

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 November 30th, 1937 - - - - 65,396

Radio Telephony in Life-boats.

By Engineer-Captain A. G. Bremmer, O.B.E., R.N., Superintendent-Engineer to the Institution.

WIRELESS has now been in use in life-boats of the Institution for eleven years, but the severe limits of its use, and the great difficulties of its use, in life-boats are hardly understood by those who have seen the spectacular results of wireless in bringing help to vessels in distress on the high seas, and who think that, as a matter of course, all the Institution's life-boats should be equipped with it.

The use of wireless in life-boats is solely for the purpose of keeping them in touch with the shore when they are out at sea and are too far away for visual signals to be seen. They have not the duty of picking up messages from vessels in distress. That duty belongs to the shore stations, of which the General Post Office now has thirteen round the coasts of the British Isles. There are also a number of lighthouses and light-vessels, offices of Harbour Authorities, and a few coastguard stations, which have radio-telephony sets both for transmitting and receiving. It is the shore stations which receive signals of distress. These messages are passed through the coastguard to the life-boat stations, which act upon them. In the same way, if a life-boat station wishes to communicate by wireless with

its life-boat at sea, it does so through the shore station.

A Fifty Mile Radius.

The first limit on the use of wireless by life-boats is that there must be shore stations which can communicate with them, and the shore stations have low-power transmitters. At first they had to be within fifty miles of the life-boat station if they were to be able to get into touch with its life-boat. Now, with more modern sets ashore and in the life-boats, it has been found, in some cases, that considerably greater ranges are possible.

Again, those who are able, with simple receiving sets in their homes, to hear distant broadcasting stations without any difficulty can hardly realize the difference of taking messages in a life-boat at sea, when it comes, not from a powerful broadcasting station working on 50 to 200 kilowatts, but from a transmitter with a power of only a fraction of a kilowatt, and when that message has to be heard in the midst of the noise of wind and waves and the life-boat's engine. The difficulties of receiving are also increased by electrical interference from the engine and by the impossibility of having on a life-boat

masts sufficiently high to carry really effective aeri-als.

The First Experiment—1927.

The Institution began its experiments with wireless by installing a wireless-telegraphy receiving and transmitting set in the Rosslare Harbour, Co. Wexford, cabin motor life-boat, in 1927. This life-boat might be at sea for a long time standing by local fishing boats. The purpose of the wireless was to inform her while at sea of vessels in distress elsewhere. If such a message reached the life-boat station, it was telephoned across the Irish Sea to the wireless station at Fishguard in Wales, and wirelessly by that station to the life-boat at sea. This station has since been closed, and messages for the life-boat now go by way of Land's End Radio. This is the only life-boat which has been equipped with wireless telegraphy. It has not been used in other life-boats, because of the necessity of carrying a fully certificated operator.

In 1929 the next step was taken when the motor life-boats at Dover, Stornoway, in the Island of Lewis, and St. Peter Port, Guernsey, were equipped not with wireless telegraphy, but with radio telephony, and a little later the motor life-boats at New Brighton, on the Mersey, and Barra Island, in the Hebrides, were also equipped with it. These five life-boats had both receiving and transmitting sets with a range of fifty miles.

At that time the Post Office shore stations had wireless telegraphy only. There were very few shore stations at all with radio telephony, and these were of very low power. Then, in 1931, the Post Office equipped its shore stations with radio telephony of low power.

The Difficulty of Protecting from the Sea.

The six life-boats which had by this time been fitted (one with wireless telegraphy and five with radio telephony) were the only life-boats which fulfilled the necessary conditions. They were within fifty miles of a shore signal station, they were life-boats with cabins, and they lay afloat. Those second two conditions were as necessary as the first.

They had to lie afloat, so that the

mast and aerial could be kept up for regular testing. This could not be done when the life-boat was hauled up into a boat-house and the mast had to be lowered, and without this it was not then found possible to maintain the apparatus. They had to have cabins to protect the delicate apparatus from the sea. Even with cabins the damp caused great difficulties in the first three life-boats in which radio telephony was installed, and the sets had to be refitted and rebuilt. They have since proved very efficient. Such were the severe limits imposed on the first use of radio telephony in life-boats.

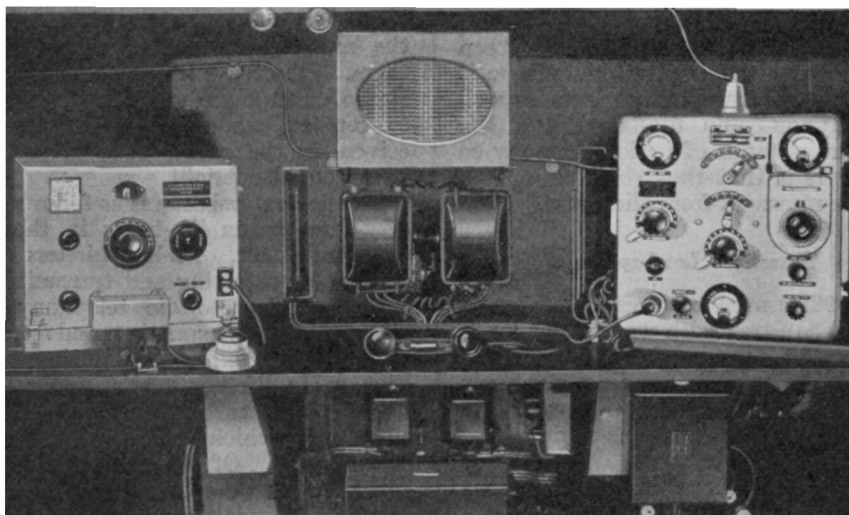
The Problem of Housed Life-boats.

As other motor life-boats were built which fulfilled the three necessary conditions they were equipped with radio telephony. Up to the end of 1936 nine more had been so equipped. One of these boats (Yarmouth, Isle of Wight) was destroyed in the fire at a building yard last June, where she was re-fitting. Like the first five, these nine were all cabin life-boats lying afloat, with the exception of Cromer—a cabin boat kept in a house.

In 1936 experiments were carried out with a radio-telephony set in the Cromer boat, to see if, with improved apparatus, it could be used in a cabin life-boat which did not lie afloat. These experiments were made with a substitute aerial in the boat-house, with which the apparatus could be tested each week. The results of this experiment, though not entirely satisfactory, have been sufficiently good to justify the Institution in deciding to fit with radio telephony all cabin life-boats which are kept in boat-houses, provided, that is, that they are within fifty miles of shore wireless stations. This has added another thirteen to the number of life-boats carrying both transmitting and receiving sets. These have all been fitted during 1937.

Experiments with Non-Cabin Life-boats.

There remain the motor life-boats which have not cabins. Receiving sets built by amateurs are being tried in the Hythe and Hastings life-boats (both without cabins), and the Institution is now testing in the Aldeburgh life-boat a small receiving set, the radio part of



RECEIVING AND TRANSMITTING SETS.
The Marconi R/T installation as used in life-boats



By courtesy of]

OPERATOR AT THE TRANSMITTER.

[Fox Photos

On board the Watson cabin motor life-boat at Fishguard, Pembrokeshire, fitted with R/T receiving and transmitting sets of the International Marine Radio Company.

which has been built by the Evrizon Radio Company to the Institution's requirements, while the arrangements for making it water-tight have been designed by the Institution. There is no space for transmitting sets as well in the non-cabin life-boats, but the chief importance of radio telephony to life-boats is that they shall be able to receive messages from the shore.

Watertight Loud-speakers.

In 1937 a number of cabin life-boats have been fitted with water-tight loud-speakers on deck, so that the cabin has only to be used in sending messages, and these loud-speakers will eventually be used with all sets in the cabin boats. They are, however, too heavy and cumbersome for general use in the non-cabin boats.

The types of receiving and transmitting sets which the Institution is using in its cabin life-boats are those made by the Marconi International Marine Communications Co., Ltd., the International Marine Radio Co., Ltd., and Coastal Radio, Ltd. It proposes

also to test sets by Gambrell Radio Communication Co., Ltd. These sets, instead of being bought, are now rented, the makers undertaking to maintain them. Receiving sets made by Invicta Radio, Ltd., are also being fitted to replace, where necessary, the receivers in the earlier sets, which had been bought outright.

The present position is as follows : Of fifty-three cabin life-boats in the Institution's fleet, one has wireless telegraphy for receiving and transmitting, twenty-six have radio telephony for receiving and transmitting, and another ten will be fitted with it during 1938. Five cabin life-boats now under construction are to be fitted with it and eight more which are to be laid down during 1938. Of the motor life-boats which have no cabins, two are now fitted with amateur experimental receiving sets and another with the Institution's experimental receiving set. Upon the result of the experiments with these three sets will depend the extension of wireless to other motor life-boats without cabins which are within range of shore stations.

A Bronze Medal Service at Moelfre.

ABOUT one-fifteen in the morning of 24th October last a message came from the coastguard to the life-boat station at Moelfre, Anglesey, that a vessel was in distress N.N.E. of Point Lynas. A whole gale was blowing from north by east, and a very heavy sea was running.

The motor life-boat *G.W.* was launched at one-twenty, making for Point Lynas. She was travelling in the teeth of the gale and was repeatedly filled by the heavy seas, but she freed herself very quickly. Her coxswain tried to get further information about the position of the vessel from a pilot cutter, using both his searchlight and his Morse signalling lamp, but the cutter could not take the messages owing to the very heavy seas. One moment the life-boat was on the crest of a wave, and the next completely hidden in the trough.

Unable to get any information, the coxswain went on in the direction given by the coastguard, and at four in the morning—two hours and forty minutes

after putting out—he found the vessel, nine miles from Point Lynas, and fifteen from the station. She was still burning flares.

She was an 80-ton steamer, the *Lady Windsor*, of Cardiff, with a crew of five. She was making very heavy weather and was very low in the water. Her captain still hoped to get her into Moelfre Roads, and at his request the life-boat stood by.

For two hours the steamer struggled on, and then, about six o'clock, she sent up another flare. The life-boat closed with her at once. The steamer seemed on the point of foundering. The seas were breaking clean over her. Her decks were awash.

There was no time to spare, and the coxswain took the life-boat right alongside, a perilous thing to do with the steamer rolling her rail right under in the heavy seas. He took her alongside, the five men of the *Lady Windsor* jumped aboard her, and she drew clear.

The homeward journey took over

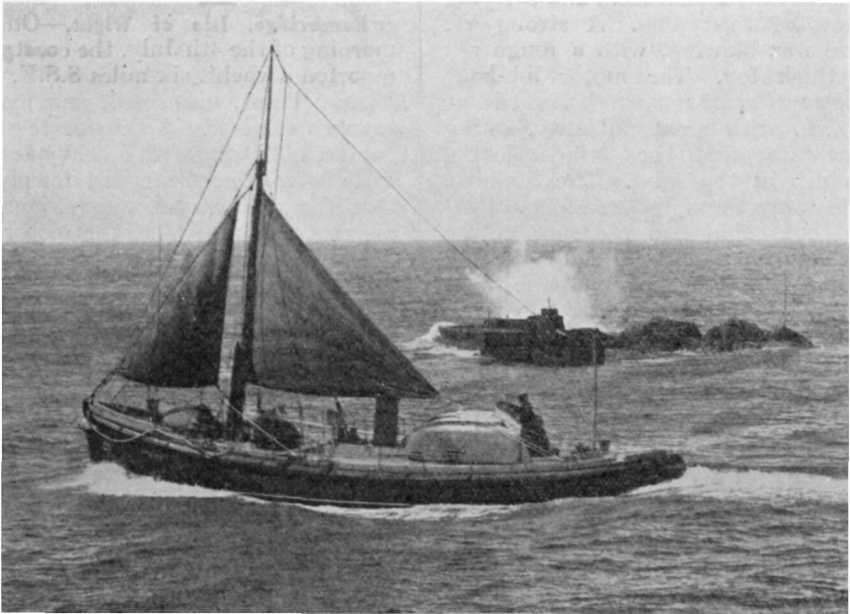


By courtesy of]

[The Times

WAITING FOR THE CALL.

The operator at the wireless telegraphy set on the Rosslare Harbour motor life-boat.



THE AERIAL.

The 46 feet Watson cabin motor life-boat at Portpatrick, Wigtownshire, fitted with the aerial for R/T receiving and transmitting sets of the International Marine Radio Company.

two hours, and it was not until eight-forty, eight hours and twenty minutes after putting out, that the life-boat reached Moelfre again. The steamer herself eventually went ashore in Llanbadrig Bay.

It was a fine service in which very good seamanship was shown by the coxswain, both in finding the steamer and in getting alongside in the very heavy sea, and rescuing the crew without damage to the life-boat. The Institution has made the following awards:

To COXSWAIN JOHN MATTHEWS, the bronze medal for gallantry, accompanied

by the thanks of the Institution inscribed on vellum;

To ROBERT WILLIAMS, the motor mechanic, the thanks of the Institution inscribed on vellum;

To the coxswain, motor mechanic and each of the seven members of the crew an award of £2 in addition to the ordinary scale reward of £2 7s., making a reward of £4 7s. to each man. Total rewards, £87 16s. 6d. The master of the steamer at once sent a letter of thanks and appreciation, and the owners have become annual subscribers to the Institution in gratitude for this service.

Services of the Life-boats.

Reported to the September and October Meetings of the Committee of Management.

Launches 86. Lives rescued 90.

September Meeting.

St. Ives, Cornwall.—Early on the morning of the 1st July the coastguard reported that a steamer was ashore near Pendeen. She was the Italian steamer *Aida Lauro*, of Naples, bound from Liverpool to Hull with a cargo of linseed and cotton seed, and carrying a crew of thirty-one. A strong W. breeze was blowing, with a rough sea and thick fog. The motor life-boat *Caroline Parsons* was launched at 3.5 A.M., with great difficulty, owing to low water and to the carriage sticking in a dip in the sand. The life-boat felt her way through dense fog to Pendeen, but could find no trace of the *Aida Lauro*. She continued searching and eventually found her on the rocks at Castle Point, more than two miles farther along the coast, and over ten miles westward of St. Ives. The steamer was close to the cliffs and broadside on to the sea. Owing to the rocks the life-boat was unable to get under her lee, but with some difficulty went alongside her weather side and rescued fifteen of the crew, two of them badly injured. She made for St. Ives, arriving at 6.45 A.M. After landing the men and refuelling she put out again, but found that the remainder of the crew had abandoned ship, and had managed, at some risk, to get ashore in a ship's boat. The life-boat

arrived back at her station at 10.50 A.M. A letter of thanks was received by the Institution from the Italian Government and the Italian Consul-General in London sent a letter of thanks to the coxswain and crew.—Rewards, £74 5s.

Bembridge, Isle of Wight.—On the morning of the 4th July, the coastguard reported a yacht, six miles S.S.E. from Woody Point, dismasted, and making towards Culver. A moderate S.W. gale was blowing, with a heavy sea. A little later the coastguard telephoned that the yacht was making signals of distress, and at 9 A.M. the motor life-boat *Langham* was launched. She came up with the yacht, the *Carron II*, of Gosport, with three people on board, off Bonchurch, and towed her into Gosport. She returned to her station at 2.45 P.M.—Rewards, £5 10s.

Aldeburgh, Suffolk.—At 11.20 A.M. on the 4th July the coastguard reported that a small sailing yacht two miles south of Aldeburgh was making very heavy weather. A strong S.W. breeze was blowing, with a rough sea. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 11.30 A.M. and found the yacht to be the *Snark*, of Maldon, with three persons on board, bound for Lowestoft. She did not want any

help, but the life-boat escorted her until smoother water was reached, and returned to her station at 1.15 P.M.—Rewards, £15 12s.

Shoreham Harbour, Sussex.—At 1.4 P.M. on the 11th July the coastguard reported that a boat was in distress four and a half miles E.S.E. of Shoreham Harbour. A moderate S.W. breeze was blowing, with a moderate sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 1.27 P.M., and found the yacht *Merle* and the motor launch *Fire Fly*, both belonging to Shoreham. There was one man in each boat. The launch had had the yacht in tow, but had broken her propeller. The life-boat towed both the boats into Shoreham, and returned to her station at 3.20 P.M.—Rewards, £3 17s. 6d.

Hilbre Island, Cheshire.—Shortly before 6 P.M. on the 23rd July information was received from Hilbre, through the Mersey Dock Board, that a yacht was in distress on Salisbury Bank. A strong, squally breeze was blowing from the N.N.W., with rain and a rough sea. At 6.23 P.M. the pulling and sailing life-boat *Chapman* was launched. She found that the sailing yacht *Seabird*, with a crew of two, bound from Rhyl to the Mersey, had been forced to turn back through stress of weather. Her jib had blown away and she had stranded in a dangerous position. The life-boat took off the two people on board and brought the yacht into Hilbre Pool. The owner made a donation to the Institution.—Rewards, £19 17s. 9d.

Wells, Norfolk.—At 6.45 P.M. on the 24th July a telephone call was received from the owner of the motor yacht *Gazeka*, of London, who had come ashore from his yacht, which was lying off Blakeney Point without a rudder and with her engine disabled. He wanted a motor boat to go out to tow the yacht in, but as this could not be arranged, the motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 7.30 P.M., with the second coxswain in charge. At this time there was a heavy thunderstorm, with a variable westerly wind and moderate sea. The

life-boat reached the *Gazeka* at 8.40 P.M., took her in tow, and brought her and the six people on board to Wells Harbour, arriving at 10.45 P.M.—Rewards, £14 10s.

Hastings, Sussex.—At 9.25 P.M. on the 29th July the coastguard reported that a small motor boat, with two men on board, was in distress half a mile west of Fairlight look-out. A light S.E. breeze was blowing, with a lumpy sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 9.47 P.M., with the honorary secretary, Commander W. Highfield, R.N., on board, and found the boat to be the speed-boat *Ski Queen*, of St. Leonards. Her engines had broken down, and she was at anchor near the shore, over a ledge of rocks. The life-boat took off the two men and transferred two life-boatmen to the speed-boat, which she then took in tow to Hastings. She returned to her station at 11.15 P.M.—Rewards, £36 12s. 6d.

Swanage, Dorset.—At about 9.50 P.M. on the 2nd August the coastguard saw flares half a mile east of Peveril Point. A moderate S. breeze was blowing, with a moderate sea. The motor life-boat *Thomas Markby* was launched at 10.14 P.M. and found the sloop *Bonnie Betsy*, of Weymouth, with two men on board, at anchor in a dangerous position. Her cable had parted once and, not trusting it to hold, the men had burned flares for help. The life-boat towed her to a safe anchorage, and returned to her station at 11.10 P.M.—Rewards, £11 4s.

Dover, Kent.—At 7.30 P.M. on the 3rd August, during fine weather, the second coxswain saw signals from the base of the cliffs in Langdon Bay, and put off with the second motor mechanic and another man in the life-boat's motor boarding-dinghy. They found that three men, who had tried to walk from St. Margaret's Bay, had been cut off by the tide and were marooned on a ledge about twenty feet up the cliff. While they were being rescued one of them was hit on the head and injured by a stone thrown from the top of the cliff. The boarding-boat returned with them at 9 P.M. The injured man was

taken to the life-boat and given first aid, and then taken to hospital.—Rewards, 12s. 6d. Partly permanent crew.

Plymouth, Devon.—At 1 A.M. on the 4th August it was reported that a motor boat, the *Spitfire*, with seven people on board, had put out during the previous afternoon and had not been heard of since. There was a dense fog, which made an immediate search impossible, but at 2.45 A.M. the fog lifted a little, and the motor life-boat *Robert and Marcella Beck* put out. The sea was calm and there was no wind. Some time after the life-boat had put out the *Spitfire* came in. Recall signals were made, but were not seen by the life-boat, which continued her search. Shortly after 5 A.M. she found the motor boat *Barbara*, with a man and two women on board, in difficulties off Mewstone, and unable to get ashore. The three people were taken on board the life-boat and given hot coffee, and the *Barbara* was taken in tow. The life-boat, after another search for the *Spitfire*, put into Plymouth, where the people were handed over to the St. John Ambulance Brigade. The life-boat returned to her station at 6.50 A.M. The owners of both boats sent letters of thanks and donations.—Rewards, £11 8s.

