

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 137 :: Pulling & Sailing Life-boats, 30

LIVES RESCUED

from the foundation of the Institution in 1824

to March 31st, 1938 - - - - - 65,625

Capsizing of the St. Ives Life-boat.

Medals Awarded to Coxswain and Crew.

ON the evening of 31st January, 1938, a gale from W.N.W. was blowing at St. Ives, on the North Cornish coast. A heavy sea was running, and there were heavy squalls of rain and sleet. About seven in the evening the coast-guard look-out at Clodgy Point, immediately to the westward of St. Ives Head, had a steamer under observation, and was trying to read her name.

The steamer was the s.s. *Alba*, of 4,000 tons, built in the United States for service on the Great Lakes, and then, after being laid up for some years, bought by a Swiss subject for ocean-going trade, and registered at Panama.

Among her crew were Hungarians, Yugoslavians and Rumanians, a Spaniard and a Portuguese. Her full speed in fine weather was seven knots, and she had a crew of twenty-three.

The *Alba* was carrying a full cargo of coal from South Wales to Italy. She met bad weather as she got near the Scilly Isles. Her machinery (recently converted from oil fuel to coal) began to give trouble. Her captain decided to turn back for shelter, and made for St. Ives Bay. He saw Godrevy Light once and took a bearing, but the weather was now very dirty, and the rain squalls made visibility very poor.

In these squalls, and the failing light, the captain of the *Alba* saw the house lights of Porthmear, and mistook them for the lights of St. Ives itself. He turned the steamer head to wind and dropped anchor, thinking that he was in St. Ives Bay. He was, in fact, on the wrong side of St. Ives headland, which lay close to leeward of him, and before his cable held the steamer's stern had struck. She sent out a wireless S O S and blew her siren.

The Clodgy Point look-out had lost sight of her in the rain squalls and dusk, and thought that she had passed safely round the headland, but the coast-guard housing station overlooking St. Ives Bay discovered her ashore on the windward side of the headland, and the maroon was fired calling out the coast-guard rocket life-saving appliances (L.S.A.). Meanwhile, a fisherman had told the life-boat coxswain and he had already fired the maroons summoning the life-boat crew. That was at 7.15. In less than a quarter of an hour the motor life-boat *Caroline Parsons* had been launched, over a hundred people taking part in the launch. In another quarter of an hour she had rounded the headland and approached the steamer.

She found her lying almost head to

wind, but the heavy seas were striking her broadside on her starboard side. The life-boat would have to go round her bows and approach her on the port side if she was to be sheltered by the wreck from the seas. The coxswain had his anchor ready unlashed to let go. He dropped it ahead of the steamer and went alongside her nearly amidships.

The Dangers Increasing.

Here the life-boat lay fairly comfortably, although seas, breaking right over the steamer, were falling into her. But the coxswain knew that every minute the danger was increasing, for, with the tide ebbing, the seas were growing bigger and were breaking nearer and nearer to the wreck. Unfortunately he could not make the crew of the *Alba* understand the increasing danger. They started to pass down baggage. The coxswain refused to take it. He urged them to come at once, but it was a full five minutes before the first man came down the ladder which had been slung over the side. Slowly others followed, being continually urged to hurry. When no more appeared the coxswain asked if all were aboard the life-boat. Apparently they were not. The second engineer had gone to do something to protect his boilers. The coxswain waited, unable to make the foreigners understand the extreme dangers to which these delays were exposing them and the life-boat's crew. Then just as the coxswain was trying to make the captain understand that he could wait no longer if he were to save their lives, the missing man appeared. All twenty-three of the *Alba's* crew were now in the life-boat. She had then been alongside the wreck nearly forty minutes.

Capsized.

The moment of danger, as the coxswain well knew, would be when the life-boat drew clear of the wreck and met the full force of the increasing seas. If possible, she must meet them head on. The coxswain hove on the anchor to bring the bows of the life-boat round, but the loose sandy bottom was being churned up by the surf. The anchor would not hold in it, and came home. It was got aboard and secured. There was no room in the

narrow space between the wreck and the rocks of the headland to turn the life-boat. She must go astern before she could be turned head to the seas. The coxswain ordered all the rescued men to lie down. In this way he reduced the top weight as much as possible. Then he went astern, but before the life-boat could be turned head to the seas she had passed beyond the shelter of the wreck. At that moment an extra big breaker came down on her like a moving wall; struck her broadside on; knocked her over.

All but three of the thirty-two men on board the life-boat were thrown into the sea. The assistant motor mechanic, son of the coxswain, who was in charge of the machinery (in the absence of the motor mechanic, away doing his Royal Naval Reserve drill), was in the shelter holding the engine control wheel. He clung on to it. The bowman was wedged among the coils of the cable in the bows. His brother was aft, re-securing the starboard fore and aft life-line, and he clung to that. So they remained as the life-boat capsized. She was of the light self-righting type. Turning completely over, she was right way up again in a few seconds, with the three men still on board her.

Coxswain and Crew Swim Back.

The coxswain, when he was thrown into the sea, had been carried shoreward. He could have got safely ashore, but he swam back to the life-boat. So did the other five life-boatmen. The coxswain took command again, and set about rescuing the twenty-three men of the *Alba's* crew. They were all wearing small kapok life-belts. Eighteen were got back safely into the life-boat, but five could not be found.

Meanwhile the assistant motor mechanic had tried to restart the engine. As the boat was of the self-righting type, the engine had cut off automatically when the boat capsized. Otherwise, when she self-righted she would have gone on, leaving the men in the water. The engine was undamaged, but the starting-handle had been struck by the mast and damaged when the life-boat capsized. The engine could not be started again.

The rescue of the *Alba's* crew,

THE DAY AFTER THE WRECK OF THE ALBA.



By courtesy of]

THE S.S. ALBA.

[Western Morning News Co., Ltd.



By courtesy of]

THE ST. IVES MOTOR LIFE-BOAT.

[Western Morning News Co., Ltd.

and the capsizing of the life-boat had been seen from the shore. The L.S.A., under the command of the district officer of coastguard, had reached the scene of the wreck just about the time when the life-boat had got alongside, but wisely had fired no rocket, as it was clear that the life-boat could rescue the crew, and a rocket might be dangerous to her. As soon, however, as she was seen to capsize a rocket was fired. The line fell over the steamer and the life-boatmen were able to reach it. With its help they could prevent the life-boat from being carried away by the eddy of the tide. In fact, however, the seas washed the life-boat towards the rocks, where the full force of the seas was broken by the wreck.

As she got near the rocks those on board prepared to jump, but the coxswain stopped them, for fear they would be crushed between the life-boat and the rocks. He kept them all on board, and when the time came for them to land, prevented too many of them going at once.

The People of St. Ives to the Rescue.

Others besides the company of the L.S.A. had seen the life-boat capsize, and men and women scrambled down to their rescue. Coastguard, the L.S.A. company, police, sea-scouts and private citizens all took part. In the darkness and gale, with the seas washing over the slippery confusion of the rocks, it needed determination and courage to go out far enough to reach the life-boat; and this courage was not lacking. A member of the L.S.A. company took out a rope. He was flung against a rock and his shoulder was injured. Another member of the L.S.A. company at once took his place. He succeeded in getting the rope to the life-boat, and with the help of those on the rocks the twenty-seven men on board her were safely landed. The bay was searched for the five missing men of the *Alba's* crew. Two were not found. The other three were brought ashore, but they were dead.

In the West Country the St. John Ambulance Brigade works in particularly close co-operation with the life-boat stations. Its St. Ives Brigade was ready in attendance when the life-

boat was seen to capsize. Its superintendent at once called on the brigades in neighbouring places, and they came at once. Artificial respiration was given without delay to all who needed it, but the three members of the *Alba's* crew who were rescued from the sea could not be revived. Townspeople came down with blankets and restoratives. The Salvation Army got ready its hall for the rescued men, and those who had been injured were taken at once to hospital. The rescued men were then taken charge of by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, which arranged for their return to their own country.

The coxswain (a man of sixty) and his crew were none the worse in body or spirit for their experience, except the second coxswain, who was not well when he went out on the service and was ill for some time afterwards.

The day after the rescue the coxswain and second coxswain (in spite of his illness) went to the B.B.C. station at Plymouth and broadcast an account of it, and the following Saturday an account was broadcast from London in "In Town To-night," by Mr. John Thomas, the St. Ives signalman.

The Damaged Life-boat.

As soon as the news of the capsizing of the life-boat reached the Institution, Captain R. L. Hamer, R.N., deputy chief-inspector of life-boats, the district inspector, the district engineer and the assistant surveyor of life-boats went to St. Ives. They found that the life-boat had been practically undamaged when the men were rescued from her, but it had been impossible to do anything with her, and the gale and tides had carried her over the rocks, and broken her beyond repair. Her engine, which was undamaged, was taken out of her. A number of her fittings were removed, and at midnight on 2nd February the remains were burnt. This was done at the express wish of the coxswain and crew, the honorary secretary and the local committee of the station, who did not wish that the broken remains of their boat should be exhibited or taken for souvenirs.

She was a life-boat of the light

self-righting type, 35 feet 6 inches by 9 feet 3 inches, weighing 7 tons with crew and gear on board, and driven by a 35-h.p. engine. She was built in 1933 out of two legacies, one from the late Miss Caroline Parsons, of Edinburgh, after whom the boat was named, and the other from the late Mrs. Elizabeth May, of St. Ives, who left the legacy to provide the engine for a motor life-boat at St. Ives.

The Inquest.

