertainment. Amount collected last year £159, as compared with £70 in the previous year.

PLYMOUTH.—Annual Meeting of the Branch and Ladies' Life-boat Guild on 3rd October, the Mayor, a Vice-President of the Branch, in the chair. Efforts of the past year carried out by the Ladies' Life-boat Guild: Bridge Drives, Dances, and a special Fête and Carnival. Amount collected last year £646, as compared with £734 in the previous year. Of this sum of £646, the Ladies' Life-boat Guild contributed £552, as compared with £513 in the previous year.

TEIGNMOUTH (DEVON).—Ball.

WESTON-SUPER-MARE (SOMERSET).—Whist Drive organized by Mrs. Edmonds, Hon. Secretary of the Ladies' Life-boat Guild.

WEYMOUTH (DORSET).—H.M.S. *Ospreys*' Amateur Dramatic Club presented the play "Berkeley Square" at the Pavilion Theatre, and gave the proceeds to the Branch.

One lecture was given by the District Organizing Secretary.

Scotland.

SCOTTISH LIFE-BOAT COUNCIL MEETING at Edinburgh on 29th October, the Duke of Montrose, C.B., C.V.O., V.D., Chairman, presiding.

AIRDRIE (LANARK).—Life-boat Day. Whist Drive arranged by Mrs. William W. McCosh, President of the Ladies' Life-boat Guild.

AVIEMORE (INVERNESS).—Jumble Sale, organized by Mrs. Briggs.

BANFF, MACDUFF AND WHITEHILLS (BANFF).—Whist Drive and Dance, arranged by the Whitehills Committee.

BURNTISLAND (FIFE).—Annual Meeting on 14th November, Mr. James Piper, Chairman, presiding, supported by Provost Leith, the President. Efforts of the past year: Appeal by the Committee, Life-boat Day and Concert. Amount collected last year £82, as compared with £48 in the previous year.

CAMPBELTOWN (ARGYLLSHIRE).—The Branch has suffered severe losses by the death on 23rd December, of Mr. Duncan MacCallum, J.P., at the age of 83, and of Mr. Alexander Galbraith, the late Motor Mechanic, in September. Mr. MacCallum, who was a keen yachtsman, had been a member of the Branch Committee for 51 years. Mr. Galbraith had been Motor Mechanic for twenty years, retiring on account of ill-health last May.

DENNY AND DUNIPACE (STIRLING).—Life-boat Day.

DUMFRIES.—Lantern Lecture.

DUNBAR (HADDINGTON).—Annual Meeting, Dr. Macdonald, Chairman of the Branch, presiding. Amount collected last year £269, as compared with £297 in the previous year.

DUNDEE (FORFAR).—Annual Meeting on 29th December, Mr. J. M. Hunter Mitchell, J.P., President of the Branch, in the chair. Speaker: the District Organizing Secretary. Efforts of the past year: Appeal by the Committee and Ladies' Life-boat Guild, special Life-boat Week, including Life-boat Day. Amount collected last year £1,179, as compared with £1,192 in the previous year.

DUNFERMLINE (FIFE).—Whist Drive and Dance.

EDINBURGH.—Concert and Exhibition of Life-boat Films (two performances), arranged by Mrs. T. G. Henderson, Ladies' Life-boat Guild Convener for Cramond Bridge.

Annual Meeting on 27th November, the Right Hon. the Lord Provost,

President of the Branch, in the chair. Speakers: Lord Salvesen, Harriet, Lady Findlay, D.B.E., President of the Ladies' Life-boat Guild, and Mr. P. H. B. Lyon. Efforts of the past year: Life-boat Day and two Dances. Amount collected last year £2,367, as compared with £1,721 in the previous year.

Annual Meeting of the Ladies' Life-boat Guild, Harriet, Lady Findlay, D.B.E., President, in the chair.

Dance at Palais de Danse arranged by the Committee.

ELIE (FIFE).—Special Meeting at which a Ladies' Life-boat Guild was formed, Provost W. R. Short in the chair. Speakers: the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, and the District Organizing Secretary. Joint Hon. Secretaries, Miss K. G. Glover and Mrs. S. E. Alley.