Dunbar, Haddingtonshire.—During the afternoon of the 5th August the coastguard reported that a yacht was ashore on Tyne sands, three miles west of Dunbar. She was the sailing yacht *Saunterer*, of Blyth, cruising in the Firth of Forth and bound for St. Abbs. A moderate S.E. breeze was blowing, with a smooth sea, and the weather was thick, with rain. The motor life-boat *George and Sarah Strachan* was launched at 5.30 P.M. and stood by until the yacht refloated. She escorted her into Dunbar harbour, and returned to her station half an hour after midnight.—Rewards, £12 8s.

Hythe, Kent.—At 10 P.M. on the 7th August the life-boat station received a request for the motor life-boat *Viscountess Wakefield* to make a search for a small yacht which had put out at 3 P.M., but had not returned. The

weather was fine and the sea was smooth, but a strong northerly wind was blowing. With the second coxswain in charge and Mr. Clayton Rickard, joint honorary secretary, on board, the life-boat left at 10.25 P.M. She found the missing yacht ashore two and a half miles west of the station, and towed her back to Hythe, arriving at 11.15 P.M. A letter of thanks was received from the two men who were on board the yacht.—Rewards, £20 7s.

Portrush, Co. Antrim.—During the afternoon of the 8th August, the sailing yacht *Escape*, of Belfast, with two men on board, left Portrush for her home port. There was very little wind and she began to drift towards the dangerous Skirk rocks. At 10.25 P.M. the coastguard reported that she was in a dangerous position. A fishing boat took her in tow, but the rope parted, and as it was becoming dark, it was decided to send out the motor life-boat *T.B.B.H.* She was launched at 10.57 P.M., and found the *Escape* at anchor one and a half miles E. by N. of Ramore Head. She towed her into harbour, and returned to her station at midnight.—Rewards, £7 3s.

Torbay, Devon.—At 8.50 P.M. on the 12th August the coastguard reported that a motor boat with five persons on board was ashore between Blackpool sands and Dartmouth. A gentle S.E. breeze was blowing, with a smooth sea. The reserve motor life-boat *City of Bradford I*, which was on temporary duty at the station, put out at 9.3 P.M., with the honorary secretary, Mr. H. M. Smardon, on board. She could find no trace of the boat, but on arriving at Dartmouth found that the five persons on board her had got safely ashore. She also learned that anxiety was felt for the safety of the yacht *Iona* with four men aboard, went in search of her, found her near Blackstone, and towed her back to Dartmouth, and eventually returned to her station at 1.35 A.M. on the 13th.—Rewards, £8 8s.

Aberdeen.—Early on the morning of the 13th August the coastguard reported that a vessel was ashore at or near Portlethen. A gentle southerly

breeze was blowing, with a moderate sea and thick fog. The reserve motor life-boat *J. & W.*, which was on temporary duty at the station, was launched at 3.20 A.M., and found the steam trawler *Strathavon*, of Scarborough, aground near Portlethen Point. The *Strathavon* had a crew of nine on board, and was bound for Aberdeen from the fishing grounds. The life-boat ran out the trawler's anchor, and the trawler was able to haul herself clear. Both vessels then made for Aberdeen, and the life-boat arrived back at her station at 8 A.M.—Property Salvage Case.

Arranmore, Co. Donegal.—During the evening of the 13th August it was learned that a fishing boat, with two men on board, which had put out early in the morning, had not returned. A strong north breeze was blowing, with a rough sea. At 6.45 P.M. the motor life-boat *K.T.J.S.* was launched in search. She found the boat, and escorted her to safety, returning to her station at 10.30 P.M.—Rewards, £13.

Appledore, Devon.—At 11.33 A.M. on the 14th August the coastguard reported that a yacht one mile N.W. from Fairway buoy was showing flares. She was the auxiliary yacht *Wendy*, of Bristol, with three people on board. Her engine had broken down, and her crew could do nothing under sail. A strong N.N.W. breeze was blowing, with a rough sea. The motor life-boat *V.C.S.* put out at 11.45 A.M., and found the yacht, about two miles N.W. by W. of the coastguard look-out at Burrows, rapidly being driven towards the shore. She towed her into Bideford, and returned to her station at 2.30 P.M.—Rewards, £6 0s. 6d.

Fleetwood, Lancashire.—At midday on the 14th August the keeper at Wyre Light reported that a yacht was ashore in a dangerous position on the east side of the Wyre Channel, opposite the lighthouse. A fresh, and fast-increasing, N.W. breeze was blowing, with a rough sea. The motor life-boat *Frederick H. Pilley* was launched at 12.50 P.M., and soon found the yacht, which had four men and four women

on board. The life-boat towed her off the bank, took her into harbour, and returned to her station at 1.45 P.M.—Rewards, £5 1s.

Runswick, Yorkshire.—On the 14th August, as the motor life-boat *Robert Patton—The Always Ready* was being launched for the annual regatta, news was received from the coastguard that a ship was ashore at Kelder Steel. The wind was light and the sea smooth. The ship had gone aground in dense fog. The life-boat put out at 1.40 P.M. and found her to be the Dutch motor fishing vessel *Saturnas*, of Katwijk, with a crew of twenty on board. She stood by until the *Saturnas* had refloated and was found to have suffered little damage. The *Saturnas* then made for Whitby, and the life-boat for her station, which she reached at 6.30 P.M.—Rewards, £10 7s.

Weymouth, Dorset.—At 8.30 P.M. on the 18th August the Wyke coastguard reported a small craft in distress off Ringstead. A moderate breeze was blowing, with a very choppy sea. The motor life-boat *William and Clara Ryland* was launched at 8.38 P.M., and found the auxiliary yacht *Spray*, of Gosport, drifting on to a lee shore at Osmington. The *Spray* had a crew of seven. Her mainsail had carried away and her engine was not strong enough to take her against the sea. She had dropped anchor, but it was dragging. The life-boat towed her into Weymouth harbour, and returned to her station at 9.30 P.M. As soon as the life-boat had got back, a message was received from the coastguard that flares had been seen about five miles W.S.W. of Wyke, and she set off again at 9.42 P.M. She found nothing, however, and once more returned to her station at 2.15 A.M. on the 19th.—Rewards, First launch, £8 15s.; second launch, £8 15s.

Whitby, Yorkshire.—At about 9 A.M. on the 20th August the motor fishing boats *Galilee* and *Venus* were expected in from fishing. The sea had grown rapidly during the morning, and was then breaking heavily outside the harbour entrance. A strong N.N.W. breeze was blowing. At 10 A.M. the fishing boats were seen, and the motor

life-boat *Margaret Harker Smith* was launched. She met them about a mile and a half off and warned them that they could not then get in, owing to the shallow water on the bar. When the tide flowed she escorted them into harbour through a heavy sea, and returned to her station at 1 P.M. This service was watched by very many visitors on the piers.—Rewards, £5 12s. 6d.

Scarborough, Yorkshire.—At 11.10 A.M. on the 20th August the motor life-boat *Herbert Joy II* was launched, as two cobs were at sea, and a strong N.W. breeze had got up, with a rough sea. Just as the life-boat was moving off a message was received from the coastguard that it had been reported that an aeroplane had come down in the North Bay. The life-boat searched the bay without finding anything, and learned by signal from shore that the aeroplane had got away safely. She then went about one and a half miles N.E., picked up the motor fishing coble *B. S. Colling*, and escorted her into harbour. Then she went two miles N.N.E., where she met the coble *Premier*, escorted her into harbour, and returned to her station at 1 P.M.—Rewards, £13 12s. 6d.

Selsey, Sussex.—At about 9.45 A.M. on the 25th August two men fishing two miles S.W. of Selsey Bill saw signals coming from the motor yacht *Sonia*, of Littlehampton, which was at anchor near-by. They went to her and found that she was bound to the Isle of Wight with three people on board, but was in difficulty owing to a fouled propeller. A moderate to fresh N.W. breeze was blowing, with a rough sea. The owner asked one of the men to go ashore and sent out a boat to tow him into port, and the other to stay with him. All boats capable of towing were at sea, and so at 10.50 A.M. the reserve motor life-boat *The Brothers*, which was on temporary duty at the station, was launched. She towed the *Sonia* to Portsmouth, and returned to her station at 5 P.M.—Property Salvage Case.

Humber, Yorkshire.—During the afternoon of the 27th August the Mablethorpe coastguard reported,

through the Spurn Point signal station, that two trawlers had been in collision ten miles north of the Humber and that one of them was sinking. They were the *Polly Johnson*, of Hull, and the *Scarron*, of Grimsby, both bound for the fishing grounds. The breeze was light and the sea smooth when the motor life-boat *City of Bradford II* was launched at 3.20 P.M. She sighted the trawlers about fifteen miles north, and spoke the *Polly Johnson*. She was badly damaged, but able to get back to the Humber without help. The life-boat then went to the *Scarron*, which was very extensively damaged and apparently sinking. The skipper said that the bulkhead was holding and that all his pumps were working. An injured man was transferred to the life-boat, and she then stood by in company with another trawler which had arrived. At 8 P.M. a tug came up, with representatives of the trawler's owners on board. They asked the life-boat to escort the *Scarron* into the Humber, as she was likely to sink at any moment. The life-boat did so as far as the Bull light vessel, where another tug came up, and the *Scarron* was taken in tow, stern first. The life-boat went to Grimsby, where the injured man was landed, and returned to her station at 3 A.M. on the 28th.—Rewards 9s.; Permanent paid crew.

Torbay, Devon.—At 6.15 P.M. on the 27th August the master of the motor boat *White Heather* reported that a motor boat was in a dangerous position under the cliff face at Berry Head, and that the two men on board were shouting for help. The weather was fine. The reserve motor life-boat *City of Bradford I* was launched at 6.20 P.M., and found the boat, but it was empty. The life-boat towed it back to Brixham, and then, as no news had been received of the two men, put out again for Berry Head. On her way out she was stopped by the *White Heather* and told that the men had been rescued by another motor boat and taken to Torquay. The life-boat returned to her station, arriving at 8.45 P.M.—Rewards, £4 12s.

Humber, Yorkshire.—At about 3.40 A.M. on the 30th August the life-boat watchman reported a vessel ashore on the Inner Binks, but not in immediate

danger. A light breeze was blowing, with a smooth sea. The motor life-boat *City of Bradford II* was launched at 4.35 A.M., in case her help should be needed, and found the vessel to be the motor fishing boat *Sophie*, of Fredericks-haven, bound for Grimsby from the fishing grounds. The life-boat stood by. When the tide flowed and there was enough water for her to get alongside the *Sophie* she ran out an anchor for her. A line was then passed from the *Sophie* to the life-boat, which held on to it until the *Sophie* had hauled herself off into deep water. The *Sophie* went on her way, and the life-boat made for home, arriving at 9.45 A.M.—Property Salvage Case.

Humber, Yorkshire.—During the afternoon of the 31st August the motor yacht *Sea Hawk*, of Nottingham, got into difficulties after her engine had broken down, and ran aground in a very dangerous position three miles N.E. of Spurn. She was bound home from Bridlington, with three men on board. One of the men got ashore in a small boat and went to the life-boat station for help. The life-boat crew went along the shore, and found the *Sea Hawk* high and dry. At the coxswain's suggestion an anchor was run out to prevent her washing up the beach when the tide flowed, and the life-boat crew returned to their station, leaving two men to help the yacht's crew. The wind freshened, and at 10.45 P.M. a moderate S.E. breeze was blowing, with a nasty swell, and the night was very dark, with rain. The motor life-boat *City of Bradford II* was launched, and signalled to the life-boatmen on the yacht to stand on the near-by groynes and shine their torches. By their light the life-boat was taken in between the groynes, and a line was fired ashore. By this means a rope was passed to the yacht. As the tide flowed the life-boat, helped by the men on the *Sea Hawk*, hauled the yacht clear. She towed her to Grimsby and returned to her station at 4.30 A.M. on the 1st September.—Property Salvage Case.

Campbeltown, Argyllshire.—At 2.10 P.M. on the 3rd September the bowman saw a small boat, with two boys on

board, capsize about five hundred yards from the quay. A fresh west breeze was blowing, with a choppy sea. The life-boat motor mechanic was also on the spot, and the motor life-boat *City of Glasgow* was away within two minutes. She rescued the boys and returned to her station at 2.35 P.M.—Rewards, £3 15s.

Wicklow.—Early on the afternoon of the 5th September two men, visitors, put off in a small rowing boat. When about two miles east of Wicklow pier they broke an oar and made signals of distress. A strong S.W. breeze was blowing, with a moderate sea. The motor life-boat *Lady Kylsant* was launched at 1.15 P.M., and found the rowing boat being blown out to sea. She towed her back to Wicklow harbour, and returned to her station at 2.15 P.M.—Rewards, £5 5s. 6d.

Yarmouth, Isle of Wight.—At about 9.20 P.M. on the 6th September it was reported that a boy and a girl had left Lymington for Yarmouth some hours earlier in the sailing boat *Mary Anne*, but had not arrived. The honorary secretary, Captain A. G. Cole, put off in a motor boat with another man, but no trace of the boat could be found. On their return at 10.20 P.M. the reserve motor life-boat *Hearts of Oak*, which was on temporary duty at the station, put out to search. A light breeze was blowing, with a smooth sea. The life-boat found the *Mary Anne* half a mile east of Hampstead Ledge buoy, becalmed and drifting eastward. She towed her into harbour, and returned to her station at 11.55 P.M.—Rewards, £7 16s.

Moelfre, Anglesey.—During the morning of the 7th September a man and a woman put off from Benllech in a small sailing boat. A strong squall sprang up from the south-west, and the sea became rough. The man and woman lowered the sails, but they were unable to manage the boat under oars, and she shipped a lot of water. She was seen from the shore, and the motor life-boat *G.W.* put out at 12.45 P.M. She came up with the sailing boat, which was then nearly sinking, about two and a half miles S.E. of the

life-boathouse. The life-boat took the people on board and towed the boat ashore. She returned to her station at 2.20 P.M. A letter of thanks was received (see page 390).—Rewards, £5 5s. 6d.

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

Torbay, Devon.—13th June. A yacht had been in distress, but the crew were rescued by a steamer.—Rewards, £9 7s.

Longhope, Orkney.—29th June. A small boat, belonging to the Norwegian steam trawler *Shetland*, of Haugsund, which had foundered, was in distress, but a trawler rescued her crew.—Rewards, £4 19s. 6d.

Fenit, Co. Kerry.—29th June. A boat had been reported to be in difficulties but was found to be a trawler's mark.—Rewards, £2 13s.

Baltimore, Co. Cork.—2nd July. A large vessel was reported to have foundered after blowing her siren. Visibility was poor and actually the vessel had disappeared into the fog.—Rewards £5 12s.

Newhaven, Sussex.—2nd July. The Russian steamer *Ziryanian*, of Odessa, had collided with another steamer, but both were able to go on their way.—Rewards, £7 11s. 6d.

Portaskaig, Argyllshire.—3rd July. A fishing boat of Colonsay was overdue, but she could not be found, having drifted ashore.—Rewards, £9 7s.

Donaghadee, Co. Down.—6th July. A small yacht was reported to be adrift, but it was found to be a drifting bathing raft.—Rewards, £4 10s.

Tynemouth, Northumberland.—8th July. A boat containing four boys had been reported missing, but later it was reported that they had been found.—Rewards, £11 10s.

Bridlington, Yorkshire.—10th July. A small motor cruiser had been reported

to be driving ashore, but she hoisted a sail and went on her way.—Rewards, £14 5s.

Sheringham, Norfolk.—10th July. It had been reported that there was wreckage off Weybourne and that a man was in the water, but it was found that a small boat had been washed off the beach, with no one on board.—Rewards, £21 15s. 6d.

Bembridge, Isle of Wight.—15th July. A sailing boat had capsized in a moderate N.W. gale. A French destroyer picked up one man, and the other man on board could not be found.—Rewards, £9 6s.

Porthdinllaen, Caernarvonshire.—21st July. The Norwegian steamer *Havso*, of Arendal, had sunk, but her crew reached safety in her boats.—Rewards, £8 10s.

Stromness, Orkney.—25th July. A boat with a man on board was reported to be in distress in Hoy Sound, but nothing could be found, nor was any boat missing.—Rewards, £4 13s. 6d.

Whitehills, Banffshire.—31st July. A motor boat was overdue, but she was found by a fishing boat.—Rewards, £10 8s.

Longhope, Orkney.—1st August. A steam trawler had stranded during a fog on the east side of Pentland Skerries, but another trawler stood by her.—Rewards, £13 16s.

Fraserburgh, Aberdeenshire.—1st August. A steamer had stranded, but got off without help and made for Fraserburgh.—Rewards, £4 16s. 6d.

Margate, Kent.—4th August. A speed-boat had broken down, but the four people on board were rescued by another boat.—Rewards, £11 6s.

Clovelly, Devon.—5th August. A man on a rubber float had been reported to be drifting out to sea, but he managed to get ashore unaided.—Rewards, £7 1s. 6d.

Montrose, Angus.—7th August. Red flares had been seen near Red Head, but were found to be fireworks and not distress signals.—Rewards, £12 14s.

Torbay, Devon.—7th August. A fishing party in a pleasure boat had signalled that they were in distress, but a tug went to their help; flares had also been seen off the Orestone Rock, but nothing was found.—Rewards, £9 13s.

Southend-on-Sea, Essex.—7th August. A collapsible canoe was adrift off Warden Point, but reached safety unaided.—Rewards, £14 11s.

Hythe, Kent.—8th August. Four boys were out in a rowing boat, but while a search was being made for them during the night, they returned unaided.—Rewards, £20 2s. 6d.

Fraserburgh, Aberdeenshire.—13th August. Two boys were adrift in a small boat, but a fishing boat picked them up.—Rewards, £9 13s.

Clovelly, Devon.—14th August. Anxiety was felt for two fishing boats from Port Isaac, but they got into safety without help.—Rewards, £12 8s.

Newcastle, Co. Down.—16th August. A yacht was in a dangerous position inside St. John's Point, but she got round it and made for Ardglass.—Rewards, £19 2s.

Stromness, Orkney.—19th August. A local fishing boat was overdue, but was met making for home under her own power.—Rewards, £4 13s. 6d.

Walton and Frinton, Essex.—25th August. Flares had been reported, but a search revealed nothing.—Rewards, £14 5s.

Humber, Yorkshire.—29th August. Two steamers had collided. One foundered, but her crew were rescued by the other.—Permanent paid crew; Rewards, 9s.

Pwllheli, Caernarvonshire.—3rd September. A steamer was thought to be

aground on St. Patrick's Causeway, but was found to be at anchor and only in need of a pilot.—Rewards, £10 6s.

Selsey, Sussex.—8th September. A child had drifted out to sea on a rubber air-float, but fishermen found the child's body and the float.—Rewards, £5 17s. 6d.

Whitby, Yorkshire.—10th September. A fishing boat was expected to make for the harbour, and the life-boat put out to escort her in, but she ran for Scarborough instead.—Rewards, £5 12s. 6d.

Scarborough, Yorkshire.—10th September. During the King's Cup Air Race it was reported that an aeroplane had come down in North Bay, but actually it had crashed on Castle Hill.—Rewards, £13 12s. 6d.

Walmer, Kent.—11th September. A steamer had burned flares for help, but when the life-boat reached her she did not need it.—Rewards, £10 5s. 6d.

October Meeting.

