

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 138 :: Pulling & Sailing Life-boats, 29

LIVES RESCUED

from the foundation of the Institution in 1824

to September 30th, 1937 - - - - 65,320

An Artist's Memories of the Life-boat Service

From the Bay of Naples to Solway Firth.

By Mr. William Robson, a Member of the Kirkcudbright Life-boat Crew.

[Mr. Robson has been a member of the Kirkcudbright crew for over twenty years. He retired this year on reaching the age limit and was awarded a certificate of service. At the presentation of the certificate the coxswain said: "We are all deeply sorry to part with Mr. Robson, better known to us as 'Old Bill.' Not only did we look on him as our mascot, but as one of the mainstays of the boat. No matter how the wind blew, or whether it rained or snowed, 'Old Bill' was always there to do his duty, and he did it well. During these twenty years we have had many happy times together, ashore and afloat."]

The life-boat—our Lady of the Sea—calm and dignified in her station, looking lovely in her colours: Blue, the depths of the ocean, the reflection of the sky on the waters; White, the spray; Red, that gives the touch of life, that inspires in the hearts of the stout fellows who sail her a sense of love. Her shelter—our shrine.

Vital and terrible as she forces her bow through the gale-swept ocean, quick and responsive to the touch of the drogue, in a following sea, through shallow waters, her crew clinging to her with trust and happiness, as she bears

us safely in the turmoil of winds and waves—it is then you see her in all her glory and wonder.

I found my early sailing in the Bay of Naples. I had a studio on the island of Capri, in a garden where the clustering vines grew on the white-washed pergolas. The sweet-scented flowers, lovely girls amongst the peach bloom, and a background of blue amethyst sea, made that southern isle an artist's Paradise.

Sardines and Sharks.

I made many friends amongst the fishermen, joined with them in their labours—pulling in the nets during the day with catches of sardines, and at night, south of the island, in a bit of water called La Cattena, fished with lines in the glare of a grid full of lighted pinewood, for a squid-like fish called Tortori, considered a great delicacy.

Upon several occasions the work was brought to an abrupt finish—visits of sharks being the cause. Their unwonted presence was detected by the odour long before they made themselves visible by their fins. The nets, as a rule, were torn, the light in the grid was dipped, and extinguished (the boats

were small, used to take tourists into the Blue Grotto) and now, with 1 cwt. of Tortori, two men and tackle on board, and five miles to row—and against La Tramantana—it was nice, once in the lee of the island, to rest on your oars, light a cigar—one of those black Neapolitani cigars that men who think good tobacco only grows in Cuba call Stinkadore.

At times the fishermen and a bunch of pretty Capri girls would visit the studio. A cosmopolitan crowd of artists had gathered there, all good fellows. By the light of the moon and the stars, on the terrace, dancing under the vines the Tarantella until the dawn. De Capua and De Curtis, both artists and song-writers, were there from Naples, and their songs—*Il Sole Mio* and *Dormi Carme*—echoed amongst the olive trees—lovely Capri night. Old Vesuvius, too, joined in our midnight gambols by giving us a grand firework display.

I enjoyed sails in Dr. Munthe's yacht—the author of *San Michele*. C. C. Colman, the American artist, was an intimate friend of the doctor's. I recollect a refreshment we enjoyed so much after pulling, in the dinghy, the yacht into her moorings. It was called Canadian Club. I have never tasted it since. We have something very like it here in Galloway—called Scotch. It, too, is good.

The Loveliness of Santa Lucia.

My boating at Capri was, in a sense, pleasure. I could hardly term it work—floating around sketching, 'mid beauty and bewilderment, from dawn to dusk. I had always a friend along with me. Henry Neville Maugham, brother of Somerset Maugham the distinguished writer, often joined me—he wrote plays. No matter what part of the Bay—Cunalfi, Sorrento, Capri, Ischia—we always made for Naples for the night, lowered our mast, and pulled into Santa Lucia.

There in the soft velvety darkness of night the boats slip out and row quietly around. Lovely girls—mantillas, fans—a rose in their blue-black tresses—music—singing—the playing of passionate love songs in perfect harmony with the scene and surroundings of the one and only Santa Lucia.

Storms in the Solway Firth.

On the Solway it is different. No girl with a rose in her hair—no mandolin or guitar. Great music, dramatic, Wagnerian, full orchestra, trumpets, bassoons, cymbals and big drums—a man endowed with the life-boat spirit loves it—it appeals to him—it is the expression of great doings in the sky and sea, and the voice of the tempest. And you are right in it, one of the actors; up on the crest of a wave; banged down—with a thud that racks your body—down into a thirty-foot valley; smashed against the mast or tackle, rattling your bones; stung by the needle-like spray that blinds; drenched to the skin; numbed to the bone—doing your job, merry and bright. Only a privileged few are actors in this drama—only the few who dare. We endure this and smile. The Flying Dutchman, an impression of the sea by a Master—coloured lime-lights shine upon the stage as radiant sunshine. If blasts of wind and showers of water were shed, as a touch of realism, I fear there would be many vacant seats in the stalls.

I expect all life-boats have difficult bits of water to negotiate, somewhere in their locality, frequently at the entrance to the harbour. Our gamble is the shallow water on the bar in a southerly gale. Friends and well-wishers in the daylight rush to the Torrs Cliff to see us crossing the bar, and they get thrills when we disappear, blotted out from the seascape, enveloped in a thirty-foot wave. One of our crew, James Shackleton, remarked, in a Southerly gale: "I have never seen anything a patch on that"—and he had just returned from a voyage round the world in a small three-man yacht. Over the bar, clear of the boiling cauldron, into the deep blue water, we are with the good fairies, having escaped the demon king in his watery lair—for the moment.

All Round the Horn.

I enjoyed the service in the pulling boats. We had two stations—Balcarray, and the Lake. Nearly all the men of the crew had rounded the Horn in sailing ships—great lads. Jim Jardine—who was three days and three nights in an open boat, torpedoed during the



Mr. WILLIAM ROBSON.

For over twenty years a member of the Kirkcudbright life-boat crew.

(From an etching by the Cumberland artist, Mr. Joseph Simpson.)

war—could build a full-rigged ship and put it into a bottle. That was unique. Any other member of the crew would have found it quite easy to put a bottle or two bottles in a full-rigged ship.

The sailing and pulling boats have nearly all disappeared, and many of the men who formed their crews, with their chanties and yarns. In that class of boat you slipped over the crest of a wave, high and dry, and in comfort. In the motor boat of to-day you go bang into the wave awash—and enjoy all the consequences.

The twenty years—all too short—I have enjoyed in the service will remain a fond and cherished memory—the kindness from our local honorary secretaries, Mr. Campbell, who has left our district, and now Mr. Allan, whom we all revere; our coxswain, Mr. George

Parkhill, whom we proudly accompanied to Edinburgh to act as Guard of Honour to H.R.H. the Prince of Wales; and all the fine fellows I have sailed with, in sunshine and big seas. And lastly I would speak of the highest esteem we certainly all accord to the inspectors who visit the station, bringing along with them that sincerity and true regard for the boats and the men who sail them, and that care for every minute detail, making it so easy, 'mid the tempest and its horrors, to carry back the most precious cargo to the warmth and sunshine of life.

As time moves along and the years pass wonderful changes take place in the service, always for the best. But it possesses something that it will never seek to change—the undaunted spirit of the life-boatman.

The Life-boat.

[These verses on an unsuccessful life-boat launch, with their most dramatic ending, were written after a visit to the Kirkcudbright life-boat station by a company of five poets. Their names are recorded in the first stanza and their ages were from six to ten years.]

The life-boat she went out to sea
And inside her there were but we,
Biddy Paddy, John and Ant'
David, William Charles and Jan't.

Inside her, too, there was the crew,
Coxswain, helmsman and others too,
Gallant sailors full of dare
That sailed upon the ocean clear.

We found a wreck, the crew was drowned,
We went on deck and looked around,
We found a little lap dog true,
Its owners were drowned in the ocean blue.

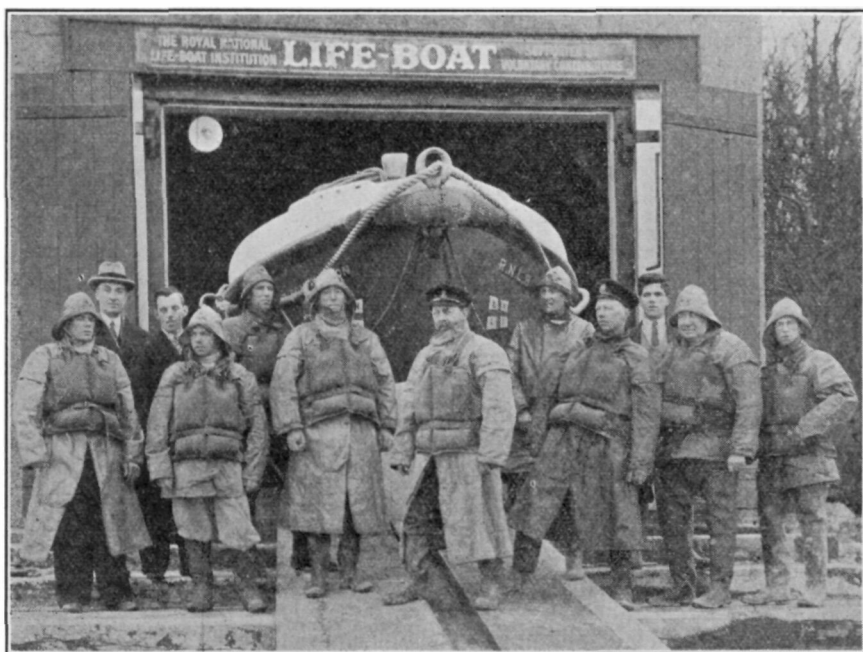
So we went home downhearted and sad
Because we had rescued none,
But the next morn we were spirited and glad
Because they'd been pirates, ever so bad.



By courtesy of]

'Simon Reid, Dumfries

COXSAIN GEORGE PARKHILL, OF KIRKCUDBRIGHT.



By courtesy of]

[Simon Reid, Dumfries

THE KIRKCUDBRIGHT LIFE-BOAT CREW.

Left to right : James Poland, A. Allan (honorary secretary), George Parkhill, Junr. (winchman), James Parkhill, A. J. Hastings, F. Gallacher (second-coxswain), George Parkhill (coxswain), J. Maxwell (signalman), Angus Fairweather (motor mechanic), Ian Wemyss (helper), William Robson, John Poland.

"Literature of the Life-boat."

IN October of last year a supplement to *The Life-boat* was published, written by Sir John Cumming, K.C.I.E., C.S.I., a vice-president of the Institution. The supplement, under the title of "Literature of the Life-boat," gave an account of all books and articles in periodicals on life-boat work from 1806 to 1936, which the Institution had in its library, or which Sir John Cumming had been able to discover elsewhere. During the past year he has discovered additional material and the record of this is being issued this month as Part II of "Literature of the Life-boat." It is arranged, like Part

I, under the heads of construction, organization and rescues. Further research has revealed many more tributes in verse. There is, unfortunately, not space for them in the new supplement, but it is hoped to include them in an anthology of life-boat verse to be published later.

A copy of Part II is being sent to all who asked for a copy of the original supplement. Of this the Institution still has copies, and it will be sent, with a copy of Part II, on application to any readers of *The Life-boat* who have not already asked for it and would like to have it.

Life-boat at Sea talks to London.

ON 22nd July last there took place the first telephone conversation between a life-boat at sea and the head office of the Institution in London. On that day the representatives of the Marconi International Marine Communication Co. visited the life-boat station on the Humber to test the radio telephony set which they had installed in the life-boat. By means of this set and

the land-line, Coxswain Robert Cross, when at sea, a mile and a half east of the Bull light-vessel, was able to ring up head office and have a conversation with the deputy chief inspector of life-boats. Each could hear the other clearly and there was no interference by the engines of the life-boat, which were running at 800 revolutions.

Portrait on the Cover.

THE portrait on the cover is of Coxswain William Hughes, of Porthdinllaen, Caernarvonshire, who was appointed coxswain in 1933. He was then a retired master mariner who had been brought up in coasting and deep-water

square-rigged sailing ships, and had been running to South American ports.

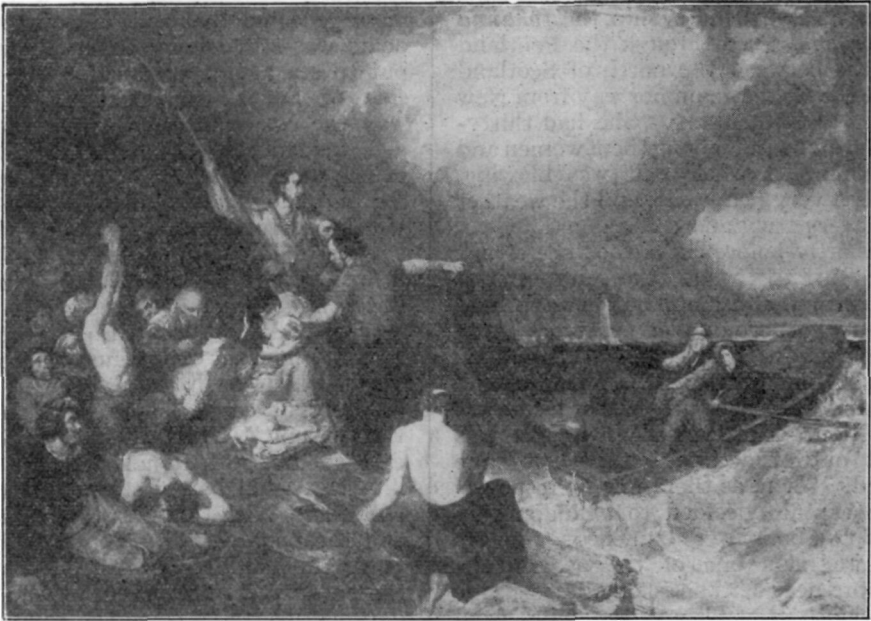
His photograph was taken by Mr. Hughes, manager of the National Provincial Bank, Nevin, and is reproduced by his kind permission.

Gift from a Whaling Ship.

A GIFT has been received of £15 3s. from the British members of the crew of the

whaling factory ship *Southern Empress* on her return from the Antarctic.

Life-boat Christmas Card and Calendar.



SEPTEMBER 7th, 1938, will be the hundredth anniversary of the rescue by Grace Darling and her father William Darling, of the Longstone Lighthouse, Northumberland, of the nine survivors of the Dundee steamer *Forfarshire*. The Institution has therefore chosen for its Christmas card this year, and its calendar for 1938, the painting of the rescue, by Thomas Musgrove Joy, which hangs in the Art Gallery in Dundee. The painting is the property of the Fraternity of Masters and Seamen in Dundee, and has been reproduced by their kind permission. The reproduction on both card and calendar will be in colours.

The card will be an eight-page card with the Institution's crest embossed on the outside; and inside, particulars of the painting and Christmas and New Year greetings. The price will be 4d. each, with envelope. If twenty-five or more are ordered, name and address can be printed under the greetings. The price with name and address printed will be 6d. each for quantities from twenty-five to fifty. If fifty or

more are ordered, no charge will be made for printing the name and address.

Owing to the customs duties, it will not be possible to print in names and addresses for the Irish Free State.

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

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

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

The Wreck of a Finnish Motor Ship.

Thirty Lives Lost in the Orkneys.

IN the early morning of 12th January, 1937, a Finnish motor ship, the *Johanna Thorden*, passed through the Pentland Firth, between the north of Scotland and the Orkneys, on her way from New York to Gothenburg. She had thirty-eight on board, among them women and children. A whole gale was blowing, with a very heavy sea, and the weather was very hazy and cold.

Shortly before six o'clock she struck the Tarf of Swona, the southernmost point of that island, but, as appeared from the accounts of survivors later, the captain believed that he was on the Pentland Skerries, between five and six miles to the south-east of his actual position. The vessel's wireless was put out of action, but rockets were fired. Then, as there was no response, the captain decided to abandon ship and two boats were launched. Shortly before noon one of the boats came ashore near Kirkness, on the east side of South Ronaldshay, ten miles from where the *Johanna Thorden* had been wrecked. She capsized when near the shore, and the thirteen men aboard her were thrown into the sea. Eight succeeded in getting ashore alive. This was six hours after the ship had struck.

Her rockets had not been seen by anyone at Swona, nor by any of the neighbouring look-out stations, on account of the very poor visibility. At Longhope, five miles away, flashes had been seen in the direction of Swona, but they had been taken for lightning.

Longhope Life-boat Launches.

At noon a message was received at Longhope from the coastguard at Broughness on South Ronaldshay: "Ship ashore east side of South Ronaldshay. Crew attempted to land in their own boat, which swamped. Some ashore, some drowned." The life-boat station asked for more information and the motor life-boat *Thomas McCunn* was launched at once. Twenty minutes later another message was received, this time from the Kirkwall coastguard, that she was not wanted, and she was recalled. Just as she was

returning to Longhope pier a third message came that one of the ship's boats was still missing. The life-boat put to sea again, making for the east side of South Ronaldshay. On his way the coxswain came across wreckage, remembered the flashes reported in the morning which had been taken for lightning, and followed up the wreckage, searching for survivors. The wreckage led him to the Tarf of Swona, where he found the *Johanna Thorden* almost submerged. He searched along the weather shore of Swona, and then went round to the lee shore, which he hailed, asking if any people had come ashore. The reply was "None." He then made for the east side of South Ronaldshay, but the life-boat could barely stem the strong ebb tide. With the heavy sea running and the poor visibility, it would have been impossible to see a boat more than a quarter of a mile away. When darkness began to come the coxswain, realizing the hopelessness of the search, made for Longhope, and arrived there at five in the evening.

Wick and Thurso Launch.

Meanwhile, just before four in the afternoon, the Wick life-boat station received a message from the Wick coastguard that a vessel was ashore on the Pentland Skerries and that one of her boats was missing. The motor life-boat *Frederick and Emma* was launched at once and searched the whole area of the Skerries, but found nothing. She returned to her station at 10 P.M.

An hour after the Wick life-boat had been called out, the Thurso station was informed by the Wick coastguard that the *Johanna Thorden* had struck the Lother Rock, which lies off the south-west of South Ronaldshay, three miles from the Pentland Skerries, where the Finnish captain had believed himself to be, and the same distance from the Tarf of Swona, where the wreck actually lay. The message continued that one boat had got ashore, but that another boat, with twenty-two men on board, two women and



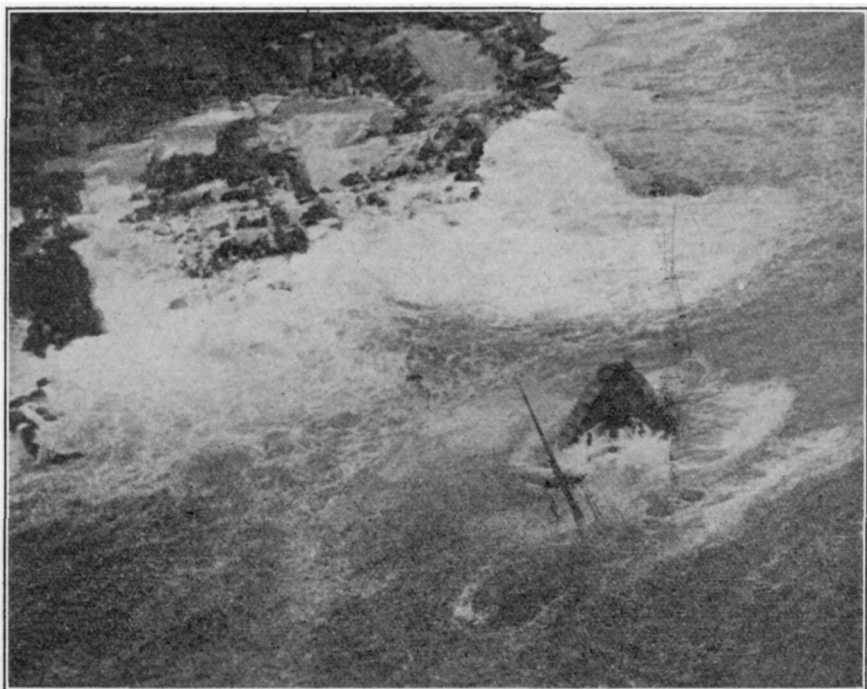
By courtesy of]

[The National Life-saving Association of Iceland

ON THE COAST OF ICELAND.