On 2nd February the inquest was held on the men who had lost their lives. The chief officer of the steamer (the captain being in hospital with an injured leg) gave evidence that the life-boat was well handled and everything possible done to rescue the crew. The coxswain of the life-boat said that he was entirely satisfied with her equipment, and the representative of the owner of the *Alba* thanked the life-boat's crew and all the organizations and individuals who had taken part in the rescue. The coroner said that the work of the life-boat coxswain and crew had been in accordance with the highest traditions of the service.

On the same day the committee of the St. Ives branch of the Institution held a special meeting, with the Mayor presiding, and passed a resolution commending the bravery of the coxswain and crew.

The Institution's Rewards.

In the opinion of the Institution the coxswain and crew deserved very high praise, the coxswain for his courage, high sense of duty and leadership after the disaster, the crew for their courage, high sense of duty and discipline. These undoubtedly prevented the loss of life from being greater than it was. The Institution has made the following awards:

To COXSWAIN THOMAS COCKING, SENIOR, the silver medal for gallantry, and a copy of the vote of the medal, inscribed on vellum and framed;

To each of the eight members of the crew, the second coxswain, WILLIAM PETERS, the bowman, MATTHEW BARBER, the assistant and acting mechanic, JOHN B. COCKING, JOHN THOMAS, THOMAS COCKING, JUNIOR, HENRY PETERS, WILLIAM BARBER and

PHILLIP PAYNTER, the bronze medal for gallantry, and a copy of the vote of the medal inscribed on vellum and framed;

To the coxswain and each member of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d., making a reward of £3 17s. 6d. to each man. Standard rewards to crew, £16 17s. 6d.; additional rewards to crew, £18. Total rewards to crew and launchers, £93 7s. 6d. In addition to the rewards the Institution has made a grant of £5 2s. 6d. to the second coxswain in compensation for his illness due to the service;

To Mr. E. LEIGH GUPPY, the honorary secretary of the station, in recognition of his ability, energy and devotion, an inscribed binocular glass;

To THE MAYOR AND INHABITANTS OF ST. IVES, the thanks of the Institution inscribed on vellum.

The Institution has sent letters of appreciation to the following: The Board of Trade, commending the district officer of coastguard, his men, and the L.S.A. company; the Chief Constable of Cornwall, commending Sergeant Osborn and his men; the Chief Commissioner, St. John Ambulance, commending Superintendent Care and his men; Captain Borlase Smart, commending the Rover Sea Scouts; and the Salvation Army, commending Adjutant Higgins and his organization.

The Institution has not made awards to individual men and women who took part in the rescue from the shore, as, under its agreement with the Board of Trade, attempts at rescue from the shore are rewarded by the Board.

Letters of thanks were sent to the Mayor of St. Ives by the Hungarian and Yugoslavian Ministers in London, and by the manager of the Neptun Sea Navigation Company, from Geneva, owners of the *Alba*. The captain of the *Alba* wrote from hospital a letter of thanks to the *St. Ives Times*, and the chief officer sent a donation to the St. Ives branch of the Institution. Messrs. A. T. Bulcombe, of London, presented the life-boat crew with one of their "Alba" wireless sets, which has been placed in the life-boathouse, and Miss Agnes Folker, of Braunton, North Devon, sent two pounds to each member of the crew, besides a gift

towards a new motor life-boat for St. Ives.

It is just thirty years this year since the first life-boats built with motor power went to their stations,¹ but the St. Ives life-boat is the first motor life-boat of any type to capsize. The boat herself, which righted at once, her engine, which was cut off by its automatic switch, and the life-belts of the crew which enabled them all to get back into the life-boat, all fulfilled the functions for which they were specially designed in the event of a capsize. The only failure was caused by the damage to the starting-handle.

St. Ives New Motor Life-boat : A Gift from Cornwall

Shortly after the disaster one of the two motor life-boats stationed at Padstow was transferred temporarily to St. Ives. She is of the same self-righting type as the wrecked life-boat. A pulling and sailing life-boat of the self-righting type was then sent from the reserve fleet to replace this boat and

¹ Experiments with motor power had been begun four years earlier and several pulling and sailing life-boats had been fitted with engines before the first motor life-boats were built.

to work with the other Padstow motor life-boat, which is a 61-feet Barnett life-boat, the largest and most powerful type in the Institution's fleet.

Towards providing a new motor life-boat for St. Ives a gift of £2,500 has been received from Mr. C. V. Thomas, of Camborne, Cornwall, a solicitor and a county alderman, and she will be named *C. Clifford Thomas*, after his eldest son, who lived at St. Ives and died there a short time ago.

The Institution will also use for this boat gifts received from 60 people amounting to over £100, which were sent for this purpose. Eighteen pounds of this sum was collected among her friends by Miss Alice Marshall, a vice-president of the Institution, and for many years the honorary secretary of its Oxford branch, and a number of the gifts were the result of a letter in the *Daily Telegraph and Morning Post* suggesting that those who had enjoyed holidays at St. Ives should contribute towards the new life-boat. The gifts came principally from London and Cornwall, but one was received from Sheffield, another from Edinburgh, and another from Paris.

A Long Search on the Aberdeen Coast.

Coxswain's Silver Medal and Second-Service Clasp in One Year.

At nine in the evening of 4th November, 1937, many people in the village of Newburgh, Aberdeenshire, heard the sound of a ship's siren, and thought that it must come from a ship dangerously close to the shore. A southerly gale was blowing; the weather was cold; the night was very dark and misty, and there was a very heavy breaking sea on the outer banks.

Some people went to investigate, but it was not until 9.30 that the ship was found. She was ashore on the extreme seaward end of the south bank of the River Ythan, two miles north of the Belhelvie coastguard look-out, and ten miles north of Aberdeen. Her navigation lights could be seen, and her crew were burning flares and bedding. The crew of the Newburgh pulling and sailing life-boat *John and Robert C. Mercer* were called out. Twenty minutes later all the lights and flares had disappeared.

The siren had ceased. The vessel could no longer be seen.

It was then 9.50. Five minutes later the coastguard at Aberdeen reported to the Aberdeen life-boat station that a vessel one or two miles north of Belhelvie look-out appeared to be in distress. The Aberdeen motor life-boat, *Emma Constance*, was away from her station being overhauled, and the reserve motor life-boat *J. and W.*, which was taking her place, was at once called out, but ten minutes later the coastguard at Belhelvie advised her to wait while a further search was made. She waited for another ten minutes, and then the Aberdeen coastguard advised her to go to the position already given, one to two miles north of Belhelvie look-out. It was then 10.15. Ten minutes later the Newburgh pulling and sailing life-boat, which had been taken a mile along the beach



COXSWAIN WILLIAM SINCLAIR, OF ABERDEEN.

Awarded the silver medal for gallantry and a second-service clasp to it in 1937



COXSWAIN AND CREW AT ABERDEEN.

Awarded a silver medal, a second-service clasp to the silver medal, four bronze medals and nine vellums in one year

by her launching-tractor, arrived abreast of the point where the wreck had last been seen. Nothing was visible and the tide was rising fast.

Contradictory Information:

A large crowd was on the spot, and information was contradictory. Some thought that the vessel had capsized when her lights disappeared. Others thought that she had got off and put to sea, for there have been cases on the coast of vessels, supposed to be trawlers, going ashore, making distress signals, getting off again, and then putting out all lights to escape being identified. No one of those who had actually seen the vessel could say if she had been a hundred or five hundred yards from the shore.

The coastguard with a searchlight and the life-boat crew with a powerful Alda flare searched the whole area. They could find nothing. The night was very dark and the lights were simply reflected back from the flying spindrift. As nothing could be seen, the life-boat did not attempt to launch.

Meanwhile, the Aberdeen motor life-boat had gone north of Belhelvie. There she was signalled by the coastguard to go farther north. She did so, searching along the outer banks, but she could make little use of her searchlight, for its light, too, was reflected back from the spindrift. She frequently stood in towards the land, through the breaking seas on the outer banks, took soundings, and headed seawards again. There were no shore lights to guide her. Seas continually broke on board, completely filling her, but she quickly freed herself.

Life-boat Nearly Ashore.

So the difficult search went on in the darkness. Signals from the coastguard sent the life-boat still farther north, north of the Ythan. She searched without success, and at last, turning southwards again, she saw lights which the coxswain took for the wreck. The coxswain stood in for the lights, and found that he was heading straight for the Newburgh life-boat and a crowd of people on the beach. He put his helm hard over, but so close inshore had he gone that, as the life-

boat swung round, she bumped on the sandy bottom.

The coxswain then headed seaward again; a shout was heard to windward; the searchlight was turned on and the wreck at last was seen. It was then two in the morning, five hours since the siren had first been heard. The wreck was the steam trawler *Roslin*, of Aberdeen. Only her masts and funnels were showing above the breaking seas. Three men could be seen clinging to the fore rigging. The trawler was lying in the worst place along the whole of this twelve-mile stretch of sands. The sand frequently shifts, forming high banks and lakes, and the tide, running with the wind, as it was on this night, sets very strongly across the point where the trawler lay.

The coxswain attempted to anchor to windward and drop down to the wreck, but after he had veered out fifty fathoms of cable, the anchor came home. He attempted to anchor again, and again the anchor would not hold. It was then found that its stock had been lost.

Life-boat Aboard the Wreck.