Ramsgate, Kent.—Soon after midnight on the 5th–6th September the watchman on *East Pier* reported that the local motor yacht *Iona* had broken down off the harbour. The weather was calm, but there was a strong tide, and the yacht was drifting ashore. The motor life-boat *Prudential* put out at 12.55 A.M., and found the yacht, with four men on board, about three-quarters of a mile off the East Pier. She towed her into harbour, and returned to her station at 1.15 A.M.—Rewards, £10 11s.

Dover, Kent.—At 2 P.M. on the 11th September the cutter yacht *Cachalot*, of Ipswich, was seen to be driving towards the breakwater. A northerly gale was blowing, with a very rough sea, and the *Cachalot* was in danger of going on the breakwater, where she would have broken up. The life-boat's motor boarding-boat *William Myatt* put off at 2.10 P.M., manned by the four whole-time men. She found that the *Cachalot* had been left with only a kedge anchor out, and this

had become unstocked. No one was on board. The motor boat towed the *Cachalot* to a safe anchorage, and returned to the life-boat station at 3 P.M.—Property Salvage Case.

Aldeburgh, Suffolk.—During the morning of the 17th September the coastguard reported that a small open boat under sail two miles south of Aldeburgh was making very heavy weather. A moderate to fresh squally south breeze was blowing, with a rough sea. It was decided to send the motor life-boat *Abdy Beauclerk* to investigate, and she was launched at 10 A.M. She picked up the boat, with one man on board, about a mile off Thorpness. The man, who was in exhausted condition, had left Zeebrugge for Greenwich on the night of the 14th, but had met bad weather all the way over. He was taken on board the life-boat and given stimulants, and his boat was towed to Lowestoft, which was reached at 1.30 P.M. When the crew had had a meal and the weather had moderated a little the life-boat left for Aldeburgh, arriving at 7 P.M.—Rewards, £18 16s. 5d.

Campbeltown, Argyllshire.—On the morning of the 19th September the Davaar lightkeeper reported that a dinghy with two men on board, belonging to the motor yacht *Myrtle*, was missing. The *Myrtle* was on a pleasure trip hunting basking sharks. At 11 A.M. on the 18th a shark was harpooned, and it took the dinghy in tow round Kilbrannon Sound all that day and night. The yacht followed and last saw the dinghy, just before 6 A.M. on the 19th, near the island of Sanda. The yacht searched for some time and then put into Davaar for help. The motor life-boat *City of Glasgow* put out at 9.49 A.M., and aircraft also joined in the search. A light W.N.W. breeze was blowing, with a smooth sea. At noon the life-boat found the dinghy, which was then about five miles E. by S. of Sheep Isle. She took the two men on board and towed the dinghy back to harbour, returning to her station at 2.15 P.M.—Rewards, £4 17s. 6d.

Torbay, Devon.—At 6 P.M. on the 19th September the Berry Head

coastguard reported that a man had fallen over the cliff at Berry Head on to a ledge close to the water. He had been helping three others, who had got into difficulties when cliff-climbing, and had overbalanced and fallen about 200 feet. A gentle N.W. breeze was blowing, but there was a heavy swell. The motor life-boat *George Shee* was launched at 6.10 P.M., and the coxswain took her close in. Three of the crew then got ashore and climbed the cliff to the injured man. With the help of a coastguard, who had descended the cliff by a rescue ladder, they got him into the life-boat, and made for Brixham pier. The man was kept on board the life-boat until a doctor arrived, and he was then taken by ambulance to hospital. The life-boat returned to her station at 7 P.M.—Rewards, £4 4s.

Port St. Mary, Isle of Man.—At 3.25 P.M. on the 19th September the Castle-town coastguard telephoned that Langness lighthouse-keepers had reported a rowing boat with three people on board being carried out to sea by the strong current off Langness. A fresh and increasing north breeze was blowing, with a choppy sea. The motor life-boat *Sir Heath Harrison* was launched at 6.30 P.M., and found the boat, the *Amin*, of Derbyhaven, with three young men on board, four miles south of Langness Point. The boat had shipped a lot of water, and the young men were very much distressed. They were taken on board the life-boat and their boat was towed into Derbyhaven. The life-boat returned to her station at 6.30 P.M. A donation was made to the Institution in appreciation of this service.—Rewards, £8 8s.

Walmer, Kent.—At 7 A.M. on the 20th September the Deal coastguard reported a vessel ashore on the sands two miles W.N.W. of East Goodwin light-vessel. She was the French trawler *Lowie Marguarita*, of Dunkirk, with a crew of seven on board. A strong N.W. breeze was blowing, with a rough to heavy sea and squalls of rain. The motor life-boat *Charles Diddin* (*Civil Service No. 2*) was launched at 7.20 A.M. and found the *Lowie Marguarita* ashore and lying over on her starboard

side. She stood by and after some time the trawler was thrown on to her beam ends by the sea. The captain then hailed the life-boat and asked her to take off his crew, and she went alongside. She had taken off three men when a heavy sea struck the trawler, and knocked her over the bank into deep water where she righted herself. The life-boat escorted her into the Downs and put the three men on board again. The trawler then went on her way and the life-boat made for her station, arriving at 10.50 A.M.—Rewards, £10 8s. 6d.

Flamborough, Yorkshire.—Early on the afternoon of the 20th September it was reported that conditions at sea were bad and getting worse, and that the local motor fishing coble *Brittania* was out. A moderate N.E. gale was blowing, with a rough sea. The No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 1.30 P.M., and found the *Brittania*, which had cut adrift her gear, about four miles E.N.E. from the life-boat station. The life-boat escorted her into safety, keeping on the weather side to protect her from the heavy seas, and returned to her station at 2.45 P.M.—Rewards, £9 5s.

Aith, Shetland.—During the afternoon of the 24th September the island of Papa Stour informed Sandness post office, on the mainland, that a doctor was wanted for a sick man on the island. The weather was too bad at that time to allow an ordinary boat to make the crossing, and nothing was done. Later it was learned that the man's condition had got worse and that immediate medical attention was necessary. A strong N. by W. gale was blowing, with a heavy sea. It was decided to send the motor life-boat *The Rankin* with a doctor, and she put out at 11.30 P.M. The doctor successfully treated the man, and the life-boat arrived back at her station at 4 A.M. on the 25th.—Rewards, £7 10s., which, together with £3 for petrol, were paid by the Department of Health for Scotland,

Berwick-on-Tweed, Northumberland.—Late in the evening of the 26th September it was reported that the motor yacht

Cormorant, of Berwick-on-Tweed, had left Holy Island for Berwick at 6 P.M., but had not arrived. There were seven men on board. A light breeze was blowing, with a smooth sea, and the weather was thick. At 10.25 P.M. the motor life-boat *Westmorland* put out to search, and about an hour later found the yacht some six miles S.E. of Berwick. Her engine had broken down, and the men on board were quite ignorant of their position. The life-boat towed her back to harbour and returned to her station at 12.30 A.M.—Rewards, £9 13s.

Humber, Yorkshire.—During a fog on the morning of the 3rd October the Spurn Point Royal Naval Shore Signal Station reported an unknown vessel ashore near Kilnsea beacon. She was the Greek steamer *Ais Giorgis*, of Piræus, bound with a cargo of timber from the White Sea for Grimsby and Hull. She carried a crew of twenty-one. The breeze was light, but there was a swell on the beach. The motor life-boat *City of Bradford II* was launched at 8.45 A.M., put four men on board the steamer and then ran out an anchor for her. When the tide flowed the four men hove on the steamer's winch. The anchor held and the steamer was refloated. She went on her way, and the life-boat returned to her station at 3 P.M.—Property Salvage Case.

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

Weymouth, Dorset.—12th September. A yacht had gone aground, but her crew of three got ashore unaided.—Rewards, £8 15s.

Portpatrick, Wigtownshire.—18th September. An aeroplane bound for Ireland had been reported to be overdue, but it was learned later that she had made a safe landing.—Rewards, £4 7s. 6d.

Shoreham Harbour, Sussex.—24th September. An aeroplane had crashed into the sea, and a boat had picked up a body. The life-boat dragged with a grapnel, but without result.—Rewards, £5 2s. 6d.

Dover, and Dungeness, Kent.—27th September. A motorist had reported that he had seen an aeroplane crash into the sea, but nothing could be found.—Rewards, Dungeness, £16 11s. 6d.; Dover, Partly permanent paid crew, £2 17s.

St. Mary's, Isle of Scilly.—29th September. Anxiety was felt for a man out in a small boat in a thick fog, but he had landed on Bryher.—Rewards, £18 13s. 6d.

Peterhead, Aberdeenshire.—1st October. A steamer carrying pit props had capsized, and a trawler had picked up one survivor, but a search for the rest of the crew was without result.—Rewards, £6 14s. 6d.

Great Yarmouth and Gorleston, Norfolk.—1st October. A steamer had appeared to be aground, but was found to be at anchor very close to Scroby Sands.—Rewards, £10 17s.

St. Peter Port, Guernsey.—1st October. A steamer had foundered, but her crew took to the ship's boats and were towed ashore by motor boats.—Rewards, £10 6s. 3d.

Kirkcudbright.—2nd October. A small boat in which a man had gone fishing had been washed ashore empty, but no trace of the man could be found.—Rewards, £16 2s. 6d.

Clacton-on-Sea, Essex.—4th October. Flares had been reported, but a search revealed nothing.—Rewards, £16 19s.

Shoreboat Services.

For which Rewards were given at the September and October Meetings of the Committee of Management.

September Meeting.

St. Helier, Jersey.—On the 17th May the sailing boat *Seafarer* had put out with three people on board. On the following day, as she had not returned, it was decided to make a search. Mr. J. Langlois lent his motor yacht *Desirée* for this purpose, and with his son and three life-boatmen on board, he put out at 3.40 P.M. A search was made over a large area, but it was unsuccessful, and the *Desirée* returned to harbour at 10.20 P.M.—Rewards: A letter of appreciation to Mr. J. Langlois, who became a subscriber; £1 17s. 6d. to the life-boatmen; and £1 for fuel used.

Bridlington, Yorkshire.—At about 10.55 A.M. on the 19th May the coast-guard reported that a motor launch was in distress, with her engine broken down, half a mile south of Aldborough look-out. A moderate northerly breeze was blowing, with a ground swell. At the request of the honorary secretary of the life-boat station the motor coble *Kate and Violet*, manned by six men, put out. She found that the motor fishing boat *Victory*, with a crew of

five, which had been attending lobster pots off Aldborough, had seen the motor launch and had taken her in tow for Bridlington. The rescue by the *Victory* was carried out at some risk, as the motor launch, which had four on board, had dragged close inshore among the breakers. The rescue took two and a half hours altogether. The *Kate and Violet* ran no risk, and was at sea for four hours.—Rewards, £6 15s. and £1 7s. 6d. for fuel used.

Herne Bay, Kent.—At about 5 P.M. on the 17th June a woman jumped off the pier. A moderate N.N.W. breeze was blowing, with a choppy sea. A man tried to swim to her from the pier, but was unsuccessful, and Victor Raabe, aged seventeen, put out single-handed from the beach in a 10-ft. 6-in. rowing boat. With some difficulty and at some risk he got the woman on board and brought her ashore.—Reward, A framed letter of appreciation.

Eastbourne, Sussex.—At about 8.50 P.M. on the 13th July a canoe with one man on board capsized about a mile off shore. A fresh westerly wind was

blowing, with a choppy sea. The owner of the canoe saw the accident, and with the life-boat assistant mechanic and a young man put off in a rowing boat. They hauled the man out of the water when he was quite exhausted, and could not have kept afloat much longer.—Rewards, £1.

St. Peter Port, Guernsey.—Very early on the morning of the 16th July the police reported that the cutter-rigged yacht *Spica* was drifting out of harbour. A moderate to fresh W.S.W. breeze was blowing, with a moderate sea. The life-boat's coxswain, second coxswain, and three other men put out at about 12.30 A.M. in a motor boat. They came up with the yacht between Brehon Tower and Fougère, and found the four occupants still asleep, unaware that the yacht had dragged her anchor. She was taken back to harbour.—Rewards, £2 10s., and 14s. for fuel used.

Portrush, Co. Down.—Shortly before midday on the 20th July four visitors, two men, a boy and a girl, put off in a hired rowing boat. A gentle breeze was blowing, and the sea was calm, but somehow the boat filled and became waterlogged. A bathing attendant put out to the rescue in a small boat, as did the owner of the hired boat, and his assistant. Each of these boats took off two people, one of the men by this time being unconscious. A motor boat then came up, followed by the station officer of the coastguard, and another man in a small boat. The unconscious man was transferred to the motor boat so that artificial respiration could be given, but he did not recover. At the inquest it was found that he had died from shock.—Rewards, £1, a letter of appreciation, and a letter to the Board of Trade commending the coastguard officer.

Campbeltown, Argyllshire.—At about 2.15 P.M. on the 20th July the Southend coastguard reported a motor yacht aground on Arranman's Barrel Reef at the eastern end of the Sound of Sanda. The sea was moderate, with a fresh southerly wind and ebbing tide. A motor boat owned by the life-boat's

bowman, and manned by him and three other men, was despatched by the honorary secretary of the life-boat station. Shortly after the boat had left information was received that the yacht had got off, and the motor boat was recalled.—Rewards, £2 10s., and 10s. for fuel used.

Llandudno, Caernarvonshire.—Very early on the morning of the 23rd July the life-boat's coxswain received a message that a motor yacht, anchored in Llandudno bay, was showing signals. A strong N.W. breeze was blowing, with a rough sea. The coxswain and the signalman put out in a large rowing boat, and found the yacht *Lady Luck*, of London, at anchor in a dangerous position, but not then in need of help, as wind and sea had moderated.—Rewards, £1.

Dunmanus Bay, Co. Cork.—At about 8.30 P.M. on the 25th July four men, three of whom were non-swimmers, put off in a small fishing boat from Ahakista, on the north side of Dunmanus Bay, to cross to Dunbeacon, on the south side. A strong N. breeze was blowing, with a moderate sea and ebbing tide. The men rowed for about 600 yards and then tried to hoist sail, but the peak rope broke and slipped through the pulley at the top of the mast. One of the men tried to climb the mast, but the boat turned over, and all four were thrown into the water. They were seen by Mr. M. Foley, a crofter. With his two sons he immediately put off in a rowing boat. Two of the men, who were clinging to the upturned boat, were rescued, and a third was seen disappearing under the water. Mr. Foley hung over the side of his boat and managed to grab him and haul him on board. There was no trace of the fourth man, whose body was found two days later. Artificial respiration was given to the rescued men by Foley, who took them to his home. Two of them soon revived, and were able to leave after having been given dry clothing, but the third man had to be nursed until next day. The rescue was carried out with some risk, and occupied one hour.—Rewards, £6.

Exmouth, Devon.—At about 8 P.M. on the 30th July three visitors, a man and two women, were cut off by the tide on Straight Point. The sea was calm and the wind slight. At the request of the honorary secretary of the life-boat station four men put out in a motor launch, with a dinghy in tow, rescued the three people and took them to Exmouth.—Rewards £2, and 6s. for fuel used.

Blyth, Northumberland.—At 4.25 P.M. on the 2nd August the coastguard reported to the honorary secretary that a man bather had been swept out to sea, and asked for the life-boat to be launched. There was only a light breeze blowing, but the surf was heavy. The honorary secretary of the life-boat station sent away two motor boats, each manned by three men, with the life-boat's coxswain in command of one of them. The boats searched, but were unable to find any trace of the man, and returned to Blyth after one and a half hours at sea.—Rewards £3, and 4s. for fuel used.

Lynmouth, Devon.—At about 9 A.M. on the 3rd August information was received that the motor yacht *Seafarer*, of Portishead, was ashore at Lee Bay. A motor boat manned by two men put off, the weather being fine and the sea smooth. The crew of three on the yacht declined help, but asked the motor boat to return on the flood tide. This she did two hours later, only to find that the crew had taken to their dinghy as the yacht had been holed by a submerged rock and was sinking rapidly. After the yacht had sunk the motor boat towed the dinghy to Lynmouth.—Rewards, £1, and 2s. 6d. for fuel used.

Lynmouth, Devon.—At 5.30 P.M. on the 6th August it was learned that two people were marooned on a rock in Lee Bay. The weather was fine and the sea smooth. The life-boat's coxswain put off in a motor boat and landed the people at Lynmouth.—Rewards, 7s. 6d.

Walton-on-the-Naze, Essex.—Early on the morning of the 8th August an SOS signal was reported from one mile south of the pier. A moderate N.E.

breeze was blowing, with a choppy sea. At 2.30 A.M. the honorary secretary of the life-boat station sent out the life-boat's coxswain and three other men in a motor boat. They found the yacht *Victoria*, of Ipswich, at anchor, unable to make headway against the tide and wind. She had swung athwart the tide and was rolling heavily, and the four women passengers on board were frightened. The coxswain took the women off and landed them at 3.30 A.M., left the yacht at anchor with her crew of two still on board. He then went off again and towed the yacht to a better anchorage. Shortly after the coxswain had first gone out a light had been seen in the direction of Frinton, and at 2.45 A.M., the life-boat's bowman and another man put off to investigate. They found a yacht at anchor, but leaking, with four persons on board. They were waiting for a tug, and were able to keep the leak under control, but were afraid to set sail or run the engine for fear of increasing it. The bowman advised them to get a little farther off shore, and returned to Walton at 4.50 A.M. He put out again at 6.15 A.M. and stood by until 7 A.M., when a tug arrived.—Rewards, £3 8s. The owners of the yachts also rewarded the men.

St. Ives, Cornwall.—At about 12.30 P.M. on the 8th August it was reported that three bathers were in difficulties near Hayle Bar. The sea was smooth, with a slight breeze blowing. The honorary secretary of the life-boat station sent off the life-boat's coxswain and four other men in a motor yacht, but they were too late to rescue any of the bathers. One body was picked up and artificial respiration was given, but without result. A man also put out from Hayle river in a rowing boat, but he capsized in the surf at the sand bar, losing some gear. He was rescued by line from the shore.—Rewards, £3 2s. 6d.; £1 3s. the value of gear lost; and a letter of thanks to the owner of the motor yacht.

Penlee, Cornwall.—At about 5.30 P.M. on the 8th August the Penzer Point coastguard reported that a motor boat about two miles south was

signalling for help. The weather was fine. The owner of a motor launch put his boat at the disposal of the life-boat's mechanic, who went out and found that the motor boat had been disabled by her engine breaking down. He towed her and the eleven passengers on board to Newlyn harbour.—Rewards: Thanks to the owner of the launch and the motor mechanic, and 10s. for fuel used.

Mousehole, Cornwall.—At about 6.30 P.M. on the 9th August it was reported to the life-boat's motor mechanic that a small sailing boat was in difficulties about four miles S.E. of Mousehole. A fairly strong N.W. breeze was blowing, with a choppy sea. The mechanic put off in his own motor boat, and found that the two people in the sailing boat did not know how to manage her. At some risk he got the boat in tow and took her into Newlyn harbour.—Reward, 10s.

Atherfield, Isle of Wight.—At 8 A.M. on the 12th August the Atherfield coastguard sent off a man in a motor boat, following a report that a small motor boat had been seen suddenly to sink, about two miles S.W. from Brighstone look-out hut. The boatman searched for three hours, but found nothing.—Reward, 15s.

Flamborough, Yorkshire.—At about 3 P.M. on the 13th August a canoe capsized off the West Scar Rocks, throwing the two persons into the sea, which was fairly rough. The canoe was washed on the rocks and smashed. One man swam ashore, but the other was not a strong swimmer and was in danger of drowning. Coxswain Leng and another man, who were just setting off with a pleasure party in the coxswain's motor boat, saw the accident and, with the passengers still on board, went to the man's rescue and dragged him from the water. The service took only ten minutes, but was carried out at some risk.—Rewards, £1 2s. 6d., and a letter expressing appreciation of the coxswain's action.