Rescue of the crew of the Grimsby trawler *Trocadero*, 6th September, 1936.

(See page 346.)



By courtesy of]

THE WRECK OF THE JOHANNA THORDEN.

[Daily Express

(See opposite page.)

two children, was still adrift, possibly in the Pentland Firth. The Thurso motor life-boat *H.C.J.* was launched at 6.10 P.M., and searched the western approaches to the Pentland Firth, but found nothing. She returned to her station at 11.40 that night.

The three life-boats had been out on the search altogether for sixteen hours.

The next day the missing boat and some bodies came ashore in Dingy-showe Bay, on the south side of Deerness, some eighteen miles from the wreck, and eight miles beyond the

point where the other boat had come ashore. Of the twenty-five who had been in her, all were drowned. Thirty lives had been lost of the thirty-eight on board the *Johanna Thorden*.

It was expected that a Fatal Accidents Enquiry would be held at Kirkwall, but after investigating the matter, the Procurator Fiscal decided that an enquiry was not necessary.

Rewards (already given in the last issue of *The Life-boat*): Longhope, £12 0s. 6d.; Wick, £18 16s.; and Thurso, £17 17s.

Services of the Life-boats.

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

Launches 102. Lives rescued 193.

April Meeting.

Aberdeen.—During the very bad storms from 21st January to 1st February the motor life-boat was launched three times, the pulling and sailing life-boat was launched once, and her crew assembled twice. The Institution's life-saving apparatus companies at North Pier and Torry were also assembled nine times.—Rewards: Silver and bronze medals, thanks inscribed on vellum, binocular glass, letters of thanks, and increased money awards. Total rewards, £170 7s. 9d.

(A full account of these services appeared in the last issue of *The Life-boat*.)

Broughty Ferry, Angus.—On the 30th January the crew of the Abertay light-vessel were rescued.—Rewards: Thanks inscribed on vellum and £9 12s.

(A full account of this service, appeared in the last issue of *The Life-boat*.)

Fishguard, Pembrokeshire.—During the morning of the 28th February the Great Western Railway local marine superintendent asked if the motor life-boat *White Star* would place a crew on board the railway's s.s. *St. Patrick*, which was lying at a mooring-buoy in the harbour. She had parted her cable and was being held only by a wire rope. A whole northerly gale was

blowing, with a moderate sea, and the life-boat was the only suitable boat available. She was launched at 11.50 A.M., and put the crew on board; she then anchored under the lee of the north breakwater, as it was impossible to rehouse her until the weather moderated. During the afternoon she was hailed and asked to take a crew to a Great Western Railway tug which also was lying in the harbour. This she did and was made fast to the stern of the tug for the night. The crew remained on board. Next day the weather moderated and the life-boat was rehoused at 6.15 P.M. The owners made a donation to the Institution.—Rewards, £7 7s.

Stromness, Orkneys.—At 11.50 P.M. on the 8th March the Kirkwall coastguard reported that distress signals had been seen off Mull Head, Papa Westray, and that the life-boat was wanted. The motor life-boat *J.J.K.S.W.* put out at 12.15 A.M. on the 9th. Meanwhile the vessel had gone ashore at Aikerness Holm, Westray, and the life-boat found her there at 5.30 A.M. The wind was light, but there was a heavy ground swell. The vessel was the steam trawler *Loch Buie*, of Aberdeen, homeward bound, with a crew of eleven on board. She had washed over the reef on which she had struck, and was lying in shallow water, leaking in the stokehold. Owing

to the darkness, and the outlying reefs, the life-boat had some difficulty in getting alongside, but she succeeded and rescued the eleven men. The skipper and engineer were put ashore at Westray and the others were taken back to Stromness, where the life-boat arrived at 11.45 A.M. She had been on service for eleven and a half hours.—Rewards, £23 17s.

Portrush, Co. Antrim.—At 7.52 A.M. on the 10th March the coastguard reported that the s.s. *Jeannette*, of Rotterdam, bound for Coleraine with a cargo of chemical manure, had been holed in trying to enter River Bann, and was making for Portrush escorted by two shoreboats. The wind was light, and the sea calm. It was found impossible to beach the *Jeannette* in the harbour or the bay, and it was decided to take her to Moville, Loch Foyle. The master asked for the motor life-boat *T.B.B.H.* to escort her, and she was launched at 10.12 A.M. She accompanied the *Jeannette* to Moville, and there the *Jeannette* was safely beached, her after-hold then being nearly three parts full of water. The life-boat crew went ashore and had a meal before returning home, and the life-boat eventually arrived back at her station at 5.15 P.M.—Rewards, £11 19s. 9d.

Portaskaig, Islay.—During the morning of the 11th March the mail steamer *Pioneer*, of Glasgow, left Portaskaig for West Loch Tarbert. She had mail and twenty-two persons on board. When she was about eight miles east of Macarthur's Head lighthouse her engines broke down, and she signalled for help. A strong east gale was blowing, with a very heavy sea and showers of snow. The signals were seen by the coastguard, and the motor life-boat *Charlotte Elizabeth* was launched at noon. She found the *Pioneer* drifting. The master dropped anchor, but she continued to drag until a second anchor was dropped. Two other steamers arrived, but as the *Pioneer* was in a dangerous position the life-boat stood by. She put back to her station at 12.50 A.M. on the 12th to refuel, and set out again at 1.30 A.M. She continued to stand by until the

Pioneer had repaired her engines, and finally returned to her station at 9.30 A.M., twenty-one and a half hours after she had first put out. The owners expressed their thanks and made a donation to the Institution and a gift of money to the crew.—Rewards, £34 5s.

Whitby, Yorkshire.—The fishing fleet put to sea early in the morning of the 11th March, but the weather got bad, and by 11 A.M. all but three boats had returned. A strong east breeze was blowing, with a heavy sea and heavy showers of snow. The motor life-boat *Margaret Harker Smith* was launched at noon, when the motor fishing boat *Gallilee* could be seen off the harbour, and escorted her in through the dangerous entrance. She put off again and this time brought in the *Victory*. She was then moored to the Fish Quay until 2.45 P.M., when the third boat, the *Provider*, was seen, and going out for the third time she escorted her in. She returned to her station at 3.30 P.M.—Rewards, £9 4s. 6d.

Scarborough, Yorkshire.—During the afternoon of the 12th March the weather got very bad, and several of the local boats at sea returned to harbour. One boat, the *Margaret*, was still to come, and the motor life-boat *Herbert Joy II* was launched, at 4.35 P.M. A moderate E.S.E. breeze was then blowing, with a very rough sea, and visibility was poor, owing to heavy rain. After the life-boat had been at sea for half an hour the coastguard signalled that the *Margaret* was approaching. The life-boat met her about a mile to the N.E., escorted her safely into harbour, and returned to her station at 5.40 P.M.—Rewards, £19 9s.

Clovelly, Devon.—Shortly before half-past eight in the morning of the 14th March the Hartland Point coastguard telephoned that a small cabin cruiser was flying what appeared to be a large red flag, and was drifting S.W. two miles from Hartland Point. She was the motor vessel *Lerina*, of Instow, with a crew of three on board, taking stores to Lundy Island. Her engine had broken down. A strong N.N.E.

breeze was blowing, with a heavy sea, and the weather was thick and cold. The motor life-boat *City of Nottingham* was launched at 8.30 A.M., and found the *Lerina* off Bude, with two small sails set. The life-boat hailed her and was asked by the master to stand by, as he was trying to make Padstow. Later on the life-boat took her in tow, and Padstow was reached at 4.20 P.M. The life-boat arrived back at Clovelly early in the morning of the 15th, but could not be rehoused until 5.30 A.M. owing to low water and heavy seas.—Property Salvage Case.

Southend-on-Sea, Essex.—At 9.55 A.M. on the 15th March a message was received that a barge about half a mile south of Low Way buoy had been dismantled. A west breeze was blowing, with a very rough sea. The reserve motor life-boat *J. B. Proudfoot*, on temporary duty, was launched at 10.15 A.M., and found the barge to be the *Norseman* with two men on board. All her sailing-gear was over the side. She towed her into safety, and returned to her station at 3.35 P.M., but owing to the heavy seas, could not be rehoused until 6 P.M.—Property Salvage Case.

Ballycotton, Co. Cork.—At 11.50 A.M. on the 16th March the Civic Guard telephoned that a man had reported a sailing vessel in difficulties in Ballycroneen Bay. A moderate southerly gale was blowing, with a very heavy sea and squalls of rain. The motor life-boat *Mary Stanford* was launched at noon, shipping very heavy seas on her way to the bay. Three miles W.S.W. of Ballycotton lighthouse she found the motor ketch *Garlingstone*, of Milford Haven, trying, with the help of her auxiliary engine, to beat out of the bay. The life-boat stood by while she managed slowly to get away from the shore, and kept with her until she was about three miles out. The *Garlingstone* was then out of danger and the life-boat made for her station, arriving at 3 P.M.—Rewards, £7 7s. 6d.

Lytham-St. Annes, Lancashire.—Early in the afternoon of the 16th March the auxiliary yacht *Chantecler*, of Lytham, broke away from her moorings. A strong east breeze was blowing, with a

moderate sea. As no one was on board the yacht, the motor life-boat *J.H.W.* was launched at 2.45 P.M. to secure her. She found that she had grounded about two and a half miles west of the pier, and returned to her station at 4.30 P.M. to wait until flood tide. At 11.30 P.M. she put out again, towed the yacht back, and returned to her station at 2 A.M. on the 17th.—Property Salvage Case.

Appledore, Devon.—During the evening of the 16th March Croyde coastguard reported that a vessel between Morte Point and Lundy Island was burning flares. A moderate and increasing south breeze was blowing, with a moderate sea. The vessel was the motor fishing boat *Kenilworth Castle*, of Ilfracombe, which had left Appledore for Ilfracombe earlier in the evening with two men on board. Her engine had broken down and, having no sails or oars on board, she was drifting, helpless. The motor life-boat *V.C.S.* was launched at 8.2 P.M. and found her four miles N.N.E. of Baggy Point. She towed her into Ilfracombe, arriving at 11.35 P.M., and it was decided that the life-boat should not return to Appledore immediately, as she had damaged her steering-gear. She was taken back to her station on the 19th.—Rewards, £36 2s. 7d.

Teignmouth, Devon.—At 3.25 P.M. on the 17th March the coastguard reported that a small boat, with one man on board, had been carried out of the harbour by the strong ebb tide, and was in difficulty. A strong S.S.W. breeze was blowing, with a rough sea and heavy rain. The pulling and sailing life-boat *Henry Finlay* put out at 3.30 P.M. and found the boat about three miles S.E. of Teignmouth. The man was rescued, but his boat was smashed in the heavy seas, and had to be abandoned. The life-boat returned to her station at 5 P.M.—Rewards, £14 12s.

Holyhead, Anglesey.—On March 22nd the motor life-boat *A.E.D.* rescued 59 men from the s.s. *Marie Moller*, of Shanghai, when she was on fire.—Rewards, £10 18s. 6d. (A full account of this service appeared in the last issue of *The Life-boat*.)

Holy Island, Northumberland.—On the morning of the 25th March the coastguard reported that a small boat belonging to the tug *Dunelm*, with a boy on board, was drifting seawards from the harbour. A N.N.W. breeze was blowing, with a rough sea on the bar. At 9.30 P.M. the motor life-boat *Milburn* was launched, and after searching for a short time she found the boat in difficulties near rough water. She towed it back to harbour and returned to her station at 10.30 P.M.—Rewards, £15 7s. 6d.

Filey, Yorkshire.—The pulling and sailing life-boat *Hollon the Third* was launched at 7.55 A.M. on the 26th March, as two fishing cobs were at sea in a dangerous position and the weather had got bad. A moderate north breeze was blowing, with a very rough sea. The life-boat met the cobs a little north of Brig End, escorted them into harbour, and returned to her station at 10 A.M.—Rewards, £15 14s. 6d.

Appledore, Devon.—During the afternoon of the 29th March the motor barge *Invincible*, of Appledore, was swamped when between Middle Ridge and Bar Buoy in the Torridge estuary. She carried a crew of three, and was bound for Appledore, laden with sand. The Westward Ho coastguard reported that she was flying distress signals, and the motor life-boat *V.C.S.* was launched at 4.40 P.M. She found the barge submerged, rescued the three men, one of whom had been injured by being thrown against the companion by a heavy sea, and returned to her station at 5.5 P.M.—Rewards, £9 6s. 9d.

Flamborough, Yorkshire.—At about 10 P.M. on the 2nd April the coxswain received information of a steamer blowing, and believed to be ashore. The weather was very foggy and a S.E. wind was blowing, with a heavy swell. Searchers found the vessel about a mile and a half west of the station, and the No. 2 pulling and sailing life-boat, *Jane Hannah MacDonald*, was launched at 10.45 P.M. She was rowed to the position and there found the motor vessel *Reja*, of Groningen, carrying a crew of about six, and bound with a cargo of scrap-iron from London to Grangemouth. The life-boat stood by

until 5 A.M. on the 3rd and then ran out a kedge anchor with 150 yards of wire rope. At 8 A.M. the *Reja* was successfully refloated and anchored in the bay. The life-boat returned to her station again at 9 A.M.—Property Salvage Case.

Thurso, Caithness-shire.—The Grimsby trawler *Thomas Thresher*, bound for Iceland, put into Scrabster harbour at 9 P.M. on the 2nd April to get medical attention for one of her crew. She left again at 11.15 P.M. and shortly after ran ashore on Holborn Head. A moderate S.E. breeze was blowing, with a rough sea, and visibility was poor. The *Thomas Thresher's* signals were seen, and the motor life-boat *H.C.J.* put out at 12.10 A.M. on the 3rd. She found that the trawler had refloated, but had gone aground again on Scarf Rock. The life-boat took off nine of the crew, but the captain and four others stayed on board. With the life-boat's help the trawler refloated. She was leaking badly, but managed to get into Scrabster, with the life-boat in attendance. The life-boat stood by until she was safely moored, and returned to her station at 2.45 A.M. The Grimsby Steam Fishing Vessels Mutual Insurance and Protecting Co., Ltd., made a donation to the Institution.—Rewards, £10 4s.

Galway Bay, Co. Galway.—On the night of the 3rd April a doctor asked for the services of the motor life-boat *William Evans* to take a patient to the mainland for an immediate operation. A moderate east breeze was blowing, with a moderate sea, and the weather was thick. The life-boat put off at 9 P.M., landed the patient at Galway, where an ambulance was waiting, and arrived back at her station at 4.30 A.M. on the 4th.—Expenses paid by the County of Galway Board of Health.

Port Erin, Isle of Man.—At 3 A.M. on the 4th April the coastguard reported that a steamer off the Calf of Man was sounding her siren, as if in distress. The wind was light and the sea smooth, but there was a very thick fog. The motor life-boat *Ethel Day Cardwell* was launched at 3.30 A.M. and found the s.s. *Ben Varrey*, of Ramsey, making for Port Erin, going very slowly. She

was bound from Garston for Peel with a cargo of coal, but had struck the Stack Rock and was leaking badly. The life-boat escorted her into harbour, and returned to her station at 4.20 A.M.—Rewards, £13 16s.

Humber, Yorkshire.—At 7.38 P.M. on the 6th April the Donna Nook coast-guard reported that a vessel was ashore north of Donna Nook beacon. A gentle breeze was blowing, with a slight swell, but there was a very dense fog. The motor life-boat *City of Bradford II* was launched at 8.15 P.M., and feeling her way through the fog, found the steam trawler *Sir John Lister*, of Hull, hard aground on Haile Sand, with her head to sea. The life-boat stood by, and later she ran out an anchor from the trawler. The trawler then heaved on it with her winch and hauled herself off into deep water. Owing to the dense fog, the master decided to remain at anchor, and as the trawler was no longer in danger, the life-boat made for her station. She got back at 1.30 A.M. on the 7th.—Property Salvage Case.

Portpatrick, Wigtownshire.—At 3.20 A.M. on the 6th April the coastguard telephoned that a vessel was ashore N.E. of Crammag Head. The wind was light and the sea smooth, but there was a thick fog. The new motor life-boat *Jeanie Speirs* was launched at 3.45 A.M., and found the s.s. *Lairdsbank*, of Glasgow, on the rocks. The *Lairdsbank* was bound laden from Londonderry for Heysham and carried a crew of twenty-two. At the master's request the life-boat took off seven men, and stood by while an attempt was made to refloat her. The attempt was unsuccessful, and the life-boat returned to her station at 11 A.M. to refuel and land the seven men. At 12.45 P.M. she put out again. She took off one more man, stood by for some hours until the *Lairdsbank* refloated, and returned finally to her station at 10.10 P.M. She had been at sea for nearly seventeen hours.—Rewards, £23 7s. 6d.

Yarmouth, Isle of Wight.—At 9.55 P.M. on the 6th April the coastguard reported that a steamer was ashore three-

quarters of a mile west of St. Catherine's Point. She was the Italian *Luigi Accame*, of Genoa, bound with a cargo of iron ore from Bona to Rotterdam, and carrying a crew of twenty-nine. She had gone aground in thick fog and was badly holed. A light southerly breeze was blowing, with a heavy swell, and visibility was nil, owing to fog and rain. The motor life-boat *S.G.E.* was launched at 10.15 P.M., and found the *Luigi Accame* aground at Rocken End, waterlogged. The crew were just getting the ship's boats away. They were taken into the life-boat, which returned to her station at 5.15 A.M. on the 7th. The *Luigi Accame* was refloated about two months later. The Italian Consul sent a letter to the coxswain, expressing the thanks of the Italian Government, and the Institution also sent a letter of appreciation. The owners made a donation of £25 to the Institution.—Rewards, £8.

Selsey, Sussex.—At about 8.25 A.M. on the 8th of April the coastguard reported that the fishing boat *L.I.47* had capsized about two miles W.S. W. of Selsey Bill, and that another fishing boat was near - by. A squally W.S.W. breeze was blowing, with a slight swell, and visibility was very poor, owing to fog banks and rain squalls. The motor life-boat *Canadian Pacific* was launched at 8.40 A.M. and found that the two men who had been thrown into the sea from the capsized boat had been rescued by the other fishing boat. One of the men was ex-Coxswain Frederick Barnes, of the Selsey life-boat, aged 67, and the other was 80 years old. The life-boat towed the boat with rescuers and rescued back to Selsey, and then went out again and towed in the capsized boat. She arrived back at her station at 10.30 A.M.—Rewards, life-boat £5 17s. 6d., shoreboat £2, and 2s. 6d. for fuel used.