FALKIRK (STIRLING).—Dramatic Entertainment at the works of the Falkirk Iron Company, the entire proceeds being given to the Branch.

GLASGOW.—Performances by the Garrick Comedy Club of "The Young Idea," by Noel Coward, at the Lyric Theatre.

ISLE OF SKYE.—Life-boat Day.

JOHNSTONE (RENFREW).—Life-boat Day.

KIRKCALDY (FIFE).—Life-boat Day. Bridge Drive, arranged by the Committee and Ladies' Life-boat Guild.

KIRKCUDBRIGHT (KIRKCUDBRIGHT).—Annual Meeting on 12th December, Sir Charles D. Hope-Dunbar, Bt., President of the Branch, in the chair, supported by Admiral Leatham and officers of the Ladies' Life-boat Guild. Efforts of the past year: House-to-House Collection and Life-boat Days. Amount collected last year £118, as compared with £128 in the previous year.

MAYBOLE (AYR).—Life-boat Day.

MOTHERWELL (LANARK).—Life-boat Day.

PAISLEY (RENFREW).—Life-boat Day.

PEEBLES (PEEBLES).—Life-boat Day.

PETERHEAD (ABERDEEN).—Presentation in the Town House, of monetary

awards from the Hall Line and the Institution to the Peterhead Life-boat Crew in recognition of their service in rescuing 32 members of the crew of the *City of Osaka* on 23rd September, 1930. Presentations made by Mrs. Cran, President of the Peterhead Ladies' Life-boat Guild. Speakers: Provost Milne, Mrs. Troup (Hon. Secretary of the Guild) and Mr. J. J. Henderson (Hon. Secretary of the Branch).

ROTHESAY (BUTE).—Whist Drive, arranged by the Ladies' Life-boat Guild.

ST. ABBS (BERWICK).—Annual Meeting in November. The Lord Amulree, G.B.E., K.C., Minister for Air, elected President. Amount collected last year £117, as compared with £109 in the previous year.

By the death of Miss Cowe, the Branch has lost a friend who will be deeply regretted. She had been a member of the Committee for many years, was a regular subscriber, and a zealous Life-boat worker. In 1926 she was awarded the Gold Brooch of the Institution.

WISHAW (LANARK).—Life-boat Day.

Ireland.

ANTRIM (CO. ANTRIM).—Bal Masqué and Whist Drive.

BAGNELSTOWN (CO. CARLOW).—Life-boat Day.

BALLYMONEY (CO. ANTRIM).—Cinema Show.

BANDON (CORK).—Life-boat Day.

BELFAST.—The Fourth Annual Life-boat Ball was held at the Plaza, and the guests were received by Lady Dixon, D.B.E., First Vice-President, with the help of Lady Margaret Stewart and Lady Helen Stewart, the Patrons of the Ball. The Marchioness of Londonderry, D.B.E., President of the Belfast Ladies' Life-boat Guild, was present with a house party. A number of other Patrons of the Ball also brought house parties, and among those present were the Right Hon. H. B. H. Mulholland, M.P., Speaker of the House of Commons; the Right Hon. H. M. Pollock, M.P. (Minister of Finance); the Viscountess Craigavon; the Hon. James Craig, the Viscountess

Bangor, Sir Thomas Dixon, Bt., the Right Hon. Herbert Dixon, M.P., Sir R. H. H. Baird, K.B.E., the Lord Mayor and Lady Coates, Sir William and Lady Turner, and the High Sheriffs of County Fermanagh and County Antrim.

CAHIR (TIPPERARY).—Life-boat Day.

CLONMEL (TIPPERARY).—Life-boat Day.

COLERAINE (LONDONDERRY).—Annual Meeting on 24th November. Speaker: the District Organizing Secretary. Amount collected last year £62, as compared with £32 in the previous year. Presentation of two certificates in the Life-boat Essay Competition for Elementary Schools.

Cinema Show.

CORK.—Dance.

DONAGHADEE (CO. DOWN).—Whist Drive.

EDGEWORTHSTOWN (CO. LONGFORD).—Life-boat Day.