As it was impossible to veer down, the coxswain took the life-boat to the lee side and boldly ran her right aboard the wreck, between the fore gallows and the fore rigging. As he did so, a rope was flung to one of the men in the rigging. He was holding on to another man. He released his hold in an attempt to seize the rope, and the second man—it is thought that he was already dead—fell into the sea and was lost. The life-boat was washed away. Again and yet again the coxswain brought her up and ran her aboard the wreck. He did it six times in all before the two men left in the rigging were each able to catch the rope flung to him, tie it round himself and jump into the sea to be hauled aboard the life-boat.

From the men rescued it was learnt that there had been eight men on board, four in the wheelhouse, four in the rigging. The top of the wheelhouse had been carried away, and the four men in it had gone. One of the four men in the rigging had been swept from his hold. Another had gone when the first rope was flung.

The two men rescued were all that were left of the trawler's crew.

It was not until 5.22—seven hours after she had put out—that the life-boat reached Aberdeen again. She had been damaged when her coxswain ran her aboard the wreck, and she arrived home with a piece torn out of her stem below the water-line.

The Institution's Awards.

It had been a long and arduous search, and a rescue gallantly carried out in circumstances of great difficulty and danger, and the Institution has made the following awards :

To COXSWAIN THOMAS M. SINCLAIR, a second-service clasp to the silver medal for gallantry which he already holds, and a copy of the vote awarding the medal inscribed on vellum and framed ;

To SECOND COXSWAIN GEORGE A. FLETT, the bronze medal for gallantry, and a copy of the vote awarding the medal inscribed on vellum and framed ;

To ACTING MOTOR MECHANIC ROBERT J. B. ESSON*, the bronze medal for gallantry, and a copy of the vote awarding the medal inscribed on vellum and framed ;

To each of the four other members of the crew, the bowman, THOMAS WALKER, the motor mechanic,

ALEXANDER WEIR*, JAMES COWPER and JOHN M. NOBLE, the thanks of the Institution inscribed on vellum and framed ;

To the coxswain and each member of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d., making a total reward of £3 17s. 6d. to each man. Standard rewards to crew, £12 14s.; additional rewards to crew, £14. Total rewards, £26 14s.;

To the crew and launchers of the Newburgh life-boat rewards amounting to £19 12s. 6d.

Coxswain Thomas Sinclair won the silver medal, to which he has now been awarded a second-service clasp, for the rescue of the crew of seven of the steamer *Fairy*, of King's Lynn, on 26th January, 1937. He is the first life-boatman since 1909 to win a medal and a second-service clasp to it in one year. On Christmas Day, 1935, he won the bronze medal for the rescue of two lives from the trawler *George Stroud*, so that in less than two years he has three times won a medal for gallantry.

* The motor mechanic, Alexander Weir, was in charge of the engines of the *Emma Constance* while they were being overhauled, and his assistant, Robert J. B. Esson, was in charge of the engines of the temporary life-boat. That was why in this service, carried out by the temporary life-boat, the assistant motor mechanic was in charge of the engines, and the motor mechanic went out as a member of the crew.

Portrait on the Cover.

THE portrait on the cover is of Coxswain Thomas Moore Horn, of Exmouth, Devon. He was shore-signalman from 1908 until 1919. From 1920 to 1928 he served as second coxswain and since 1928 he has been coxswain. On 15th January, 1938, he won the Institution's thanks inscribed on vellum for his

courage and determination in carrying out a very difficult and dangerous launch in a very heavy sea. An account of the launch will be found on page 429. The photograph of Coxswain Horn is by Mr. W. Alexander Puddicombe, of Exmouth, and has been reproduced by his kind permission.

Instead of Flowers.

CAPTAIN S. E. FOSTER, R.N., who for several years was honorary secretary of the Ryde, Isle of Wight, station, died last August. Knowing his interest in the life-boat service his family,

in the announcement of his death, asked that gifts should be sent to the Institution instead of flowers for the funeral. A number of his friends sent such gifts in memory of him.

Rescue in a Hurricane.

A Silver-Medal Service at Tenby.

ABOUT 4.30 in the morning of 15th January, 1938, the coastguard at Tenby, Pembrokeshire, reported that a small steamer was in distress. She was the *Fermanagh*, of Belfast, bound light for Llanelly. A gale was blowing from the south-west, with frequent gusts at hurricane force. The sea was very rough, and was breaking right over the fort off St. Catherine's Point. Rain and driving spray made visibility very poor.

At 5.15 the motor life-boat *John R. Webb* was launched. The coxswain was away from the station and the second coxswain took command. When she reached the *Fermanagh*, the life-boat found her aground on the Woolhouse Rocks and lying on an even keel. She was not showing any signals of distress. The life-boat went round her, ready to pick up anything that might be seen floating.

Some time after this (the exact time is not known) the life-boat saw that the *Fermanagh* had come off the rocks. She was drifting before the gale, her stern sinking, her bows in the air, her decks awash two-thirds of the way to the after funnel. The life-boat crew could see men aboard her.

The second coxswain at once took the life-boat alongside, handling her with great skill in the heavy seas. She was there only a few seconds. In that time the eight men of the *Fermanagh's* crew had jumped aboard her. Her master was not among them. Before the life-boat arrived he had launched the ship's boat, and had got aboard her to fend her off, while the crew followed, but he had been swept away. The life-boat had already searched round the *Fermanagh* as she lay on the rocks and had seen nothing of the master or his boat: the rescued men were exhausted; and the life-boat

made at once for Tenby, arriving at 8.30. After landing the rescued men, she put out again to search for the master, but could find no trace of him. She returned again at 10.45 a.m. She had then been out for five and a half hours and her crew had been severely shaken in the heavy seas. They had been in continual danger of being washed overboard and two of them were nearly lost when the life-boat dropped into a deep trough.

The weather was so bad that the life-boat could not be rehoused until 4.15 in the afternoon, and her crew remained on board until then, taking it in turns to go ashore for food.

During the whole service the second coxswain had handled the life-boat with skill and courage, and he had acted with great promptness when he saw that the *Fermanagh* had drifted off the rocks.

The Institution has made the following awards:

To SECOND COXSWAIN (ACTING COXSWAIN) JOHN REES, the silver medal for gallantry, and a copy of the vote of the medal inscribed on vellum and framed;

To ALFRED COTTAM, the motor mechanic, the bronze medal for gallantry, and a copy of the vote of the medal inscribed on vellum and framed;

To each of the seven members of the crew, FRED HARRIES, THOMAS E. LEWIS, FRANK HOOPER, ALEXANDER HARRIES, BERTIE LEWIS, HENRY THOMAS and JAMES N. CROCKFORD, the thanks of the Institution inscribed on vellum;

To the acting coxswain and each member of the crew, a reward of £2 in addition to the ordinary scale reward of £2 7s. 6d., making a reward of £4 7s. 6d. to each man. Standard rewards to crew, £19; additional rewards to crew £18. Total rewards, £42 8s. 9d.

Scarf-Helmets for Life-boatmen: A Correction.

IN the article in the last number on Mrs. Edith Manby's scarf-helmets for life-boatmen it was stated that over

half a hundredweight of wool was used. This should have been over a quarter of a ton.

Adrift in the Irish Sea.

Search by Seven Life-boats.

ON the night of the 15th November, 1937, the three-masted auxiliary schooner *Invermore*, of Dublin, left New Ross, Co. Wexford, for Liverpool, with a cargo of pit props. She carried a crew of five. During the following night, when she was off Holyhead, a gale from the south-east sprang up. Her foremast and mizen-mast were carried away; her engine broke down; she drifted helplessly towards the Isle of Man. At 9.5 on the evening of the 17th a message was received at Port St. Mary, Isle of Man, from the Scarlett Point coastguard look-out that a vessel was in distress ten miles south-east of the Chicken Rock Lighthouse, and that the Finnish steamer *Dione* was standing by her, but was unable to give any help. A whole gale was now blowing, with a very rough sea, and the weather was bitterly cold, with occasional rain. The Port St. Mary motor life-boat *Sir Heath Harrison* was launched at 9.30, but in spite of a thorough search, she was unable to find the vessel—which from wireless messages from the *Dione* was known to be the *Invermore*—and returned to her station at one o'clock next morning, the 18th. An hour later the coastguard reported that at 1.15 A.M. the *Invermore* was thought to have been seven miles off the land, between Langness Point and Douglas, and the life-boat set out again at 2.15 A.M. The weather was still extremely bad. The life-boat's second search was unsuccessful and she arrived back at her station at 6.20 A.M.

Port Erin, Isle of Man.

Some time after the Port St. Mary life-boat had first been launched, and while she was at sea, the coastguard received a corrected position for the *Invermore* and passed it to the life-boat station at Port Erin, Isle of Man. This position was seventeen miles S.S.E. of the Chicken Rock Lighthouse. The motor life-boat *Ethel Day Cardwell* was launched at 11.30 P.M. on the 17th, and at 4.20 A.M. next morning she found the *Invermore* four miles S.S.W. of the Chickens, with the *Dione* standing by. The master did not want to abandon

ship, but asked the coxswain to send out a tug. The *Dione* went on her way, and the life-boat made for Port Erin, arriving at 6.45 A.M. The request for a tug was passed on to the coastguard, and at 8.45 A.M., as the weather was getting worse, the life-boat again put out to stand by the *Invermore* until a tug arrived. She was unable to find her and returned to her station at 1.30 P.M. on the 18th.

Douglas, Isle of Man.

Meanwhile the Douglas motor life-boat *Manchester & Salford* had been launched at 1 A.M. on the 18th, following a report from the coastguard that a vessel was in distress near Langness. She reached a point about seven miles off Langness, but found nothing, and returned to her station at 5.30 A.M.

Peel, Isle of Man.