Dungeness, Kent.—During the night of the 9th April a message was received from the Royal Naval Shore Signal Station, Dungeness, that a large steamer was ashore near the point. She was the s.s. *Anversville*, of Antwerp, with about 200 persons on board, and was bound for the Belgian Congo. A fresh

S. by E. breeze was blowing, with a choppy sea. The No. 2 motor life-boat *Charles Cooper Henderson* was launched at 11.40 P.M., and found the *Anversville* listing to port, and in danger of capsizing with the ebbing tide, as she was on the edge of a bank. She stood by all night, and at 9.5 next morning the *Anversville* was refloated by tugs. The life-boat returned to her station at 9.15 A.M., having been on service for over nine and a half hours.—Rewards, £32 9s. 6d.

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

Portaskaig, Isle of Islay.—9th February. A trawler had struck a reef off Ardbeg, but a coasting steamer picked up her crew.—Rewards, £7 2s.

Kingstown, Co. Dublin.—11th March. A schooner had gone aground, but became high and dry when the tide ebbed.—Rewards, £8.

Fraserburgh, Aberdeenshire.—11th–12th March. The steam trawler *Belgaum*, of Reykjavik, wirelessly for a doctor, but in the heavy snow she could not be found.—Rewards, £16 11s. 6d.

Portpatrick, Wigtownshire.—12th March. The motor life-boat *J. and W.* was launched at 1.30 P.M. as the coast-guard had reported that a vessel in Luce Bay was flying distress signals. A strong S.E. gale was blowing, with a very heavy sea and a blinding snow-storm. The life-boat searched for some hours without finding any sign of a vessel in distress, and put in to Portwilliam for further information. It was learned that the s.s. *Fermanagh*, of Belfast, had grounded in Auchenmalg Bay, about six miles north, and did not then want any help. The life-boat therefore set out for her station, and arrived at 12.30 A.M. on the 13th, having been on service for eleven hours. A letter of appreciation was sent to the branch.—Rewards, £19 15s. 6d.

Campbeltown, Argyllshire.—12th March. A steamer had gone ashore, but got off.—Rewards, £15 18s.

Falmouth, Cornwall.—16th March. An obsolete destroyer had driven

ashore, but the watchman aboard her got ashore without help.—Rewards, £6 17s. 6d.

Penlee, Cornwall.—25th March. The engine of a fishing boat had broken down, but the boat was towed in by another fishing boat.—Rewards, £21 8s.

Sheringham, Norfolk.—On the 27th March, at the request of the Chief Constable of Bedfordshire, the motor life-boat *Foresters Centenary* put out to search for the Duchess of Bedford who, some days before, had set out on a short trip by aeroplane, alone, and had not returned. A wide search for her by land had already been made without success, and on March 24th two Sheringham fishing boats found pieces of wood, four miles off Sheringham, which were part of an aeroplane of the type which the Duchess was piloting. The life-boat searched for seven hours and found nothing. Some days later parts of an aeroplane which were definitely identified as the Duchess's were found at sea. The Duke of Bedford made a donation to cover the rewards.—Rewards, £23 8s. 3d.

Plymouth, Devon.—9th April. A yacht was overdue, and the life-boat searched for her, but could not find her, as she had no lights. The owner sent a letter of thanks and a donation.—Rewards, £9 1s.

May Meeting.

Ramsgate, Kent.—At 10 A.M. on the 7th April the motor life-boat *Prudential* put out for her monthly practice run. A moderate S.W. breeze was blowing, with a moderate sea. The life-boat made towards the Brake light-vessel, on the Goodwin Sands, and saw a vessel at anchor near the Middle Brake. She was flying a Dutch ensign at half mast, and flames were seen coming through the hatchway. The life-boat went to her and found her to be the auxiliary yawl *Valross*, bound, with two persons on board, from Denmark to Dover. Her engine had broken down and she had anchored. Later her propeller had become fouled and a faulty petrol-feed pipe had caught fire. The life-boat

towed her in to Ramsgate harbour, and returned to her station at 11.20 A.M.—Rewards, £2 10s.

Ramsgate, Kent.—During the morning of the 10th April the Brake light-vessel, on the Goodwin Sands, reported, through the coastguard, that a steamer was aground about a mile and a half E. half S. from her. A moderate S.S.W. breeze was blowing, with rain showers. The sea was smooth. The motor life-boat *Prudential* was launched at 11.54 A.M., and found the s.s. *Südsee*, of Bremerhaven, at anchor about three miles E. by S. of the light-vessel. She had hit the sands, but had screwed off into deep water again. The life-boat stood by for some time, while the *Südsee* hove up her anchor and got clear of the sands. She returned to her station at 3.20 P.M.—Rewards, £5 8s.

Anstruther, Fifeshire.—At 6.20 A.M. on the 13th April the coastguard telephoned that an SOS had been received from a vessel ashore on May Island. She was the steamer *Island*, of Copenhagen, bound, with about sixty-seven passengers and crew on board, from Copenhagen for the Faroes and Iceland. She had struck in a bad position on the S.E. side of the island, and was making water. The motor life-boat *Nellie and Charlie* was launched at 6.38 A.M., and reached the steamer about half an hour later. She took off twenty-five passengers and landed them at Anstruther at 8.45 A.M. At 10 A.M. she put out again, taking back two men, members of a scientific expedition, who had valuable apparatus and records on board, and who wanted to see to the recovery of them. She took off two more passengers and the greater part of the passengers' luggage, and returned to Anstruther at 12.45 P.M. The captain of the *Island* had asked the life-boat to return to him, and so at 1.55 P.M. she put out for the third time. She found that the Fishery Board cruiser *Brenda* had arrived some time earlier and was taking off the remaining passengers, crew and mail-bags. The life-boat stood by, and later took the captain, mate and two of the crew of the wrecked steamer from the *Brenda* and landed them on May Island. She then

made for home and arrived at her station again at 6.10 P.M.—Rewards, £5 19s and Property Salvage Case.

Aberdeen.—At 9.27 P.M. on the 15th April the Gregness coastguard telephoned that a vessel was in distress off Berryhill. A later message said that she was about a mile N.E. of the Bridge of Don, apparently aground, and was firing rockets. A moderate easterly breeze was blowing, with a moderate sea, and the weather was thick. The No. 1 motor life-boat *Emma Constance* was launched at 9.50 P.M., and found the vessel to be the steam trawler *Paul Rykens*, of Aberdeen, on her way home from Iceland. She carried a crew of thirteen. The life-boat anchored, veered in, and passed two lines to her. The master said that he wished to remain on board, and asked the life-boat to stand by. This she did. On the flood tide she took on board a tow-rope from the trawler, and after about an hour, with both vessels working their engines, the trawler was refloated. During the whole of this time heavy breaking surf was washing the trawler's decks. She made for Aberdeen under her own steam, and the life-boat returned to her station, arriving there at 2.30 A.M. on the 16th.—Property Salvage Case.

Whitby, Yorkshire.—At about 9 A.M. on the 25th April the motor fishing coble *Enterprise*, with a crew of three, put to sea. A stiff breeze was blowing, and the sea was moderate. During the morning the sea rose rapidly, and made the entrance to the harbour very dangerous for a small coble. At about 11.30 A.M. the *Enterprise* was seen about three miles northward, and the No. 2 pulling and sailing life-boat, *Jacob and Rachael Vallentine*, put out to meet her. When rowing out of the harbour the life-boat shipped some big seas, and an oar was broken. She lay to for about half an hour and then rowed out, met the *Enterprise*, and handed life-belts to her crew. She escorted her safely into harbour, and returned to her station at 1.45 P.M.—Rewards, £8 18s.

Margate, Kent.—At about 9.50 A.M. on the 25th April the coastguard telephoned that a motor yacht was in



By courtesy of]

[G. M. Cowie, St. Andrews

RESCUED FROM A DANISH STEAMER.

Miss Anne Lise Verndal and her mother. Twenty-seven in all were rescued by the Anstruther motor life-boat.

(See opposite page.)



By courtesy of]

[Southend Standard

A LAUNCH AT SOUTHEND-ON-SEA.

Going to the rescue of the barge *Norseman* on March 15th, 1937.

(See page 332.)

trouble and was drifting ashore. She was the *San Toy*, of London, bound there from Ramsgate, with a man and a boy on board. Her engine had broken down, and her propeller fouled, and she was drifting towards the rocks. A strong E.N.E. breeze was blowing, with a rough sea. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 10.5 A.M. and found the *San Toy* about a mile east of Margate pier. She put two men on board and towed her into safety. In boarding the yacht one of the men fell into the sea, but he was not hurt and was quickly hauled back into the life-boat. The yacht was moored in the harbour, and the life-boat returned to her station at 10.35 A.M., although she could not be rehoused until 4.15 P.M. on account of the rough sea.—Property Salvage Case.

Gourdon, Kincardineshire.—At about 9 A.M. on the 2nd May the coastguard reported that a motor vessel was ashore near Johnshaven. A gentle south breeze was blowing, and the sea was smooth, but there was a dense fog. The motor life-boat *Margaret Dawson* was launched at 9.15 A.M., and found the motor vessel *Dr. Colyn*, of Delfzyl, bound from Rotterdam to Aberdeen with a cargo of superphosphate, ashore opposite the north end of Johnshaven village. The life-boat stood by for some time and, as the *Dr. Colyn* was not in immediate danger, returned to Gourdon at 11.35 A.M., so that the men could get dry clothes and provisions. She put out again at 2.15 P.M., and stood by until the *Dr. Colyn* refloated, under her own power, at 6.53 P.M. The life-boat then got a rope on board and kept her from regrounding until she got an anchor secured. The life-boat escorted her towards Aberdeen until the master said that he was not in need of further help, and returned to her station at 8.15 P.M.—Rewards, £19 18s. 6d.

Dungeness, Kent.—At 7.25 A.M. on the 8th May news was received from the coastguard that an S O S had been sent out by a steamer twelve miles S.W. by W. from Dungeness. She was the London steamer *Willesden*, a vessel of 4,881 tons, carrying a crew of twenty, and bound, laden from Antwerp to

Spain. The motor life-boat *Charles Cooper Henderson* put out at 8 A.M., the weather being foggy, with a moderate sea and a light E.N.E. wind. The *Willesden*—which had been in collision with another British steamer—the *Thistleleglen*—was badly holed, with water in the stokehold and engine-room. Two boats were over the side with part of the crew in them. Sixteen men were taken into the life-boat. Later tugs arrived and, with the help of the life-boat, got the *Willesden* in tow and beached her at Jury's Gap. Her crew then returned to her. The life-boat left, reaching her station again at 10.30 P.M.—Property Salvage Case.

Lowestoft, Suffolk.—On the morning of the 10th May signals of distress were seen by the coastguard, and the reserve life-boat *City of Bradford I*, on temporary duty at the station, was launched at 10.18 A.M. Visibility was poor, and a light E.S.E. wind was blowing, with a moderate ground swell. The life-boat found a motor boat, belonging to H.M.S. *Fitzroy*, engaged on survey work. She had been badly holed by striking a submerged groyne, and her crew of eight men were trying hard to keep her afloat. Some of the life-boat crew went aboard to help in the work of baling. The leak was stopped as far as possible with canvas and sacking, and, lashed to the life-boat, the motor boat was taken to Lowestoft, where she was handed over to H.M.S. *Fitzroy*. The life-boat returned to her station at 11.30 A.M.—Rewards, £14 10s.

The Humber, Yorkshire.—The motor life-boat *City of Bradford II* was launched at 10.30 A.M. on the 11th May in response to a message received from the Humber Conservancy that a vessel had collided with the Bull light-vessel during a fog. The sea was moderate, with a fresh E.N.E. wind blowing. The life-boat found that the light-vessel had been damaged, but above the water-line. She returned and reported to the Conservancy.—Permanent paid crew.

Southend-on-Sea, Essex.—At 12.30 A.M. on the 18th May the life-boat station received information from the pierhead that flares had been seen

from the lower end of the Nore Sands. The sea was rough, with a fresh wind blowing. The reserve motor life-boat *J. B. Proudfoot*, on temporary duty at the station, put out at 1 A.M. and found the motor yacht *Evadne*, of Glasgow, ashore, with a party of ten people on board. As the yacht was bumping badly, five women were taken off and landed at Southend pier. Returning to the stranded yacht, the life-boat stood by until she refloated, but her engine would not work, so the life-boat towed her to a safe anchorage by the pier.—Property Salvage Case.

Great Yarmouth and Gorleston, Norfolk.—The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 12.56 A.M. on the 20th May in response to signals from the *St. Nicholas* light-vessel which had been seen by the coastguard. A light S.S.E. breeze was blowing, with a swell on the sands, and the weather was foggy. The light-vessel reported that a vessel was aground to the N.E. by E., and the life-boat found the motor vessel *Ferrocrete*, of London, aground on Scroby Sands, with a crew of five aboard. The master decided to try and get off on the flood tide, and the life-boat stood by. The *Ferrocrete* refloated unaided and went into Yarmouth Roads. The life-boat returned to her station at 5.30 A.M.—Rewards, £19 6s.

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

Donaghadee, Co. Down.—7th April. A report had been received of a collision off Blackhead, and the life-boat had gone to Blackhead, Co. Antrim. It was then found that it was Blackhead, Wigtownshire, on the Scottish coast. On arriving there, the life-boat found only wreckage. She put into Portpatrick, and there learned that one steamer had foundered, but the other had rescued all except two of her crew. The owners made a donation of £10 to the Institution.—Rewards, £11.

St. Peter Port, Guernsey.—13th April. A motor vessel had collided with the beacon on Platte Rock, but must have gone on her way, as she could not be found.—Rewards, £9 1s.

The Humber, Yorkshire.—14th April. Two steamers had been in collision twenty miles away, but could not be found in a dense fog. One foundered, her crew being rescued by a near-by steamer, and the other, although leaking, reached the Humber.—Permanent paid crew ; Rewards, 9s.

Thurso, Caithness-shire.—15th-16th April. A fishing boat was missing, but could not be found. Next day she was reported ashore, upside-down, at Dunnet Head. There the life-boat found her, but no trace of her crew.—Rewards, £7 12s. and £9 17s.

Arranmore, Co. Donegal.—16th April. A small boat with a crew of two had been reported drifting on to the rocks. The boat had gone ashore and the men had been rescued before the life-boat arrived.—Rewards, £7 11s.

Weymouth, Dorset.—19th April. A small yacht had stranded on the break-water, but was towed off by a motor launch.—Rewards, £8 15s.

Troon, Ayrshire.—28th April. A large steamer had stranded a mile north of Dunure, but got off just as the life-boat arrived, and did not want any help.—Rewards, £4 10s. 6d.

The Humber, Yorkshire.—29th April. A steamer reported by wireless that she had been in collision with the *Bull* light-vessel, but the life-boat found that the light-vessel did not need help.—Permanent paid crew.

Ramsgate, Kent.—1st May. A yacht had capsized, but a motor boat picked up the crew.—Rewards, £4 8s.

Peterhead, Aberdeen.—2nd May. A telephone message was received from a man that he had heard on his wireless receiver a trawler calling Wick Radio to get into touch with the life-boat, as another trawler was ashore north of Buchan Ness. The trawler was found to be in no immediate danger and refloated later.—Rewards, £10 3s.

Stornoway, Island of Lewis.—5th May. Two fishing boats from Bayble were out and anxiety was felt for them, but they got to safety unaided.—Rewards, £4 7s. 6d.

Shoreham Harbour, Sussex.—11th May. It was reported that rockets had been seen and that a boat was in difficulties, but nothing could be found.—Rewards, £11 4s.

Cromer, Norfolk.—12th May. A steamer had stranded, but got off unaided.—Rewards, £8 14s.

Cromer, Norfolk.—13th May. A French steamer had been in collision with the Cromer Knoll light-vessel, but a Trinity House steamer had gone to her help.—Rewards, £8 14s.

Lowestoft, Suffolk.—17th May. A boat belonging to a Government ship engaged on survey work had got into difficulties, but a fishing boat took her in tow.—Rewards, £14 10s.

Anstruther, Fife.—18th May. A vessel had gone ashore near Fife Ness, but got off again.—Rewards, £5 16s.

June Meeting.

Dungeness, Kent.—At 1.50 P.M. on the 21st May a local boatman reported a small motor yacht in difficulties. A moderate W.S.W. gale was blowing, with a rough sea. The yacht was the *Hyperion*, of Harwich. She had been taken in tow by a Dutch motor yacht, the *Vigilanter*, of Rotterdam, but when they were about half a mile off the lighthouse she had broken adrift and her mast had carried away. The motor life-boat *Charles Cooper Henderson* was launched at 3 P.M. She found the *Hyperion* waterlogged and swept by heavy seas. Her crew of two had been taken on board the *Vigilanter*, and the only man on board the *Hyperion* was one of the *Vigilanter's* crew. The life-boat rescued him. In the lee of Dungeness Point she returned him to the *Vigilanter*, took on board the two men of the *Hyperion*, and, after picking up their yacht, returned ashore at 4.25 P.M.

The Institution sent a letter to the coxswain, D. Oiller, expressing appreciation of this smart service, and an increase in the usual money award on the standard scale was granted to him and to each member of the life-boat crew.—Rewards, £14 18s. 6d.

Bembridge, Isle of Wight.—The motor life-boat *Langham* was launched at 11.22 A.M. on the 22nd May, as information had been received through the coastguard that the yacht *Bendilow*, of Portsmouth, was in a dangerous position near Sandown pier. A moderate S.S.W. gale was blowing, the sea was very heavy, and sleet was falling. The life-boat reached the *Bendilow* at 12.15 P.M., rescued her crew, two men and a woman, and landed them at Bembridge at 2.25 P.M.—Rewards, £5 5s. 6d.

Port St. Mary, Isle of Man.—On the morning of the 26th May the motor vessel *Ross*, of Newcastle-on-Tyne, bound from Glasgow to Liverpool, ran on the rocks on the north side of the Calf of Man. She had a crew of twenty-six, seven passengers, and a cargo of grain. The sea was calm and there was no wind, but there was a thick fog. A Port Erin fisherman reported the wreck, and the motor life-boat *Sir Heath Harrison* was launched at 8.30 A.M. She took off the seven passengers, and then stood by until 11.15 A.M., when the *Ross* floated off. She was badly holed, but, with the life-boat escorting her, was able to get to an anchorage in Port Erin bay. There the life-boat landed the passengers, and reached her station again at 2 P.M.—Rewards, £11 7s.

Cloughy, Co. Down.—During the night of the 2nd June a small yacht was seen to be in difficulties off North Rock, and the motor life-boat *William Maynard* was launched at 11.5 P.M. There was no wind, and the sea was smooth. The life-boat found the yacht *Silveium*, with two men on board, aground among the North Rock group with her rudder jammed. She stood by and the *Silveium* floated off on the rising tide, but her owner found that he could not clear the rocks, and asked for a tow to a safe anchorage. The life-boat towed the yacht into Cloughy bay, and returned to her station at 3.15 A.M.—Rewards, £13 15s. 6d.

Staithes, Yorkshire.—Early on the morning of the 3rd June five local fishing cobs put out to the fishing ground to haul crab pots. The weather was fine, but there was a strong sea

running. The sea increased until there was considerable risk to the cobsles in making harbour, and the pulling and sailing life-boat *John Anthony* was launched at 9.45 A.M. She stood by until all the cobsles had got safely in, and returned to her station at 11.30 A.M.—Rewards, £7 15s.