Ramsgate, Kent.—During a trip on the afternoon of the 18th August the speed-boat *Miss Britain* struck a

floating object when about three-quarters of a mile north of the East Pier head, and was badly holed. She had twelve persons on board, five of them children. The weather was fine and the sea smooth. A boatman, who had got a fishing party on board his motor boat, was near-by, and went to the speed-boat's help. He took off the twelve people and got the speed-boat into shallow water, where it foundered.—Rewards, 12s. 6d.

Filey, Yorkshire.—At 9.30 P.M. on the 18th August the honorary secretary of the life-boat station sent off the second coxswain and three other men in a motor fishing boat, following a report that a boat off Gristhorpe was broken down and in need of help. The fishing boat searched, but could find nothing and returned to Filey at midnight. It was learned later that the boat had got ashore under oars.—Rewards, £3, and 7s. 6d. for fuel used.

Moelfre, Anglesey.—At 2.30 P.M. on the 24th August the life-boat's coxswain and three other men put out in a rowing boat, as distress signals had been seen coming from a small boat in the bay. There was no wind, and the sea was calm. The coxswain found a man and two boys in the small boat, unable to get ashore, as they had broken an oar. The boat was towed ashore.—Rewards, £1.

New Quay, Cardiganshire.—At about 6.45 P.M. on the 25th August the motor boat *Elgan*, of Aberystwyth, with a man, a woman and three children on board, got into difficulties after shipping a sea which stopped the engine. She was about two miles west of New Quay Head. A light north breeze was blowing, with a slight sea. At the request of the coastguard a man put off in a motor boat, but found that the *Elgan* had got ashore under oars.—Rewards, 7s. 6d., and 2s. for fuel used.

Torbay, Devon.—While out with four passengers in his pleasure motor boat *Heron*, on the evening of the 27th August, a boatman saw a Dartmouth motor boat in difficulties under the eastern face of Berry Head. The two men on board were waving and

shouting for help. A light breeze was blowing, with a confused swell. The *Heron* went alongside and one man jumped on board. A tow-line was passed to the other man, who made it fast, but it parted immediately. The second man was taken off when the boat was touching the base of the cliff. The rescue was carried out at some risk. The Torbay motor life-boat arrived after the men had been rescued.—Rewards, 12s. 6d.

Port St. Mary, Isle of Man.—During the evening of the 28th August the coastguard reported a steamer on the rocks near Scarlett Point. The honorary secretary of the life-boat station sent off three of the life-boat's crew in the motor yacht *Sea Pink*. The breeze was light and the sea calm, but there was a dense fog. The *Sea Pink* found the steam trawler *Minerva*, of Douglas, on the rocks, but her crew had landed and were not in need of help. She returned to Port St. Mary at 9.15 P.M.—Rewards, £1 17s. 6d., and 3s. for fuel used.

Port Erin, Isle of Man.—During the afternoon of the 30th August anxiety was felt for the safety of the rowing boat *Tartar*, containing three visitors. A search of the coast made by the owner of the boat had been unsuccessful. The weather was fine and the sea smooth. Two men, accompanied by Mr. T. A. Coole, honorary secretary of the life-boat station, put out in a motor boat and found that the party had rowed to the Calf Island, but had difficulty in getting back owing to a strong tide. They towed the rowing boat into Port Erin.—Rewards, 15s., and 3s. for fuel used.

Montrose, Angus.—At about 1.30 A.M. on the 3rd September the coastguard reported a small vessel ashore on the Annat Bank, and the honorary secretary of the life-boat station sent off the coxswain and three other men in a motor fishing boat to investigate. A fresh S.W. breeze was blowing, with a smooth sea, and the weather was fine. The coxswain found the yacht *Tuunk*, of Tallin, Estonia, aground, but in no immediate danger. She refloated on

the flood tide, and anchored in deeper water. The motor fishing boat returned to Montrose at about 3.30 A.M.—Rewards, £2, 5s. for the use of the boat, and 5s. for fuel used.

New Brighton, Cheshire.—At 8 P.M. on the 4th September the Mersey Docks Board reported a small boat in distress in Crosby Channel. A fresh S.W. breeze was blowing, with a moderate sea. The life-boat's coxswain and three other men put off in a motor launch. They found the boat, with four men on board, but she had got out of difficulty and did not then need any help. The motor launch returned to New Brighton at 9.10 P.M., after forty minutes on duty.—Rewards, £2, and 3s. 6d. for fuel used.

Barrow, Lancashire.—At 1.10 A.M. on the 10th September the coastguard reported a flare off Seldom Seen buoy, Walney. The night was calm. The life-boat's coxswain and two other men put out in a motor boat to investigate. They found the motor boat *Nina* at anchor, with one man on board. He wanted help, as he had hurt his back in trying to start his engine, and was towed to Roa Island.—Rewards, £1 10s., and 2s. 6d. for fuel used.

St. Mary's, Isles of Scilly.—While out sculling in a punt on the 17th July a small boy aged seven fell overboard. The accident was not seen, but the crew of a motor launch, who had seen the boy before, noticed that the punt was empty, and two men put off immediately in a small boat. Rowing with all speed to the spot, they were able to rescue the boy, who was then under water, and took him ashore.—Rewards, Letters of thanks.

St. Ives, Cornwall.—At 1 P.M. on the 2nd September information was received by the life-boat's coxswain that a girl bather was in difficulties at Hayle Towans beach. The fishing boat *Our Girls*, which had just returned to harbour, at once put off again, but found that the girl had been rescued from the shore.—Rewards, Letter of thanks, no money reward desired.

October Meeting.

Lyme Regis, Dorset.—During the afternoon of the 14th August, when a strong, squally breeze was blowing, with a rough sea, a boatman, who was in Lyme Bay in his motor boat with another man, saw the dinghy *Fruit Girl* capsized. He rescued her crew of two and towed her into the harbour. He then put out again at the request of the coastguard, received through the harbour-master, as the yacht *Sheila* had been seen to capsize between Charmouth and Golden Cap. Meantime a small boat, with three boys on board, had got into difficulties and drifted near the yacht. The yacht's crew of three managed to reach this boat with the aid of an air cushion, and got on board. The boatman, after first going to the yacht, saw the small boat and went to her. He took off all six people and towed the boat back to harbour. The boatman ran some risk, and was engaged about four hours altogether.—Rewards, £1 5s.

Porthcawl, Glamorganshire.—Shortly after noon on the 18th August, the motor boat *Joyce* got into difficulties off the mouth of the Ogmere river, after she had lost her rudder and her engine had been stopped by spray. The three men on board dropped anchor, but the boat dragged towards the shore. A light breeze was blowing, with a smooth sea. At the request of the coastguard two men put out in another motor boat, but they found that the *Joyce* had sunk, and that her crew had swum ashore. The two men were out for two hours, and ran some risk.—Rewards, 15s., and 2s. for fuel used.

Porthdinllaen, Caernarvonshire.—At about 1 P.M. on the 5th September it was reported that a sailing dinghy with two men on board was being blown

away from the land, towards the tide race off Porthdinllaen Head. A moderate S.S.W. gale was blowing, with a rough, confused sea. A sixteen-year-old boy, Bobby Griffiths, promptly put off in a 16-ft. motor boat and managed to get a line on board the dinghy, which was rapidly filling. His boat had not sufficient power to make any headway, however, and a man put out in a powerful motor launch. This man, Capt. R. C. O'Farrell, who owned both motor boats and was the boy's employer, towed the smaller boats into safety. The service occupied about one hour altogether, and was not accompanied by any risk, owing to the promptitude with which the rescuers acted.—Rewards, An inscribed wrist-watch, a letter of appreciation and £1 to the boy; and a letter of thanks to Capt. O'Farrell, with 10s. expenses.

Whitby, Yorkshire.—At about 1 P.M. on the 14th September it was reported that an aeroplane had come down in Robin Hood's Bay. There was no wind and the sea was smooth. Five men put out in the motor fishing boat *Flying Spray*, and finding a patch of oil about three miles S.E. of North Cheek marked the spot with a buoy. On the 18th September the *Flying Spray* went to recover the buoy, but found that it had gone.—Rewards, £1 17s. 6d., and £1 for gear lost and fuel used.

New Brighton, Cheshire.—At 5.35 P.M. on the 10th October the Wallasey police reported that some boys in a small boat were drifting out to sea. A light easterly breeze was blowing, with a smooth sea. The life-boat's second coxswain and the full-time motor mechanic put out in the life-boat's motor boarding boat, but found that the boat had been beached and that the boys were safe.—Rewards, 5s. to the second coxswain.

A Silver-Medal Service at Aberdeen.

THE Institution has awarded to Coxswain Thomas Sinclair, of Aberdeen, a second-service clasp to the silver medal which he already holds, and special awards to the crew, for the

rescue on 5th November last of two men of the crew of eight of the trawler *Roslin*, of Aberdeen. A full account of the service will be published in the next number of *The Life-boat*.

A Life-boat Rescue : As the Rescued See It.

ON page 379 appears the account of the rescue, on 7th September, by the motor life-boat at Moelfre, Anglesey, of a dinghy, with a man and woman on board her, which was being carried out to sea. Here is a description of the same service—as the rescued saw it. It is by Mr. H. Vost, of Manchester, and was written on the day of the rescue.

“ This afternoon I had the misfortune, while out in a small sailing dinghy in company with Miss M. Campagnac, to be caught in a sudden squall and an ever-increasing offshore wind. In spite of all my efforts to return into Benllech, it soon became apparent that I could do nothing but run before the gale, which at once placed me in a very dangerous position with so small a boat.

“ The approach of the Moelfre life-boat was one of the greatest comforts I have ever experienced. The red, white and blue boat, pounding its way through the flying spray, with its steadily increasing, and the grey

wind-swept skies as its background, made, together with my feelings, a picture and impression that will ever be an unforgettable memory. The manner in which your coxswain, Mr. Matthews, brought his boat alongside my frail and imperilled craft in a wind-lashed sea, and with the assistance of his crew took myself and companion on board, was an example of seamanship of which he may justly be proud.

“ The dinghy taken in tow, and together with its occupants landed safely at the life-boat station, I suppose just ended another episode in the history of the great work your Institution relentlessly carries on. I would further like to pay tribute to the families of Mr. Matthews and Mr. Williams, who so willingly provided a further example of the fine spirit your men must have, in providing us with rest and refreshment.

“ It seems impossible for me to say more at the moment than ‘ Thank you,’ and ‘ God spare you all in your great work of the future.’ ”

Foreign Awards and Thanks.

AWARDS or thanks for the help of life-boats have been received during the present year from the Governments of five foreign countries, Belgium, Denmark, Finland, Italy and the United States of America.

The Finnish Government awarded silver life-saving medals to the coxswains of Barrow, Maryport and Ramsey, Isle of Man, and bronze medals (Order of the “ White Rose ” second class) to the crews of the three life-boats in recognition of their efforts to help the steamer *Esbo*, of Helsingfors, which was wrecked off Bootle on 19th October, 1935.

The Government of the United States has awarded an inscribed gold watch to the coxswain at St. Ives, Cornwall, and £2 to each of the crew for the rescue on 2nd November, 1936, of thirty-three lives from the steamer *Bessemer City*, of New York, which broke in two on the rocks. The American consul and vice-consul at Plymouth took part in the presenta-

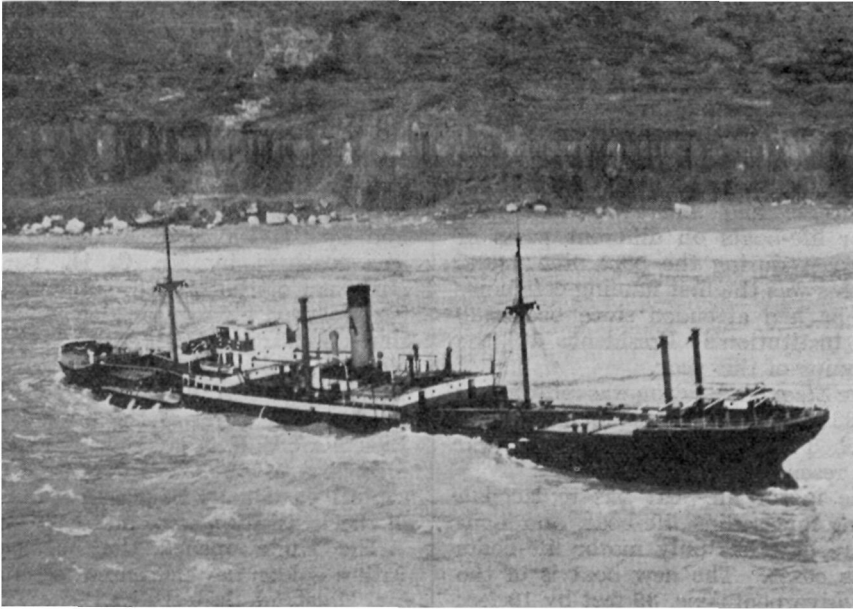
tion, and at the same time the consul handed a cheque for £28 to the branch.

The Belgian Government sent its thanks to the Penlee crew for their service to the trawler *Vierge Marie* on 11th January of this year, and to the North Sunderland crew for the rescue of the crew of six of the trawler *Roger Henri* on 12th December of last year.

The Italian Government has sent its thanks to the Institution for the rescue of the crew of fifteen of the steamer *Aida Lawro*, of Naples, by the St. Ives motor life-boat on 1st July last, and the Italian consul-general has sent the thanks of his government to the coxswain of the Yarmouth, Isle of Wight, motor life-boat for the rescue on 7th April last of the crew of twenty-nine of the steamer *Luigi Accame*, of Genoa.

The Danish Government has sent its thanks to the Institution for the rescue by the Anstruther motor life-boat on 13th April, of twenty-seven lives from the steamer *Island*, of Copenhagen.

TWO ITALIAN STEAMERS WRECKED.

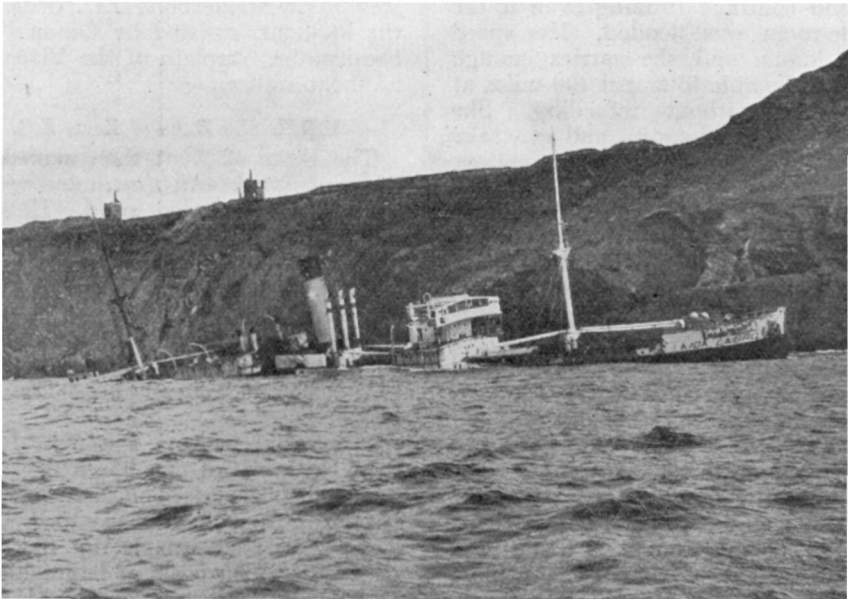


By courtesy of]

THE LUIGI ACCAME.

† Fox Photos

Wrecked on the Isle of Wight, 8th April, 1937. (See opposite page.)



By courtesy of]

THE AIDA LAURO.

H. L. Penhaul, Penzance

Wrecked on the Cornish coast, 1st July, 1937, (See opposite page and page 374.)

H.R.H. The Duke of Kent, K.G., at Blackpool.

Naming of Motor Life-boat and Opening of New Boat-House.

ON 21st October H.R.H. the Duke of Kent, K.G., President of the Institution, named the new motor life-boat at Blackpool and opened the new boat-house on a site, in the centre of the sea front, provided by the Corporation. The Duke had already named nine motor life-boats on different parts of the coast during the past nine years, but this was the first naming ceremony that he had attended since becoming the Institution's President at the beginning of this year.

The Blackpool station was established in 1864, and its life-boats have been launched on service 39 times and have rescued 130 lives.

The motor life-boat has replaced a pulling and sailing life-boat, and Lancashire now has only motor life-boats on its coast. The new boat is of the light Liverpool type, 35 feet by 10 feet 3 inches, weighing 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. She has one screw, driven by a 35-h.p. engine in a water-tight engine-room. The engine itself is water-tight, so that it could continue running even if the engine-room was flooded. Her speed is $7\frac{1}{2}$ knots, and she carries enough petrol to be able to travel 100 miles at full speed without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

A Gift from Leeds and Southport.

She has cost £3,895. A legacy received under the will of Mrs. Sarah Ann Walker, of Leeds, which she left to provide a life-boat, bearing the name *Sarah Ann Austin*, and stationed, if possible, near Blackpool, has been used towards the provision of this life-boat. The engine has been built out of a gift of £700 from the governors of the Skelton Bounty at Southport. The Bounty is the residuary estates of the late Miss Ann Skelton and her brothers, and the income from it is being used for the benefit of charities. A plate inside the life-boat records the gift.

The Duke of Kent, who was visiting Blackpool to open the new North Promenade and the new Victoria

Hospital, as well as to name the motor life-boat and open the boat-house, arrived at the boat-house accompanied by the Rt. Hon. the Earl of Derby, K.G., P.C., G.C.B., G.C.V.O., a vice-president of the Institution and chairman of the Port of Liverpool branch, and by the Mayor of Blackpool. He was received by Mr. C. H. Turver, chairman of the branch, supported by Sir Godfrey Baring, Bt., chairman of the Institution, Alderman C. E. Tatham, J.P., honorary secretary of the branch, Mr. Lionel H. Franceys, honorary treasurer of the branch, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Representatives of many Lancashire branches of the Institution were present.

The Duke opened the boat-house with a golden key presented to him by Mr. Halstead Best, F.R.I.B.A., F.S.I., the architect. Sir Godfrey Baring, Bt., then presented the motor life-boat to Blackpool, on behalf of the donor and the Institution, and she was received by Mr. C. H. Turver.

The Bishop of Blackburn (the Right Rev. Percy M. Herbert, D.D.) dedicated the life-boat, assisted by Canon F. B. Freshwater, chaplain of the Blackpool life-boat station.

H.R.H. The Duke of Kent, K.G.

The Duke of Kent then named the life-boat *Sarah Ann Austin* and wished her and her crew God-speed. He said:

"It is a great pleasure to me that the first life-boat naming ceremony in which I have taken part since I became the President of the Royal National Life-boat Institution should be at Blackpool, and it is very appropriate that it should take place on Trafalgar Day.

"Before I became President I had seen the work of the life-boat service and named life-boats on many parts of the coast, from the Orkneys to Weston-super-Mare, but this is my first life-boat visit to the coast of Lancashire.

"No seaside town in our land is more famous than Blackpool for providing new pleasures for holiday-makers, but you have never forgotten the sterner



By courtesy of]

HER LAST LAUNCH.

[West Lancashire Evening Gazette

The old Blackpool pulling and sailing life-boat putting out.



By courtesy of]

[Lancashire Daily Post

H.R.H. THE DUKE OF KENT, K.G., AT BLACKPOOL.

At the naming ceremony of the new motor life-boat. With the Duke are the Mayor and Alderman. Tatham, Honorary Secretary of the Station.

duties which belong to those who live on the coast. For over seventy years you have had a life-boat station and your record is 130 lives rescued. Lancashire life-boats have rescued 833 lives. Those are records of which you have every right to be proud.