LISTOWEL (KERRY).—Life-boat Day.

LONGFORD (CO. LONGFORD).—Special Meeting at the invitation of Mrs. James McNeill (wife of His Excellency the Governor-General), Mrs. Delaney presiding. Speaker: the District Organizing Secretary. Branch formed. Mrs. Delaney, President; Mrs. Lloyd, Hon. Secretary. Committee of twelve ladies appointed.

PORTRUSH (ANTRIM).—Cinema Show.

PORTSTEWART (LONDONDERRY).—Cinema Show.

TUAM (GALWAY).—Life-boat Day. Dance.

Wales

(Including Herefordshire and Shropshire).

BURRY PORT (CARMARTHEN).—Life-boat Day.

CONWAY (CARNARVON).—Dance.

COWBRIDGE (GLAMORGAN).—Life-boat Day.

LLANDUDNO (CAERNARVON).—District Conference. (See special report on page 235.)

LLANRWST (DENBIGH).—Life-boat Day.

MARKET DRAYTON (SALOP).—Life-boat Day.

MILFORD HAVEN (PEMBROKE).—Life-boat Day.

NEATH (GLAMORGAN).—Whist Drive.

PORTH (GLAMORGAN).—Life-boat Day.

PRESTEIGNE (RADNOR). — Life-boat Day.

Fifteen addresses by the District Organizing Secretary in Ireland and Wales at the presentation of Certificates in the Life-boat Essay Competition.

Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in Greater London and the Midlands, and would be very grateful to any readers of *The Lifeboat* who could help it to do this, either personally or by putting it in touch with those who might be able to help.

Greater London.

Barnes, Bexley Heath, Camberwell, East Ham, Epsom, Greenwich, Hampstead Garden Suburb, Lambeth, Southgate, Southwark, Staines, Sutton, Twickenham, Wanstead, Wembley, Wood Green, Woolwich.

The Midlands.

DERBYSHIRE.—Bakewell, Heanor.

GLOUCESTERSHIRE.—Gloucester, Tetbury and Tewkesbury.

NORTHANTS.—Oundle and Thrapston.

NOTTS.—Worksop.

LINCOLNSHIRE.—Bourne, Grantham, Market Rasen and Spalding.

STAFFORDSHIRE. — Blackheath, Cradley Heath, Darlaston, Leek, Quarry Bank, Smallthorne and Wednesbury.

WARWICKSHIRE.—Rugby.

Notice.

All Honorary Secretaries of Branches and Ladies' Life-boat Guilds and all subscribers of ten shillings and over are entitled to receive THE LIFEBOAT quarterly free.

All contributions for the Institution should be sent either to the Honorary Secretary of the local Branch or Guild or to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C.2. (But see page 245.)

All inquiries about the work of the Institution or about the Journal should be addressed to the Secretary.

To Our Readers.

This Journal is the current record of the work of the Institution, and the chief means by which it keeps its honorary workers, subscribers and the general public informed of its activities. You will therefore be helping the Institution if, when you have read this number, you will kindly *pass it on to a friend*; unless, of course, you are keeping a complete set of the Journals.

The next number of "The Lifeboat" will be published in May, 1931.

Services of the Life-boats of the Institution during 1930.