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

Watchet, Somerset.—11th May. A boat from the s.s. *Niord*, of Gothenburg, had tried to reach the harbour in a N.E. gale. She got into difficulties, but made Minchhead without help. Later the life-boat put the men back on their ship.—Rewards, £18 7s.

Fraserburgh, Aberdeenshire.—18th May. A search was made for a fishing boat which had been last seen twenty-seven miles to the N.N.E. She could not be found, but she made Buckie safely next morning.—Rewards, £9 13s.

Bembridge, Isle of Wight.—21st May. A small yacht had been seen apparently in difficulties, but she entered Chichester Harbour without help.—Rewards, £4 13s.

Ramsgate, Kent.—21st May. A steam trawler had been reported ashore on the Brake Sands, but she had refloated and gone on her way.—Rewards, £5 8s.

Holyhead, Anglesey.—22nd May. A small boat had been lost sight of during a squall. She had got ashore in a small cove.—Rewards, £4 7s. 6d.

Kirkcudbright.—24th May. A yacht had been disabled by an engine breakdown, but her crew had beached her and got safely ashore.—Rewards, £4 19s.

Bembridge, Isle of Wight.—26th May. A small yacht had been reported in difficulties, but it was found that she did not need any help.—Rewards, £5 5s. 6d.

Exmouth, Devonshire.—26th May. A small dinghy was reported as not having

returned, but after an unsuccessful search it was found that she had been at anchor in the river.—Rewards, £22 8s.

July Meeting.

Montrose, Angus.—On the afternoon of the 22nd May three officers from the R.A.F. Training School were thrown into the sea by the swamping of their open boat when they were trying to cross the bar at the entrance to the River Southesk. The weather was fine, with a moderate S.E. breeze blowing, but there was a rough sea on the bar. The motor life-boat was off service for overhaul and the surf pulling and sailing life-boat *Marianne Atherstone* was launched at 3.50 P.M. One man was picked up unconscious by the life-boat and landed. A search, in which other boats joined, was made for the other two men, but without success, and the life-boat returned at 6 P.M.—Rewards, £13.

Southend-on-Sea, Essex.—Soon after 8 P.M. on the 12th June messages were received from the coastguard and the Royal Naval Signal Station that a steamer with 120 passengers on board had been beached one mile west of South Shoebury buoy, following a collision. Wind and sea were calm, but there was a dense fog. The reserve motor life-boat *J. B. Proudfoot*, on temporary duty, was launched at 8.25 P.M., and found the steamer to be the *Royal Archer*, of Leith. She had been badly holed. The life-boat took off forty-nine of the passengers and landed them at Southend. She then returned to the *Royal Archer* and stood by for some time in case her help was wanted. She arrived back at her station at 5.30 A.M. on the 13th. Later in the day the *Royal Archer* was towed to London by tugs.—Rewards, £17 4s.

Shoreham Harbour, Sussex.—On the night of the 18th June the coastguard reported that a motor yacht off the harbour was in need of help. A moderate to fresh S.W. breeze was blowing, with a fairly rough sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 10.30 P.M., and found the motor yacht *Sea Girl*, of

Shoreham, with a crew of four, a mile and a half S.E. of the harbour. Her propeller and steering-gear had been fouled and she was out of control. The life-boat towed her into harbour, and returned to her station at 11.15 P.M.—Property Salvage Case.

Coverack, Cornwall.—At 12.30 A.M. on the 22nd June the coastguard reported that four visitors, two men and two women, had put out in a motor boat during the previous afternoon and had not returned. A light breeze was blowing, and the sea was smooth. Enquiries were made along the coast, but nothing could be learned, and the motor life-boat *The Three Sisters* was launched at 1 A.M. She found the motor boat, helpless owing to a broken propeller shaft, about a mile south of Blackhead. The four people were in a very distressed condition. The life-boat took them on board and towed the boat back to harbour. She returned to her station at 2 A.M.—Rewards, £10 6s.

Anstruther, Fifeshire.—On the morning of the 27th June a motor boat left Methil, with seven people on board, pleasure fishing. At 9.48 A.M. the coastguard reported that she had gone ashore in Largo bay, but as the coastguard life-saving apparatus was in attendance, the motor life-boat *Nellie and Charlie* was not launched. At 12.9 P.M. the coastguard asked that the life-boat might be launched, and she put out six minutes later. A moderate W.S.W. breeze was blowing, with a slight swell. The life-boat found the motor boat west of Kincaig Point. The seven people had been taken ashore by the life-saving apparatus, but the boat was entangled in salmon nets. The life-boat freed her, towed her into Elie harbour, and returned to her station at 2.30 P.M.—Rewards, £5 16s.

Swanage, Dorset.—At 4.30 A.M. on the 4th July the coastguard reported that a vessel five miles west of Portland Bill was firing rockets. A strong breeze to moderate gale was blowing from the S.W., with a very heavy sea. The motor life-boat *Thomas Markby*, which had returned only a few hours before

from another service call (which will be reported in a later issue), put out at 5.15 A.M. After a very rough passage she reached the scene and found that the Admiralty tug *St. Just* had taken in tow the converted life-boat *Pau-Amma*, which had been in great danger of driving ashore. The *Pau-Amma* was bound for Yarmouth, and had two people on board. The *St. Just* passed the tow to the life-boat, which made for Weymouth. Twice the line parted, but eventually the life-boat got the *Pau-Amma* safely into Weymouth harbour. After the crew had had some refreshment the life-boat made for home, arriving at 4.20 P.M. She had been absent for over eleven hours. In view of the length and arduous nature of the service a letter of appreciation was sent to the coxswain and crew, and an increase in the usual money award on the standard scale was granted to the coxswain and each member of the crew.—Rewards, £13 6s.

Margate, Kent.—The reserve motor life-boat *J. B. Proudfoot*, on temporary duty at this station, was launched at 8.20 A.M. on the 4th July as the coastguard had reported that a small sailing boat, with her sails blown away, was flying a signal of distress, about a mile and a half east of Margate jetty. A W.S.W. breeze was blowing, with a choppy sea. The life-boat picked up the boat—the *Lulu*, of Broadstairs, with one man on board—and towed her into harbour. She returned to her station at 9.20 A.M.—Rewards, £6 4s.

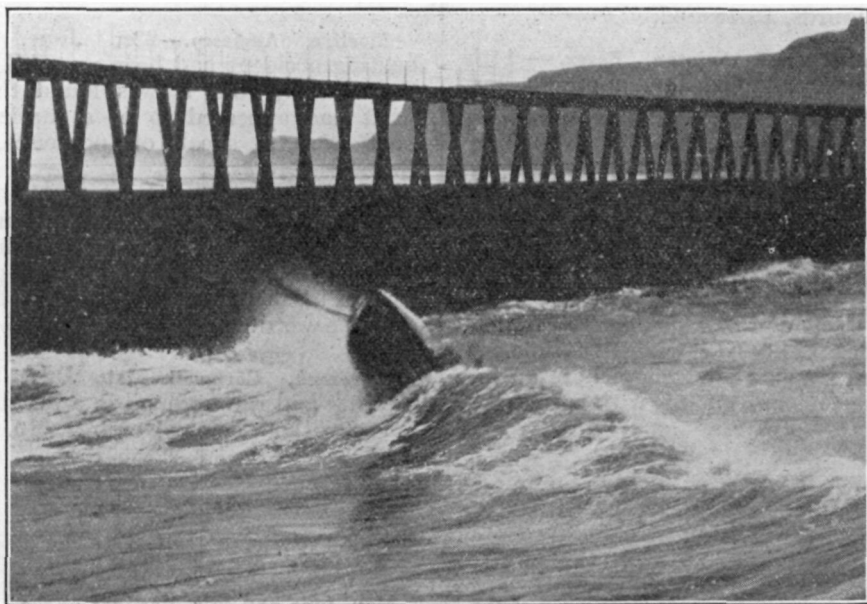
The following life-boats were launched, but no services were rendered for the reasons given :

Southend-on-Sea, Essex.—8th June. A boy was adrift in a small boat, but was picked up by a passing vessel.—Rewards, £10 1s. 6d.

Poole and Bournemouth, Dorset.—10th June. A small yacht was in distress, but was towed in by a motor boat.—Rewards, £17 9s. 6d.

Skegness, Lincolnshire.—11th June. An aeroplane had been reported to have come down in the sea, but nothing could be found.—Rewards, £6 11s. 6d.

THE WHITBY PULLING AND SAILING LIFE-BOAT
APRIL 25th, 1937.



UP !

(See page 336.)



OVER !

Both photographs are reproduced by courtesy of Edgar Colling, of Whitby.

Donaghadee, Co. Down.—12th June. A small boat with three young men on board had been reported overdue, but eventually made land at Carrickfergus.—Rewards, £8 18s. 6d.

Walton and Frinton, Essex.—14th June. Flares had been reported, but nothing could be found.—Rewards, £15.

Fowey, Cornwall.—15th June. A man and a woman in a rowing boat had been reported overdue. Their boat capsized, but they had managed to get ashore and sheltered for the night in a cave.—Rewards, £8 15s.

Wick, Caithness-shire.—21st June. A steam trawler had gone ashore during dense fog, but got off without help.—Rewards, £10 12s.

Shoreham Harbour, Sussex.—22nd June. A motor boat had been reported on fire, but nothing could be found.—Rewards, £3 17s. 6d.

Moelfre, Anglesey.—23rd June. A boating accident had been reported in Cemaes Bay, but it was found that what had appeared to be a capsized boat was a shoal of porpoises.—Rewards, £10 5s.

Fleetwood, Lancashire.—27th June. A canoe containing two men had capsized off Rossall Point. One got ashore, but before help could reach the other he was drowned.—Rewards, £5 1s.

Coverack, Cornwall.—1st July. A steamer had run aground in a fog, but got off without help.—Rewards, £10. 6s.

Shoreboat Services.

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

April Meeting.

Selsey, Sussex.—On the 8th April two men in a fishing-boat rescued the crew of two of another fishing-boat which had capsized—Rewards £2; and 2s. 6d. for fuel used. (For full account see page 334).

May Meeting.

Whitby, Yorkshire.—At about 6.50 P.M. on the 15th April, Coxswain Murfield, with three other men, put off in his motor fishing boat, the *Noel II*, in a thick fog, as the coastguard had reported that, during a lift of the fog, they had seen a coble about a mile E.N.E. of the coastguard station flying a signal of distress. The wind was very light and the sea smooth. The men found the motor fishing coble *Mayflower*, of Whitby, in difficulties, as her crab-pot ropes had fouled the propeller and stopped the engine. Her crew were unable to reach the ropes to cut them away. The men in the *Noel II* cut the ropes and towed the coble back to Whitby harbour.—Rewards, £1 10s., and 4s. for fuel used.

Quilty, Co. Clare.—At 6 A.M. on the 19th October, 1936, three canoes, about 24 feet long, narrow in the beam, and made of canvas over wood, each with three men on board, put to sea to haul their fishing nets. They had to go through a dangerous channel to get to their nets, but it was safely negotiated. Conditions were bad and worsening, and by the time the canoes were ready to return a moderate N.N.W. gale was blowing, with an exceptionally rough and broken sea, and showers of rain. The first canoe got safely through the channel, but a very big sea struck the second, carrying it on to the rocks and throwing the three men into the water. The first canoe turned back and rescued one man, another man clung to the submerged rocks, and the third was being washed towards the open sea, clinging to a canvas buoy and entangled in fishing nets.

The men in the third canoe, which was still outside the channel, seven or eight hundred yards away, rowed with all speed into the channel and rescued the man who was being washed towards the sea. The canoe then went

and rescued the man who was clinging to the rocks. He was injured and exhausted, and could not have lived much longer.

It was reported that the sea was so rough and broken at the point where the first man was rescued that no boat of the kind used by Quilty fishermen could have lived in it, unless most skilfully handled, and the men on board the third canoe ran great risk.—Rewards, £7 10s. (men in the first canoe 10s. each and men in the third canoe £2 each).

Thomas Boyle, who was in command of the third canoe, was awarded the bronze medal, the thanks of the Institution inscribed on vellum and £6 (including a sum for damage to boat) in March, 1928, for his share in the rescue of three men marooned on an island, and a silver watch, £2, a letter of thanks and £3 for damage to his boat, in May, 1934, for his share in the rescue of a crew of three men from a capsized canoe.

Padstow, Cornwall.—On the night of the 24th April the fishing boat *Aileen*, of Padstow, was disabled by a broken petrol pipe. She was seen by a man on shore, who reported to the life-boat coxswain. As the weather was fine and calm, the life-boat boarding boat went out, manned by the permanent life-boat mechanic and the man who had reported the boat to be in difficulties. The *Aileen* was brought into Padstow.—Rewards, 5s.

June Meeting.

Dunbar, Haddingtonshire.—Shortly after noon on the 23rd May five boys put to sea in the hired pleasure rowing boat *Jeanette*. A moderate, squally, S.W. breeze sprang up, with a moderate sea, and the boys tried to get back. Their efforts were unsuccessful, and the boat was driven out to sea. A fisherman saw it, and, with his son, put off at 1.30 P.M. in his motor yawl. They picked the boat up two miles E.N.E. from Dunbar harbour, and towed it back to harbour.—Rewards, 10s., and 1s. 6d. for fuel used.

July Meeting.

Leith, Midlothian.—At about noon on the 23rd May the yacht *Kingfisher*,

of Granton, capsized in the Firth of Forth off Hound Point, about a mile east of Forth Bridge, and her crew of four, all Edinburgh University students, were thrown into the water. A strong S.W. breeze was blowing against the flowing tide, and the sea was rough. A motor pilot boat with a boatman and a pilot on board, going off to an inward-bound steamer, saw the men in the water and went to their help. Two of them were hauled on board, but the others were entangled in the yacht's running-gear and it was difficult to reach them. One was seized with a boat-hook and dragged in, but the other sank and was not seen again. The rescued men were in a critical condition, but were revived by artificial respiration on shore.—Rewards, £1.

The pilot returned his award as a donation to the funds of the Institution.

Clovelly, Devon.—During the evening of the 9th June four men who were on the rocks about a quarter of a mile west of Clovelly pier were cut off by the tide. The life-boat shore-signalman was told, and he put out in a 12-feet rowing boat. A moderate N.W. breeze was blowing, with a fairly rough sea. The signalman backed in to the rocks, which were awash by this time, and rescued the four men.—Rewards, 7s. 6d.

Ramsgate, Kent.—At 7 P.M. on the 13th June the East Pier watchman reported that a canoe with one man on board had capsized about five hundred yards outside the harbour. The wind was light and the sea smooth. A speed-boat, manned by the life-boat assistant motor mechanic and three other men, put out, rescued the man and towed the canoe into harbour.—Rewards, £1.

New Brighton, Cheshire.—At 4.20 A.M. on the 22nd June the life-boat coxswain received a message from the coastguard that a vessel was ashore on Burbo Bank. As the weather was fine and the sea smooth, he and the whole-time motor mechanic put out in the motor boarding dinghy and found the vessel to be the *Girl Pat*, of Grimsby, with a crew of five on board. She was in no danger, however, and after the coxswain had advised her skipper about laying out an anchor, the boarding dinghy made for home, arriving at 6.45 A.M.—Rewards, 10s.

Foreign Life-boat Services.

Rescues from British Vessels in 1936, and Numbers of the Fleets.

DURING 1936 help was given by foreign life-boat services to 45 British vessels. Three of these services were by Belgium, 1 by Germany, 2 by Holland, 3 by Iceland, 1 by Sweden, and 35 by the United States.

Belgium.

On May 23rd two motor life-boats from Zeebrugge went out to the help of the English yacht *Lady Betty* in a choppy sea. There had been an explosion in the yacht's engine-room and she had lost two anchors. The yacht was towed into Zeebrugge. On 10th July the English yacht *Islander* was in distress off Ostend. The yacht was completely disabled and her two occupants exhausted. A tug went out and brought her in. On 16th October the motor vessel *Alpheus*, of London, was in distress between Blankenberghe and Zeebrugge, with her motor broken down. One of the Zeebrugge motor life-boats brought her in.

The Belgian life-boat service has 7 stations, with 5 motor life-boats, 7 pulling life-boats and 1 tug. Each station has a life-saving apparatus and there is one station with this apparatus only.

Denmark.

There were no services to British vessels.

The Danish life-boat service has 63 stations, with a fleet of 22 motor life-boats and 38 pulling and sailing life-boats. Twelve of these stations have life-saving apparatus only.

France.

There were no services to British vessels.

The French life-boat fleet has 42 motor life-boats and 65 pulling and sailing.

Germany.

The motor life-boat of the Norderney station rescued the crew of nine of the yacht *Hepatica*, which had run aground, and saved the yacht herself.

The German fleet has 32 motor life-boats and 57 pulling life-boats.

Holland.

On 11th August the motor life-boat of Oostmahorn piloted in the British steamer *Staghound*, which was following a very dangerous course by attempting to enter the wrong fairway. On 4th December the motor life-boat of Terschelling helped to refloat the British trawler *William Hanbury*, of Grimsby.

The North and South Holland Society has a fleet of 12 motor life-boats and 24 pulling and sailing life-boats. It has also 19 life-saving apparatus. The South Holland Society has 7 motor life-boats and 4 pulling and sailing, making a total fleet on the Dutch coast of 19 motor life-boats and 28 pulling and sailing life-boats.

Iceland.

On 23rd March the English steam fishing boat *Hilaria*, of Grimsby, stranded on the south coast of Iceland and her crew of 14 were brought ashore. The vessel herself became a wreck. On 26th June the steam trawler *Wigmore*, of Grimsby, stranded in a fog and a coastguard vessel towed her off. On 4th September the steam trawler *Evelyn*, of Aberdeen, stranded on the north coast of Iceland and her crew of 12 got ashore in their own life-boat. On 6th September the steam trawler *Trocadero*, of Grimsby, stranded on the south coast and her crew of 14 were rescued from the shore by the life-saving apparatus. The trawler became a wreck.

Iceland has 1 British-built pulling and sailing life-boat of the self-righting type and 7 other pulling and sailing life-boats.

Latvia.

There were no services to British vessels.

The Latvian fleet consists of 4 motor life-boats, 7 sailing life-boats and 6 pulling life-boats. It also has 2 life-saving apparatus.

Norway.

There were no services to British vessels.

The Norwegian fleet consists of 12 motor cruising ketches and 13 sailing cruising ketches. There are also 32 shore stations with life-saving apparatus or surf-boats.

Portugal.

There were no services to British vessels.

The Portuguese fleet consists of 7 motor life-boats and 40 pulling life-boats.

Spain.

The Secretary of the Spanish life-boat society writes: "Up to the month of July 1936 our stations had no occasion to render any service to English vessels, and from the above month until to-day we do not know if they have effected any, because, owing to present circumstances [the civil war], the news which we have received from the local councils is very meagre."

The Spanish fleet consists of 18 motor life-boats and 27 pulling and sailing. There are also 15 stations provided with life-saving apparatus only.

Sweden.

On 1st November in a dense fog a British steamer, which had lost her bearings, had anchored in the open sea outside Göteborg. The patrolling life-boat found her, gave the captain her position and brought her a pilot.

The fleet of the Swedish Society for Saving Life from Shipwreck consists of 3 cruising motor life-boats, 8 motor life-boats, and 5 pulling and sailing life-boats. One of its motor life-boat stations, and its 5 pulling and sailing life-boat stations, have life-saving apparatus, and there are 3 stations with this apparatus only.