At 9.28 A.M. on the 18th, nearly four hours after Douglas had returned, the coastguard reported to Peel that at 5 A.M. a vessel had been in distress ten miles north of the Chickens. The new motor life-boat *Helen Sutton* was launched at 9.48 A.M. She searched all day, but could find no trace of a vessel in distress, and returned to her station at 5.45 P.M.

The Port St. Mary station received the same message, and as this was a different position from the first two, her crew stood by, but did not launch, as it was known that Peel had gone out, and it was found that the life-boat's propeller had become fouled by floating seaweed. This was soon cleared.

Off the Coast of Ireland.

All the day and night of the 18th the *Invermore* was drifting in the Irish Sea, and next morning she was off the coast of Co. Down, Ireland. She was in danger of going on the rocks at Ballyquinton Point and burned distress signals. The wind was then from the S.S.E., blowing a gale, with a very heavy sea, and rain.

Donaghadee and Cloughey Launch.

The coastguard saw her signals when she was two miles S.S.E. of Ballyquinton Point. The nearest life-boat

station was Cloughey, but communications had broken down and the coastguard could not get through. He then sent the message to Donaghadee, about eighteen miles away, and at 6.55 on the morning of the 19th the Donaghadee motor life-boat *Civil Service No. 5* was launched. Meanwhile the news had been taken to Cloughey by bicycle by the Portavogie coastguard, and the Cloughey motor life-boat *William Maynard* was launched at 7.45 A.M. She reached the *Invermore* before the Donaghadee life-boat, which had farther to travel, and made two attempts to take her in tow, but each time the tow-ropes parted. On the arrival of the Donaghadee life-boat at ten in the morning, both life-boats took the *Invermore* in tow, and managed to get her into the shelter of Portaferry harbour. Her crew were by then completely exhausted, and the schooner would have been totally wrecked but for the life-boat's help.

The Donaghadee life-boat then made for her station, which she reached at 4.30 P.M. The Cloughey life-boat also made for her station, but could not be rehoused, as the launching-tractor had broken down, and the beach and slipway were covered with seaweed. Portavogie harbour was closed, so she went to Donaghadee, where she arrived at 5.30 P.M. She returned to her station four days later.

Newcastle, Co. Down.

The news of the *Invermore* had been sent by the coastguard also to the life-boat station at Newcastle, Co. Down, and the motor life-boat *L.P. and St. Helen* had been launched at 7.30 A.M., a quarter of an hour before the Cloughey life-boat had put out. Some time later it was learned that the other two life-boats were nearing the *Invermore*, and the Newcastle life-boat was recalled. She returned to her station at 11.10 A.M.

So successfully ended a service in which seven life-boats had taken part. They had been out altogether for fifty-four hours. How far the *Invermore* had drifted it is impossible to say, but it must have been at least eighty miles.

The Institution made the following rewards :

PORT ST. MARY.—A reward of 20s. to each of the six men who went out twice in addition to the ordinary scale reward of £1 17s. 6d., making a total reward of £2 17s. 6d. to each man. Rewards of £2 were also paid for the assembly. Standard rewards to crew, £18 15s.; additional rewards to crew, £6; rewards for assembly, £2. Total rewards, £39 15s.;

PORT ERIN.—A reward of 20s. to each of nine men who went out twice in addition to the ordinary scale reward of £2 16s. 6d., making a total reward of £3 16s. 6d. to each man; and a reward of 10s. in addition to the ordinary scale reward of 19s. to one man who went out once, making a total reward of £1 9s. Standard rewards to crew, £23 11s.; additional rewards to crew, £9 10s. Total rewards, £40 11s.;

DOUGLAS.—A reward of 20s. to the coxswain and each member of the crew in addition to the ordinary scale reward of £1 17s. 6d., making a reward of £2 17s. 6d. to each man. Standard rewards to crew, £11 5s.; additional rewards to crew, £6. Total rewards, £27 8s. 3d.;

PEEL.—A reward of 20s. to the coxswain and each member of the crew in addition to the ordinary scale reward of £1 8s. 6d., making a reward of £2 8s. 6d. to each man. Standard rewards to crew, £11 8s.; additional rewards to crew, £8. Total rewards, £26 9s. 9d.;

CLOUGHEY.—A reward of 20s. to the coxswain and each member of the crew in addition to the ordinary scale reward of £1 8s. 6d., making a reward of £2 8s. 6d. to each man. Standard rewards to crew £8 11s.; additional rewards to crew, £6. Total rewards, £46 4s.;

NEWCASTLE, CO. DOWN.—Reward on the standard scale of 19s. to each man. Total rewards, £20 12s.;

DONAGHADEE.—A reward of 12s. 6d. to the coxswain and each member of the crew in addition to the ordinary scale reward of £1 8s. 6d., making a reward of £2 1s. to each man. Standard rewards to crew, £9 19s. 6d.; additional rewards to crew, £5. Total rewards, £15 9s. 6d.

Total rewards to the seven stations, £216 9s. 6d.

A Difficult Launch at Exmouth.

At 5.30 in the morning of 15th January, 1938, the life-boat station at Exmouth, Devon, was informed that rockets had been seen off Lyme Regis, and it was decided to launch the motor life-boat *Catherine Harriet Eaton*. A gale was blowing from the south-west against the spring ebb tide, making a very heavy sea in the bay. A big bank of sand had formed on the beach and this and the heavy seas made the work of launching extremely difficult. Thirty-two launchers took part, the honorary secretary and honorary treasurer of the station wading out to encourage them, and it was not until the fourth attempt that the launchers succeeded in getting the life-boat away. It was then 6.45 in the morning. For six hours the life-boat searched in the gale, but could find no vessel in distress. She returned to her station at 1.45 in the afternoon.

It was a launch carried out with

courage and great determination, and the Institution has made the following awards:

To COXSWAIN THOMAS M. HORN, the thanks of the Institution inscribed on vellum and framed;

To the coxswain and each of the six members of the crew a reward of £1 in addition to the ordinary scale reward of £1 8s. 6d., making a reward of £2 8s. 6d. to each man;

To each of the thirty-two launchers a reward of 5s. in addition to the ordinary scale reward of 6s. 9d., making a reward of 11s. 9d. to each launcher. Standard rewards to crew and helpers, £20 15s. 6d.; additional rewards to crew and helpers, £15. Total rewards, £35 18s.;

To CAPTAIN C. P. SHRUBB, the honorary secretary, and Mr. J. G. MOORE, the honorary treasurer, both of whom were ill as a result of their exertions and exposure, letters of appreciation.

A Gallant Girl and Four Gallant Boys.

ONE of the features of the many boating accidents in the summer of 1937 was the gallantry of boys and girls. The Institution awarded five inscribed wrist-watches, to a girl and four boys for saving, or attempting to save, life. Their ages varied from ten to sixteen.

On 3rd August a thirteen-year-old boy, James Mair, was out fishing in a small boat with a sixty-nine-year-old fisherman off Portknockie, Banffshire. The fisherman fell overboard, and the boy, with great difficulty and at great risk of overturning the boat, seized him and managed to drag him aboard again. Besides the wrist-watch, the Institution awarded him a pound and sent him a letter of appreciation.

On 5th August, at Beaumaris, Anglesey, a man and two women were fishing from a dinghy moored off the pier. They were run down and sunk by a motor launch, and all three were in the water. The man was picked up by the launch. A fourteen-year-old boy, Anthony G. Jeune, the son of a

life-boatman, was in a boat by the pier. He saw the accident, rowed out at once, and held up the two women until a man came up in a boat, and with his help, got the two women on board. Besides the wrist-watch the Institution awarded Anthony Jeune one pound and sent him a letter of appreciation. The man who helped him was awarded ten shillings.

On 1st September, at Carradale, Argyllshire, two men, two boys and a girl were out in a small sailing boat. It struck a basking shark and was swamped. One man and one of the boys were washed away and drowned. The other man had also been thrown into the sea. His daughter, Jessica Brown, aged ten, and Donald Macdonald were left in the waterlogged boat, and showed great coolness and courage. Jessica Brown seized her father's head and kept it above water until other boats came out to the rescue. Unfortunately her father could not be revived. Besides the wrist-watches awarded to Jessica Brown and Donald

Macdonald, the Institution awarded one pound to the four men who came out to the rescue.

On 5th September, at Porthdinllaen, Caernarvonshire, as reported in the last issue of *The Life-boat*, a sailing dinghy with two men aboard was blown off the land in a gale, with a rough, confused sea running, and was carried towards the tide race off Porthdinllaen Head. Bobby Griffiths, sixteen years old, put off at once in a

small motor boat, and got a line on board the dinghy, which was rapidly filling. His boat was not powerful enough to make any headway against the gale, but he kept the dinghy in tow until a motor launch arrived and brought both boats into harbour. Besides the wrist-watch, the Institution awarded him one pound and sent him a letter of appreciation. A letter of thanks and 10/- were sent to the man who went out in the motor launch.

The Life-boat Service in 1937.

DURING 1937 the Institution gave rewards for the rescue from shipwreck round the coasts of Great Britain and Ireland of 524 lives. It is the largest number rescued for nine years. Of those lives 439 were rescued by life-boats and 85 by shoreboats.

Life-boats saved or helped to save from destruction 44 vessels and boats, and stood by, escorted to safety, or helped in various ways over 150 more.

Up to the end of 1937 the Institution had given rewards for the rescue of 65,426 lives. That is an average of eleven lives a week for 114 years.

Services to Foreign Vessels.