1930.	Time of Launching.		Persons rescued from shipwreck.
Jan. 3.	3.45 p.m.	S.S. <i>Lestris</i> , of Bruges. Sheringham Life-boat rendered assistance.	
„ 5.	2.0 a.m.	Steam trawler <i>Braconmoor</i> , of Aberdeen. Longhope Life-boat .	8
„ 7.	12.45 p.m.	Fishing coble <i>Providence</i> , of Cullercoats. Cullercoats Life-boat saved coble and rescued	3
„ 7.	10.0 p.m.	Motor fishing boat <i>Mizpah</i> , of Brighton. Newhaven Life-boat saved boat and rescued	3
„ 10.	1.55 a.m.	S.S. <i>Scheldesop</i> , of Ghent. Ramsgate Life-boat saved vessel and rescued	13
„ 12.	5.15 p.m.	Schooner <i>Katie</i> , of Padstow. Torbay Life-boat	4
		Ketch <i>Reine des Cieux</i> , of Paimpol. Torbay Life-boat	3
		Yacht <i>Westward</i> , and trawlers <i>Hermes</i> and <i>We'll Try</i> . Torbay Life-boat rendered assistance.	
„ 12.	10.30 p.m.	S.S. <i>Forester</i> , of Cardiff. Weymouth Life-boat	7
„ 22.	7.51 a.m.	Steam trawler <i>John G. Watson</i> , of North Shields. Aberdeen No. 2 Life-boat	10
„ 29.	12.20 p.m.	A boat of ketch <i>Bernard</i> , of Bridgwater. Dunmore East Life-boat saved boat and rescued	3
„ 31.	6.15 a.m.	Steam trawler <i>Lord Ashby</i> , of Grimsby. Filey Life-boat stood by vessel.	
		Three motor fishing cobles, of Filey. Filey Life-boat stood by cobles.	
Feb. 3.	4.10 p.m.	Motor fishing boats <i>Pilot Me</i> and <i>Fortunas</i> , of Whitby. Whitby (Motor) Life-boat stood by boats.	
„ 5.	12.10 p.m.	Coquet Island Lighthouse. Hauxley Life-boat landed a sick man.	
„ 6.	11.40 a.m.	Two fishing cobles and eight motor fishing vessels of Whitby. Whitby (Motor) Life-boat escorted boats to harbour.	
„ 6.	2.40 p.m.	S.S. <i>Brandon</i> , of London. Whitby (Motor) Life-boat landed a sick man.	
„ 6.	2.40 p.m.	Fishing cobles <i>Kingfisher</i> and <i>Bonny Lad</i> , of Scarborough. Scarborough Life-boat escorted cobles to harbour.	
„ 10.	1.25 p.m.	Motor boat <i>Thanet Queen</i> , of Margate. Margate Life-boat landed 3.	
„ 16.	11.45 a.m.	Cutter <i>Elizabeth</i> , of Colchester. Clacton-on-Sea Life-boat	2