The Government maintains 12 pulling and sailing life-boats. Eight of its 12 stations have also life-saving apparatus, and there are 6 stations with this apparatus only. This makes a total Swedish fleet of 11 motor life-boats and 17 pulling and sailing life-boats.

Turkey.

There were no services to British vessels.

The Turkish fleet consists of 7 pulling and sailing life-boats.

The United States.

The life-boat service of the United States went to the help of 35 British vessels, with passengers and crews on board numbering 299. It also went to the help of 46 Canadian vessels.

The United States fleet consists of 2 large motor life-boats, 141 self-righting motor life-boats, 177 motor surf-boats and 284 pulling surf-boats, a total fleet of 604 life-boats.

Japan, Roumania and Russia.

No information has been received from Japan, Roumania and Russia.

British Services to Foreign Vessels.

During the year British life-boats helped 31 foreign vessels belonging to 14 different countries and rescued 161 lives from them. They were also called out to 18 other foreign vessels, but their help was not needed. Of the 31 vessels to which help was given, 7 were French, 4 were Dutch, 3 Norwegian, 3 Spanish, 3 Latvian, 2 belonged to the United States of America, 2 were Finnish, 2 Estonian and one each from Belgium, Denmark, Germany, Iceland and Italy.

The British life-boat fleet at the end of 1936 consisted of 131 motor life-boats and 37 pulling and sailing life-boats.

Naming Ceremonies of Motor Life-boats.

DURING the summer eleven new motor life-boats have been named: In England, at Boulmer (Northumberland), Cromer (Norfolk) two boats, Cullercoats (Northumberland); in Scotland, at Eyemouth (Berwickshire), Fraserburgh (Aberdeenshire), Portpatrick (Wigtown-

shire), St. Abb's (Berwickshire); in Ireland, at Howth (Co. Dublin), Kilmore (Co. Wexford); in the Channel Islands, at St. Heliers (Jersey).

Accounts of these ceremonies will be published in the next issue of *The Life-boat*.

The Late George Lennox Watson,

Consulting Naval Architect to the Institution 1887-1904.

It is fifty years this year since George Lennox Watson, the yacht designer, of Glasgow, was appointed consulting naval architect to the Institution.

Looking back over these fifty years, one can say that Mr. Watson's appointment was one of the outstanding events in the development of the life-boat, and that he more than any other man, was the designer of the life-boat fleet as it is to-day.

When Mr. Watson was appointed, all but a very few of our life-boats were of the self-righting type. His appointment was made shortly after the disaster on the Lancashire coast when the life-boats at Southport and St. Anne's capsized. Both were self-righting life-boats. The Southport boat failed to right herself. What exactly happened to the St. Anne's boat is unknown, for all her crew were drowned. As a result a sub-committee of the Institution carefully examined the whole question of the design and construction of its life-boats, and among its recommendations was the appointment of a consulting naval architect.

The First Watson Life-boat.

Mr. Watson's first act was to design a new sailing life-boat, 42 feet long by 13 feet 3 inches wide, and the following year this boat was stationed at Southport. She was the first of the Watson type, and her lines are given on page 351. This was the beginning of a new policy in design. It was explained by Mr. Watson himself in giving evidence before the Select Committee of the House of Commons ten years later: "In the case of the smaller pulling boat, certainly, and possibly even in the case of the larger pulling boats, too, it would be unwise and unsafe to abandon the self-righting principle. With the larger sailing boats I think we can get a better boat by abandoning the self-righting principle."

That has been the steady policy of the Institution ever since: To set aside the self-righting principle (which, while it enables a boat to right itself, makes her less easy to handle, and more liable to capsize) in the case of the

large life-boats intended to go well out to sea, and in these boats to aim at a greater buoyancy, stability and speed than is possible in the self-righting boats.

During his seventeen years as consulting naval architect, Mr. Watson designed many life-boats of different sizes, of which the outstanding boat was his large sailing life-boat, 43 feet by 12 feet 6 inches. When he died in 1904, there were 203 self-righting life-boats in the Institution's fleet and 82 which were not self-righting. Of these, 31 were of the Watson type.

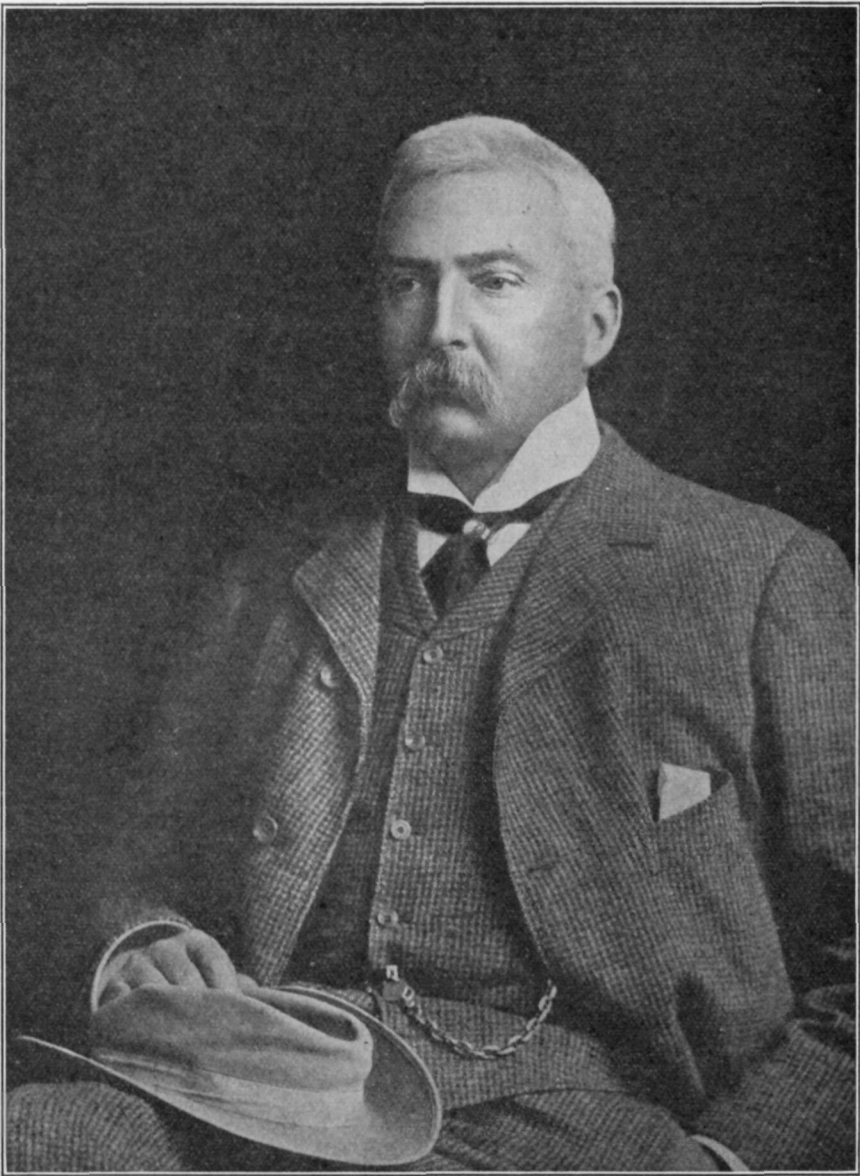
Watson Life-boats in the Modern Fleet.

Mr. Watson lived just long enough to advise the Institution in its first experiments in 1904 with a motor life-boat. He did not live to see the success of these experiments, but the principle on which he worked, that the larger types of life-boat should not be self-righting, has become still more important since motor power has given the life-boat a greatly increased range of action.

To-day, of the Institution's 138 motor life-boats, only 32 are self-righting. Of the remainder, 53 are of the Watson, or Watson cabin types, and 16 of the Barnett type, designed by Mr. J. R. Barnett, O.B.E., M.I.N.A., who was associated with Mr. Watson in the design of all his life-boats, is now the head of his firm, and succeeded him as the Institution's consulting naval architect. These 69 motor life-boats of the Watson, Watson cabin, and Barnett types, are all developments of Mr. Watson's design.

A Famous Yacht-builder.

Mr. Watson's life-boat work, important though it was, represents only a small part of what he did. He was known the world over as a designer of steam yachts and of racing yachts. The most celebrated of the latter was the famous *Britannia*, the yacht of King Edward VII and King George V, designed for King Edward VII when Prince of Wales, which in her career won 360 prizes, of which 231 were first prizes.



THE LATE Mr. G. L. WATSON.
Consulting Naval Architect to the Institution, 1887 to 1904.

Mr. Watson was best known, however, as the designer of a number of challengers for the America Cup. The first was the *Thistle*, built in 1887. She was followed by the two *Valkyries*, built for Lord Dunraven in 1893 and 1895. The last was Sir Thomas Lipton's *Shamrock II*, built in 1901.

Though Mr. Watson's fame rests

chiefly on his yachts, he is still remembered far beyond our own shores as a designer of life-boats. In recent years the Institution has had enquiries from San Francisco, British Columbia, and North Queensland, from men who wished to know where they could get boats built to the design of the most successful of his sailing life-boats, the 43-foot Watson type.

A Launching Accident.

ON 10th June the motor life-boat at Port St. Mary, Isle of Man, was launched on exercise at low water. The life-boat and carriage had been lowered down the slipway to the limit of the wire, and chocks had been placed under the wheels, while additional wire was shackled on. These chocks were removed, to let the boat run slowly down and take up the slack of the wire. In a yard or two they were replaced, but boat carriage and chocks skidded down the wet slipway until brought up suddenly when the end of the wire was reached. Four men were working the winch, and when the life-boat was pulled up by the wire, the winch handles flew round and flung two of them a distance of twelve feet. They were badly injured and were rushed to hospital. One of them, John Evans, died the next morning of a fractured skull. The other, James Crebbin, a man seventy years old, was found to have a compound fracture of

the left shoulder and arm, and the arm had to be amputated.

In the case of John Evans, whose weekly wages as a labourer were two guineas, the Institution has paid the funeral expenses and the cost of a gravestone. He was unmarried, but was the sole support of his mother, who is blind, and whose only income was an Old Age Pension. Under the Institution's pension scheme, which is the same as the scheme for men in the Navy, Army and Air Force, killed in action, the mother would receive ten shillings a week. In the special circumstances, the Institution has made her a weekly pension of twenty-five shillings as from the day of the accident.

In the case of James Crebbin, the Institution has paid his medical expenses, given him a gratuity of £50, and made him an allowance of one pound a week for life, this being the average amount of his weekly earnings.

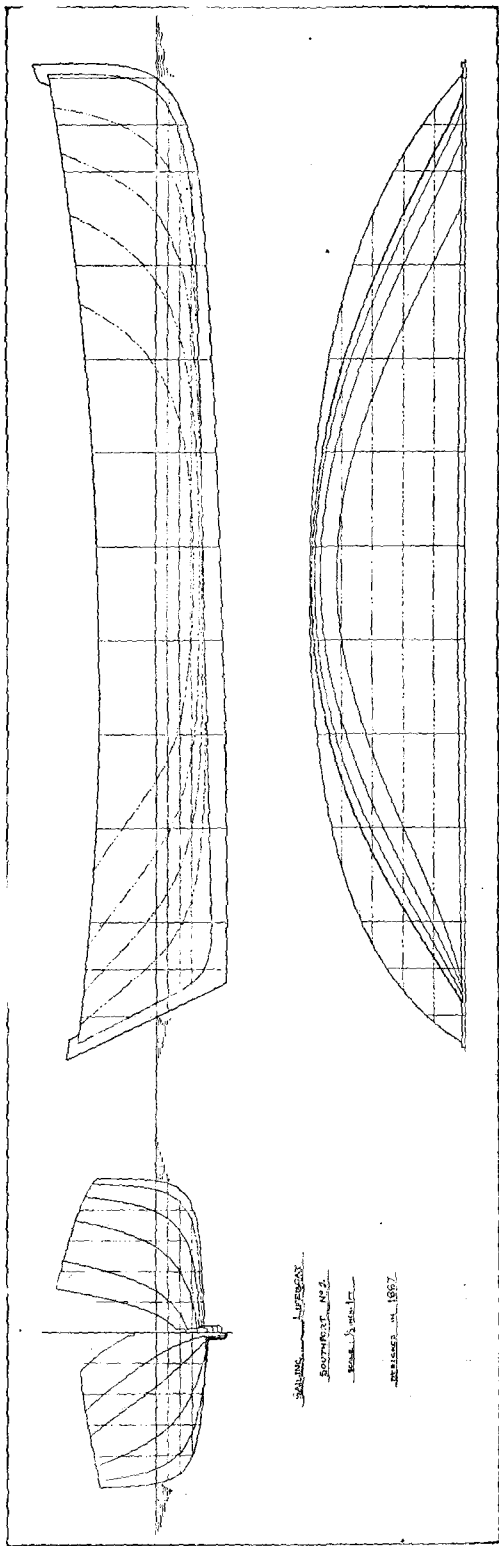
A Fire at a Building Yard.

Three Life-boats Destroyed.

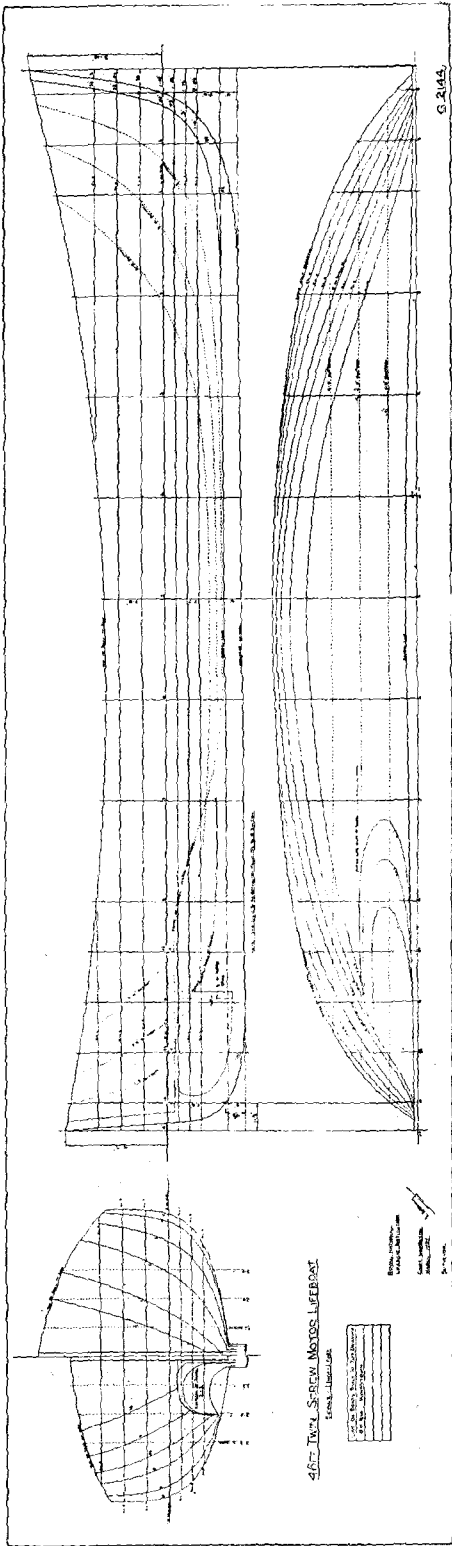
ON 18th June a fire at the building yard of Messrs. Groves and Guttridge, Cowes, destroyed three motor life-boats and a quantity of the Institution's timber. The life-boats were those from Yarmouth, Isle of Wight, and Selsey, Sussex, which were undergoing overhaul, and a new motor life-boat for Cloughy, Co. Down, which was waiting to be shipped to her station. The new motor life-boat for Blackpool had been launched only about fifteen hours before the fire, and another vessel which had taken her place on the slip was damaged beyond repair.

Reserve motor life-boats were sent to Yarmouth and Selsey, and new motor life-boats, already under construction, will replace them early next year. Cloughy has a motor life-boat, which, on the arrival of the new boat, was to be transferred to Newcastle, Co. Down, to replace a pulling and sailing life-boat. Another motor life-boat, in place of the one destroyed by the fire, is to be built for Cloughy, and the motor life-boat at present there cannot be transferred to Newcastle until this new boat is ready. (Photograph on page 353).

THE DEVELOPMENT OF THE WATSON LIFE-BOAT.



1887.—The lines of the first of the type, a 42-foot pulling and sailing life-boat, built for Southport, Lancashire.



1937.—The lines of the modern 46-foot Watson cabin motor life-boat. (See page 348.)

A Broadcast from Broughty Ferry.

At the beginning of June a launch of the motor life-boat at Broughty Ferry, Dundee, was successfully broadcast. The broadcaster first discussed the work of the station with Mr. Hunter, the honorary secretary, and described the scene outside the boat-house and the interior of the house. He then went all over the life-boat, talking with the coxswain and motor mechanic.

This was followed by a telephone call for the life-boat. The maroon was fired; the crew hurried in; and within five minutes the boat was in the water. The broadcaster was on board with the microphone attached to him and a cable 180 feet long connecting it with

the boat-house. In this way he was able to broadcast all the noises, not only of getting the life-boat ready, but of the actual launch.

The launch was radiated in Scotland and on the Empire transmitters. Later a letter was received by the coxswain from Auckland, New Zealand, in which the writer said: "I listened to the very end of the very interesting broadcast... Might I mention, being a Scotsman myself, although many years out here—thirty, to be exact—the tongue accent of yourself and your friend, the engineer, very much appealed to me, although the land of Burns was where I spent most of my schoolboy days, in Ayr."

Life-boat Photographs in Birmingham.

THE exhibition of life-boat photographs which was shown last year in London and Edinburgh was shown in Birmingham from February 12th to 20th of this year, through the kindness of Messrs. Lewis's, Ltd., of Liverpool, Manchester and Birmingham, who lent rooms for it on their premises. The exhibition was opened by the Rt. Hon. L. S. Amery, M.P. for the Sparkbrook division of Birmingham, a former First Lord of the Admiralty, and a vice-president of the Birmingham branch. Sir Frederick Marquis, chairman of Messrs. Lewis's, came specially from Liverpool to preside, and was supported by the Lord Mayor of Birmingham, president of the Birmingham branch, the Chief Constable, a number of magistrates, Major W. Shaw, D.S.O., vice-chairman of the branch, and Mr. T. O. Gray, the honorary treasurer. Life-boat workers from many branches in the Midlands were present, and the speeches were broadcast throughout Messrs. Lewis's premises.