Life-boats helped 20 foreign vessels, belonging to eight different countries; rescued 101 lives from them; and saved or helped to save four of the vessels. They were also called out to 18 other foreign vessels, but their help was not needed. Of the 20 vessels to which help was given five were Dutch, three Danish and three French, two Belgian, two German, two Italian, two Norwegian and one Greek. Forty-four lives were rescued from the Italian vessels, 27 from the Danish, and 21 from the Greek vessel.

Rewards to the life-boat crews or thanks to the Institution were received from the Governments of five foreign countries: Belgium, Denmark, Finland (for a service in 1935), Italy, and the United States of America (for a service in 1936).

Services to Yachts and Fishing Boats.

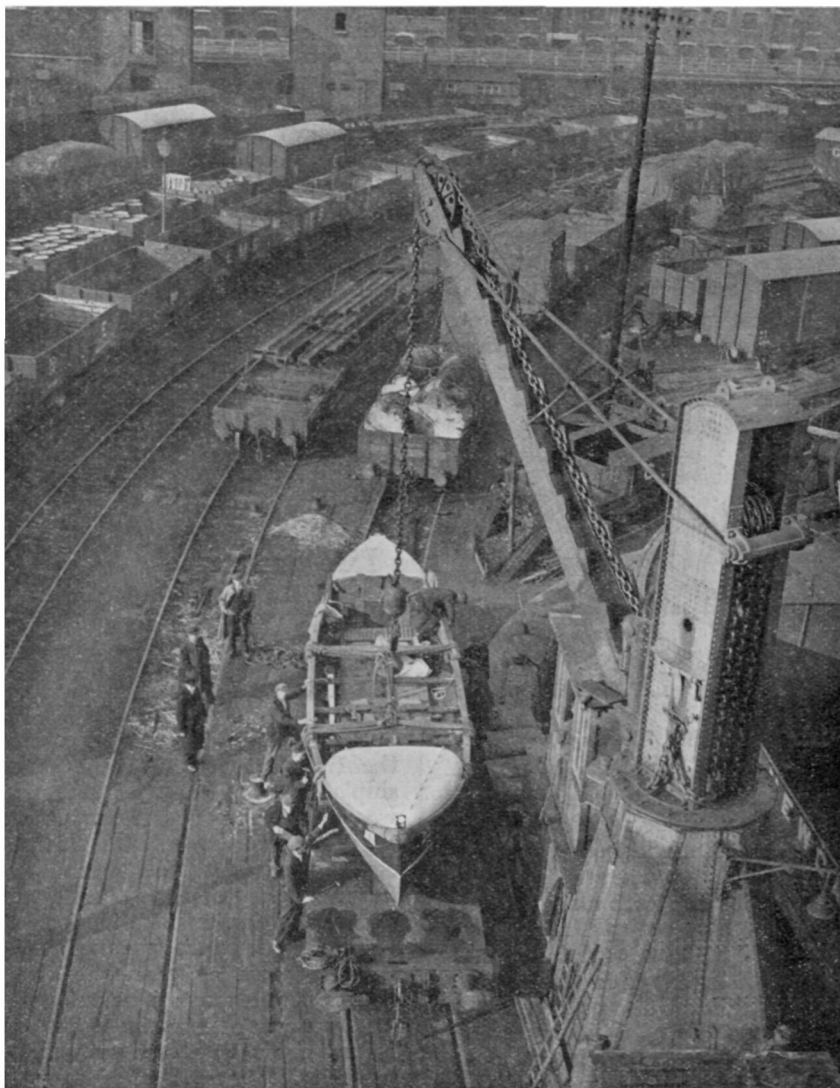
Life-boats went out to the help of 61 yachts (23 of them sailing yachts and 38 motor boats or motor

yachts); saved or helped to save 17 of them; helped in various ways 18 others; and rescued 50 lives. They went out to the help of fishing boats on 111 occasions; rescued 90 fishermen; and saved or helped to save 9 of the boats. Of these services 37 were to trawlers; 73 of the lives rescued were from trawlers; and 4 of the 9 fishing boats saved or helped to safety were trawlers.

Nine Medals for Gallantry.

Nine medals for gallantry were awarded. The outstanding achievement of the year was Coxswain Thomas Sinclair's, of Aberdeen, who won the silver medal on 26th January for the rescue of the crew of seven of the steamer *Fairy*, of King's Lynn, and a second-service clasp to it on 5th November for the rescue of two lives from the trawler *Roslin*, of Aberdeen. Mr. Alexander Weir, the Aberdeen motor mechanic, and Mr. John M. Masson, a member of the Aberdeen crew, were each awarded the bronze medal for the service to the *Fairy*, and each of the other five members of the crew the thanks of the Institution inscribed on vellum. Second Coxswain George A. Flett, and Mr. Robert J. B. Esson, assistant and acting motor mechanic, were each awarded the bronze medal for the service to the *Roslin*, and each of the other four members of the crew the thanks of the Institution inscribed on vellum. Thus, of the nine medals awarded during the year, six were won by men of Aberdeen.

Coxswain George Leng, of Flamborough, won the silver medal for the rescue on 2nd March of the crew of fifteen of the trawler *Lord Ernle*, of



By courtesy of]

[Daily Herald

BY TRAIN TO HER STATION.

Pulling and sailing life-boat setting out from London to Whitby.

Grimsby, and each of the eight members of the crew was awarded the thanks of the Institution inscribed on vellum.

Coxswain William H. H. Mogridge, of Torbay, won a second-service clasp to his bronze medal (which he had won in 1935), for the rescue on 24th January of 52 men from the s.s. *English Trader*, of London.

Coxswain John Matthews, of Moelfre, Anglesey, won the bronze medal for the rescue on 24th October of the crew of five of the s.s. *Lady Windsor*, of Cardiff.

Twenty-eight Motor Life-boats Under Construction.

Eleven new motor life-boats were completed and sent to their stations and 16 more were being built at the end of the year. During the year altogether 28 motor life-boats were

being built, the largest number there has ever been in any one year.¹

Of the eleven motor life-boats completed and sent to the coast, three were for England, three for Scotland, two for Ireland, one for Wales, one for the Isle of Man and one for the Channel Islands. They went to Boulmer and Cullercoats (Northumberland) and Blackpool (Lancashire); Fraserburgh (Aberdeenshire), Portpatrick (Wigtownshire) and Eyemouth (Berwickshire); Howth (Dublin) and Kilmore (Co. Wexford); Barry Dock (Glamorganshire); Peel (Isle of Man) and St. Helier (Jersey).

At the end of the year there were 138 motor life-boats and 29 pulling and sailing in the active fleet, making a fleet of 167 life-boats round the coasts of Great Britain and Ireland.

¹ This total includes a life-boat for Cloughy which was destroyed by fire at the building-yard when ready to go to her station.

Services of the Life-boats.

**Reported to the November and December, 1937, and January, 1938,
Meetings of the Committee of Management.**

Launches 118. Lives rescued 67.

November Meeting.

North Sunderland, Northumberland.—At 1 A.M. on the 14th October, 1937, the coastguard reported that distress signals had been made from Longstone lighthouse. A moderate W.N.W. breeze was blowing, with a slight swell. The motor life-boat *W. R. A.* was launched at 1.22 A.M., and found that one of the lightkeepers was very seriously ill. He was put on to a stretcher, and with difficulty taken down over the rocks to the life-boat. She then made with all speed for the shore, signalling on the way for a doctor and an ambulance to be in readiness. They were waiting when the life-boat arrived, and the man was taken to hospital. The life-boat returned to her station at 3.35 A.M., but was left at moorings until daylight and was then rehoused.—Rewards, £24 4s. These and other expenses paid by the Trinity House.

Hoylake, Cheshire.—On the evening of the 17th October, 1937, the converted ship's life-boat, *Oo-la-la*, of Egremont, was making for the Mersey when her engine broke down. On board were eight men who had been pleasure fishing. She carried no sails, and as she was in danger of drifting on to the East Hoyle Bank, the men made a signal of distress by setting fire to a pair of flannel trousers soaked in petrol. The coastguard saw the signal and the motor life-boat *Oldham* was launched at 7.15 P.M. She took off the eight men and towed their boat into safety. The men were landed at Hoylake and the life-boat was rehoused at 9.25 P.M.—Rewards, £21 19s. 6d.

Humber, Yorkshire.—At 8.35 A.M. on the 20th October, 1937, a request was received for the motor life-boat *City of Bradford II* to go to the Bull Fort, in the mouth of the Humber, and

take a man to hospital. A light W. breeze was blowing, with a smooth sea and fog in patches. The life-boat put out at 8.50 P.M. The sick man was lowered into her from the fort and she made for Grimsby, where an ambulance was waiting. She got back to her station at 11.45 P.M., but was not rehousing until the tide flowed at 2.30 A.M. The man's employers expressed their appreciation of the help given and made a donation to cover the expenses.—No expense to Institution.

Humber, Yorkshire.—At 1.50 P.M. on the 21st October, 1937, during a lift in a dense fog, a vessel was seen to run hard aground on the beach near the life-boat house. The wind was light and the sea slight. The motor life-boat *City of Bradford II* was launched at 2.10 P.M., and found the vessel to be the Hull steam trawler *King's Grey* bound, with a crew of fourteen, for the fishing grounds. On the life-boat coxswain's advice the *King's Grey* dropped her bow anchor, and then went ahead on her engines. She refloated, but the strong tide carried her on to the sand again. After further help from the coxswain she was got off once more, and the life-boat piloted her out into the main channel. She went on her way, and the life-boat made for her station, arriving at 3.30 P.M.—Property Salvage Case.