1930.	Time of Launching.		Persons rescued from shipwreck.
Feb. 24.	12.55 p.m.	Motor fishing coble <i>Heather</i> , of Filey. Filey Life-boat stood by coble.	
„ 25.	10.47 a.m.	A lighter. St. Peter Port Life-boat saved vessel and rescued . . .	3
Mar. 2.	6.45 p.m.	S.S. <i>Macville</i> , of Dundee, and S.S. <i>Moko Maru</i> , of Dairen. Dover Life-boat rendered assistance.	
„ 5.	4.15 a.m.	S.S. <i>Erik Larsen</i> , of Rostock. Dungeness No. 1 Life-boat stood by vessel.	
„ 6.	9.0 a.m.	S.S. <i>Cruden</i> , of Dundee. Montrose No. 1 Life-boat	7
„ 14.	4.20 p.m.	H.M. Seaplane 1044. Bembridge Life-boat saved seaplane and rescued	6
„ 15.	5.15 p.m.	Two boats of S.S. <i>Corchester</i> , of London. Walton-on-the-Naze Life-boat rendered assistance.	
„ 18.	1.15 p.m.	Motor fishing boat <i>Promote</i> , of Fraserburgh. Fraserburgh Life-boat stood by boat.	
„ 20.	1.0 p.m.	Fishing boat <i>Rose</i> , of New Quay. New Quay (Cardigan) Life-boat stood by boat.	
„ 24.	11.35 a.m.	Barge <i>Runic</i> , of London. Margate Life-boat stood by vessel.	
April 1.	3.45 p.m.	Fishing boat <i>Queen of the Fleet</i> , of Arbroath. Arbroath Life-boat stood by boat.	
„ 2.	8.30 p.m.	Steam trawler <i>Glen Clova</i> , of Aberdeen. Aberdeen No. 2 Life-boat	1
„ 3.	11.45 a.m.	Fishing cibles <i>Kudos</i> , <i>Kingfisher</i> , <i>Jock</i> , <i>Treasure</i> and <i>Eagle</i> , of Scarborough. Scarborough Life-boat escorted cibles to harbour.	
„ 3.	12.20 p.m.	Fishing cibles <i>Provider</i> and <i>Our Girls</i> , of Newbiggin. Newbiggin Life-boat stood by cibles.	
„ 3.	2.45 p.m.	Ketch <i>Isabella</i> , of Gloucester. Rosslare Harbour Life-boat . . .	4
„ 13.	1.5 p.m.	Barge <i>Mazepa</i> , of Harwich. Walton-on-the-Naze Life-boat landed 4 from the Kentish Knock Lightvessel.	
„ 13.	9.15 p.m.	Motor launch <i>Trixie</i> . The Mumbles Life-boat rendered assistance.	
„ 19.	3.45 p.m.	S.S. <i>Cape Wrath</i> , of Aberdeen. Rosslare Harbour Life-boat stood by vessel.	
„ 25.	3.0 a.m.	Steam trawler <i>Star of the East</i> , of Scarborough. Robin Hood's Bay Life-boat stood by vessel.	
„ 26.	1.15 a.m.	Steam trawler <i>George Aunger</i> , of Aberdeen. Anstruther Life-boat rendered assistance.	
„ 26.	9.45 a.m.	Fishing cibles <i>Minnie</i> , <i>Jane</i> and <i>Rose of England</i> , of Staithes. Staithes Life-boat stood by boats.	
„ 28.	2.30 a.m.	Admiralty fuelling steamer <i>Rosa</i> . Flamborough No. 1 Life-boat .	16
„ 29.	9.30 p.m.	Yacht <i>Billikat</i> . Great Yarmouth and Gorleston Life-boat saved vessel and rescued	2
May 25.	1.35 p.m.	Rowing boat <i>Tom Bowling</i> , of Lowestoft. Lowestoft Life-boat .	3
June 1.	2.50 a.m.	S.S. <i>Inger</i> , of Helsingborg. Eastbourne Life-boat	1
„ 3.	8.25 a.m.	Fishing coble <i>St. Hilda</i> , and motor fishing boats <i>Faith</i> and <i>Irene</i> , of Whitby. Whitby (Motor) Life-boat stood by boats.	
„ 3.	8.30 a.m.	Motor fishing boats <i>Flora</i> , <i>Freda</i> and <i>Mizpah</i> , of Staithes. Staithes Life-boat stood by boats.	
„ 7.	9.10 p.m.	Motor launch <i>Scintus</i> , of Liverpool. New Brighton No. 2 Life-boat rendered assistance.	
„ 14.	6.35 a.m.	S.S. <i>Gedania</i> , of Danzig. Ramsgate Life-boat stood by vessel.	
„ 14.	7.30 p.m.	Fishing boat <i>Cachalot</i> , of Morecambe. Kirkcudbright Life-boat stood by boat.	
„ 15.	7.55 p.m.	A motor boat. Clacton-on-Sea Life-boat saved boat and rescued .	3