"Now that you have this fine new life-boathouse in the centre of your seaside front, I hope that it will always remind the thousands who visit Blackpool in the summer of those who are exposed to the dangers of the sea and of the record of Blackpool's life-boatmen in their work of rescue.

"The whole of the coast of Lancashire is now provided with motor life-boats. Within a very few years there will be only motor life-boats in our fleet; but those boats would be useless if we could not depend on the

men who man them. In opening this new boat-house and naming this new boat, I wish to express my gratitude to the donor of the boat and to all those who help us to maintain the service, but, above all, I wish to pay my tribute to the gallantry of the men of our life-boat crews."

The life-boat was then launched by motor tractor and the whole audience sang the first verse of "Eternal Father, strong to save," accompanied by the Blackpool Life-boat Band.

After opening the new Promenade and the Victoria Hospital, the Duke switched on the illuminations and then made a tour, and returned to the railway station, in an illuminated tram-car representing a life-boat.

Centenary of the St. Mary's, Isles of Scilly, Station.

THE centenary of the life-boat station at St. Mary's, Isles of Scilly, was celebrated on 9th August, and a vellum, signed by H.R.H. the Duke of Kent, K.G., President of the Institution, expressing the Institution's appreciation of the voluntary work of the officers and committee of the station, and of the devotion and courage of the life-boat crew, was presented to the station by the Institution. The presentation was made by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

The station was established in 1837, and has had altogether eight life-boats, two of them motor life-boats. The first of these was the *Elsie*, which was a gift in memory of his wife from the late Right Hon. Arnold Morley, at one time Member of Parliament for Nottingham, Chief Whip and then Postmaster-General in the Liberal Governments of

1886 and 1895, a noted yachtsman, and for long a member of the committee of management of the Institution. The *Elsie* served at the station from 1919 until 1930, rescuing 88 lives. In 1930 she was replaced by the present motor life-boat *Cunard*, a gift of the Cunard Steamship Company.

Since 1850, the St. Mary's life-boats have been launched on service 107 times and have rescued 240 lives. Men of St. Mary's have been awarded two silver and six bronze medals for gallantry by the Institution and thirty-eight medals by the Italian Government. All these medals were awarded for the rescue, in October, 1927, of thirty-two lives from the Italian steamer *Isabo*, in which the life-boat and three shoreboats all played a gallant part.

Altogether sixty-one centenary vellums have now been presented to life-boat stations.

The Portrait on the Cover.

THE portrait on the cover is of Coxswain Andrew White, of Donaghadee, Co. Down, Northern Ireland. He has been a member of the crew since the station was established in 1910. In January, 1916, he became bowman, and in

November, 1917, coxswain. He has served in the boat for twenty-seven years, and as coxswain for twenty years. During those twenty-seven years the Donaghadee station has rescued seventy-three lives.

The Right Hon. Sir Samuel Hoare, Bt., at Cromer.

Naming Ceremony of two Life-boats.

THE two new motor life-boats stationed at Cromer in 1934 and 1935 were named this year by the Right Hon. Sir Samuel Hoare, Bt., P.C., G.C.S.I., G.B.E., C.M.G., M.P., Secretary of State for Home Affairs.

The life-boats are of the Watson cabin type, launched off a slipway, and the light Liverpool type launched off the beach. The Watson cabin life-boat is 46 feet by 12 feet 9 inches. On service, with crew and gear on board, she weighs 20½ tons. She is divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40-h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room was flooded. Her speed is 8½ knots, and she carries enough fuel to travel 116 miles at full speed without refuelling. She carries a crew of twelve, and in rough weather can take ninety-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted throughout with electricity.

She has cost £7,307, and is a gift from the estate of the late Mr. H. F. Bailey, of Brockenhurst, Hants, a London merchant, born in Norfolk, who died in 1916, directing that the residue of his estate, amounting to about £150,000 should be divided among charitable societies. Ten thousand pounds was given to the Institution, and a motor life-boat of the Watson cabin type, bearing Mr. Bailey's name was stationed at Cromer in 1923. This life-boat was replaced by the new life-boat, also to bear his name, in 1935.

The new boat's searchlight is a gift from the Mitcham Schools, Surrey, and her compass is provided out of gifts from supporters of the Institution in Warsaw, received through the British Embassy in Warsaw.

The light Liverpool motor life-boat is described on page 392. She has cost £3,316, and has been built out of a legacy of £3,750 from the late Mr. William Edward Dixon, a surgeon, of

West Worthing, Sussex, who died in 1921, and left the money for a life-boat to be named after his mother and stationed, if possible, on the Kentish or East Coast. She went to Cromer in 1934, replacing a pulling and sailing life-boat.

The Cromer station was established before 1825, and was taken over by the Institution in 1857. Since then its life-boats have been launched on service 233 times and have rescued 444 lives.

The naming ceremony was held on 27th August on the Cromer pier with the Lord Suffield, president of the branch, in the chair. Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boats to the branch, on behalf of the donors and the Institution, and they were received by Lieut.-Col. F. A. G. Noel, chairman of the branch.

The Bishop of Norwich (the Right Rev. Bertram Pollock, K.C.V.O., D.D.) dedicated the life-boats.

Sir Samuel Hoare, Bt.

Before naming the two life-boats Sir Samuel Hoare said :

"As a Norfolk man I am very glad to take part in this ceremony. My earliest memories are connected with rescues by the Cromer life-boat. I am glad to think, too, that my interest is hereditary. I have here a newspaper cutting of the year 1803, giving an account of the wreck of the *Duchess of Cumberland*, which says that 'many gentlemen of respectability, among others Mr. Samuel Hoare, jun., exerted themselves at their own personal risk.' It is very pleasant in a world in which everything seems to change so quickly to find that in Cromer these old family associations persist. Lord Suffield is the third member of his family to be president of the branch, and Mr. Peter Hansell, the honorary secretary, is the third member of his family to be closely connected with life-boat work."

Sir Samuel Hoare then gave the history of the station, paid a tribute to Coxswain Henry Blogg, whose life-boat record had never been surpassed, and went on to say :

"The Royal National Life-boat Institution still depends upon the support of private people. Its work is well organized and managed by private citizens. Long may the country continue to give this voluntary organization

the support necessary for it to carry on its work."

Sir Samuel Hoare, Bt., then named the life-boats *H. F. Bailey* and *Harriot Dixon*, and the *H. F. Bailey* was launched down the slipway.

Two Naming Ceremonies in Northumberland.

Cullercoats and Boulmer.

Two new motor life-boats on the coast of Northumberland have been named this year, at Cullercoats and Boulmer.

Cullercoats.

A new motor life-boat was stationed at Cullercoats this year, replacing a pulling and sailing life-boat. She is of the light Liverpool type described on page 392, has cost £3,684, and has been built out of a legacy from the late Mrs. I. A. Oliver, of Tadcaster, Yorkshire.

The Cullercoats station was established in 1852. Its life-boats have been launched on service 113 times, and have rescued 208 lives.

The naming ceremony was held on 5th June in the presence of a large gathering of people. Among them were life-boat workers from many neighbouring branches. The Mayor of Tynemouth presided, and Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. She was accepted by Mr. T. Grieve, chairman of the Cullercoats and Whitley Bay branch.

The dedication service was conducted by the Rev. Canon H. J. Blunt Fry, M.A., the singing of the hymns being led by the choir of St. George's Church, Cullercoats, accompanied by the Band of the Wellesley Nautical School.

Sir John Ramsden, Bt., then named the life-boat *Richard Silver Oliver*.

A vote of thanks to Sir John Ramsden was proposed by Mr. A. West Russell, M.A., M.P., and seconded by Councillor H. Jackson, J.P., chairman of the Whitley and Monkseaton Urban District Council. After the ceremony the life-boat was launched.

Boulmer.

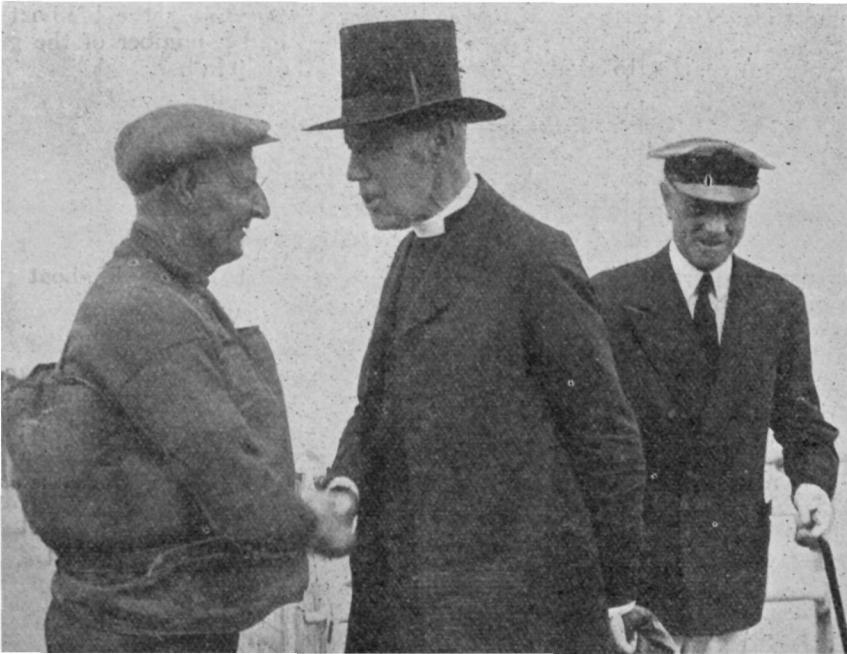
A new motor life-boat was stationed at Boulmer this year, replacing another

motor life-boat. She is of the light Liverpool type described on page 392, and has cost £3,669. She has been built out of a legacy which the late Mr. Walter Langdon, of Winchmore Hill, Middlesex, left to the Institution to provide a life-boat to be named after his wife. The line-throwing apparatus and searchlight are gifts from Miss A. Hall, of Hampstead, London, who has presented the Institution with six line-throwing guns, three compasses, two searchlights and two steering wheels, in addition to gifts of money.

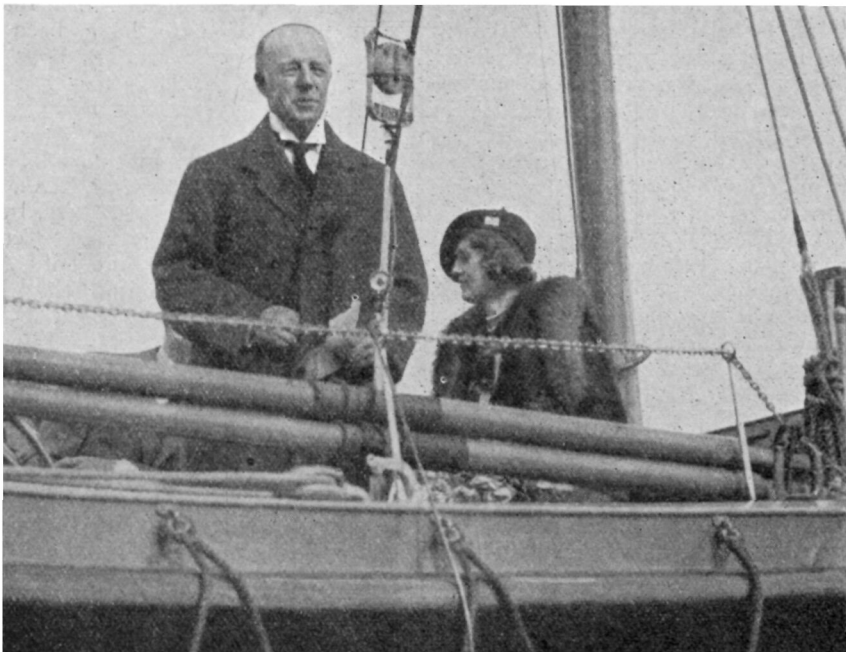
The Boulmer life-boat station was established in 1825. Its life-boats have been launched on service 100 times and rescued 203 lives. There was also a station at Alnmouth, manned by Boulmer men, from 1852 to 1935. Its life-boats were launched on service nineteen times and rescued fifteen lives.

The naming ceremony took place on 4th September in the presence of hundreds of people, and was attended by the motor life-boat from North Sunderland. The Duke of Northumberland, president of the Alnmouth and Boulmer branch, was in the chair. The Right Hon. the Viscount Runciman, P.C., a vice-president of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution and she was received by Admiral J. E. Cameron, C.B., M.V.O., a member of the committee of the branch. The service of dedication was conducted by the Rev. Canon R. R. Mangin, M.A., assisted by the Rev. H. F. Dunford, M.C., M.A., and the singing of the hymns was led by a choir under the direction of Mr. T. Hallford, Mus.B., choirmaster of St. Michael's, Alnwick.

The Duchess of Northumberland named the life-boat *Clarissa Langdon*.



By courtesy of **CROMER NAMING CEREMONY.** *[Associated Press Photo*
Coxswain Henry Blogg with the Bishop of Norwich and the Right Hon. Sir Samuel Hoare, Bt.,
Secretary of State for Home Affairs. *(See page 395.)*



By courtesy of **BOULMER NAMING CEREMONY.** *[Associated Press Photo*
The Right Hon. the Viscount Runciman, P.C., and the Duchess of Northumberland.
(See opposite page.)

The Duchess also presented a record of thanks awarded by the Institution to Mrs. G. Middlemiss.

A vote of thanks to the Duchess

was proposed by the Earl Grey. After the ceremony the life-boat was launched and a number of the guests went for a trip in her.

Naming Ceremonies : Scotland.

St. Abbs, Fraserburgh, Eyemouth and Portpatrick.

FOUR new motor life-boats, two of them gifts from Scotland, were named on the Scottish coast this year, at St. Abbs, Berwickshire; Fraserburgh, Aberdeenshire; Eyemouth, Berwickshire; and Portpatrick, Wigtownshire.

St. Abbs, Berwickshire.

A new motor life-boat was sent to St. Abbs in December, 1936. She is of the light Liverpool type described on page 392. She has replaced another motor life-boat which was sent to St. Abbs when the station was established in 1911, was launched on service twenty-seven times and rescued thirty-seven lives. The new boat has cost £3,770. She has been built out of a gift from the Annie Ronald Memorial Fund of Paisley and a legacy from the late Mrs. Isabella Forrest of Glasgow.

The naming ceremony took place on July 28th, in the presence of many hundreds of people. The Right Hon. the Lord Amulree, P.C., G.B.E., K.C., president of the branch, was in the chair, and Boy Scouts formed a guard of honour. The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council, and a vice-president of the Institution, presented the life-boat to the branch on behalf of the donors and the Institution, and she was received by Mr. Robert B. Bell, J.P., the chairman of the branch. The Rev. H. M. Lamont, B.D., conducted the service of dedication, and the hymns were led by a choir, accompanied by the pipe band of the King's Own Scottish Borderers.

Lady Jean Graham then named the life-boat *Annie Ronald and Isabella Forrest*.

A certificate of service was presented to ex-Coxswain James Nisbet, and votes of thanks were proposed by the Right Hon. the Earl of Home, K.T., and the Rev. T. Donaldson Barr, M.A. After

the ceremony the life-boat was launched.

Fraserburgh, Aberdeenshire.

A motor life-boat of the 46-foot Watson cabin type, was sent to Fraserburgh this year and replaced another motor life-boat of a less powerful type. She is the same as the Watson cabin life-boat described on page 395, except that she has Diesel engines and can travel 192 miles at full speed without refuelling. The new life-boat, which has cost £8,178, has been built out of a legacy from the late Mrs. M. Kennedy, of Steyning, Sussex.

Fraserburgh has had a life-boat station for over one hundred years and since it was taken over by the Institution in 1858 there have been 149 launches on service and 189 lives have been rescued.

The naming ceremony took place on August 7th in the presence of between four and five thousand people. The Right Hon. Lord Saltoun, M.C., presided, supported, among others, by the Marquess of Aberdeen and Temair, O.B.E., Lord-Lieutenant of Aberdeenshire. Vice-Admiral the Hon. W. S. Leveson-Gower, C.B., D.S.O., vice-chairman of the Scottish Life-boat Council, presented the life-boat to the branch on behalf of the donor and the Institution. She was received by Provost George Walker. The Rev. Thomas Johnstone conducted the service of dedication, the singing being led by a joint choir of the united churches accompanied by the Fraserburgh Salvation Army Band. Music was also provided by the Inverallochy, Cairnbulg and St. Combs Fishermen's Flute Band.

Lady Saltoun named the life-boat *John and Charles Kennedy*.

Lady Saltoun also presented the

certificate of service which had been awarded by the Institution to ex-Coxswain James S. Sim.

Votes of thanks were proposed by the Earl of Caithness, C.B.E., LL.D., and Bailie James M. Thompson.

Eyemouth, Berwickshire.

A motor life-boat of the light Liverpool type, described on page 392, was sent to Eyemouth this year, replacing a pulling and sailing life-boat. The boat, which has cost £3,835, has been built out of a legacy from the late Mr. Charles George Oates, of Leeds, who died in 1901 and left £3,000 to the Institution to establish a life-boat station on the Yorkshire coast. It was found impossible to carry out this wish at the time, and with the consent of the relatives, the legacy has now been used for the Eyemouth boat instead. The searchlight, line-throwing gun and compass are the gift of Mr. W. E. K. Gulland, of Broadstairs, who asked that, as he was a Scot, his gift should be used for a Scottish life-boat.

A life-boat station was established at Eyemouth in 1876. Its life-boats have been launched fifty-three times and have rescued fifty-one lives.

The naming ceremony took place on August 21st before a large audience, with the Earl of Home, K.T., a vice-president of the Institution, in the chair, supported, among others, by Admiral of the Fleet Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., a member of the committee of management of the Institution. The motor life-boat from St. Abbs and Berwick-on-Tweed attended the ceremony.

General Sir Reginald Wingate, Bt., G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O., a member of the committee of management of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution, and in doing so he said:—

“The name of Mr. Oates is remembered in Leeds. He was a barrister, and an amateur artist, and he showed his generous interest in his own city by his bequests to its art gallery. The name of his family also is known, not only throughout the British Isles, but throughout the world, for one of the greatest acts of gallantry and self-

sacrifice of our time, for one of his nephews was that Captain Oates of the Inniskilling Dragoons, who was one of Scott's party which reached the South Pole, and who gave his own life in a vain attempt to save the other members of the party in that terrible journey from the Pole in which all their lives were lost. Eyemouth may indeed be proud that the name of Oates should be given to its new life-boat, and I think I may tell the family of the donor that although his boat is far from the coast where he hoped it would be placed, his name will always be held in honour and gratitude.”

Sir Christopher Furness, Bt., president of the Eyemouth branch, accepted the life-boat, and the service of dedication was conducted by the Rev. D. M. Walker, M.A., the hymns being accompanied by the Sermerston Brass Band.

Mrs. Bryan Oates, of Bury St. Edmund's, a niece of the donor and a cousin of Captain Oates of the Antarctic, named the life-boat *Frank and William Oates*.

Votes of thanks were proposed by ex-Provost William Scott, J.P., chairman of the branch, and Baillie Philip, the senior magistrate of Eyemouth.

Lady Furness entertained the principal guests to lunch and tea.

Portpatrick, Wigtownshire.

A new motor life-boat of the 46-foot Watson cabin type, described on page 395, was stationed at Portpatrick this year, replacing another motor life-boat of a less powerful type. She has cost £8,688 and has been built out of a gift of £10,000 from Miss Paterson, of Paisley, who has for many years been a generous subscriber to the Paisley branch.

There has been a station at Portpatrick since 1877. Its life-boats have been launched sixty-five times and have rescued 116 lives.