Humber, Yorkshire.—At 10.45 P.M. on the same day, the 21st October, 1937, the motor life-boat *City of Bradford II* was again launched, as the life-boat watchman reported that two maroons had been fired in the direction of the Bull Light-vessel. A gentle S. breeze was blowing, with a smooth sea, and there was a dense fog. With some difficulty the life-boat found the light-vessel, and went alongside. The coxswain went on board and found that the light-vessel had been struck by another vessel which had gone on her way. She was damaged on her starboard bow, and had broken from her moorings. The life-boat helped to get the broken mooring-chain on board, and stood by until it was found that the light-vessel was not leaking. She then made for her station, arriving at

3.15 A.M.—Rewards, 18s. Permanent paid crew.

Great Yarmouth and Gorleston, Norfolk.—At about 3 P.M. on the 23rd October, 1937, the coastguard reported that a barge was in a very dangerous position south of Wellington pier. A S.S.E. gale was blowing, with a very rough sea. The motor life-boat *John and Mary Meiklam of Gladswood* put out at 3.19 P.M., and found the barge driving ashore, although she had an anchor down and was temporarily fast to a tug. She was the *Audrey*, of Grays, laden with oilcake from Harwich for Yarmouth, and carrying a crew of two. The skipper asked the coxswain to put some life-boatmen on board to help him raise his anchor, pull in the bowsprit, which was broken and hanging alongside, and make fast the barge to the tug. With some difficulty, owing to the heavy sea, part of the life-boat crew boarded the barge. A rope was also put on board so that the life-boat could hold up the barge while the men heaved up the anchor and made fast the tug's ropes. With the life-boatmen's help the barge got into harbour, accompanied by the life-boat, which returned to her station at 5.30 P.M.—Property Salvage Case.

Moelfre, Anglesey.—On the 24th October, 1937, the motor life-boat rescued the crew of five of the s.s. *Lady Windsor*, of Cardiff.—Rewards, Bronze medal, vellums and money awards amounting to £37 6s. 6d.

(A full account of this service appeared in *The Life-boat* for December, 1937.)

Peterhead, Aberdeenshire.—At 9.50 A.M. on Tuesday, the 26th October, 1937, a man reported that the motor fishing boat *Day Dawn*, of Peterhead, was near the rocks at South Head with her engine broken down, and that she was signalling for help. A strong S. breeze was blowing, with a heavy sea. The motor life-boat *Duke of Connaught* was launched at 9.55 A.M., and found that the *Day Dawn* had dropped anchor, but was dragging towards the rocks. Just before the life-boat arrived her engine was restarted, and with the life-boat escorting her, she got into the

north harbour. The life-boat returned to her station at 11 A.M.—Rewards, £8 0s. 6d.

Gourdon, Kincardineshire.—The local fishing fleet put to sea at about 5 A.M. on the 28th October, 1937, in fair weather. By 9 A.M. a moderate E.S.E. gale was blowing, with a rough sea and heavy rain, and an hour later the harbour entrance had become so dangerous that it was decided to launch the motor life-boat *Margaret Dawson* when the fishing fleet returned. She was launched at 11.10 A.M. and stood by the boats while they got safely into harbour. She returned to her station at 1 P.M.—Rewards £15 11s.

Penlee, Cornwall.—At 2.55 A.M. on the 30th October, 1937, the Pènzance coastguard telephoned that the small motor boat *Apapa*, with one man on board, was missing from Newlyn. A N.W. breeze was blowing, with a moderate sea and rain. The motor life-boat *W. and S.* was launched at 3.20 A.M., and found the boat about three miles from Mousehole. She was at anchor, and the man was exhausted. He was taken on board the life-boat and given stimulants, and his boat was towed into Newlyn harbour. The life-boat returned to her station at 4.45 A.M.—Rewards, £16 14s. 6d.

Shoreham Harbour, Sussex.—At about 9.30 P.M. on the 31st October, 1937, the coastguard reported that a yacht sailing past the harbour mouth had burnt red flares. A fresh S.S.W. breeze was blowing, with a heavy swell. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 9.50 P.M., and found the yacht *Mystico*, of Shoreham, with a man and a woman on board, about a mile east of the harbour. She was on a lee shore, only about fifty yards from land. Her rudder had carried away and her anchor was dragging. By skilful manœuvring, in the shallow breaking water, with a strong ebb tide running, the coxswain got alongside the yacht and put one of his men on board. The yacht's anchor was slipped and the life-boat towed her into the canal at Southwick. The Institution sent

a letter to the station expressing appreciation of the efficient way in which the service had been carried out.—Property Salvage Case.

Lowestoft, Suffolk.—At 4.8 P.M. on the 1st November, 1937, the coastguard reported that a motor sprat boat was in distress off Pakefield. She was the *Terry*, of Lowestoft, homeward bound laden with sprats and carrying a crew of three. Her engine had broken down and she was dragging her anchor towards the shore. A moderate E.N.E. gale was blowing, with a very rough sea and heavy rain squalls. The motor life-boat *Agnes Cross* was launched at 4.13 P.M. and found the *Terry* about thirty yards from the breakers on the foreshore. She got between her and the shore, passed lines, and towed her clear of the ground swell. Life-belts were passed to the three men, who were exhausted from their efforts to keep her afloat, and the life-boat towed her into harbour. The life-boat returned to her station at 5.57 P.M.—Rewards, £26 3s.

Lytham-St. Annes, Lancashire.—At 12.30 A.M. on the 4th November, 1937, it was reported that a mussel boat, with two men on board, had been expected in at 8 P.M. the previous evening, but had not arrived. A moderate S.S.E. breeze was blowing and the sea was smooth. The motor life-boat *J.H.W.* was launched at 1.45 A.M., and eventually found the two men stranded on a bucket dredger in the channel. She landed them and returned to her station at 3.45 A.M.—Rewards, £11 14s.

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

Poole and Bournemouth, and Swanage, Dorset.—3rd July, 1937. A yacht had stranded, but her crew reached safety with help from the shore.—Rewards, Poole and Bournemouth, £19 13s.; Swanage, £11 4s.

Portrush, Co. Antrim.—7th October, 1937. The Norwegian steamer *Garnes*, of Bergen, had stranded, but did not need help.—Rewards, £18 19s. 6d.

Hastings, Sussex.—13th October, 1937. Reports had been received that distress signals had been seen six miles S. by W., but nothing could be found.—Rewards, £50 4s. 6d.

Montrose, Angus.—14th October, 1937. A Royal Air Force machine had crashed in Lunan Bay and sunk. One man was lost. The other was rescued by a fishing boat.—Rewards, £9 12s. 6d.

Walton and Frinton, Essex.—19th October, 1937. A Trinity vessel had reported a steamer aground two miles N.W. of the Kentish Knock Light-vessel, but she refloated and went on her way.—Rewards, £26 15s. 6d.

Great Yarmouth and Gorleston, Norfolk.—20th October, 1937. A steam drifter had stranded on the North Beach, but her crew landed in their small boat.—Rewards, £11 16s.

Cromer, Norfolk.—20th October, 1937. A steam drifter had stranded near Overstrand, but got off without help.—Rewards, £12 5s.

Runswick, Yorkshire.—22nd October, 1937. A steamer had run ashore at Kettleness Point, but got off unaided and went on her way.—Rewards, £30 7s.

New Brighton, Cheshire.—24th October, 1937. Two steamers had collided and one of them sank, but her crew were taken off by a Mersey Dock Board vessel.—Rewards, £14 6s.

Holyhead, Anglesey.—24th October, 1937. A distress message had been received from the Finnish steamer *Axel*, which was on fire. She had, however, given a wrong bearing. She was not off Holyhead, but off the Dutch coast. Her crew were rescued by another steamer.—Rewards, £6 13s.

Clogher Head, Co. Louth.—26th October, 1937. A ship had been reported in distress, but only a steamer which had been signalling for a pilot was found.—Rewards, £19 18s. 6d.

Tynemouth, Northumberland.—27th October, 1937. A motor fishing boat

was in difficulties owing to an engine breakdown, but another fishing boat went to her help.—Rewards, £17 14s.

Salcombe, Devon.—27th October, 1937. A ketch was making water rapidly, but was towed in by a tug.—Rewards, £15 18s.

Torbay, Devon.—27th October, 1937. A vessel had been reported in difficulties off the Thatcher Rock, but nothing could be found. She must have gone on her way.—Rewards, £6 7s. 6d.

Walton and Frinton, Essex; Margate, Ramsgate, and Walmer, Kent.—27th October, 1937. During naval exercises fireworks were used by the Fleet without notice being given. They were taken for distress signals and these four motor life-boats were launched. The Board of Trade took up the matter with the Admiralty and reported the expenses incurred by the Institution.—Rewards, Walton and Frinton, £21 7s. 6d.; Walmer, £29 0s. 6d.; Ramsgate, £15 14s.; Margate, £18 12s.

Portrush, Co. Antrim.—29th October, 1937. A fishing boat had broken down in a calm sea, but a rowing boat was found standing by her. The life-boat returned towing the fishing boat.—Rewards, £8 17s.

The Humber, Yorkshire.—30th October, 1937. A steam fishing vessel had run ashore at Easington, but her crew were rescued by the coastguard rocket life-saving appliance.—Rewards, 18s. Permanent paid crew.

Great Yarmouth and Gorleston, Norfolk.—30th October, 1937. A sailing barge had broken away from her tow, but her crew were rescued from the shore.—Rewards, £12 15s.