1930.	Time of Launching.		Persons rescued from shipwreck.
June 24.	7.10 p.m.	Motor yacht <i>Panther</i> , of Southampton. Selsey and Bognor Life-boat assisted to save boat and rescue	5
„ 28.	1.7 p.m.	Motor fishing boat <i>Albert</i> , of Seaham. Seaham Life-boat saved boat and rescued	3
„ 30.	4.50 p.m.	Bathing Station Raft at Montrose. Montrose No. 2 Life-boat	7
July 5.	4.0 a.m.	Steam trawler <i>Strathgyle</i> , of Aberdeen. Longhope Life-boat stood by vessel.	
„ 21.	10.50 a.m.	Motor yacht <i>Stella</i> , of Greenock. Berwick-on-Tweed Life-boat saved vessel and rescued	3
Aug. 2.	8.0 p.m.	Houseboat <i>Diadem</i> . Southend-on-Sea Life-boat saved boat and landed 5.	
„ 8.	4.30 p.m.	Steam trawler <i>Louis Botha</i> , of Grimsby. Longhope Life-boat assisted to save vessel.	
„ 10.	4.0 a.m.	Four Royal Air Force boats, of Plymouth. Plymouth Life-boat saved boats and rescued	40
„ 16.	6.25 a.m.	Steam trawler <i>Jean Dore</i> , of Boulogne. Caister Life-boat stood by vessel.	
„ 18.	7.0 a.m.	S.S. <i>Redvers Buller</i> , of Cardiff. Rosslare Harbour Life-boat stood by vessel.	
„ 19.	9.50 a.m.	Motor yacht <i>Cymro</i> , of Holyhead. Douglas Life-boat escorted vessel to safety.	
„ 20.	12.15 a.m.	Ketch <i>Henrietta</i> , of Kilkeel. Moelfre Life-boat landed 3.	
„ 21.	4.20 a.m.	Fishing fleet of Filey. Filey Life-boat rendered assistance.	
„ 21.	6.10 a.m.	Motor yacht <i>Etenia</i> , of King's Lynn. Great Yarmouth and Gorleston Life-boat rendered assistance.	
„ 21.	2.0 p.m.	S.S. <i>Kernoozer</i> , of Yarmouth. Bridlington Life-boat rendered assistance.	
„ 23.	9.30 a.m.	Motor yacht <i>Firefly</i> , of Southampton. Eastbourne Life-boat stood by vessel.	
„ 23.	3.40 p.m.	Auxiliary sloop <i>Dakar</i> , of Hull. The Humber No. 1 Life-boat	2
„ 29.	3.20 p.m.	Steam drifter <i>Ocean Lassie</i> , of Yarmouth. Blyth Life-boat stood by vessel.	
„ 30.	1.10 p.m.	Steam drifter <i>Girl Ena</i> , of Yarmouth. Filey Life-boat stood by vessel.	
„ 30.	9.25 p.m.	Steam trawler <i>Cornelian</i> , of Grimsby. Runswick Life-boat rendered assistance.	
Sept. 6.	6.30 p.m.	Fishing boat <i>Aysha</i> , of Garston. New Brighton Life-boat rendered assistance.	
„ 17.	4.15 p.m.	Yawl <i>Boozer</i> , of Ballycotton. Ballycotton Life-boat saved vessel and rescued	2
„ 18.	8.0 a.m.	Ketch <i>Bonny Jane</i> , of Peel. Port Erin Life-boat stood by vessel.	
„ 19.	7.50 a.m.	S.S. <i>Treport</i> , of London. Margate Life-boat	2
„ 19.	8.0 a.m.	Fishing boat <i>Benita</i> , of Wexford. Rosslare Harbour Life-boat saved boat and rescued	4
„ 19.	9.15 a.m.	A fishing boat, of Wicklow. Wicklow Life-boat stood by boat.	
„ 19.	1.40 p.m.	Fishing cobbles <i>The Eagle</i> , <i>Premier</i> and <i>Reliance II.</i> , of Scarborough. Scarborough Life-boat escorted cobbles into harbour.	
„ 19.	2.0 p.m.	Fishing boats <i>Fortunatus</i> and <i>Sceptre</i> , of Bridlington. Bridlington Life-boat stood by boats.	
„ 19.	6.15 p.m.	Yacht <i>Emanuel</i> , of Bridgwater. Padstow No. 2 Life-boat saved vessel and rescued	2
„ 19.	10.35 p.m.	Ketch <i>Leonie</i> , of St. Malo. Weymouth Life-boat	2
„ 20.	3.30 a.m.	S.S. <i>Umberleigh</i> , of London. Plymouth Life-boat landed 18.	