The naming ceremony took place on September 11th, the Right Hon. Sir Thomas Inskip, C.B.E., K.C., Minister for Co-ordination of Defence, presiding. The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution, and she was

accepted by Mr. James McMaster on behalf of the branch. After Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, had spoken, the Rev. G. Paterson Graham of the Parish Church, Portpatrick, conducted the service of dedication, the hymns being accompanied by the Stranraer Town Band.

Miss Paterson, the donor, then named

the boat *Jeanie Speirs* after her mother.

Votes of thanks were proposed by the Right Hon. Sir Herbert E. Maxwell, Bt., of Monreith, P.C., K.T., F.R.S., D.C.L., LL.D., and Lieut. Percy Jordan, R.N.

After the ceremony the boat went afloat with the principal guests, Miss Paterson herself taking the wheel.

Naming Ceremonies : Ireland.

Kilmore and Howth.

Two new motor life-boats have been sent to the Irish coast this year : Kilmore, County Wexford, and Howth, County Dublin.

Kilmore, County Wexford.

The new motor life-boat at Kilmore has replaced a pulling and sailing life-boat. She is of the light Liverpool type described on page 392, and has cost £3,908. She has been built out of a legacy from the late Mr. John Pyemont, of Epsom, Surrey.

Kilmore has had a life-boat station since 1847. Its life-boats have been launched thirty-three times and have rescued fifty-seven lives.

The naming ceremony took place on the evening of 8th July in the presence of about 2,000 people, many of whom came considerable distances, and all political parties were represented. Mr. Peter Doyle presided and the life-boat was presented to the station on behalf of the donor and the Institution by Mr. T. L. M. Fuge, organizing secretary for Ireland. She was received by Colonel C. M. Gibbon, C.M.G., honorary secretary of the branch, and Mr. D. Allen, chairman of the Wexford County Council welcomed her on behalf of the people of the county.

The Rev. E. Crean, C.C., dedicated the life-boat and Mrs. Meyler Roche, honorary secretary of the Kilmore Ladies' Life-boat Guild, named her *Ann Isabella Pyemont*.

A vote of thanks to Mrs. Meyler Roche and the Rev. E. Crean, C.C., was proposed by Mr. P. Sutton and seconded by Mr. J. Rochford, and a vote of thanks to the chairman was proposed

by the Rev. T. Bateman, M.A., and seconded by Dr. P. A. Doyle, L.R.C.P.

Irish dance music, marches and waltzes were played by the Mayglass All Star band and the ceremony concluded with the singing of the National Anthem. The life-boat then put out.

Howth, County Dublin.

The new motor life-boat at Howth is of the 46-foot Watson cabin type as described on page 395, except that she has Diesel engines, and can travel 220 miles at full speed without refuelling. She has replaced another motor life-boat of a less powerful type, *Lady Kylsant*, which is now stationed at Wicklow. The new boat has cost £8,191, and this cost has been contributed in part by legacies from the late Mr. L. W. Rignall, of Hampstead, London, the late Miss M. S. Phillips, of Bristol, and the late Miss M. A. Butterworth, of Royton, Lancashire. The name chosen by each of these three donors is recorded on a tablet affixed inside the boat and the initial letter of each name has been used to form the name of the boat.

Howth has had a life-boat station since 1825, and since it was taken over by the Institution in 1862 its life-boats have been launched fifty times and have rescued ninety-eight lives.

The naming ceremony was held on 24th July, in the presence of about 1,000 people, Mr. T. Gaisford St. Lawrence, chairman of the branch, presiding. Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution, presented the life-boat to



By courtesy of]

[Mr. James Welsh, Hon. Secretary of the Portpatrick Station

A DONOR AT THE WHEEL.

Miss Paterson, of Paisley, in her life-boat, *Jeanie Speirs*, at Portpatrick.
(See page 399, and for another photograph of the life-boat, page 373.)



By courtesy of]

[*Jersey Evening Post*

A NEW MOTOR LIFE-BOAT AND HER CREW.

The *Howard D.*, at St. Helier, Jersey.
(See page 402.)

the branch on behalf of the donors and the Institution, and she was accepted by Mr. B. J. Newcombe, honorary secretary of the branch.

Sir W. H. Boyd, Bt., K.C., then welcomed the life-boat on behalf of the people of Howth, and Mrs. Gaisford St. Lawrence named her *R.P.L.*

A vote of thanks to Mrs. Gaisford St. Lawrence was proposed by Mr. Marcus A. Lynch and seconded by Mr. W. G. Smith, and a vote of thanks to the chairman and others was proposed by Mr. W. McA. McCracken and seconded by Mr. T. L. M. Fuge, organizing secretary for Ireland.

Naming of the St. Helier, Jersey, Life-boat.

THE Institution has replaced the pulling and sailing life-boat at St. Helier, Jersey, this year with a motor life-boat of the light Liverpool type, described on page 392. The new boat has been built out of a gift of £3,250 from Mr. T. B. Davis, of London and St. Helier, owner of the yacht *Westward*. He made the gift after reading the life-boat book *Launch!* by Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution and ex-coxswain of the Brooke, Isle of Wight, life-boat.

St. Helier has had a life-boat station since 1884. Its life-boats have been launched on service fourteen times and have rescued three lives.

The naming ceremony took place on August 19th. Rear-Admiral C. L. Lewin, chairman of the branch, presided, and His Excellency the Lieutenant-Governor, Major-General H. de C. Martelli, K.B.E., C.B., D.S.O., attended the ceremony. At the special

request of the donor, the life-boat was named by Lady Mottistone. Sea Scouts provided a guard of honour.

Lord Mottistone, on behalf of the donor and the Institution, presented the life-boat to the island of Jersey. She was accepted on behalf of the island by the Bailiff, Mr. A. M. Coutanche, who formally handed her over to the branch, on whose behalf she was accepted by Rear-Admiral C. L. Lewin. The service of dedication was conducted by the Dean of Jersey, the Very Rev. Samuel Falle, M.A., the hymns being accompanied by the Salvation Army Band.

Lady Mottistone then named the life-boat *Howard D.*, in memory of the donor's son, Mr. H. Davis, who died in the war.

A vote of thanks to Lady Mottistone was proposed by Mrs. H. H. Hulton, honorary secretary of the Jersey Ladies' Life-boat Guild, and seconded by Mr. T. R. Blampied, honorary secretary of the branch.

Scarf-Helmets for Life-Boatmen.

MRS. EDITH MANBY, of Codsall, Staffordshire, completed, on New Year's Day 1936, a work which she began in April, 1935, of knitting woollen scarf-helmets for the life-boat crews round our coasts. Mrs. Manby had the help of 491 knitters and subscribers, and the work cost £250, of which she herself contributed over £100. As the scarf helmets were finished they were sent to the coast, and at many stations special presentation ceremonies were arranged.

What an enormous piece of work

Mrs. Manby and her helpers have brought to a successful end the following figures will show :

The number of scarves knitted was 1,525. They were each nearly two yards long, so that, if laid end to end, they would stretch over 3,000 yards or nearly a mile and three-quarters.

The wool used weighed over half a hundredweight, and was 580,850 yards, or over 330 miles, long.

Over 60,400 pieces of fringe were used and over 4,550 initials were worked on the scarves.



MRS. MANBY AND SOME OF HER SCARF-HELMETS.



WEARING THE SCARF-HELMETS.

The crew at Moelfre, Anglesey

The actual hours of work were 15,250, or twenty-one and a half months of continuous work.

At the end of the work Mrs. Manby presented an album of photographs of the crews wearing the scarves to the King, Patron of the Institution. The King thanked her for her kind thought, and expressed his appreciation of all that she had done for the life-boatmen.

To show its appreciation the Institution has awarded to Mrs. Manby its gold badge, which is given only for distinguished honorary services. Mrs. Manby is a relative of Captain G. W. Manby, who, in 1825, and again in 1830, was awarded the gold medal of the Institution for his inventions for saving life from shipwreck.

Mrs. Manby has asked us to say that when new scarves are needed she hopes the honorary secretaries of life-boat stations will be able to get local ladies to knit them, and that the wool, dyed a special colour, can be obtained from the Scotch Wool and Hosiery Stores, Queen Square, Wolverhampton, who will allow a 10 per cent discount.

This article would not be complete without mention of the other ladies, unconnected with Mrs. Manby, who also help the Institution with gifts of scarves and occasionally mittens and gloves. One of them, Miss Susan M. Jepson, of London, was awarded the Institution's record of thanks three years ago. She has now been knitting regularly for it for well over ten years.

Life-boat Photographs.

At York, Bradford, Sunderland and Leeds.

THE exhibition of life-boat photographs which has already been shown in London, Edinburgh and Birmingham has, during the latter part of the year, been on a tour of the North-East of England, and has been shown at York, Bradford, Sunderland and Leeds.

At York the photographs were on view at the City Art Gallery during the whole of June. At the same time the motor life-boat *City of Bradford*, from the Humber station, came up the Ouse to York, a journey of about a hundred miles, under the command of Coxswain Robert Cross, who has been in command of her for the past twenty-five years, and has twice won the silver medal and once the bronze medal.

The chief constables of York and Hull joined her at Hull, and the Lady Mayoress of York, president of the York Ladies' Life-boat Guild, Lady Thomson, its chairman, and other members of the Guild, joined her at Selby. The life-boat arrived on 8th June. She remained until the 10th, and many people went aboard her.

At Bradford, through the kindness of Messrs. Busby, the photographs were shown at their stores. The exhibition was opened on 26th July by Lady Sutcliffe Smith, wife of Sir Henry Sutcliffe Smith, chairman of the branch, and it remained open for a fortnight.

At Sunderland the photographs were shown at the Art Gallery. The exhibition was opened on 7th October by Miss Ivy Tresmand, the actress, and the Mayor presided. It remained open a month. During that time 10,191 persons visited it.

At Leeds the photographs were exhibited in the City Art Gallery, and the exhibition was opened on 23rd November by Lady Bingley. The Lord Mayor presided, supported by Alderman A. R. Bretherick, chairman of the branch, and Mrs. W. Clayton, chairman of the Leeds Ladies' Life-boat Guild. It was open for a fortnight, and between 600 and 1,000 people passed through each day.¹

¹ For the previous exhibitions see *The Life-boat* for December, 1936, and October, 1937.

Obituary.

THE Institution has lost by death a number of its workers and friends since the last issue of *The Life-boat*

was published. Notices of their work for the Institution will appear in the next number.

A Centenarian's Last Gift.

THE Institution has received from the family of Mrs. Barber, of Haslemere, Surrey, who died in June at the age of 102, a gift of twelve guineas. This gift is the response, from twenty-nine of her family and friends, to Mrs. Barber's last request that they should send contributions to her life-boat fund instead of flowers for her funeral. One of her friends has also promised to send the Institution each year a gift on

Mrs. Barber's birthday in memory of her. Mrs. Barber had been a supporter of the life-boat service for many years. Up to the end she not only subscribed to but collected for it, and helped it by the sale of her own knitting. She came from Northumberland, where in her young days she saw many wrecks and life-boat rescues, and at her request this last gift has been credited to the Boulmer branch.

The Life-boat Stamp Club.

THE Life-boat Stamp Club, which was started at the end of 1933 by Miss Margaret Power, of Mount Royal, Old Common, Cobham, Surrey, honorary secretary of the Cobham branch of the Institution, now has a branch of its own at Cromer. This branch was started last July by Miss Rawles, of Gunton Station House, Southrepps, Norwich. It has cards of stamps in two shops and notices about it have been distributed to schools and elsewhere. It already has several regular clients, and good stamps "are pouring in from all directions."

Both Miss Power and Miss Rawles are anxious not only for more gifts of stamps, but for more customers, and they will be very glad if life-boat workers who are interested in stamp collecting, and would like to buy stamps from them or to help them with gifts of stamps, will get in touch with them. They will also be glad to give information to any life-boat workers who would like to start local branches of the club. All profits from any branch of the Stamp Club would, of course, go to the local branch of the Institution.

Balloon Races.

FOUR branches have carried out balloon races with great success this year.

At St. Albans, where the race was being held for the third time, about a thousand balloons were sent off, of which eighty-five were returned. The winning balloon came down near Antwerp, in Belgium, and the winner of the second prize on the French coast, between Calais and Dunkerque. The other eighty-three came down in Hertfordshire, Bedfordshire, Essex and Suffolk. The race was not without its humours. One old lady, having bought and released her balloon, disappeared for a time. She returned, rather breathless, to say that she had followed it as far as the Abbey, but could go no farther; and how was she to know where it came down?

The Clapham branch held a balloon

race, for the second time, in connexion with a fun fair. Its winning balloon came down near Melksham, in Wiltshire.

At Eastbourne many balloons were sent up, and fourteen labels were returned. These fourteen balloons had all crossed the Channel. Thirteen had come down in France or Belgium. The fourteenth reached Germany.

A balloon race was again one of the events at the Quoile regatta, Northern Ireland, which was again in aid of the Downpatrick branch of the Institution.

A balloon from Manchester, in 1933, got as far as Germany, but the record still belongs to the St. Albans balloon which, at the race in 1935, travelled 807 miles, and came down in Poland.¹

¹ For previous races see *The Life-boat* for September, 1935, and March, 1936.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

The COXSWAIN'S CERTIFICATE OF SERVICE, PENSION, and a SPECIAL GRATUITY of £80, have been awarded to :

JOHN STRACHAN, 15 years coxswain of the Peterhead life-boat.

The COXSWAIN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to :

RICHARD OWEN, 12 years coxswain, 1½ years second coxswain and 1½ years bowman of the Holyhead life-boat.

JAMES S. SIM, 5½ years coxswain and 20 years second coxswain of the Fraserburgh life-boat.

There has been awarded to the widow of the late ADAM MCLEOD, 2 years coxswain and 12½ years second coxswain of the Thurso life-boat, the COXSWAIN'S CERTIFICATE OF SERVICE which would have been awarded to him on his retirement.

Life-boatman's Certificate of Service.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to :

ROBERT SLESSOR, 14½ years second coxswain and 28 years a member of the crew of the Peterhead life-boat.

HENRY G. ROSE, 11½ years second coxswain and 35 years a member of the crew of the Lowestoft life-boat.

PATRICK CHAMBERLAIN, 25 years bowman and 10 years a member of the crew of the Ballycotton life-boat.

CHARLES HODDS, 18½ years bowman and 11 years a member of the crew of the Caister life-boat.

WILLIAM C. MOORE, 10½ years bowman and 15 years a member of the crew of the Peel life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE has been awarded on retirement, to :—

FREDERICK C. WADHAM, 12 years bowman and 1 year a member of the crew of the Yarmouth, Isle of Wight, life-boat.

WILLIAM C. WATSON, 17 years assistant motor mechanic, of the Sunderland life-boat.

ALFRED E. BABB, 15 years assistant motor mechanic and 15 years a member of the crew of the Torbay life-boat.

EDMOND N. WALSH, 50 years a member of the crew of the Ballycotton life-boat.

DANIEL C. WALSH, 42 years a member of the crew of the Ballycotton life-boat.

THOMAS S. SZINEY, 40 years a member of the crew of the Ballycotton life-boat.

EDMUND GEORGE, 25½ years a member of the crew of the Sennen Cove life-boat.

F. C. SANDERS, 35 years' association, as winchman, shore attendant, and occasionally as a member of the crew, with the Torbay life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE has also been awarded to :

GEORGE NIGHTINGALE, 52 years a member of the crews of the Walmer and Kingsdown life-boat.

The widow of the late JAMES W. CROOM, 19 years a member of the crew of the Broadstairs life-boat.

Awards to Honorary Workers.

Honorary Life-Governor.

Mr. ROBERT LEES has been elected an HONORARY LIFE-GOVERNOR of the Institution in recognition of the valuable help which he has given to the life-boat service as honorary secretary of the Wicklow station branch for 37 years.

The Thanks of the Institution on Vellum.

THE THANKS OF THE INSTITUTION INSCRIBED ON VELLUM has been awarded to :—

Mr. HENRY PETERS THOMAS, after 21 years as honorary secretary of the Newquay (Cornwall) station branch.

The Rev. ARTHUR A. P. WINSER, on his retirement after 7 years as honorary secretary of the Brooke station branch.

Gold Badge.

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

Mr. FRANK HOLT, honorary secretary, Port of Liverpool branch, on retirement.

Mr. T. W. PIGGOTT, J.P., D.L., chairman, Barmouth station branch.

Mrs. GRACE SIDNEY, honorary secretary and treasurer, Formby district, Port of Liverpool Ladies' Life-boat Guild.

Binocular Glass.

The BINOCULAR GLASS, with inscription, has been awarded to :—

Mr. S. H. LOWRY, on his retirement after 14 years as honorary treasurer of the Donaghadee station branch.

Life-boat Picture or Statuette of a Life-boatman.

The LIFE-BOAT PICTURE or the STATUETTE OF A LIFE-BOATMAN has been awarded to the following :—

THE FISHERY SCHOOL, BALTIMORE, in recognition of the help which its Managers have given as honorary secretaries of the Baltimore station branch.

Alderman F. S. MATE, J.P., chairman, Poole, Bournemouth, Wimborne and Christchurch branch.

Mrs. E. THACKRAH, honorary secretary, Ladies' Life-boat Guild, Torquay branch.

Mrs. CAROLINE F. WILLIAMS, collector, Ilfracombe branch.

Record of Thanks.

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

- Miss AMY E. AUSTIN, worker, Wallasey district, Port of Liverpool branch.
 Dr. J. COXHEAD COOK, chairman, Clacton-on-Sea station branch.
 Miss FANNY R. DRUCE, district superintendent, Leamington Spa branch.
 Mrs. PERCY HUDSON, district superintendent, Leamington Spa branch.
 Miss ETHEL M. JEE, district superintendent, Leamington Spa branch.
 Mrs. FRANCEY MARSDEN, worker, Hoylake Ladies' Life-boat Guild, Port of Liverpool branch.
 Miss RUTH E. MATTHEWS, district superintendent, Leamington Spa branch.

- Mrs. ISABELLA MIDDLEMISS, worker, Alnmouth and Boulmer branch.
 Mrs. FLORENCE M. PAGET, district superintendent, Leamington Spa branch.
 Miss MARGARET L. PALMER, worker, Wallasey district, Port of Liverpool branch.
 Miss K. E. PARKINSON, district superintendent, Leamington Spa branch.
 Mrs. M. B. PHILLIPS, worker, Wallasey district, Port of Liverpool branch.
 Miss FRANCES M. SHORTO, district superintendent, Leamington Spa branch.
 Mr. JAMES R. SYKES, honorary secretary, Marsden branch.
 Mrs. I. WEST, district superintendent, Leamington Spa branch.

Summary of the Meetings of the Committee of Management.**Friday, 27th August, 1937.**

PAID £13,874 11s. 7d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of the life-boat stations.

Included in the above was :—

£42 11s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Port St. Mary and Rye Harbour.

Thursday, 16th September, 1937.

SIR GODFREY BARING, Bt., in the chair.

PAID £35,832 4s. 0d. 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 :—

£328 6s. 9d. to pay the rewards for life-boat services ;

£333 8s. 0d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 374 to 381) ;

£20 1s. 0d. for assemblies of crews, etc. ;

£330 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 ;

£44 17s. 6d. to men for injury in the life-boat service at Blackpool, Caister, Moelfre, Newhaven, Shoreham Harbour and Walmer.

Decided that an allowance at the rate of £2 10s. 0d. a week be granted to George Thomson, a life-boatman at Buckie, who was injured and permanently disabled while on service on the 26th January, 1937 ; the case to be reviewed in September, 1938.