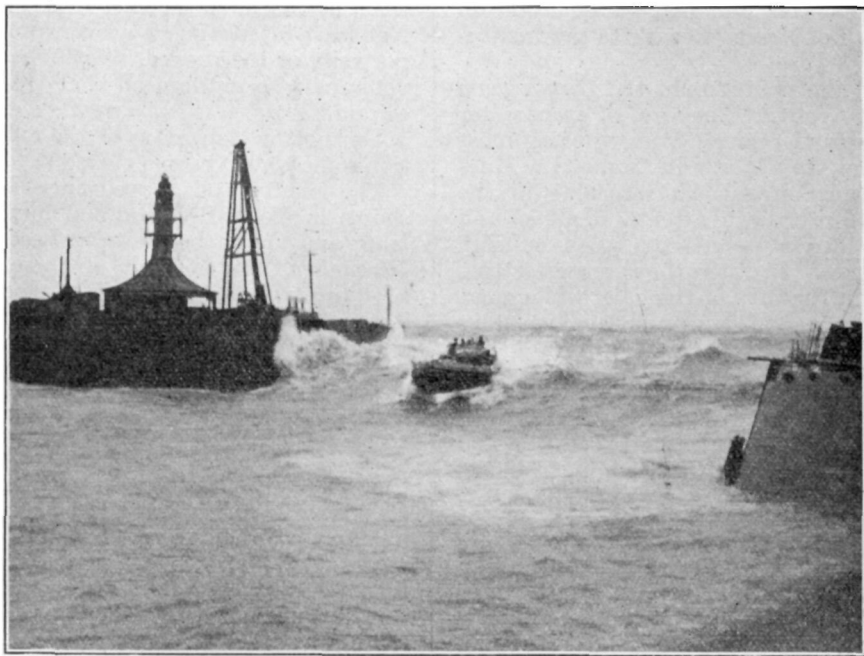
After paying a tribute to the work of the Institution, Mr. Amery said:

"The life-boat service is a great national institution, but it is also a Birmingham institution. The Birmingham

branch has for years been active and flourishing, and contributes on an average £2,000 a year. It has been responsible for the provision of thirty-five life-boats. Why should Birmingham, an inland city, take this interest in the saving of lives from the sea? Birmingham may be an inland city on the map, but not in any other sense. Birmingham is a great world city. Her goods go out to the ends of the earth. Her necessary supplies come from every habitable country of the world over the 80,000 miles of the sea-lines of the British Empire. Our great city is directly interested in the men who carry these goods and supplies. Their safety is of as much interest to us as the safety of the men in our streets. That is why I can commend the good works of the Royal National Life-boat Institution confidently to the citizens of Birmingham."

The Lord Mayor supported him, pointing out that Birmingham had many maritime associations, and gave many recruits to the Royal Navy. Sir Frederick Marquis said that his firm would always be willing to help the life-boat service.

After the opening Sir Frederick Marquis entertained the principal guests

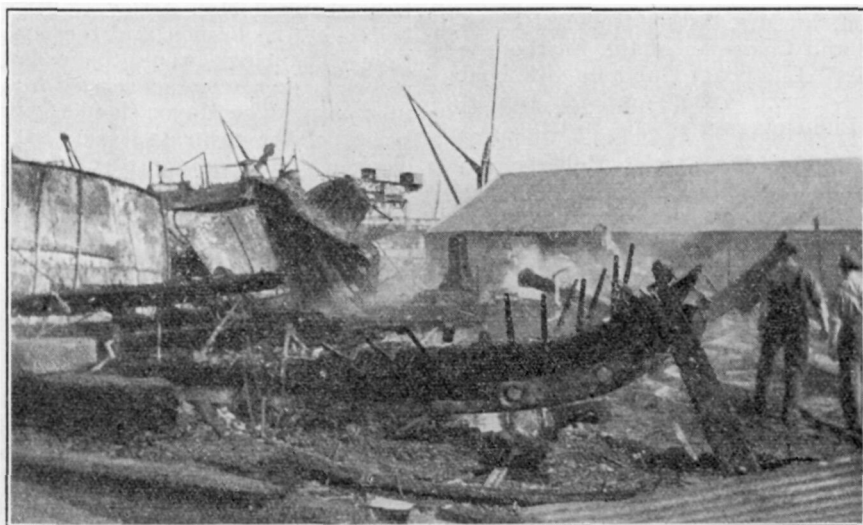


By courtesy of]

[Ivan Kittle, Lowestoft

FROM THE BUILDING YARD TO HER STATION.

The new Watson cabin motor life-boat for Fraserburgh entering Lowestoft harbour in February last, on her 600-mile journey from Cowes to Fraserburgh.



THE FIRE AT COWES.

The remains of the Watson cabin motor life-boats from Yarmouth, Isle of Wight and Selsey, Sussex. Nothing is left forward but the keels, deadwoods and iron floor-straps. On the left can be seen the forward steel bulkhead of the engine-room of the Yarmouth boat, and beyond it is the steel cabin top of the Selsey boat, falling over, and behind it the top of her engine-room with the capstan on it. (*See page 350.*)

to luncheon, and made a donation on behalf of Messrs. Lewis's to the Institution.

Of the photographs the *Birmingham Post* wrote: "They are of a character to stir the imagination of the most casual beholder. In some the life-boatmen are shown returning in the cold grey dawn after a night of toil and stress, while the seas sullenly subside. In others they are seen setting out in the fury of the gale, while great waves pound and roar against ships

that lie battered against the rocks. Not least interesting, however, are the portraits of the rugged, weatherbeaten veterans who outdare all that the sea can do."

During the eight days of the exhibition some 15,000 people visited it.

The photographs have since been shown in York, Bradford and Sunderland, and are to be shown in Leeds in November. An account of these exhibitions will be given in the next issue of *The Life-boat*.

Eastbourne Life-boat Museum.

MRS. ASTLEY ROBERTS, the president and chairman of the Eastbourne Ladies' Life-boat Guild, has presented the Institution with a four-sided illuminated electric clock, to stand on the roof of the old life-boathouse, which is now the Eastbourne Life-boat Museum. With the clock is a plaque bearing this inscription:

"This clock was presented to the Eastbourne Life-boat Museum in 1937 to commemorate the Coronation of His Majesty King George VI, Patron of the Royal National Life-boat Institution, by Mrs. Astley Roberts, President and Chairman of the Eastbourne Ladies' Life-boat Guild, a life-boat worker since 1895, and an Honorary Life-Governor of the Institution."

Years ago Mrs. Astley Roberts provided in her will for a legacy to the Institution. When she heard that the old life-boathouse was to become a Museum she thought of turning her

legacy into an immediate gift, if a clock for the Museum would be acceptable to the Institution and would be of use to the town. The offer was gratefully accepted by the Institution and warmly welcomed by the town, for there was no prominent public clock near the Wish Tower end of the parade.

On 16th July Mrs. Astley Roberts formally presented the clock and unveiled the plaque.

Mr. Ernest Armstrong, president of the branch and a member of the committee of management of the Institution, thanked Mrs. Astley Roberts on behalf of the branch and the Institution. The clock would be a lasting record of her splendid service for the life-boats. The Mayor thanked her on behalf of the town and said that the clock would be a reminder of a very gracious lady who was taking part not only in the great work of the life-boat service, but in many other charitable causes.

The Fishwives of Cullercoats.

THE fishwives of Cullercoats this year collected £139 at their quarterly road exercise and launch of the life-boat. This is their sixteenth annual collection, and they have collected altogether over £2,260.

Nearly thirty fishwives took part in the appeal, and Mrs. Polly Donkin, who is now eighty years old, again headed the list. She collected over

£68, and the total of her individual collections is now over £730. In addition to the sum collected at the launch, the Cullercoats and Whitley Bay branch received from the Coast Charity Organization at Whitley Bay a donation of £1 11s. 6d., raised at the local Donkey Derby, at which a number of the fishwives who had collected at the launch again gave their help.

"Storm Warriors of the Suffolk Coast."

Storm Warriors of the Suffolk Coast, by Ernest Read Cooper, F.S.A. ("Suffolk Coast"). With a Foreword by the Secretary of the Royal National Life-boat Institution. Heath Granton, Ltd.: 3s. 6d.

MAJOR COOPER has spent a lifetime in the study of the life and history of the Suffolk coast. He has also taken a most active part in its life. For twenty years, from 1900 to 1920, he was the honorary secretary of the Institution's station at Southwold, and was often out in the life-boat on exercise and service. He has been many other things besides. He was Town Clerk and Clerk to the Magistrates. During the war he was also Clerk to the Military Tribunal, Secretary of the Water Company, Secretary of the Ferry Company, Captain of the Fire Brigade, the Officer Commanding the 3rd Volunteer Battalion of the Suffolk Regiment, the Manager of the Harbour, Deputy Lloyd's Agent, the Sub-Commissioner of Pilotage, and the Secretary of the Canadian Relief Fund. He is a Fellow of the Society of Antiquaries, and a member of the Society for Nautical Research, of the Royal United Service Institution, and of the Council of the Suffolk Archæological Institute. He is an honorary member of the Great Yarmouth Archæological Society, and the Ipswich and District Natural History Society, Trustee of Dunwich Trusts and a Vice-President of the Suffolk Preservation Society.

A Book of "Infinite Pleasure."

When one adds to that long list that he has been a yachtsman for over forty years, is a member of the Royal Harwich Yacht Club and Vice-Commodore of the Deben Yacht Club, it will be realised what a wealth of experience he has brought to his books on the Suffolk coast. Of one of these books, his *Suffolk Coast Garland*, a well-known writer on the sea wrote to the Institution a short time ago: "I always regard that as one of the best books of its kind ever written, and it has given me infinite pleasure. It is one of the books that I can con-

stantly turn to for enjoyment—when I have a moment's peace to read for the sake of enjoyment."

Now Major Cooper has again earned the gratitude, not only of all interested in Suffolk, but of all interested in the life-boat service, by collecting in this book the records of some of the most famous of the life-boatmen on the Suffolk coast during the past hundred years. Here will be found names already very familiar to readers of *The Life-boat*: James Cable of Aldeburgh, and Jack Swan of Lowestoft, whom Major Cooper calls "the king of longshoremen." Here, too, are earlier names which also deserve to be remembered with honour: Joshua Chard, and Ben Herrington, Jack Craigie and Bob Hook.

Some of them are men whose families go back for centuries. For over three hundred years the name of Herrington is found in the annals of Southwold. So, too, is the name of Craigie. Major Cooper has found it in the records of Southwold in the seventeenth century, but he thinks that it goes many centuries farther back than that, to the Crageir of the Icelandic sagas.

A Strange House-moving.

There are stories in his book of more than life-saving—of wrecking, smuggling and piracy, for he has wished to show every side of that hard but indomitable race of seafarers which has given us the life-boatmen of the East Coast. One story will show their quality.

It is a story of Harry Waters, reputed to be the last survivor of the *Royal George*, which sank at Spithead in 1782:

His little wooden cot still stands in the back street at Southwold, although when built it was on the front. Being uneasy at the sea encroachment he said he was going to move it inland, but nobody thought he was serious until one day someone looked out of the Cliff house and let out a shout, for there was old Harry's home trundling along by itself, and Mrs. Waters shaking a duster out of her chamber window. Harry had got his cottage on to rollers, buried an anchor with a good tackle on it and carried the fall through the window to a Spanish windlass which he had rigged up inside, and there was

Harry's home rolling gently along as the owner hove on the windlass indoors, while his missis got on with her cleaning up aloft.

As the secretary of the Institution says in his Foreword to the book: "If there could be found for every part of the coast of these islands a historian

with the knowledge which Major Cooper has of the coast of Suffolk, what a story could be written!"

The book can be bought from the Institution, price 3s. 6d. post free.

The Coronation.

LIFE-BOAT HOUSE, LONDON, was decorated and illuminated in celebration of the Coronation of Their Majesties King George VI and Queen Elizabeth, Patrons of the Institution.

Sixty life-boat stations were supplied with sets of the international code of signals and house flags so that they could be dressed on Coronation Day. A number of them gave displays in the local pageants or took part in the processions, and, as will be seen from "News

from the Branches," some financial branches arranged life-boat tableaux.

A number of gifts were sent to the Institution to mark the Coronation. An anonymous gift of £25 comes from "Esperanto" in Scotland. Several came from Christian Science churches in this country, and one from a Christian Science group in India. Yet another anonymous gift came with the quotation "To save life is better than building a pagoda."

Obituary.

Coxswain George Cromarty, Holy Island.

Coxswain George Cromarty, of Holy Island, who died on 14th January at the age of seventy-six, was second coxswain from 1897 to 1911, and coxswain from 1911 to 1932, so that for over thirty-four and a half years he served as an officer of the life-boat. During his twenty years as coxswain the life-boat rescued 113 lives, and Coxswain Cromarty himself twice won the Institution's silver medal for gallantry. He won it first in 1916, when on the night of 16th November the life-boat rescued the whole crew of fourteen of the barque *Jolani*, of Gothenburg, in a hurricane, with a very heavy sea running. The second occasion was on the night of 15th January, 1922, when, in a gale with blinding snowstorms, the life-boat rescued the whole crew of nine of the trawler *James B. Graham*, of Hartlepool. She had gone ashore, and in order to reach her Coxswain Cromarty had to take the life-boat, in the darkness and snowstorm, between two rocks. When he retired in 1932 at the age of seventy-two he was awarded a pension and a certificate of service.

The Rev. Henry Vyvyan, of Cadgwith.

By the death on 16th January of the Rev. Henry Vyvyan, M.A., of Cadgwith, Cornwall, at the age of eighty-one, the Institution has lost one of the oldest and most distinguished honorary secretaries of life-boat stations. When, in 1898, he came from York to Cornwall as rector of Grade and Ruan parishes, he became honorary secretary of the station, and he continued as its honorary secretary until his death. During these thirty-eight years the station has rescued 282 lives. Mr. Vyvyan himself won the silver medal of the Institution for his personal gallantry in 1907, when the White Star liner *Suevic* was wrecked at the Lizard, and the Cadgwith life-boat rescued 227 lives, while the life-boats at the Lizard, Coverack and Porthleven rescued 229. In 1908 he was awarded an inscribed binocular glass, and in 1933 an inscribed aneroid barometer in gratitude for his many services to the Institution.

Captain David Rees, New Quay (Cardigan).

Captain David Rees, of New Quay (Cardigan), who died in February, 1937, at the age of eighty-nine, was



LIFE-BOAT HOUSE AT THE CORONATION.

The decorations were designed by a member of the Institution's staff, and at night the house was lit up with the floodlights used at its boathouses.

one of the oldest of the honorary secretaries of stations. He had held that post at New Quay for forty-seven years. In recognition of his many services he was awarded inscribed binoculars in 1901, and in 1933 an inscribed barometer.

Mr. Edward Dean, Oldham.

Mr. Edward Dean, honorary secretary of the Oldham branch, who died on 3rd March of this year, had been associated with its work for forty-one years. In 1931 he was awarded the Institution's gold badge for his long and distinguished services.

Mr. Francis le Boulanger, The Mumbles.

Mr. Francis le Boulanger, of the Mumbles, Glamorganshire, who died on 18th April of this year, at the age of seventy-seven, had been the honorary secretary of the life-boat station for thirty-seven years. During that time its life-boats had rescued 70 lives. In 1903 he was awarded the thanks of the Institution inscribed on vellum for his services when the life-boat capsized, with the loss of six of her crew, returning from a vessel which did not need her help. In 1909 he was awarded inscribed binoculars in recognition of his general services to the station and five years later he was specially thanked for his help when the life-boat at the neighbouring station of Port Eynon twice capsized when going out to a vessel in distress, with the loss of three of her crew. In 1933 he was awarded an inscribed aneroid barometer, and two years later his long and very distinguished services were recognized by his appointment as an honorary life-governor of the Institution, the highest distinction which it can give an honorary worker. Mr. le Boulanger was a distinguished figure in Swansea, both as a shipowner and as a yachtsman.

Mrs. Robert Carpenter, Brighton.

Mrs. Robert Carpenter, who died on 24th April of this year, was one of the founders of the Ladies' Life-boat Guild of Brighton and Hove in 1921, and was its first honorary secretary and treasurer. She held that post until 1930, when ill health compelled her to resign. During the ten years of her work she helped to raise over £2,500, and in 1932 she was awarded the gold badge of the Institution.

Mr. Charles Livingston, Liverpool.

Mr. Charles Livingston, who died on 2nd May of this year, in his eightieth year, was equally prominent as a ship-owner and a yachtsman on the Mersey. He was for forty years managing director of Messrs. David MacIver & Co., was a member of the Mersey Docks and Harbour Board, and of the Royal Yacht Squadron, and was Vice-Commodore of the Royal Mersey Yacht Club. For forty years he was associated with the Liverpool branch of the Institution. He had been its deputy chairman for ten years when, in 1933, ill health compelled him to resign, and he was vice-president of the New Brighton life-boat station.

Miss Ethel Hopkins, B.A., Folkestone.

By the death of Miss Ethel Hopkins, B.A., on 21st June last, the Institution has lost one of its most devoted and successful honorary workers. For nearly ten years she was the honorary secretary, first of the Women's Auxiliary of the Folkestone branch, and then of the branch itself. She brought to the work great ability and whole-hearted enthusiasm. Difficulties only inspired her to greater efforts and when one year the permission to hold a life-boat day was refused she set herself to get the money in other ways, with such success that, without the help of the life-boat day (which would have brought in over £100) she collected £130 more than in the previous year. In 1933 she was awarded the Institution's gold badge, given only for distinguished honorary service. Her last gift to the Institution was a legacy of £100.

Coxswain Adam McLeod, Thurso.

Coxswain Adam McLeod, of Thurso, who died in June of this year, had then been coxswain for two years, and had previously been second coxswain for thirteen years. During those fifteen years the Thurso life-boats had rescued 117 lives. When serving as second coxswain he was awarded the thanks of the Institution inscribed on vellum for his share in the daring service to the crew of the schooner *Pet*, of Chester, who were rescued on a foggy night, with a heavy ground swell running, when their vessel was lying among submerged rocks and the remains of an old wreck.

Summary of the Meetings of the Committee of Management.

Thursday, 15th April, 1937.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Lloyd's collection	1,510	3	0
The late Mr. John Milroy, donation from executors	174	1	6
The Rt. Hon. Lord Glanely	57	14	5
Mrs. E. Davison	50	0	0
Mrs. M. Bromley, in memory of the late Mr. G. R. Harker	25	0	0

Paid £35,942 12s. 3d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£381 8s. 10d. to pay the rewards for life-boat services ;

£152 6s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 330-335) ;

£72 8s. 6d. for the assemblies of crews, etc. ;

£1 12s. 6d. for a service previously reported ;

£28 4s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Caister and Rye Harbour ;

£27 17s. 6d. to men for injury in the life-boat service at Hartlepool and Sunderland.

Voted £36 10s. on account of additional rewards to the crews of the Aberdeen and Holyhead life-boats.

Decided that the special weekly allowance now being paid to James Bultitude, an ex-member of the crew of the Caister life-boat, who was injured at a launch in November, 1929, be continued until March, 1938.

Decided that the special weekly allowance now being paid to Henry Marchant, who has been incapacitated by illness since going out on service in the Newhaven life-boat in November, 1929, be continued until March, 1938.

Voted a compassionate grant of £5 towards the funeral expenses of W. Williams, an ex-life-boatman at Moelfre.

Voted £2 2s. 6d. to pay the rewards for the Selsey shoreboat service, an account of which appears on pages 334 and 344.

Thursday, 27th May, 1937.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Anonymous	50	0	0
Mrs. Yerburch	50	0	0
Major C. B. Lee-Warner, J.P.	26	5	0

Paid £13,791 8s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and

slipways, and the maintenance of life-boat stations.

Included in the above were :—

£76 9s. 6d. to pay the rewards for life-boat services ;

£126 2s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 335-340) ;

£5 4s. for the assembly of a crew, etc. ;

£47 5s. 6d. for services previously reported ;

£27 9s. 2d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour ;

£14 1s. to men for injury in the life-boat service at Hartlepool and Sunderland.

Voted a compassionate grant of £10 to Matthew Connor, assistant motor mechanic at Wicklow, who had retired on account of age and ill health after twenty-five years' service.

Voted £9 9s. to pay the rewards for shore-boat services at Padstow, Quilty, Co. Clare, and Whitby, accounts of which appear on pages 344 and 345.

Thursday, 10th June, 1937.

Sir GODFREY BARING, Bt., in the chair.