	Time of Launching.		Persons rescued from shipwreck.
1930.			
Sept. 20.	9.20 a.m.	Ketch <i>Leonie</i> , of St. Malo. Weymouth Life-boat saved vessel.	
„ 20.	7.55 p.m.	Motor vessel <i>Senator</i> , of Hamburg. Hythe Life-boat stood by vessel.	
„ 23.	6.10 a.m.	S.S. <i>City of Osaka</i> , of Liverpool. Peterhead Life-boat	32
„ 26.	12.35 p.m.	Schooner <i>Doris</i> , of Thuro. Hartlepool Life-boat	9
„ 27.	5.0 p.m.	Drifters <i>Brighter Hope</i> , <i>Nellie Gardner</i> and <i>Averfall</i> , of Banff; <i>La Parisienne</i> , of Lowestoft; <i>Treasure</i> , of Grimsby; and <i>Dewie Rose</i> , of Fraserburgh; and motor fishing boat <i>Valkyrie</i> , of Fraserburgh. Scarborough Life-boat escorted boats to harbour.	
Oct. 1.	9.30 a.m.	Four fishing boats, of Berwick-on-Tweed. Berwick-on-Tweed Life-boat stood by boats.	
„ 1.	11.35 a.m.	Motor fishing boats <i>Faith</i> and <i>Irene</i> , of Whitby. Whitby (Motor) Life-boat escorted boats to harbour.	
„ 2-4.	8.15 a.m.	Motor vessel <i>Ben Johnson</i> , of London. Exmouth Life-boat stood by vessel.	
„ 5.	4.0 a.m.	Motor fishing boat <i>Tennessee</i> , of Lowestoft. Lowestoft Life-boat saved boat and rescued	2
„ 8.	5.15 a.m.	Motor vessel <i>Eiffel Tower</i> , of London. Great Yarmouth and Gorleston Life-boat rendered assistance.	
„ 8.	3.30 p.m.	Motor fishing boat <i>White Heather</i> , of Burnmouth. Berwick-on-Tweed Life-boat stood by boat.	
„ 18.	1.15 a.m.	Fishing coble <i>Lily</i> , of Seaham. Sunderland Life-boat saved boat and rescued	3
„ 19.	9.50 a.m.	Steam trawler <i>Phineas Beard</i> , of London. Ballycotton Life-boat rendered assistance.	
„ 20.	6.0 p.m.	Fishing boat <i>Fair Eleanor</i> . Hoylake Life-boat rendered assistance.	
„ 21.	12.15 p.m.	Steam drifter <i>Girl Evelyn</i> , of Fraserburgh. Cromer No. 1 Life-boat assisted to save vessel.	
„ 25.	8.45 a.m.	Motor fishing boat <i>Plover</i> , of Hastings. Hastings Life-boat saved boat and rescued	2
„ 25.	2.35 p.m.	Schooner <i>Volant</i> , of Kilkeel. Moelfre Life-boat landed 4.	
„ 25.	3.15 p.m.	Small boat <i>Tim</i> , of Clacton-on-Sea. Walton-on-the-Naze Life-boat	2
„ 26.	11.12 a.m.	Rowing boat <i>Robin</i> , of Shoreham. Shoreham Harbour Life-boat saved boat and rescued	2
„ 26.	7.15 p.m.	S.S. <i>Ravensdale</i> , of Newcastle. St. Peter Port Life-boat stood by vessel.	
Nov. 1.	6.50 p.m.	Steam trawler <i>Kingston Olivine</i> , of Hull. Humber No. 2 Life-boat rendered assistance.	
„ 2.	6.45 a.m.	Motor trawler <i>Maisonette</i> , of Wootton Creek. Bembridge Life-boat saved vessel and rescued	5
„ 2.	10.25 a.m.	Yacht <i>Lucy B</i> , of Rye. Selsey and Bognor Life-boat	2
„ 2.	2.45 p.m.	S.S. <i>Menelaos</i> , of Piræus. Bembridge Life-boat rendered assistance.	
„ 2.	10.40 p.m.	S.S. <i>Menelaos</i> , of Piræus. Selsey and Bognor Life-boat	7
„ 6.	7.15 a.m.	Ketch <i>Dido C.</i> , of Barnstaple. St. Ives Life-boat landed 3.	
„ 8.	4.10 a.m.	St. Goven's Lightvessel. Tenby Life-boat landed an injured man.	
„ 16.	5.1 a.m.	S.S. <i>Hursley</i> , of Hull. Ramsgate Life-boat	6
„ 16.	1.0 p.m.	Schooner <i>Carmenta</i> , of Plymouth. New Brighton No. 2 Life-boat stood by vessel.	
„ 20.	12 noon.	Twelve motor fishing boats, of Bridlington. Bridlington Life-boat stood by boats.	
„ 22.	7.45 p.m.	Auxiliary yacht <i>Auriga</i> , of London. Walton-on-the-Naze Life-boat	9