Voted £59 1s. 6d. to pay the rewards for the Atherfield, Barrow, Blyth, Bridlington, Campbeltown, Dunmanus Bay, Eastbourne,

Exmouth, Filey, Flamborough, Guernsey, Herne Bay, Jersey, Llandudno, Lynmouth, Moelfre, Montrose, New Brighton, New Quay (Card.), Penlee, Port Erin, Portrush, Port St. Mary, Ramsgate, St. Ives, St. Mary's, Torbay, and Walton-on-the-Naze shoreboat services, accounts of which appear on pages 384 to 388.

Thursday, 14th October, 1937.

SIR GODFREY BARING, Bt., in the chair.

PAID £32,101 1s. 7d. 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 :—

£83 13s. 5d. to pay the rewards for life-boat services ;

£117 6s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 381 to 384 ;

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

£3 additional rewards 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 ;

£80 10s. 10d. to men for injury in the life-boat service at Buckie and Wells.

Voted £6 14s. 6d. to pay the rewards for the Lyme Regis, New Brighton, Porthcawl, Porthdinllaen and Whitby shoreboat services, accounts of which appear on page 385.

Reported that £158 14s. 6d., including medical and other expenses, had been granted to George Thomson, a member of the Buckie life-boat crew, who was permanently injured on service in January last and who is now in receipt of an allowance of £2 10s. 0d. a week.

Reported that £38 9s. 0d., including medical expenses, had been granted to James Crebbin, a helper at Port St. Mary, for injury sustained at exercise on 10th June.

News from the Branches.

1st August to the 31st October, 1937.

Greater London.

Life-boat stand at the Engineering and Marine Exhibition at Olympia. (A special report will appear in the next issue.)

BEXLEYHEATH.—Annual meeting on 28th October, Mrs. Ford Sadler, M.B.E., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Whist drives, garden meeting, life-boat day. Amount collected in 1937, £74, an increase of £30 on 1936. Mrs. Jockel appointed honorary secretary in succession to Mrs. Keene, who has been elected vice-president.

BROMLEY.—Mrs. A. S. Tucker appointed honorary secretary.

BURNT OAK, EDGWARE.—Dance.

CITY.—Address to British Sea Anglers by Captain E. S. Carver, R.D., R.N.R., superintendent of stores.

CLAPHAM.—Annual meeting on 15th October. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Efforts of the past year: Whist and bridge drives, fête, life-boat day. Amount collected in 1937, £518, an increase of £137 on 1936. Whist drives.

EAST LONDON.—Collection at West Ham Speedway by members of the staff of the Institution's storeyard. Lantern lecture by Mr. F. H. Clarke at the Stewart Headlam Institute.

GOLDER'S GREEN.—Mr. H. L. Gibson appointed honorary secretary.

HACKNEY.—Lecture at Dalston by Mr. Alfred Leckie, a member of the St. Pancras Committee.

HAYES.—Social. Visit to Southend life-boat station.

HORNSEY.—Dance.

HOUNSLOW, HESTON AND ISLEWORTH.—Whist drive, organized by Miss Ankrutt, the honorary secretary. Trafalgar Day whist drive at Cranford, organized by Mrs. Newman.

ILFORD.—Annual meeting on 7th October, the Mayor, president of the branch, in the chair. Speakers: Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution and vice-president of the branch, and the district organizing secretary. Amount collected in 1937, £59. Presentation of the life-boatman statuette awarded by the Institution to Mr. C. A. Boorman, former honorary secretary.

ISLINGTON.—Lantern lecture by Mr. F. Heffer.

POTTERS BAR.—Address at Northaw Women's Institute by Lady Hanworth.

ST. ALBANS.—Life-boat day. Third annual balloon race. (See special report on page 405.) Depot-holders' meeting, the Mayor,

chairman, presiding. Speaker: The district organizing secretary. Address by Captain E. S. Carver, R.D., R.N.R., superintendent of stores, at the Rotary Club's ladies' luncheon.

SOUTHEND-ON-SEA AND DISTRICT.—Life-boat day at Canvey Island. Lantern lecture.

WALTHAMSTOW.—Lecture by Mr. Dixon, a member of the branch committee.

WOODFORD AND DISTRICT.—Card drive and sale of work arranged by Mrs. Cable, the honorary secretary. Lantern lecture. Address to Woodford Green branch of the British Legion.

Lectures at Acton, North Kensington, Upton Park, Wandsworth, and Welling.

North-West of England.

ATHERTON.—Annual whist drive and dance.

BAMBER BRIDGE AND WALTON-LE-DALE.—Dance.

BARROW - IN - FURNESS.—Special meeting of Ladies' Life-boat Guild.

BLACKPOOL.—Naming ceremony of the new motor life-boat and opening of the new life-boathouse on 21st October by H.R.H. the Duke of Kent, K.G., president of the Institution. (See special report on page 392.)

Address by Alderman C. E. Tatham, J.P., honorary secretary of the branch, to the Rotary Club. Life-boat service broadcast from St. Stephen-on-the-Cliffs Church, with address by the Rev. Canon F. B. Freshwater, the vicar and life-boat chaplain. Life-boat service on Central Beach. Preacher: The Rev. Canon F. B. Freshwater, supported by the Rev. W. Yates (Vicar of St. John's Church), and the Rev. G. P. Lester (Mayor's chaplain). Launch of life-boat in connexion with illuminations. Miss Florrie Forde at the Palace Gardens. Life-boat day.

BOLTON.—Third open bowling tournament, organized by the Ladies' Life-boat Guild. Whist drive. Garden party. arranged by the Ladies' Life-boat Guild.

BREDBURY.—Annual meeting on 14th October. Speaker: The district organizing secretary. Amount collected in 1937, £41.

BRIERCLIFFE.—House-to-house collection. Whist drive.

BRIERFIELD.—Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. James Whitaker; honorary treasurer, Mrs. A. Bennett; honorary secretary, Mrs. Joe Burgess.

BRINDLE.—Annual meeting on 22nd September. Speaker: The district organizing secretary. Amount collected in 1937, £12.

CARLISLE.—Whist drive and dance, arranged by Mrs. A. Martindale.

CASTLETOWN.—Life-boat day and sale of field, garden and dairy produce.

CROMPTON AND SHAW.—Whist drive and American tea.

DOUGLAS.—Life-boat day.

EARBY.—Cricket match.

FLEETWOOD, AND GRANGE-OVER-SANDS.—Life-boat days.

HEYWOOD.—Annual meeting on 26th October, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drives and collections in works. Amount collected in 1937, £50.

HORWICH.—Annual meeting on 28th September, the chairman of the urban district council presiding. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, whist drive and dance, and jumble sale. Amount collected in 1937, £65.

HOYLAKE.—Annual life-boat service at St. Hildeburgh's Church, Hoylake. Preacher: The Rev. S. Key, vicar of St. Anne's, Birkenhead.

KIRKBY STEPHEN.—Life-boat day.

LANCASTER.—Jumble sale.

LEIGH.—Special effort arranged by the Ladies' Life-boat Guild.

LITTLEBOROUGH.—Annual dance. Presentation to Mrs. E. Taylor, president of the Ladies' Life-boat Guild, of the life-boatman statuette awarded to her by the Institution.

LIVERPOOL.—Annual meeting of the Ladies' Life-boat Guild on 23rd September, Mrs. Permewan, president, in the chair. Speaker: The district organizing secretary.

Annual house-to-house collection, organized by the Ladies' Life-boat Guild.

LYMM AND HEATLEY.—Annual meeting on 21st September. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge drive. Amount collected in 1937, £81.

Card evening, at which Sir Godfrey Baring, Bt., chairman of the Institution, was present.

LYTHAM.—Life-boat day.

MANCHESTER, SALFORD AND DISTRICT:

AUDENSHAW.—Inaugural meeting, Councillor A. Hewitt, J.P., in the chair. Life-boat Guild constituted. President, the chairman of the local council; vice-presidents, Councillor W. Hamer, Mr. J. Lord, M.A., Mr. R. W. P. Wedlake, A.M.I.M.E., M.M.A.E.; chairman, Mr. G. Martin; honorary treasurer, Mr. G. V. Windsor; honorary secretary, Mr. Norman Hewitt.

CHORLTON-CUM-HARDY.—Annual whist drive.

CRUMPSALL.—Special meeting at the house of Mrs. Wallace Singleton, president of the Life-boat Guild.

COLLYHURST.—Address by Mrs. Bayfield, president of the Chorlton-cum-

Hardy Ladies' Life-boat Guild, to members of the Queen's Park Parliament.

FALLOWFIELD.—Special meeting of the Junior Life-boat Guild.

GORTON.—Annual meeting on 2nd September.

MANCHESTER.—Annual collections at the Manchester General Post Office, Messrs. Robert Lomas, Ltd., Marks & Spencers, Ltd., and Kardomah Cafés. Golf competition, arranged by the Manchester Golf Club. Addresses given by the branch secretary to members of the Women Citizens' Association at New Cross and at Levenshulme.

SALFORD.—Special meeting on 22nd October. Arrangements made for annual ball and Sunday concert.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Mannequin parade at Messrs. Pauldens'; appeal made on behalf of the Institution by Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District branch.

MORECAMBE AND HEYSHAM.—Life-boat day. Concert by the Morecambe Fishermen's Broadcasting Choir.

NEW BRIGHTON.—Fourth annual regatta, organized by the Wallasey Corporation Departments.

OLDHAM.—Annual meeting on 22nd October, the Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Mr. John Imrie appointed honorary secretary of the branch in succession to the late Mr. Edward Dean, and Mr. Webster elected branch honorary treasurer in succession to Mr. W. G. Edington, resigned. Amount collected in 1937, £304, an increase of £60 on 1936.

PEEL.—Life-boat day and sports.

PORT ERIN.—Life-boat day.

PORT ST. MARY.—Life-boat day. Annual sacred service.

RAMSBOTTOM.—Coronation garden fête, organized by the Ladies' Life-boat Guild.

RAMSEY.—Life-boat day. Collections in hotels and boarding-houses.

ROCHDALE.—Annual American tea.

ROYTON.—Special meeting, the Rev. Canon W. Rowe, chairman of the branch, presiding. Speaker: The district organizing secretary. Annual house-to-house collection. Lantern lecture and life-boat films. Social.

ST. ANNE'S-ON-SEA, SEASCALE, AND SILLOTH.—Life-boat days.

SILVERDALE.—Life-boat day. Gardens opened to the public at Grey Walls, the residence of Mrs. P. L. Sharp, president of the branch.

SOUTHPORT.—Bring-and-buy sale, arranged by the Ladies' Life-boat Guild.

STALYBRIDGE.—Life-boat day.

TINTWISTLE.—House-to-house collection.

TOTTINGTON.—Annual meeting on 21st October. Amount collected in 1937, £95, an increase of £24 on 1936.

ULVERSTON.—Life-boat day.

WARRINGTON.—Annual meeting on 27th October, the Mayor, president of the branch, in the chair. Speaker: Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District branch. Efforts of the past year: Life-boat day, bring-and-buy sale. Amount collected in 1937, £251, an increase of £35 on 1936.

Benefit performance at the Odeon Cinema Theatre, and life-boat films shown.

WIGAN.—Bridge and whist drive organized by Mrs. H. J. Whitehead, and Mrs. Bridge, of Ashton-in-Makerfield.

North-East of England.

ALTOFTS, AND BADSWORTH.—Whist drives.

BATLEY.—Life-boat day.

BEDLINGTON.—Presentation of the challenge shield for the North-East of England, in the life-boat essay competition for elementary schools, won by Lilian Mood, of the Bedlington Station Council School.

BENTLEY.—Dance.

BERWICK, BLAYDON, AND BOSTON SPA.—Life-boat days.

BOULMER.—Naming ceremony of new motor life-boat. (See special report on page 396.) Whist drive.

BRADFORD AND SHIPLEY.—Life-boat day.

BRIGHOUSE.—Bridge and whist drive.

CRIGGLESTONE.—House-to-house collection.

DARLINGTON.—Garden fête, bridge drives.

DURHAM.—Bridge drive.

FILEY, FLAMBOROUGH AND BEMP-TON, AND GARFORTH.—Life-boat days.

GATESHEAD.—Bridge drive.

GOLCAR.—Annual meeting of Ladies' Life-boat Guild. Amount collected in 1937, £23.

GOOLE.—Life-boat day.

HARROGATE.—Life-boat day, house-to-house collection.

HAUXLEY AND AMBLE.—Special meeting to revive Ladies' Life-boat Guild. Life-boat day.

HECKMONDWIKE.—Duplicate bridge drive.

HELMSLEY.—House-to-house collection.

HORNSEA.—Life-boat day.

KIRKBURTON.—Whist drive.

KIRKHEATON.—Collection.

LEEDS.—Annual meeting of the Ladies' Life-boat Guild on 15th October, Mrs. W. Clayton, chairman, presided.

LIGHTCLIFFE.—Bridge and whist drive.

MARSDEN, AND MELTHAM.—Life-boat days.

NEWCASTLE.—Bridge drive.

NORMANTON.—Annual meeting and social. Amount collected in 1937, £23, an increase of £2 on 1936.

NORTH SUNDERLAND.—Fête.

OSSETT.—Special meeting called by the Mayoress to revive the Ladies' Life-boat Guild.

OTLEY.—Life-boat day.

PATRINGTON.—Cinema show of life-boat pictures.

POCKLINGTON.—Whist drive.

PONTEFRACT, ROBIN HOOD'S BAY, RUNSWICK AND STAITHES, SALT BURN, AND SCARBOROUGH.—Life-boat days.

SLAITHWAITE.—House-to-house collection.

STOCKSFIELD.—Life-boat day.

SUNDERLAND.—Exhibition of life-boat photographs. (See special report on page 404.) Dance.

WAKEFIELD.—Life-boat day.

WATH-ON-DEARNE.—House-to-house collection.

WEST HARTLEPOOL.—Annual meeting on 29th October. Efforts of the past year: Bridge drives, life-boat day. Amount collected in 1937, £143, an increase of £34 on 1936.

WETHERBY, AND WHITBY.—Life-boat days.

The Midlands.

ALCESTER.—House-to-house collection.

ATHERSTONE, AND BADSEY.—Life-boat days.

BIRMINGHAM.—Address by the district organizing secretary to Selly Oak Unionists. Life-boat day at Halesowen.

BOSTON.—Life-boat day.

BURTON-ON-TRENT.—Life-boat day. "Riders of the Storm" film shown.

CHELTENHAM.—Life-boat day.

COALVILLE.—House-to-house collection.

DERBY.—Life-boat day in Alvaston and Boulton district.

EVESHAM, GLOSSOP AND HADFIELD, GRIMSBY, HORNCASTLE, AND ILKESTON.—Life-boat days.

LEAMINGTON.—Annual meeting on the 11th October, Colonel H. N. Byass, C.M.G., the chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1937, £259, an increase of £27 on 1936. Presentation of framed records of thanks awarded by the Institution to Miss Druce, Mrs. Hudson, Miss Jee, Miss Matthews, Mrs. Paget, Miss Parkinson, Miss Shorto and Mrs. West.

Institution's films shown at three cinemas, with collections.

LEEK, AND LEICESTER.—Life-boat days.

LINCOLN.—Address by the district organizing secretary to the Rotary Club.

LYE, MALVERN, MANSFIELD, AND MARKET RASEN.—Life-boat days.

NORTHAMPTON.—Annual meeting, the Mayor, president, in the chair. Amount collected in 1937, £204, an increase of £80 on 1936. The branch has suffered a severe loss by the death of Mr. A. J. Addis, its assistant secretary.

Life-boat day.

NOTTINGHAM COUNTY, NUNEATON, OLDBURY AND LANGLEY, REDDITCH, RETFORD, AND ROTHWELL.—Life-boat days.

RUGELEY.—Life-boat day. Institution's films shown at cinemas and collections arranged.

SCUNTHORPE, SKEGNESS, AND SOUTH NORMANTON.—Life-boat days.

SPILSBY.—Life-boat day. Lantern lecture.

STAMFORD, AND STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.—Life-boat days.

STONE.—"Riders of the Storm" film shown with collection.

STOURBRIDGE.—Life-boat day. Address by the district organizing secretary to the Enville Women's Institute.

SWADLINCOTE.—Life-boat day.

TOWCESTER.—"Riders of the Storm" and "Heroes of the Sea" films shown, with collections.

WEDNESBURY.—House-to-house collection.

WELLINGBOROUGH.—Whist and bridge drive.

WOODHALL SPA.—Life-boat day.

WRAGBY.—Life-boat day.

Lantern lectures at Martley, Pattingham and Tysall.

South-East of England.

ALDEBURGH AND DISTRICT.—Life-boat day.

AMPTHILL.—Life-boat day in Ampthill and district. Dance.

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

BEACONSFIELD.—House-to-house collection.

BIRCHINGTON AND DISTRICT, AND BLAKENEY.—Life-boat days.

BOGNOR REGIS.—Life-boat day, with visit of the motor life-boat from Selsey. Luncheon to the Selsey life-boat crew by Mr. W. H. B. Fletcher, president of the branch, at which the district organizing secretary presented the statuette of a life-boatman awarded by the Institution to Miss A. L. Grange, the life-boat day organizer.

BRAINTREE.—Life-boat day.

BRANCASTER.—Life-boat days at Brancaster and Brancaster Staithe.

BRIGHTLINGSEA.—Life-boat day.

BURNHAM-ON-CROUCH.—Life-boat day.

CAISTER-ON-SEA.—Life-boat day, with *Daily Mail* treasure hunt. Life-boat crew entertained to dinner by the honorary secretary, Mr. A. J. Main, and Mrs. Main. A life-boatman's certificate of service awarded by the Institution to the ex-bowman on his retirement was presented by Mrs. Graham Hughes, president of the Ladies' Life-boat Guild. Whist drive at Great Ormesby, arranged by the Ladies' Life-boat Guild.

CANTERBURY.—Cathedral collection.

CHATHAM, AND CHATTERIS.—Life-boat days.

CHELMSFORD.—Whist drive. Lecture at Chelmsford centre of Women's Institutes.

CHICHESTER.—Whist drive at Slindon. "Boats that Save Life" film shown at two cinemas, with collections.

CLACTON-ON-SEA.—Life-boat Sunday.

COLCHESTER AND DISTRICT.—Life-boat day. Lecture at Feering Women's Institute.

CROMER.—Naming ceremony of the new motor life-boats. (See special report on page 395.) Life-boat day.

DARTFORD.—Bridge evening.

DISS.—Life-boat day.

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

DUNMOW.—Life-boat day.

EASTBOURNE.—Life-boat day at Burwash. Lectures at Alfriston, Ninfield, and Selmeston and Alecton Women's Institutes.

FARNHAM.—Competition at Hankley Common golf club. Lecture at Hale Women's Institute.

FELIXSTOWE.—Life-boat day.

GOODWIN SANDS AND DOWNS.—Lantern lecture to the Wesley Guild, by the honorary secretary, Capt. W. R. Coleman.

GRAYS AND DISTRICT.—Life-boat day.

HASBOROUGH AND DISTRICT.—Life-boat days at Bacton, Edingthorpe, Hasborough, Smallburgh, Stalham and Wroxham.

HASTINGS AND ST. LEONARDS.—Life-boat day. "Heroes of the Sea" film shown, with collections. Life-boatmen's church service, with address by Capt. A. H. Dawes. Lectures at Crowhurst and Westfield Women's Institutes.

HAVERHILL.—Life-boat day.

HERNE BAY.—Life-boat day, with visit of the Margate motor life-boat. "Heroes of the Sea" film shown. Presentation by the chairman of the urban district council of the framed letter of appreciation awarded by the Institution to Mr. Victor Raabe, for the rescue of a woman who had jumped from the pier on 17th June.

HERTFORD, AND HOLT.—Life-boat days.

HORSHAM.—Concert at Manningsheath.

HUNSTANTON.—Life-boat day.

HYTHE.—Life-boat day at Dymchurch and Saltwood.