Broughty Ferry, Angus.—1st November, 1937. An aeroplane appeared to have come down in the Tay, but after touching the water it rose again and went on.—Rewards, £6 12s.

Stornoway, Isle of Lewis.—2nd November, 1937. A small fishing boat was overdue at Aignish, but got back without help.—Rewards, £9 19s. 3d.

Lowestoft, Suffolk.—7th November, 1937. The Finnish steamer *Ascania*, of Wiborg, had grounded on the North-East Newcombe Sands, but got off again.—Rewards, £20 18s. 6d.

December Meeting.

Aberdeen, and Newburgh, Aberdeenshire.—Early on the morning of the 4th November, 1937, the steam trawler *Delila*, of Aberdeen, ran aground about a mile south of the Belhelvie coastguard station. She was homeward bound from the fishing grounds, and carried a crew of nine. A fresh southerly breeze was blowing, and the sea was breaking heavily on shore. The weather was thick and cold. News was passed by the coastguard, and the reserve motor life-boat *J. and W.*, temporarily on duty at Aberdeen, put out at 5.19 A.M. The *Delila's* skipper said that he was awaiting a tug, and would try to refloat with the rising tide. The life-boat stood by. At noon a tug arrived, and the life-boat passed lines from her to the *Delila*. The *Delila* was towed off, but the ropes parted and she grounded again. The life-boat went close to her and the coxswain advised the skipper to run his engines full ahead. He did so and the *Delila* got clear. The life-boat accompanied her to Aberdeen, and returned to her station at 3.15 P.M.

News of the stranding had been received at Newburgh also, and the pulling and sailing life-boat *John and Robert C. Mercer* had set out at 5.45 A.M., and had been taken by her launching-tractor some miles along the beach to the scene. She was launched at 7.15 A.M., but found that her help was not wanted, and returned ashore at 7.30 A.M. The crew stood by until it was seen that the *Delila* had refloated, and the life-boat returned to her station at 5 P.M.—Rewards, Aberdeen, £10 1s.; Newburgh, £27 5s.

Aberdeen, and Newburgh, Aberdeenshire.—When the Aberdeen trawler *Roslin* was wrecked on the night of the 4th–5th November, 1937, two of her crew of eight were rescued by the Aberdeen motor life-boat.—Rewards, silver second-service clasp, bronze medals, vellums and money awards

amounting to: Aberdeen, £26 14s., and Newburgh, £19 12s. 6d.

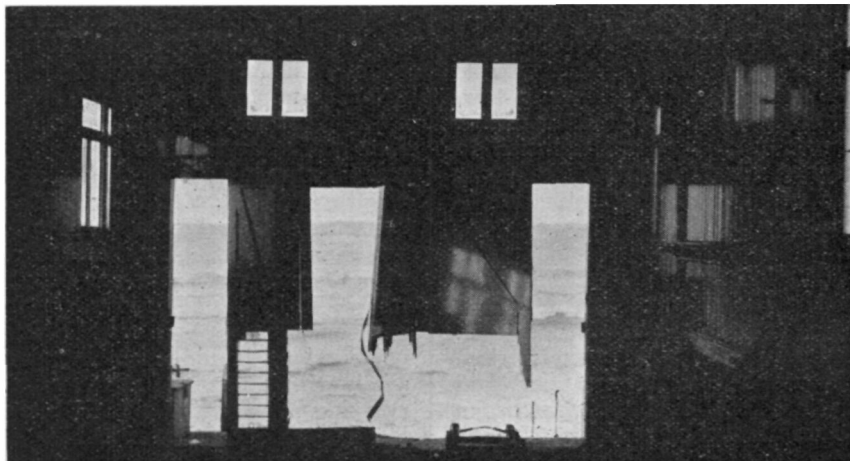
(For a full account, see page 00.)

Lowestoft, Suffolk.—On the morning of the 9th November, 1937, news was received that a motor boat was in difficulties about seven miles south of Lowestoft. The crew of the motor life-boat *Agnes Cross* were assembled, but the coastguard reported that the boat had been taken in tow. Later on another boat was reported missing. She was the local motor fishing boat *Joan*, with a crew of two. She was seen by the coastguard trying to make headway against the wind and tide; her engine was not working properly. A moderate and increasing N.E. gale was blowing, with a very rough sea. At 1.30 P.M. the *Joan* hoisted distress signals, and the life-boat was away within five minutes. She found the *Joan* about seven and a half miles to the south, in broken water off Benacre Ness. The *Joan* had shipped some heavy seas which had stopped the engine, and she had dropped anchor. Her crew of two were handed life-belts, and the life-boat towed her back to harbour. The life-boat returned to her station at 4.15 P.M.—Rewards, £20 18s. 6d.

Cromer, Norfolk.—At 8.33 P.M. on the 9th November, 1937, the coastguard reported distress signals about eight and a half miles in a north-easterly direction from Cromer. A moderate N.N.E. gale was blowing, with a heavy sea. The No. 1 motor life-boat *H. F. Bailey* was launched at 8.45 P.M., and about an hour later found the barge *Hibernia*, of London, awash amidships and in a sinking condition. She was bound from Goole to Sittingbourne with a cargo of coal, and had a crew of three. She had sprung a leak, and as there was no hope of saving her, the life-boat went alongside and rescued the three men. She then made for Gorleston, which she reached at 2.30 A.M. on the 10th. The *Hibernia* eventually drove ashore and became a total wreck.—Rewards, £36 19s.

Southend-on-Sea, Essex.—At 2.20 P.M. on the 10th November, 1937, a message was received that a boat about

AT CROMER IN THE FEBRUARY GALES.



AT THE TOP OF THE SLIPWAY.

Damage to the No 1 boathouse doors. February 2nd, 1938



By courtesy of]

[Fox Photos

A LAUNCH.

The No 1 motor life-boat on 10th February, 1938, going out to the help of two fishing boats

a mile west of the Nore Light was flying a distress signal. A very squally N. wind was blowing, with a very rough sea. The motor life-boat *Greater London* (Civil Service No. 3) was launched at 2.35 P.M., and found the boat to be the *Coronia*, of Shoebury, with three men on board. Her engine had broken down. With considerable difficulty the life-boat got her in tow, and took her to a safe anchorage near the shore. The life-boat returned to her station at 4.20 P.M. The owner made a donation to the Institution.—Rewards, £9 12s. 6d.

Filey, Yorkshire.—Early on the morning of the 12th November, 1937, nine fishing cobs put to sea. At 8.55 A.M. a squally N.N.W. wind was blowing, with a rough sea. The pulling and sailing life-boat *Thomas Masterman Hardy* was launched and escorted the cobs safely ashore. She returned to her station at 1 P.M.—Rewards, £15 14s. 6d.

Whitby, Yorkshire.—During the morning of the 15th November, 1937, the local motor fishing boats *Noel II*, *Venus*, *Galilee*, *Pilot Me* and *Success* were caught at sea by bad weather. When they were seen approaching harbour the sea was rough and breaking heavily outside the entrance, and a fresh N.N.W. breeze was blowing. The No. 1 motor life-boat *Margaret Harker Smith* was launched at 10.55 A.M., escorted the boats into harbour, and returned to her station at 12.45 P.M.—Rewards, £8 11s.

Margate, Kent.—At about 8.45 P.M. on the 16th November, 1937, the coastguard reported that a vessel near the Long Nose Rock, two miles east of the life-boathouse, was burning flares. A fresh E.S.E. breeze was blowing, with a rough sea. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 9.10 P.M., and found the motor yacht *Peggy*, of Lowestoft, broken down about a mile east of the jetty. There was only one man on board and he was exhausted. The *Peggy* had left Harwich during the morning for Shoreham, but she had lost her rudder and become unmanageable. The life-boat towed her into

harbour. As the sea was too rough for the life-boat to be rehoused, she was left at moorings at 10.30 P.M. She was rehoused on the morning of the 18th.—Rewards, £20 4s.

Skegness, Lincolnshire.—On the morning of the 17th November, 1937, the Lynn Well Lightship reported, through Cromer and the local coastguard, that a barge seemed to be in distress about four miles away. An easterly gale was blowing, with a heavy sea, and the weather was cold and hazy. At 11.40 A.M. the motor life-boat *Anne Allen* was launched. She reached the vessel at 1.15 P.M., when she was about ten miles S.E. by S. of Skegness, and found her to be the sailing barge *Britannic*, of London, bound from London to Wells with a cargo of maize meal and carrying a crew of three. She had lost her rudder and was leaking. The life-boat rescued the crew and their dog, and reached her station again at 3.30 P.M.—Rewards, £10 14s. 6d.

Tynemouth, Northumberland.—At 12.30 P.M. on the 17th November, 1937, the coastguard reported a small vessel anchored about a mile east of Brown's Point, Cullercoats, apparently with engine trouble. The weather was bad, and the life-boat crew were assembled in case of need. During the afternoon the vessel—the Norwegian steamer *Torborg*—was towed towards the Tyne by a tug. At 8.40 P.M. the coastguard reported that she had stranded inside the Tyne piers. A S.E. gale was then blowing, with a very rough sea. The motor life-boat *Henry Frederick Swan* put out at 9.20 P.M. and stood by while tugs refloated the *Torborg*. She accompanied her up the river, and returned to her station at 12.15 A.M.—Rewards, £19 3s.