1930.	Time of Launching.		Persons rescued from shipwreck.
Nov. 23.	12.30 a.m.	Barge <i>Marion</i> , of London. Southend-on-Sea Life-boat landed 2. Barge <i>Emily</i> , of Ipswich. Southend-on-Sea Life-boat landed 2. Barge <i>Charles and Esther</i> , of Wakering. Southend-on-Sea Life-boat	2
,,	23. 8.15 a.m.	Yacht <i>Haliday</i> , of Yarmouth. Walton-on-the-Naze Life-boat saved vessel.	
,,	24. 10.15 a.m.	Motor fishing boat <i>Rosa</i> , of Montrose. Montrose No. 1 Life-boat stood by boat.	
,,	24. 10.30 a.m.	Four motor fishing boats, of Bridlington. Bridlington Life-boat stood by boats.	
,,	24. 10.30 a.m.	Fishing fleet of Filey. Filey Life-boat stood by fleet.	
,,	24. 12.30 p.m.	Fishing boat <i>Queen of the Fleet</i> , of Arbroath. Arbroath Life-boat stood by boat.	
,,	24. 4.30 p.m.	Motor drifter <i>Adrianal</i> , of Vlaardingen. Lowestoft Life-boat stood by vessel.	
,,	30. 1.22 p.m.	S.S. <i>Craigolive</i> , of Belfast. Margate Life-boat stood by boat.	
Dec. 2.	6.40 p.m.	S.S. <i>Asmund</i> , of Christiansand. Holyhead Life-boat	18
,,	11. 5.43 a.m.	Barge <i>Hibernia</i> , of London. Great Yarmouth and Gorleston Life-boat stood by vessel.	
,,	11. 6.45 a.m.	Barge <i>Squeak</i> , of London. Clacton-on-Sea Life-boat assisted to save vessel and rescue	2
,,	11. 9.0 a.m.	Fishing boat <i>Tip</i> , of Tynemouth. Cullercoats Life-boat stood by boat.	
,,	15. 2.0 p.m.	Motor fishing boat <i>Comfort</i> , of Montrose. Montrose No. 1 Life-boat stood by boat.	
,,	17. 11.53 a.m.	Motor fishing coble <i>Isaac Edward</i> , of Boulmer. Boulmer Life-boat escorted coble into harbour.	
,,	17. 12.30 p.m.	Fishing boats <i>Mary Isabella</i> and <i>Faith</i> , of Hauxley. Hauxley Life-boat escorted boats to safety.	
,,	17. 5.45 p.m.	S.S. <i>Svanholm</i> , of Gothenburg. Stornoway Life-boat landed a sick man.	
,,	20. 9.20 p.m.	Fishing boat <i>Bunty</i> , of Selsey. Selsey and Bognor Life-boat escorted boat into harbour.	
,,	25. 11.0 a.m.	Fishing boat <i>Pollywake</i> , of Brixham. Torbay Life-boat saved boat and rescued	1
,,	25. 6.15 p.m.	S.S. <i>Lucy</i> , of Helsingborg. Whitby (Motor) Life-boat	18
,,	26. 1.50 p.m.	Fishing boat <i>Melba</i> , of Grimsby. Bridlington Life-boat stood by boat.	
,,	27. 10.5 a.m.	Fishing boat <i>Pilot Me</i> , of Filey. Filey Life-boat stood by boat.	
,,	27. 3.45 p.m.	The Ayr Life-boat <i>Janet Hoyle</i> . Troon Life-boat rendered assistance.	
,,	30. 9.55 a.m.	Fishing boat <i>Ivy</i> , of Ilfracombe. Ilfracombe Life-boat	2

Total lives rescued from shipwreck by the Life-boats in 1930, in addition to which the Life-boats saved, or assisted to save, 30 vessels and boats 298

Life-boats also took 48 persons off vessels as a precautionary measure and landed them.

Rewards were also granted by the Institution in the same period for rescuing from Shipwreck by means of Fishing and other Boats, etc. 67

Total for 1930 365