KESSINGLAND.—Unveiling in the parish church by Mr. Walter Riggs, a member of the committee of management of the Institution and honorary secretary of the Aldeburgh branch, of a life-boat tablet, commemorating the work of the crews of the Kessingland station, closed in 1936.

LOWESTOFT.—Life-boat day. Part proceeds of exhibition of models and drawings of sea and river craft.

MARGATE.—Life-boat day.

MIDHURST.—Life-boat church services at Heyshott, with collections. Lecture at Tillington Women's Institute.

NEWHAVEN.—Life-boat day at Peacehaven and Telscombe.

NORWICH.—“Silent appeal” with visit of the Great Yarmouth and Gorleston motor life-boat.

PALLING.—Life-boat day.

RAMSGATE.—Life-boat day. Life-saving display by the motor life-boat in connexion with the Venetian Fête.

REIGATE AND REDHILL.—Bridge afternoon.

ROCHESTER.—The branch has suffered a severe loss by the death of Colonel A. C. Barnby, O.B.E., who had been its honorary secretary since 1934, and had lectured widely on the life-boat service.

Life-boat day.

ST. IVES.—Life-boat day.

SANDWICH.—Life-boat day. “Riders of the Storm” film shown.

SEAFORD.—The branch has suffered a severe loss by the death of Miss Jane Leresche, its honorary secretary. (A special account of her work will appear in the next issue.)

Golf competition at Seaford Head Club. “Riders of the Storm” film shown, with collections.

SELSEY, AND SHERINGHAM.—Life-boat days.

SHOREHAM HARBOUR.—Annual meeting, Mr. Harold Brown, J.P., chairman, presiding. Efforts of the past year: Life-boat day and bridge drive, arranged by the Shoreham Ladies' Life-boat Guild, and life-boat day and dance arranged by the Southwick Ladies' Committee. Amount collected in 1937, £141.

SOUTHBOROUGH AND DISTRICT.—House-to-house collections in Bidborough, High Brooms, Penshurst, and Speldhurst.

SOUTHWOLD AND DUNWICH, AND SUDBURY.—Life-boat days.

TUNBRIDGE WELLS.—House-to-house collection at Frant. Collection at Royal Tunbridge Wells life-saving club's swimming gala.

WALTON AND FRINTON.—Life-boat Sunday. Life-boat day, with *Daily Mail* treasure hunt.

WELLS - ON - SEA.—Life-boat day. “Heroes of the Sea” film shown.

WESTGATE.—Life-boat day.

WINDSOR, ETON, AND DISTRICT.—House-to-house collections at Burnham and Sunninghill. Lecture at Sunningdale Women's Institute.

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

WORTHING.—Life-boat day in Storrington and district.

Lectures were also given to the Women's Institutes at Abridge, Appledore, Beeding and Bramber, Childerditch, Eaton Bray, Five Ash and Maresfield, Ingatestone, Kemsing, Mark Beech, Sayers Common, Stansted, Thorndon, Ticehurst, Twineham, and Waldringfield.

Prizes won in the life-boat essay competition for elementary schools were presented at Folkestone and Tonbridge.

South-West of England.

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

BASINGSTOKE.—Life-boat day in the district, and house-to-house collection in town and at Hartley Wintney.

BATH.—Life-boat day at Midsomer Norton and Radstock.

BICESTER.—Life-boat day at Bicester and villages.

BIDEFORD.—Life-boat day at Appledore, and in Bideford and district.

BODMIN, AND BOURNEMOUTH.—Life-boat days.

BRIDPORT.—Life-boat day at Bridport, and in Beaminster and district.

BUDE.—Life-boat day at Bude and Holsworthy.

BURNHAM.—Life-boat day.

CADWITH.—Launch of life-boat and collection.

CAMBORNE.—Presentation by Commander P. G. Agnew, M.P., president of the branch, at King's Cinema, of prize won in the life-boat essay competition for elementary schools. House-to-house collection.

CLOVELLY.—Life-boat day.

COVERACK.—Life-boat day, regatta, life-boat demonstration and dance.

CULLOMPTON.—Jumble sale and sale of work.

DARTMOUTH.—Life-boat day at Dartmouth and Kingswear.

DEVIZES, AND EXMOUTH.—Life-boat days.

FOWEY.—Life-boat day. House-to-house collection at Lostwithiel.

GOSPORT.—Presentation by Colonel R. F. H. Sloane-Stanley, J.P., president of the branch, and a member of the committee of management of the Institution, of the challenge shield for the South-West of

England in the life-boat essay competition for elementary schools, won by Ronald Lewis, of Grove Road Senior Boys' School, Gosport, and of other prizes won by Gosport schools.

HAYLING ISLAND.—Life-boat day, with film at cinema.

HELSTON.—Life-boat day.

ILFRACOMBE.—Annual life-boat service, held from the new motor life-boat by the Rev. I. Siviter.

ISLE OF WIGHT.—Life-boat day at East and West Cowes, Freshwater, Newport, Ryde, Sea View, Sandown, Lake, Shanklin, Ventnor, and villages.

Life-boat film, "Boats that Save Life," shown at Medina Cinema, Newport, with collections.

JERSEY.—Naming ceremony of new motor life-boat. (See special report on page 402.)

Life-boat day.

LISKEARD.—House-to-house collection.

LIZARD.—Life-boat day at the Lizard and Mullion.

LOOE.—Life-boat day.

LYME REGIS.—Life-boat day, with visit of the Exmouth motor life-boat.

LYMINGTON.—Life-boat day at Lymington, Milford, New Milton and Barton-on-Sea.

LYNMOUTH.—Life-boat day, with side-shows, competitions, launch of life-boat and carnival ball.

Presentation by Sir Arthur Watson, C.B.E., LL.D., of binoculars awarded by the Institution to Mr. Tom Bevan, the honorary secretary of the branch.

MALMESBURY, AND MELKSHAM.—Life-boat days.

MINEHEAD.—Life-boat day, with film and collections at the cinemas, and parade and launch of the life-boat.

NEWBURY.—House-to-house collection.

NEWQUAY.—Life-boat day.

NEWTON ABBOT.—Life-boat day at Hay Tor and Ilsington.

OXFORD.—Life-boat day at Oxford and Kennington.

PADSTOW.—The branch has suffered a severe loss by the death of Mr. E. W. Bluett, its honorary secretary since 1933.

Life-boat day at Padstow, Wadebridge and district.

PAIGNTON.—Annual meeting of branch and Ladies' Life-boat Guild, the chairman of the Council presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drives, variety entertainment, house-to-house collections. Amount collected in 1937, £249.

PENLEE (PENZANCE).— Annual meeting of branch, Alderman C. Tregenza presiding. Efforts of past year: Life-boat

day, and collections by Ladies' Life-boat Guild. Amount collected in 1937, £169.

PLYMOUTH.—Life-boat day at Down-derry.

PORTHLEVEN.—Life-boat day. Annual visit of the Lizard motor life-boat.

PORT ISAAC, AND RINGWOOD.—Life-boat days.

ST. AUSTELL.—Life-boat day at St. Austell and district.

ST. IVES.—The branch has suffered a severe loss by the death of Mr. J. Pearce, J.P., for over thirty years a member of its committee.

Life-boat day.

SALCOMBE.—Life-boat day at Salcombe, Hope Cove and Kingsbridge.

SALISBURY.—Dance at Durrington. Life-boat day at Knoyle, Shrewton and Wilton. Whist drive at Shrewton. Address to Downton Women's Institute by district organizing secretary.

SCILLY ISLES.—Life-boat day. Dance. Celebration of the centenary of the branch. (See special report on page 394.)

SEATON.—Life-boat day, with visit of Exmouth motor life-boat.

SENNEN.—Life-boat day and dance.

SHEPTON MALLET.—Life-boat day. Garden party at Castle Cary.

SHERBORNE.—Life-boat day at Sherborne and Trent. Address to Trent Women's Institute by Mr. H. M. Smardon, honorary secretary of the Brixham branch.

SHIPLAKE - ON - THAMES.— House-to-house collection.

SIDMOUTH.—Life-boat day at Ottery St. Mary.

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

SWANAGE.—Life-boat day at Swanage, with launch of the motor life-boat. Life-boat day in Wareham and district.

SWINDON.—Life-boat day.

TOTNES.—Life-boat day at Ashburton.

TRURO.—Life-boat day at Chacewater, Perranporth and St. Agnes.

WATCHET.—Life-boat day, with launch of life-boat and aquatic display, dance and band concert.

WELLINGTON.—Life-boat day. Golf competition at Burlescombe golf course.

WEYMOUTH.—Life-boat day at Weymouth, Lulworth and Portland.

WINCANTON.—Life-boat day, and life-boat film shown at cinema.

WINCHESTER.—Life-boat day, and stall at Butter Cross.

WITNEY, WOODSTOCK, AND YEOVIL.—Life-boat days.

Scotland.

Meeting of the Scottish Life-boat Council in Glasgow on 28th October, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Council, and a vice-president of the Institution, in the chair.

ANSTRUTHER.—Life-boat day at Crail.

AYR.—Life-boat day.

BANFF, MACDUFF, WHITEHILLS, AND GARDENSTOWN.—The branch has suffered a severe loss by the death of Mr. Vincent Desson, one of its joint honorary secretaries and treasurers. Mr. Desson became honorary secretary of the station in 1921, and in 1933 was awarded the Institution's inscribed binoculars.

Life-boat days at Cornhill, Macduff, Portsoy and Turriff.

BANNOCKBURN, BATHGATE, BIGGAR, BUCKIE, CARDENDEN, CARLUKE, AND COATBRIDGE.—Life-boat days.

CRIEFF.—Garden party in the grounds of Millhills, Crieff, by the kind permission of Mrs. Stewart. Opening ceremony by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council, Mr. G. A. Buchanan, of Gask, presiding.

CROMARTY.—Special meeting, Provost Mackenzie presiding, at which a branch of the Ladies' Life-boat Guild was formed. Speakers: Captain Douglas Morison and the Scottish organizing secretary. Badges were presented to Guild members by Lady Ross of Cromarty.

Life-boat day.

CULLEN.—Visit of Whitehills motor life-boat. Life-boat day.

CULROSS.—Life-boat day.

CUPAR.—Surprise variety concert, at which an address was given by Sir Walter Morrison-Low, Bt.

DUMFRIES.—Life-boat day.

DUNBAR.—Annual meeting. Efforts of the past year: Fancy dress ball, and life-boat days. Amount collected in 1937, £282.

Unveiling at the life-boat station, by the Countess of Haddington, of an electric clock in memory of the late Dr. Duncan R. Macdonald, for nearly twenty-five years chairman of the branch.

Entertainment of the life-boat crews of Dunbar and Skateraw and their wives at Knochenhair through the kindness of General Sir Reginald Wingate, Bt., G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O., vice-president of the branch and a member of the committee of management of the Institution, and Lady Wingate.

Life-boat day at Gullane.

DUNFERMLINE AND ROSYTH.—Life-boat days. Midnight matinée at Dunfermline.

DUNOON.—Life-boat day. Annual life-boat ball at which the guest of honour was the Hon. Mrs. Maclean, of Ardgour.

DUNS.—Life-boat day.

EDINBURGH.—First annual life-boat ball. The guests were received by the Duke and Duchess of Montrose and the Lady Provost.

ELIE.—Life-boat day. Market stall at Lundin Links, organized by Mrs. Paxton.

Annual meeting on 20th October, Mrs. Lilburn, a vice-president of the Ladies' Life-boat Guild, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Whist drive, life-boat day, and market stall. Amount collected in 1937, £160, an increase of £10 on 1936.

EYEMOUTH.—Naming ceremony of the new motor life-boat. (See special report on page 398.)

Life-boat day.

FORT WILLIAM.—Life-boat day.

FRASERBURGH.—Naming ceremony of new motor life-boat. (See special report on page 398.)

Life-boat day.

GIRVAN.—Annual meeting of the Ladies' Life-boat Guild on 15th October.

GLASGOW.—Life-boat ball. The guests were received by the Duke and Duchess of Montrose, the Lord Provost, Mrs. J. J. D. Hourston, O.B.E., J.P., president of the Ladies' Life-boat Guild, and Mr. J. W. Harper Gow, chairman and honorary secretary of the branch.

GOUROCK.—Steamer collection.

HAWICK.—Life-boat day.

HELENSBURGH.—Life-boat day at Cardross.

INVERGORDON.—Life-boat day.

INVERNESS.—Life-boat day and market stall.

ISLE OF ARRAN.—Annual concert, arranged by Mrs. Graham, vice-president of the Ladies' Life-boat Guild, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council, presiding. Steamer collection.

ISLE OF SKYE, JEDBURGH, JOHNSTONE, KILWINNING, AND KINROSS.—Life-boat days.

KIRKCALDY.—Life-boat day at Kirkcaldy and Kinghorn.

KIRKCUDBRIGHTSHIRE.—Life-boat day at Kirkcudbright and Castle Douglas.

KIRKINTILLOCH AND LENZIE, AND KYLE.—Life-boat days.

LARGS.—Life-boat day. Steamer collection at Wemyss Bay.

LAURENCEKIRK, LESLIE, LOCKERBIE, MAYBOLE, AND MILLPORT.—Life-boat days.

MONTROSE.—Life-boat day.

Annual cinema matinée, arranged by the Ladies' Life-boat Guild, at which the life-boat film "Boats that Save Life" was shown. Address by the Scottish organizing secretary.

MOTHERWELL, AND NAIRN.—Life-boat days.

NEWBURGH.—Cinema entertainment by Mr. George Stewart, of Hull, of films taken during his caravan tours of Scotland and England, and a colour film showing the launching of the life-boat and her return to the boat-house. Collection.

NEWMILNS, AND NEWTON STEWART.—Life-boat days.

OBAN.—Life-boat days at Benderloch, Connel Ferry, Kinlochleven, Morvern and Taynuilt.

PEEBLES.—Life-boat day.

PETERHEAD.—Bridge drive.

PERTH.—Annual meeting on 29th September, the Rev. P. R. Landreth, chairman of the branch, presiding. Speaker: Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council. Efforts of the past year: Life-boat days. Amount collected in 1937, £265, an increase of £47 on 1936.

PITLOCHRY.—Life-boat day.

PORT PATRICK.—Life-boat day.

Naming ceremony of the new motor life-boat. (Special account on page 399.)

SALTCOATS.—Whist drive.

SELKIRK, AND STRATHMIGLO.—Life-boat days.

SUTHERLAND.—Life-boat days at Golspie and Lairg.

TAIN, AND TARBERT.—Life-boat days.

VALE OF LEVEN.—Annual meeting on 20th September, Mrs. H. W. Christie, president of the Ladies' Life-boat Guild, in the chair. Speaker: The Rev. David McQueen, M.A. Efforts of the past year: Bridge drive, whist drive and dance, and life-boat day. Amount collected in 1937, £61.

WICK, WIGTOWN, AND WISHAW AND SHOTTS.—Life-boat days.

Ireland.

ARMAGH.—Life-boat day.

BALLINROBE.—Golf competition.

BALLYCOTTON, AND BALTIMORE.—Life-boat days.

BELFAST.—Gymkhana.

CARLOW.—Dance, organized by Chancellor S. Ridgeway, president of the branch, and Miss M. Thompson, honorary secretary.

COBH.—Life-boat day.

CORK.—Life-boat day.

Annual meeting, Coroner J. J. Horgan, chairman of the branch, presiding. Speakers: Mr. H. P. F. Donegan, honorary secretary of the branch, and the district organizing secretary. Amount collected in 1937, £450.

Presentation by Coroner Horgan of the Irish challenge shield in the life-boat essay competition for elementary schools to Patrick Crowley, of Behagh School, Dunmanway, and of prizes to winners in two other Cork schools.

Annual dance, organized by the branch officials, Ladies' Life-boat Guild, and a large committee.

COURTMACSHERRY.—Tennis tournament.

DOWNPATRICK.—Regatta and life-boat carnival at Quoile. Presentation of prizes by Lady Bangor.

DUNDALK.—Golf competition.

DUNMORE EAST, ENNISCORTHY, AND GALWAY.—Life-boat days.

GREENCASTLE.—Golf competition.

GREYSTONES.—Life-boat day.

HOWTH.—Life-boat day and golf competition.

KILMORE.—The branch has suffered a severe loss through the death of Colonel C. M. Gibbon, C.M.G., honorary secretary of the station since 1935.

KINSALE.—Collection on Regatta Day.

LAYTOWN AND BETTYSTOWN.—Golf competition.

LIMERICK, AND MILTOWN-MALBAY.—Life-boat days.

NEWCASTLE (DUNDRUM).—Dance. Presentation by Lady Mabel Annesley, president of the branch, of the thanks of the Institution on vellum awarded by the committee of management to the retiring honorary secretary, Mr. David Kennedy.

NEWTOWNARDS.—Life-boat day.

NEWTOWNBUTLER.—Dance.

PORTRUSH.—Life-boat day.

ROSSLARE HARBOUR.—Life-boat day at Rosslare Harbour and Strand. Golf competition.

SKERRIES.—Life-boat day and golf competition.

SLIGO.—Golf competition.

TANDRAGEE.—Annual meeting, Mrs. T. H. White, president, in the chair. Amount collected in 1937, £28, an increase of £5 on 1936.

TRAMORE, WATERFORD, WEXFORD, AND WHITEHEAD.—Life-boat days.

WICKLOW.—Golf competition.

YOUGHAL.—Life-boat day in Youghal and district.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERDOVEY.—Life-boat day. Hotel collection. Dance.

ABERGELE AND LLANDDULAIS, AND ABERTILLERY.—Life-boat days.

ABERYSTWYTH.—Life-boat day. Hotel collection.

BANGOR.—Special meeting, the Mayor in the chair. Speaker: The district organizing secretary. The branch reorganized and committee elected. Mrs. Arridge re-elected honorary secretary; Mrs. W. P. Davies elected honorary treasurer.

BARMOUTH.—Life-boat day. Hotel collection.

BARRY.—Annual meeting of the Ladies' Life-boat Guild, Mrs. T. Rowlands, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Annual appeal for subscriptions, life-boat day, whist drive and dance, bridge drive. Amount collected in 1937, £87, an increase of £4 on 1936.

BORTH, CAERPHILLY, AND CARDIGAN.—Life-boat days.

COLWYN BAY.—Life-boat day. House-to-house collection.

CONWAY, COWBRIDGE, FISHGUARD, GOODWICK, AND KINGTON.—Life-boat days.

LLANELLY.—Annual Pembrey dance.

LLANFAIRFECHAN, AND LLANGRANNOG.—Life-boat days.

MENAI BRIDGE.—Dance at Castle Hotel, Bangor. Annual flower day.

NEWQUAY.—Life-boat day and launch of life-boat.

NEWTOWN.—Life-boat day.

PENMAENMAWR.—Life-boat day. Annual appeal.

PRESTATYN.—Life-boat day.

RHYL.—Life-boat day. Hotel collection.

ST. DAVID'S.—Annual carnival and fête, opened by Lady Eustace Percy. Life-boat day and dance.

SOUTH CAERNARVON.—Annual meeting of the South Caernarvonshire Ladies' Life-boat Guild, Dame Margaret Lloyd George, G.B.E., LL.B., president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Annual appeals for subscriptions, life-boat days. Amount collected in 1937, £163.

TENBY.—Life-boat day. Hotel collection. Cinema collection. Sale of souvenir programmes.

Prizes in life-boat essay competition for elementary schools presented at Berrington, Nantyglo, Penderyn and Tonypandy.

“Storm Warriors of the Suffolk Coast.”

IN the review of Major Ernest Cooper's book *Storm Warriors of the Suffolk Coast*, which appeared in the last issue of *The Life-boat*, it was mentioned that the book could be bought from

the Institution, price 3s. 6d. post free.

It should be added that the profits on all copies sold through the Institution go to its funds.

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 March, 1938.