Paid £20,242 13s. 11d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£49 6s. 6d. to pay the rewards for life-boat services ;

£75 1s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 340-341) ;

£16 11s. 6d. for a service previously reported ;

£315 17s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, Troon, Whitby and Wells ;

£40 12s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Moelfre and Newhaven.

Voted £3 15s. on account of additional rewards to the crew of the Dungeness No. 2 motor life-boat.

(An account of this service appears on page 340.)

Voted a compassionate grant of £5 to David Griffiths, ex-bowman of the Cardigan life-boat, who is now old and in poor circumstances, to help him towards the repair of his fishing boat, which was damaged by storm in February, 1937.

Voted a further compassionate grant of £22 10s. to Charles Lacey, ex-coxswain of

the Caister life-boat, who, after twenty-five years' service in the life-boat, is in straitened circumstances.

Voted 11s. 6d. to pay the rewards for a shoreboat service at Dunbar, an account of which appears on page 345.

Thursday, 8th July, 1937.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the services of the chief inspector of life-boats, Commander E. D. Drury, O.B.E., R.D., R.N.R., be extended for one year after he attains the age of sixty, on the 18th July, 1938.

Co-opted Lieut.-Commander the Rt. Hon. Lord Teynham, R.N., a member of the committee of management.

Reported the receipt of the following special contributions:—

	£	s.	d.
Governors of the Skelton Bounty (to defray the cost of the engines and general machinery equipment of the new motor life-boat for Blackpool)	700	0	0
Miss J. G. Allison	60	0	0
Paid £34,110 3s. 1d. for the total charges			

of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£61 6s. to pay the rewards for life-boat services;

£106 17s. 6d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 341-344);

£1 17s. for the assembly of a crew;

£2 10s. additional rewards for service previously reported;

£27 9s. 2d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Padstow and Rye Harbour;

£14 to men for injury in the life-boat service at Port St. Mary and Redcar.

Voted £4 10s. on account of additional rewards to the crew of the Swanage life-boat. (An account of this service appears on page 342.)

Voted £2 17s. 6d. to pay the rewards for shoreboat services at Clovelly, Leith, New Brighton, and Ramsgate, accounts of which appear on page 345.

News from the Branches.

1st May to 31st July, 1937.

Greater London.

Life-boat day was held throughout Greater London on 25th May. The amount raised was £5,323, an increase of £276 on 1936.

Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the challenge shield for Greater London in the life-boat essay competition for elementary schools, won by Edward Leonard Cox, of the Hither Green Senior Boys' School, Lewisham, the challenge shield for the South-East of England, won by Albert Turner, of the Kingsley Senior Boys' School, Croydon, and the individual prizes won by Greater London schools. The Mayor of Westminster presided, supported by Mr. H. G. Williams, M.P. for South Croydon, the Mayoress of Lewisham, and members of the committee of management. Mr. Frederick Woodhouse gave a programme of sea songs.

BEDDINGTON, WALLINGTON AND CARSHALTON.—Entertainment and garden party, through the kindness of Mrs. Southwell. Address by the district organizing secretary.

BEXLEYHEATH.—Annual meeting on 3rd May, Mrs. Ford Sadler, M.B.E., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Whist drives, life-boat day. Amount collected in 1936, £44.

Garden meeting, through the kindness of Mr. H. P. Russell. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Visit to the Southend life-boat station.

BURNT OAK, EDGWARE.—Visit to the Southend life-boat station.

CHELSEA.—The branch has suffered severe losses by the deaths of Lady Chetwode, chairman of the branch since 1935 and previous to that honorary secretary since 1933, and Lady Edith Drummond, who was awarded the Institution's gold badge in 1932 in gratitude for her many services.

CHISLEHURST.—Branch reconstituted. President, Mrs. Marsham-Townshend; chairman, Mrs. Marriott; honorary secretary, Mrs. Leighton; honorary treasurer, Mr. H. Monk.

CLAPHAM.—Fun fair opened by the Mayor and Mayoress of Wandsworth. Canon Durell, C.B.E., president of the branch, in the chair. Whist drives.

EAST LONDON.—Address to All Hallows Women's Guild, Poplar, by Miss Davies, honorary secretary.

HAMMERSMITH.—Swimming gala. Presentation of prizes by the Mayor and Mayoress. Lecture at H.M. Prison, Wormwood Scrubs, by the district organizing secretary.

ST. ALBANS.—Annual meeting on 29th June, the Bishop of St. Albans, patron of the branch, presiding. Speakers: Admiral of the Fleet Sir Roger Keyes, Bt., G.C.B., K.C.V.O., C.M.G., D.S.O., M.P., the Mayor, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and Miss Silvester, honorary secretary. Efforts of the past year: Dance, life-boat day. Amount collected in 1936, £365.

Garden party at Abbey Gate House by the kindness of the Bishop and Mrs. Furse.

SOUTHEND.—Life-boat day in Southend. Special launch of the motor life-boat for the visits of the Bexleyheath and Burnt Oak branches.

TOOTING.—Lecture to the Rotary Club by Captain E. S. Carver, R.D., R.N.R.

WELLING.—Whist drives. Address to St. Mary's Guild.

WIMBLEDON.—Mrs. Whyham appointed honorary secretary.

Lectures in the City and St. Marylebone.

North-West of England.

ASHTON-UNDER-LYNE. — Life-boat days. Life-boat films shown.

BARNOLDSWICK. — Life-boat films shown, with collections.

BARROW-IN-FURNESS.—Life-boat day. Address by the district organizing secretary to the Rotary Club.

BLACKPOOL.—Civic reception by the Mayor and Corporation of the new motor life-boat *Sarah Ann Austin*.

BOLTON.—"Kitchen shower," organized by the Ladies' Life-boat Guild. Garden party, arranged by Mrs. Wilson and Mrs. Dunion.

BURNLEY.—Life-boat day.

COCKERMOUTH, CONGLETON, AND CREWE.—Life-boat days.

DALTON - IN - FURNESS. — House-to-house collection. Presentations of prizes won in the life-boat essay competition for elementary schools.

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

EARBY.—Special meeting at the house of Mrs. G. C. Foulds. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. Joe Hartley; honorary treasurer, Mrs. A. Manning; honorary secretary, Miss M. Hartley.

FARNWORTH.—Presentation by Mrs. J. Johnston, president, of a prize won in the life-boat essay competition for elementary schools.

GARSTANG.—Life-boat day.

HEYWOOD.—Whist drive.

KIRKBY STEPHEN.—Special meeting. Mr. W. Bainbridge and Mrs. E. M. Highet appointed honorary treasurer and honorary secretary respectively, in succession to Mr. R. H. Hunter and Miss E. Loadman, resigned.

LAKE DISTRICT.—Life-boat day.

LANCASTER.—Garden fête at Howe Ghyll.

LITTLEBOROUGH. — Presentation by Councillor R. S. Schofield, J.P., C.C., of a prize won in the life-boat essay competition for elementary schools.

LIVERPOOL.—Presentation by the Lady Mayoress of the gold badge awarded by the Institution to Mrs. Sidney, honorary secretary and treasurer of the Formby Ladies' Life-boat Guild.

Life-boat Sunday service at Christ Church,

Bootle. Preacher: The Rev. Canon E. E. Mayson.

Presentations of prizes won in the life-boat essay competition for elementary schools by fourteen schools in Aintree, Birkenhead, Bootle, Liverpool, Moreton, Rock Ferry and Wallasey.

LYTHAM ST. ANNES.—Annual meeting on 4th June, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £174.

MACCLESFIELD. — Presentation by Councillor W. Hulme of a prize won in the life-boat essay competition for elementary schools.

MANCHESTER, SALFORD AND DISTRICT.—Civic welcome by the Mayor of Salford to the new Blackpool motor life-boat *Sarah Ann Austin* on her visit to the Manchester Ship Canal. Speakers: The Mayor of Eccles, the Mayor of Stretford, Sir Frederick J. West, C.B.E., J.P., chairman of the Manchester Ship Canal Company, Mr. P. M. Oliver, C.B.E., honorary secretary of the branch, and the district organizing secretary. Collections made.

Supper given by Alderman Joseph Crookes Grime, O.B.E., J.P., chairman of the branch, to the crew of the new Blackpool motor life-boat, to representatives of the Corporations of Salford, Eccles and Stretford, and officials and workers of the branch. The chairman presided, supported by Miss Molly Grime, and the speakers were the Mayors of Salford, Eccles and Stretford, the secretary of the Manchester Ship Canal Company, Mr. and Mrs. Henry Bronnert, Mrs. Bayfield and the district organizing secretary.

Collections on the occasion of the visit of H.M. Warships *Blanche* and *Brilliant* to the Manchester Ship Canal Company's Trafford wharf. Dance, at which the commanding officer and officers of H.M. Warships *Blanche* and *Brilliant*, and officials of the Manchester Ship Canal Company, were present.

Life-boat exhibit at the Ideal Homes' Exhibition, arranged by the *Manchester Evening News*. Collections made.

Dance, attended by members of the crews of H.M. Warships *Blanche* and *Brilliant*, and by the Cotton Queen of Britain.

The demonstration life-boat *Edwin Kay* on exhibition during coronation week. Collections made.

CHEETHAM HILL.—The *Edwin Kay* demonstration life-boat on exhibition and an entertainment given by Mr. G. Cusworth. Collections made.

MARPLE.—"Bring-and-buy" sale, organized by Mrs. G. W. Whitfield, president of the Ladies' Life-boat Guild.

SALE, ASHTON-ON-MERSEY, AND BROOKLANDS.—Presentation by Miss Lomax, president of the Ladies' Life-boat Guild, of the challenge shield for the North-West of England in the life-boat essay competition for elementary schools, won by Betty Selcon, of Springfield Girls' Senior School, Sale, Cheshire. Speaker: The district organizing secretary.

WALKDEN, WORSLEY AND DISTRICT.—Visit of Ladies' Life-boat

Guild committee to Llandudno for short cruise in the motor life-boat.

MILLOM.—Annual meeting on 26th May, Mrs. R. Grice, J.P., president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £51.

MILNTHORPE.—Special meeting on 6th May. Speaker: The district organizing secretary. Milnthorpe and District branch formed. President, the Lady Ashton; honorary secretary, Mr. W. Iniff; honorary treasurer, Miss E. Rhodes.

MORECAMBE AND HEYSHAM. — Special meeting on 13th July, the Mayor, president, in the chair. Miss Catterall appointed joint honorary secretary in place of Miss Livesey, resigned.

Concert by the Morecambe fishermen.

NANTWICH.—Life-boat day.

NEW BRIGHTON.—Annual life-boat service at St. James's Church, conducted by the vicar, the Rev. W. S. Coad, M.A. Preacher: The Rev. F. Davies, vicar of St. Paul's, Seacombe. The Navy League Band accompanied the crew of the life-boat to the church, and the Deputy Mayor and Mayoress of Wallasey, representatives of the council and members of the local life-boat committee were present.

NORTHWICH.—Life-boat day. Bridge drive, arranged by Mrs. Batty, Mrs. Gillbert and Mrs. Harper.

ORRELL.—The branch has suffered a severe loss by the deaths of Mrs. Clough and Miss Arrowsmith, both of whom were members of the committee and had joined the branch when it was formed in 1927.

Golf competition, organized by the Dean Golf Club.

PEEL.—Annual life-boat sacred service. Golf competition, organized by the Peel Golf Club. Presentation of a prize won in the life-boat essay competition for elementary schools.

PORT ERIN.—Annual sacred service. Dinner-table collections.

PORT ST. MARY.—Concert organized by the Ladies' Life-boat Guild. Annual dinner-table collections. Presentation of a prize won in the life-boat essay competition for elementary schools.

RADCLIFFE.—Presentation by the district organizing secretary of a prize won in the life-boat essay competition for elementary schools. The secretary of education, school managers and members of the Ladies' Life-boat Guild committee attended.

RAINFORD.—Presentation by the vicar of Rainford, the Rev. A. E. Bass, M.A., chairman of the branch, of a prize won in the life-boat essay competition for elementary schools. The Rev. R. H. Dowthwaite presided.

ROYTON.—Annual meeting on 7th June, the Rev. Canon W. Rowe, chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1936, £37.

SANDBACH.—Life-boat day.

SILVERDALE.—The gardens of "Grey Walls" opened to the public in May and July on behalf of the Institution.

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

TOTTINGTON.—Coronation "kitchen shower."

WARRINGTON.—"Bring-and-buy" sale.

WHITEHAVEN.—Annual benefit performance at Gaiety Theatre, arranged by Mrs. Halliwell.

WIGAN.—Bridge tea.

Prizes won in the life-boat essay competition for elementary schools were also presented at Atherton, Chester, Douglas, Isle of Man, Fairfield and Droylsden, Knutsford, Ormskirk, Preston, and Rawtenstall.

North-East of England.

AKWORTH, ASKERN, AND BAWTRY AND AUSTERFIELD.—Life-boat days.

BERWICK.—Dancing display.

BEVERLEY.—Life-boat day.

BLYTH.—Whist drive.

BOULMER.—A member of a distinguished life-boat family has passed away by the death of ex-coxwain Robert Stephenson. When he retired in 1922 he had been an officer of the life-boat for over twelve years.

BRADFORD.—Exhibition of life-boat photographs. (A full report will appear in the next issue.)

BRAHAM.—Life-boat day.

BRIDLINGTON.—The death of Mrs. A. E. Gray, for many years honorary secretary of the Ladies' Life-boat Guild, is a great loss to the branch.

Life-boat day.

CONISBOROUGH. — Life-boat day. Bridge drive.

CRESSWELL.—House-to-house collection.

CULLERCOATS.—Naming ceremony of the new motor life-boat. (A special report will appear in the next issue.)

DARLINGTON.—Life-boat day. Whist and bridge drives.

DEWSBURY.—House-to-house collection.

DRIFFIELD.—Fête.

DURHAM.—House-to-house collection.

EAST BIERLEY, AND FERRYHILL.—Life-boat days.

FLAMBOROUGH.—Presentation of the thanks of the Institution inscribed on vellum, awarded to each member of the life-boat crew for the service to the Grimsby trawler *Lord Erle* on 2nd March, 1937.

The station has lost two of its coxswains this year by the death of Mr. John Leng, coxswain for 17 years from 1898 to 1915, and Mr. Robert Knaggs, coxswain for 12 years, from 1915 to 1927.

GATESHEAD.—Fête.

GOLCAR, AND HALTEMPRICE.—Life-boat days.

HARROGATE. — House-to-house collection. Dancing matinée.

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

HEPWORTH AND SCHOLLS.—Annual meeting of the Ladies' Life-boat Guild.

HOLMFIRTH.—Life-boat day.

HONLEY.—House-to-house collection.

HUDDERSFIELD. — Life-boat day. American sale.

HULL, AND ILKLEY.—Life-boat days.

KEIGHLEY.—Annual meeting on 24th May, the Mayor, president, in the chair. Efforts of the past year: Life-boat day, works appeal. Amount collected in 1936, £290, an increase of £36 on 1935.

KIRBY MOORSIDE, KIRKBURTON, AND KIRKHEATON. — House-to-house collections.

LEEDS.—Life-boat day.

MALTON.—Life-boat day. Sale of work.

NEWBURN, AND NEWMILL.—House-to-house collections.

NORTHALLERTON.—Fête.

NORTON AND STUBBS WALDEN, OUTWOOD AND STANLEY, AND PATRINGTON.—Life-boat days.

PONTEFRAC.—House-to-house collection.

PRUDHOE, QUEENSBURY AND SHELF, AND REDCAR.—Life-boat days.

RIPON.—Drawing-room meeting at Longmeadows.

SCARBOROUGH.—Whist drive. Treasure hunt.

SEAHAM HARBOUR.—Naming ceremony of the new motor life-boat. (A special report will appear in the next issue.)

SELBY.—The Ladies' Life-boat Guild has suffered a great loss by the death of Mrs. Stainland, its president for the last ten years. Life-boat day.

SHEFFIELD.—Life-boat day.

SOUTH SHIELDS.—Whist drive.

SOWERBY BRIDGE, AND STOCKTON.—Life-boat days.

SUNDERLAND.—Life-boat day. Visit of the Ladies' Life-boat Guild to Whitby life-boat station.

THORNE AND MOORENDS.—Life-boat day.

THURNSCOPE.—Whist drive.

TINGLEY, AND UPTON.—Life-boat days.

WAKEFIELD.—Whist drive.

WEST HARTLEPOOL, WHITLEY BAY, WHITLEY BRIDGE, AND WITHERNESS.—Life-boat days.

WORMESLEY. — House-to-house collection.

YORK.—Life-boat day. Exhibition of life-boat photographs. Visit of the motor life-boat from the Humber. (A special report will appear in the next issue.)

Midlands.

ALFORD, AND ALFRETON.—Life-boat days.

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

BIRMINGHAM.—Life-boat day. Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary. Collections at the West End and Gaumont Cinemas. Address by the district organizing secretary to Leigh Road and Ada Road Senior Boys' Schools.

BLOCKLEY, AND BRIERLEY HILL.—Life-boat days.

BRISTOL.—Annual meeting on 19th July, the Lord Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1936, £1,211, an increase of £34 on 1935.

Latent talk on life-boat work, by Mr. G. F. Igglesden, honorary treasurer, to British Legion at Clifton.

BROADWAY, AND BROMSGROVE.—Life-boat days.

CHELtenham.—Annual meeting, the Mayoress presiding. Speaker: Captain G. Leigh Jackson. Amount collected in 1936, £160, an increase of £21 on 1935.

CHESTERFIELD. — Life-boat day. "Riders of the Storm" film shown.

COLESHILL.—Life-boat day.

COVENTRY.—Presentation by the Mayor of the challenge shield for the Midlands in the life-boat essay competition for elementary schools, won by Leslie Robinson, of Broad Street Senior Boys' School, Coventry, and the prizes won by four other Coventry schools. Speaker: The district organizing secretary.

Life-boat day. Dance at Rialto, by kind permission of Mr. Orr.

CRADLEY.—Lecture.

DAVENTRY, DROITWICH, DUDLEY, ECCLESHALL, GAINSBOROUGH, AND GRANTHAM.—Life-boat days.

HOLBEACH.—"Riders of the Storm" film shown, with collection.

IRTHLINGBOROUGH.—Life-boat day.

KIDDERMINSTER. — Life-boat day. "Riders of the Storm" and "Heroes of the Sea" films shown, with collections. Life-boat day at Stourport.

LANGWITH, LICHFIELD, AND LONG EATON.—Life-boat days.

LOUTH.—"Riders of the Storm" film shown, with collection.

MABLETHORPE AND SUTTON-ON-SEA.—Life-boat days.

MARKET HARBOUROUGH. — House-to-house collection.

MATLOCK.—Life-boat day.

NEW MILLS.—Life-boat day. "Heroes of the Sea" and "Riders of the Storm" films shown, with collections. Dance at Hayfield, organized by Mrs. Hatton.

OAKHAM, OUNDLE, AND PERSHORE.—Life-boat days.

PETERBOROUGH.—Concert, organized by Mr. Fowler. Lecture.

RUGBY.—Life-boat day. Address to members of Toc H by the district organizing secretary.

RUGELEY.—Annual meeting, Mr. H. W. Bush, J.P., chairman, presiding. Speaker: Eng.-Commander H. B. McGhie, D.S.O., R.N., president. Amount collected in 1936, £57, an increase of £4 on 1936.

SHIRLEY, SLEAFORD, AND SPILSBY (CONINGSBY).—Life-boat days.

STOKE-ON-TRENT, AND STOUR-BRIDGE.—Presentation of prizes in the life-boat essay competition for elementary schools.

STRATFORD-ON-AVON, SUTTON-IN-ASHFIELD, TAMWORTH, TEWKESBURY, UPPINGHAM, AND UPTON-ON-SEVERN.—Life-boat days.

UTTOXETER.—House-to-house collection.

WALSALL.—Life-boat day.

WOLVERHAMPTON.—"Riders of the Storm" film shown, with collection, at Willenhall.

South-East of England.

BEDFORD.—Life-boat day.

BOGNOR REGIS.—Golf competition.

BOXMOOR AND HEMEL HEMPSTEAD, BRENTWOOD AND DISTRICT, BURY ST. EDMUND'S, AND BYFLEET AND PYRFORD.—Life-boat days.

CAISTER.—Another member of the famous Haylett family has passed away, by the death of Mr. Charles Haylett at the age of 67. For 47 years he was a member of the crew.

CATERHAM AND DISTRICT.—Life-boat day. Golf competition.

CHELMSFORD.—Life-boat day.

CHICHESTER.—House-to-house collection at Compton.

CLACTON-ON-SEA.—Life-boat day, church collections, and dance at Jaywick, arranged by the Ladies' Life-boat Guild. Lecture at Little Clacton Women's Institute.

CLAYGATE.—House-to-house collection.

CROWBOROUGH AND DISTRICT.—Tennis tournament. Lectures at Crowborough St. John's, and Forest Row and Coleman's Hatch Women's Institutes.

DARTFORD.—"Bring-and-buy" sale, with address by Colonel A. C. Barnby, O.B.E., honorary secretary of the Rochester branch.

DORKING.—Life-boat day.

DOVER.—Life-boat day and tennis tournament, arranged by the Ladies' Life-boat Guild.

EASTBOURNE.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Astley Roberts, president, in the chair. Speaker: The district organizing secretary.

Life-boat days in Eastbourne and country districts, arranged by the Ladies' Life-boat

Guild. Dance at Hailsham. Golf competition at Willingdon, and lecture to the Women's Institute. Half proceeds of a garden fête at Langney Priory.

Unveiling of a clock on the Life-boat Museum, presented by Mrs. Astley Roberts. (See special report on page 354.)

EPPING.—Life-boat day. "At Home" and American tea.

ESHER.—Life-boat day.

FOLKESTONE.—The branch has suffered a severe loss by the sudden death of Miss Ethel Hopkins, B.A., for nearly ten years honorary secretary of the Women's Auxiliary of the Institution's branch at Folkestone, and later of the branch itself. (See "Obituary.")

Life-boat day.

GRAYS.—Golf competition at Orsett.

GREAT BENTLEY.—Life-boat day.

HARWICH.—Collection on cross-Channel steamers.

HASTINGS AND ST. LEONARDS.—Blessing of the Sea service. Lectures at Fairlight and Netherfield Women's Institutes.

HIGH WYCOMBE.—Golf competition at Flackwell Heath.

HUNTINGDON AND DISTRICT.—Life-boat day.

HYPHE.—Life-boat day.

ISLE OF SHEPPEY.—Life-boat day at Queenborough. House-to-house collection at Sheerness.

KING'S LYNN.—Joint street collection with Hull Sailors' Orphanage. Presentation of prize won in the life-boat essay competition for elementary schools.

LEATHERHEAD.—Life-boat day.

LEWES AND DISTRICT.—Life-boat days. Lectures at Kingston, Lewes St. John's, and South Malling Women's Institutes.

LITTLEHAMPTON.—Life-boat day. "Heroes of the Sea" and "Riders of the Storm" films shown.

LOWESTOFT.—Two golf competitions.

MAIDSTONE.—Golf competition at Bearsted. Lecture at the Farleighs Women's Institute.

MARCH.—Life-boat day.

MIDHURST.—Special R.A.O.B. church service, with address by Captain Basil Hall, R.N., and collection.

MISTLEY, MANNINGTREE AND DISTRICT.—Life-boat day.

NEWHAVEN.—The branch has suffered a severe loss by the death of its chairman, Mr. R. W. Dewdney, the Marine Manager and Harbour Master.

Life-boat day.

RAMSEY HEIGHTS.—House-to-house collection.

RYE AND WINCHELSEA.—Garden sale. "Heroes of the Sea" film shown, with collections.

SEAFORD.—Life-boat day.

SHOREHAM HARBOUR.—Life-boat days at Shoreham and Southwick. "Heroes of the Sea" film shown at Southwick.

SITTINGBOURNE AND MILTON REGIS.—Life-boat day. Life-boat tableau in coronation procession.

SOUTHBOROUGH. — House-to-house collection in Southborough. Life-boat tableau in Southborough and Tunbridge Wells coronation processions.

TUNBRIDGE WELLS.—Address to the Rotary Club by the district organizing secretary.

WALTON - ON - THAMES, WELWYN GARDEN CITY, AND WEYBRIDGE.—Life-boat days.

WINDSOR, ETON, AND DISTRICT.—House-to-house collection. Lantern lecture to the Windlesham Young People's Service League, by the rector, the Rev. J. Archibald. Life-boat day at Windlesham.

WOLVERTON.—Collection at L.M.S. Railway Company's works.

WOODBIDGE. — House-to-house collection.

WORTHING AND DISTRICT. — Life-boat days. Lecture at Goring Women's Institute. Presentation of prize won in the life-boat essay competition for elementary schools.

GREAT YARMOUTH AND GORLESTON.—Life-boat day, whist drives at Great Yarmouth, Mautby, and Gorleston, and tennis tournament arranged by the Ladies' Life-boat Guild. Presentation of prizes won in the life-boat essay competition for elementary schools.

Lectures were also given to the Gravesend Sisterhood, at the Garden School, Lane End, High Wycombe, and to the Women's Institutes at Albourne, Bell Hill, Great Amwell, Greenstead Green, Horsted Keynes, Kirby-le-Soken, Lindfield, Little Common, Mannings Heath and Nuthurst, Patcham, Small Hythe, Takeley, Tilford, Underriver, West Horsley and Winslow.

Prizes won in the life-boat essay competition for elementary schools were also presented at Bramford, Croxley Green, Deal, East Runton, Faversham, Ipswich, Lydd, Marshland St. James, Redhill, Salhouse, and Stone.

South-West of England.

ALDERSHOT. — Special meeting. Speaker: The district organizing secretary. Life-boat day.

ALTON.—First life-boat day.

ANDOVER.—Life-boat day in Andover and villages, in Whitchurch and district, and at Kingsclere.

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

BASINGSTOKE. — Life-boat day at Odiham.

BLANDFORD.—Life-boat day.

BOURNEMOUTH.—Annual meeting, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

Amount collected in 1936, £623. Presentation to Alderman F. S. Mate of the life-boat picture awarded to him by the Institution on his retirement as chairman.

BRADFORD-ON-AVON.—Life-boat day.

BRIXHAM.—Life-boat day and stalls.

BURNHAM-ON-SEA.—Life-boat day at Highbridge.

CHARD.—Life-boat day, with films at cinemas.

CHIPPENHAM. — Life-boat day at Corsham.

CLEVEDON, EASTLEIGH, AND EMSWORTH.—Life-boat days.

EXETER.—Open-air whist drive.

EXMOUTH.—Life-boat day at Budleigh Salterton.

FARNBOROUGH AND FLEET, FROME, GUERNSEY, AND ILFRACOMBE.—Life-boat days.

ISLE OF WIGHT.—Annual meeting of the Isle of Wight Life-boat Board, Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, in the chair. Amount collected in 1936, £949, an increase of £214 on 1935.

Annual meetings of Cowes and Ryde Ladies' Life-boat Guilds.

Presentation by Lady Baring at Newport of prize won in the life-boat essay competition for elementary schools. Address by Sir Godfrey Baring, Bt., chairman of the Institution.

MARLBOROUGH. — Life-boat day at Pewsey.

NEWTON ABBOT.—Life-boat day at Moretonhampstead.

OKEHAMPTON, AND PAIGNTON.—Life-boat days.

PENZANCE. — Life-boat day. Bridge drive, arranged by Ladies' Life-boat Guild.

PETERSFIELD. — Life-boat days at Petersfield, and in Liss and district.

PLYMOUTH.—Life-boat days at Plymouth and Saltash. Annual dinner to life-boat crew, given by Mrs. Bowen, honorary secretary of the Ladies' Life-boat Guild. Social and concert at Bere Ferrers.

POOLE.—Life-boat days at Poole and Wimborne.

PORTSMOUTH.—Life-boat days at Portsmouth, Southsea, and in Havant district.

REDRUTH.—Bridge and whist drive.

ROMSEY.—Life-boat day in Romsey and villages.

SALISBURY.—Life-boat days at Gillingham, and in Fordingbridge and district.

SEATON.—Life-boat day at Beer.

SHAFTESBURY, AND SIDMOUTH.—Life-boat days.

SOUTHAMPTON. — Life-boat day at Southampton and in surrounding areas.

ST. IVES.—Presentation by Mrs. F. H. Houck, wife of the United States vice-consul at Plymouth, of the awards made by the United States Government, for the rescue, on 2nd November, 1936, of the crew of the *Bessemer City*.

Life-boat day, with film at cinema.

SWINDON.—Life-boat day at Cricklade.

TEIGNMOUTH.—Life-boat day.

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

TORQUAY.—Presentation by the Mayoress to Mrs. Thackrah of the life-boat picture, awarded to her by the Institution, at a special meeting of the Ladies' Life-boat Guild, Mrs. F. Callard presiding. Speaker: The district organizing secretary.

TOTNES.—Life-boat days at Buckfastleigh and Stoke Gabriel.

TRURO.—Life-boat day.

WANTAGE.—Life-boat days at Wantage and Faringdon.

WATCHET.—Dance.

WESTON-SUPER-MARE.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Porcher presiding. Speaker: The district organizing secretary.

Life-boat day.

WEYMOUTH.—Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

YEOVIL.—Life-boat day at Martock and villages.

Lectures at Kingham, Shrivenham, Steeple Aston and Totland (I.W.).

Scotland.

ABERDEEN.—Coronation procession in which the life-boat and crew took part. Life-boat day. Presentations of four certificates won in the life-boat essay competition for elementary schools.

ALLOA.—Life-boat days at Alloa, Alva and Tillicoultry.

ANNAN.—Life-boat day.

ANSTRUTHER.—Life-boat days at Anstruther, Pittenweem and St. Monance.

ARBROATH, ARDRISHAIG, AND ARRAN.—Life-boat days.

AYR.—Presentations of three certificates won in the life-boat essay competition for elementary schools.

AYTON AND BURNMOUTH.—Life-boat day.

BANFF.—House-to-house collection, organized by the Ladies' Life-boat Guild.

BUCKHAVEN, AND BURNTISLAND AND ABERDOUR.—Life-boat days.

CAMPBELTOWN.—Golf tournament at Carradale, arranged by Mr. P. McKinven.

CARRONBRIDGE, CARSTAIRS, AND COLDSTREAM.—Life-boat days.

CRIEFF.—Special meeting on 19th May, Provost Hunt presiding, at which a Ladies'

Life-boat Guild was formed. Speakers: Councillor D. O. Maclean, Mr. S. Graham Mickel and the Scottish organizing secretary. Badges were presented to Guild members by Mrs. Stewart, of Millhills.

Life-boat day.

CUPAR, AND DARVEL.—Life-boat days.

DUNBAR.—In recognition of services to the fishing community of East Lothian the honour of O.B.E. was conferred upon Mr. William Bertram, J.P., the honorary secretary of the station, at the coronation.

DUNDEE.—Life-boat day and flower stall. Broadcast of the launching of the Broughty Ferry life-boat. (See special report on page 352.)

EDINBURGH.—Presentation by Harriet, Lady Findlay, D.B.E., president of the Ladies' Life-boat Guild, of the challenge shield for Scotland in the life-boat essay competition for elementary schools, and of the special prize for the best essay in Great Britain and Ireland, won by Osmond P. H. Robb, of the Royal High School, Edinburgh. The Lord Provost presided and the school was addressed by Emeritus-Professor J. Graham Kerr.

Presentations by a member of the branch committee of three certificates won in the life-boat essay competition for elementary schools.

Open golf meeting at Longniddry, arranged by Miss E. H. Sawers, a member of the Ladies' Life-boat Guild.

ELGIN.—Presentation by the Rev. J. M. M. Madill, in the absence of the Lord Provost, of the life-boat picture awarded by the Institution, to Mr. J. Davidson Dickie, M.A., L.C.P., the honorary secretary. Life-boat day.

FORTROSE, AND GIRVAN.—Life-boat days.

GLASGOW.—Annual meeting on 14th May, Mr. William Henderson presiding. Efforts of the past year: Life-boat day, mannequin parade, ball. Amount collected in 1936, £6,086. The resignation of the chairman, Mr. James Bryce Allan, was received with regret.

Life-boat day.

GRANGEMOUTH, GRANTOWN-ON-SPEY, GREENOCK, HELENSBURGH, AND INVERBERVIE.—Life-boat days.

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

INVERNESS.—Presentations of three certificates won in the life-boat essay competition for elementary schools.

IRVINE.—Another member of a famous life-boat family has passed away by the death at 78 of Mr. Duncan Sinclair.

Life-boat day.

ISLE OF BUTE.—Life-boat day.

ISLE OF ISLAY.—Life-boat days, and visit of Port Askaig life-boat to regattas at Colonsay, Port Ellen, Craighouse and Jura.

JEDBURGH.—Presentation by Mr. Thomas H. Prudden of a certificate won in the life-boat essay competition for elementary schools.

KILMARNOCK, AND KINGUSSIE.—Life-boat days.

KIRKCUDBRIGHT.—Coronation pageant and procession in which the life-boat took part.

KIRRIEMUIR, LADYBANK, AND LARBERT.—Life-boat days.

LARGS.—Life-boat day at Wemyss Bay and Skelmorlie.

LERWICK, LEVEN, LOCHGELLY, LOCHGILPHEAD, AND LOCHMABEN.—Life-boat days.

LOCKERBIE.—Presentation by Mr. David Cormack of a certificate won in the life-boat essay competition for elementary schools.

MARKINCH, AND METHIL.—Life-boat days.

MONTROSE.—Coronation carnival and procession in which the No. 2 life-boat took part.

NEWTONMORE, AND NORTH BERWICK.—Life-boat days.

OBAN.—Life-boat days at Ballachulish, Easdale, Mallaig, and Oban.

PERTH.—Life-boat days.

PETERHEAD.—Coronation ball, organized by the life-boat dance committee. Life-boat day.

PORTPATRICK, AND ROSEHEARTY.—Life-boat days.

ST. ABBS.—Naming ceremony of the new motor life-boat. (A full account will appear in the next issue.) Life-boat day.

ST. ANDREWS, SALTCOATS, SANQUHAR, AND STIRLING.—Life-boat days.

STORNOWAY.—Life-boat day. Golf competitions.

STRANRAER, THURSO, TOBERMORY, TROON, AND VALE OF LEVEN.—Life-boat days.

WICK.—Procession in connexion with the crowning of the Herring Queen; part proceeds given to the life-boat station.

Ireland.

ARKLOW.—Golf competition at Woodenbridge Golf Club.

BAGENALSTOWN, AND BALLYCOTTON.—Life-boat days.

BANDON AND COURTMACSHERRY.—Whist drive, organized by honorary secretaries of both branches.

BANGOR, AND BELFAST.—Life-boat days.

BRAY.—Golf competition.

CLOGHER HEAD, CLOGHEY, COURTMACSHERRY, DONAGHADEE,

DROGHEDA, AND DUBLIN.—Life-boat days.

DUN LAOGHAIRE.—Annual meeting, Mr. Gerald Byrne, chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1936, £242, an increase of £34 on 1935.

Life-boat day. Golf competition.

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

HOWTH.—Naming ceremony of the new motor life-boat. (A full account will appear in the next issue.)

KILMORE.—Naming ceremony of the new motor life-boat. (A full account will appear in the next issue.)

LARNE, AND LONDONDERRY.—Life-boat days.

MULLINGAR.—Life-boat days. Tennis tournament.

NEWCASTLE (DUNDRUM), AND PORTRUSH.—Life-boat days.

ROSSNOWLAGH.—Golf competition.

STRABANE, AND TRALEE AND KILLARNEY.—Life-boat days.

WEXFORD.—Annual meeting, Major-General B. J. C. Doran, C.B., vice-president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £56, an increase of £13 on 1935.

The branch has lost an old friend by the death of Mr. Michael J. O'Connor, who was its honorary secretary from 1911 to 1921.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

A conference of North and Mid-Wales and Shropshire branches was held at Llandudno, on the 15th June. Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Lieut.-Col. C. R. Satterthwaite, O.B.E. secretary of the Institution. A civic welcome was given the delegates by Councillor A. J. Needham, chairman of the Llandudno Urban District Council.

The conference was attended by sixty delegates. Life-boat films were shown, and at the end of the conference delegates went afloat in the Llandudno and Moelfre motor life-boats.

ABERTILLERY.—Presentation of prize in the life-boat essay competition for elementary schools by Mrs. A. L. Dolman, president of the Ladies' Life-boat Guild. Address by the district organizing secretary.

AMLWCH.—Life-boat day.

BARRY.—Life-boat day.

Presentation of prizes in the life-boat essay competition for elementary schools by Mr. E. V. Swallow, chairman of the branch, and by Mrs. T. Rowlands, chairman of the Ladies' Life-boat Guild.

BRIDGNORTH.—Life-boat day.

CARDIFF.—Life-boat day.

The grounds of St. Fagan's Castle opened to the public, by kind permission of the Right Hon. the Earl of Plymouth, P.C.; proceeds in aid of the Cardiff branch.

The Lady Mayoress of Cardiff (Lady Elizabeth Hiles) made a tour of the Cardiff schools and presented prizes in the life-boat essay competition for elementary schools, at nine schools. Addresses were given at each school by the district organizing secretary.

CLEOBURY MORTIMER. — Life-boat day.

HEREFORD.—Life-boat day and cinema collection.

HOLYHEAD.—Life-boat day.

LEOMINSTER.—Life-boat day.

LLANELLY.—Presentation by the Mayor of the challenge shield for Wales in the life-boat essay competition for elementary schools, won by John Thomas, of the Bynea Council School. Address by the district organizing secretary.

Box opening and tea at Stradey Castle, by kind permission of Mrs. C. R. Mansel Lewis, chairman of the Ladies' Life-boat Guild.

LLANDOVERY, AND LLANIDLOES. —Life-boat days.

MONMOUTH.—Life-boat day.

NEATH.—Presentation by Miss F. M. Pole, honorary secretary of the Ladies' Life-boat Guild, of prize won in the life-boat essay competition for elementary schools. Address by the district organizing secretary.

Life-boat day. Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary. Mrs. Webb elected chairman.

NEWPORT (MON.), AND OSWESTRY. —Life-boat days.

PENARTH.—Life-boat day. Lantern lecture to the Fuchsia Club.

PORTHCAWL, AND ROSS.—Life-boat days.

SHREWSBURY.—Silent appeal.

SWANSEA.—Life-boat day.

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

TOWYN.—Life-boat day.

Prizes won in the life-boat essay competition for elementary schools were also presented at Holywell, Maesteg, Mold, Oswestry, Penygraig, Saltney, Sebastopol and Shifnal.

Notice.

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

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

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

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

The next number of THE LIFE-BOAT will be published in December, 1937.