Great Yarmouth and Gorleston, Norfolk.—Late on the night of the 16th November, 1937, the coastguard reported that two barges were dragging their anchors. The weather was bad, and the coxswain kept in touch with the coastguard until they reported, at 3 A.M. on the 17th, that the barges appeared to be holding. Later on the news came that they were dragging again, and at 2.48 P.M., the motor

life-boat *John and Mary Meiklam of Gladswood* put out. An east gale was then blowing, with a very rough sea, and the harbour signals warned vessels not to attempt to enter or leave. The life-boat went first to the barge *Greenhithe*, of Rochester, which was anchored just outside the breakers, about one hundred yards N.N.E. from Britannia Pier. She was bound laden from Tilbury to Wells, and carried a crew of three. The life-boat went alongside and the men jumped on board. The skipper said that the crew of the other barge, the *Lord Rosebery*, of Rochester, bound from Tilbury to Wells, had been at the pumps since 9 A.M. The *Lord Rosebery* was at anchor about a quarter of a mile N.E. of Britannia Pier. She had three men on board. The life-boat went to her and found that she was leaking badly, and that her skipper had been unconscious since ten the previous night. Six life-boatmen jumped on to the barge and, with great difficulty, got the skipper, a very heavy man, into the life-boat. The other two men were then rescued. The skipper was made as comfortable as possible, and the life-boat returned with all speed for Gorleston, signalling on the way for an ambulance to be in readiness at the quayside. The skipper was taken to hospital, where he died. The life-boat returned to her station at 4.30 P.M. The barge *Greenhithe* eventually went ashore, and the *Lord Rosebery* sank at her anchorage. A letter of appreciation was sent to the branch.—Rewards, £10 8s.

Cloughey, Donaghadee, and Newcastle, Co. Down, and Port St. Mary, Port Erin, Douglas, and Peel, Isle of Man.—On the 19th November, 1937, the disabled schooner *Invermore*, of Dublin, was picked up by the Cloughey and Donaghadee life-boats. Various life-boats had been looking for her since the night of the 17th November.—Rewards: Port St. Mary, £37 15s. and £2; Port Erin, £40 11s.; Douglas, £27 8s. 3d.; Peel, £26 9s. 9d.; Newcastle, £20 12s.; Cloughey, £46 4s.; Donaghadee, £15 9s. 6d. Total rewards, £216 9s. 6d. (For a full account see pages 427–428.)

Great Yarmouth and Gorleston, Norfolk.—At 8.45 A.M. on the 18th November, 1937, the coastguard reported that the motor vessel *Tern*, of London, appeared to be showing signals about one and a half miles E.N.E. from Britannia Pier. As a strong E. by N. breeze was blowing, with a rough sea, the motor life-boat *John and Mary Meiklam of Gladswood* put out at 9.55 A.M. She found that the *Tern* did not need any help. It was noticed that she had two lantern-cages at the masthead which may have been taken for signals. After the life-boat left the *Tern* the Fishery Protection Boat spoke her and said that the Trinity vessel *Reculver*, which was marking the wreck of the barge *Lord Rosebery*, was in need of help. The captain of the *Reculver* asked the coxswain if he would land six men whom he was bringing ashore from the Cross Sand Light-vessel, after their spell of duty, and whom he had had on board since Sunday, owing to heavy weather. The life-boat went alongside, took off the men, and returned ashore, arriving at noon.—Rewards, £11 16s.

Wells, Norfolk.—During the morning of the 19th November, 1937, the coastguard reported a vessel ashore about two and a half miles east of the entrance to Wells harbour. She was the auxiliary ketch *Elisabeth*, of Hamburg, bound from Hamburg to Haifa, Syria, but she had been driven off her course. She had on board a crew of four, and a dog. A moderate west breeze was blowing, with a rather rough sea, and the weather was thick, with rain. The motor life-boat *Royal Silver Jubilee 1910–1935* was launched at 10.45 A.M., and found the *Elisabeth* high and dry. Her master said that he expected a tug at high water, and asked the life-boat to stand by. The life-boat stood by all day, but no tug arrived, and eventually she went alongside the *Elisabeth* and took off the four men and the dog. She landed them at the quay, and returned to her station at 8.30 P.M., after having been on service for nearly ten hours.—Rewards, £31 5s.

Caister, Norfolk.—At 6.13 A.M. on the 25th November, 1937, the watchman reported that a vessel was blowing

continuously on her siren. A light west breeze was blowing, with a slight sea, and the weather was foggy. The pulling and sailing life-boat *Charles Burton* was launched at 6.35 A.M., and found the steam drifter *Corn Rig*, of Buckie, aground on the Caister Shoal. The *Corn Rig* carried a crew of ten, and was bound for Yarmouth from the fishing grounds. The life-boat ran out an anchor for her, and then stood by until she refloated on the rising tide. The life-boat returned to her station at 10.30 A.M.—Property Salvage Case.

Lowestoft, Suffolk, and Great Yarmouth and Gorleston, Norfolk.—While returning from the fishing grounds to Yarmouth on the 1st December, 1937, the steam drifter *Pilot Star*, of Kirkcaldy, carrying a crew of ten, stranded on the Holm Sands. A southerly breeze was blowing, with a swell on the sands, and the weather was foggy. The drifter's signals for help were heard by the Corton Light-vessel which fired distress signals, and these were repeated by the St. Nicholas Light-vessel. The coast-guard reported the light-vessel's signals to the life-boat stations. The Lowestoft motor life-boat *Agnes Cross* put out at 1.35 P.M., followed a few minutes later by the Great Yarmouth and Gorleston motor life-boat *John and Mary Meiklam of Gladswood*. The Lowestoft life-boat reached the drifter shortly before the Great Yarmouth and Gorleston life-boat. She found that she was then afloat, but had lost her propeller through bumping on the sands. After clearing the sands the *Pilot Star* was taken in tow by a tug, and, escorted by the Lowestoft life-boat, was taken safely to Gorleston harbour. The Great Yarmouth and Gorleston life-boat reached her station again at 3.49 P.M. and Lowestoft got back at 4.30 P.M.—Rewards: Lowestoft, £18 1s. 6d.; Great Yarmouth and Gorleston, £14 13s.

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

Portrush, Co. Antrim; Donaghadee, Co. Down.—25th October, 1937. The Estonian yacht *Tuuneki*, manned by an Estonian and his wife, who were making

a honeymoon tour to various countries, had got into difficulties off Torr Head in very bad weather, but were rescued from the shore by the coastguard rocket life-saving appliances.—Rewards: Portrush, £22 11s. 10d.; Donaghadee, £20 5s. 6d.

Longhope, Orkney.—1st November, 1937. A steam trawler had run ashore, but refloated on the flowing tide.—Rewards, £11 13s. 6d.

Salcombe, and Torbay, Devon.—5th November, 1937. A small fishing boat from Bee Sands had not returned when expected, and the Salcombe motor life-boat searched for her. Later, the Torbay motor life-boat carried on the search, and next day a R.A.F. flying-boat from Mount Batten took part. The search was without result, and next day gear from the missing boat was picked up. A letter expressing the Institution's thanks for the flying-boat's help was sent to the O.C., R.A.F. at Mount Batten.—Rewards: Salcombe, £12 1s. 6d.; Torbay, £24 5s. 9d.

Clogher Head, Co. Louth; Cloughey, and Newcastle, Co. Down.—At 11.15 A.M., on the 17th November, 1937, the Clogher Head motor life-boat *Mary Ann Blunt* was launched in an easterly gale, with a very heavy sea and rain, to search for a vessel in distress. Information had been received, through the life-saving authorities in Dublin and the local civic guard, that the Greek steamer *Anastassios Pateras*, of Chios, was in need of help twenty miles E. by N. of Port Oriel. The life-boat received a terrible battering from the oncoming swell when she was launched, but got out successfully. While searching for the Greek steamer, the life-boat came up with a steamer which had hove to. She had no news of the Greek steamer, but asked for a course for Rockabill Lighthouse. After continuing her search without result, the life-boat put into Port Oriel at 7.30 P.M. As no further news had been received, she returned to her station at 8.15 P.M.

Earlier in the day, at about 4.30 A.M., the steamer had been reported to the Cloughey life-boat station, and the crew were assembled, but the life-boat did not put out, as information was then



By courtesy of]

[B. Stone and Son, Gorleston-on-Sea

HEAVY SEAS AT GREAT YARMOUTH.



By courtesy of]

[Horace Grant, Norwich

LIFE-BOAT AND FISHING FLEETS.

The Great Yarmouth and Gorleston motor life-boat is in the foreground.

received that the steamer was going south. Newcastle life-boat station also got news at about 5.15 A.M., and the crew assembled, but the vessel's condition as reported, and the position given, did not warrant the launch of the life-boat. Eventually the steamer put into Swansea on the 20th November. A letter of appreciation was sent to the Clogher Head station and an increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards: Clogher Head, standard rewards to crew, £25 18s. 6d., additional rewards to crew, £4, total rewards, £29 18s. 6d.; Newcastle, £4 7s. 6d.; Cloughy, £8 15s.

Salcombe, Devon.—18th November, 1937. A small vessel had been reported in a dangerous position, but was not found. She had gone on her way and had been lost to sight in the mist.—Rewards, £8 1s.

Sunderland, Co. Durham.—23rd November, 1937. Anxiety had been felt for an overdue fishing boat, but she made Seaham.—Rewards, £7 15s. 6d.

Yarmouth, Isle of Wight.—27th November, 1937. A small yacht was missing, but could not be found. She had stranded, but had refloated and reached port next morning.—Rewards, £11 14s.

Ramsgate, Kent.—28th November, 1937. A green flare and volumes of smoke had been reported from a vessel off Broadstairs, but no vessel in need of help was found.—Rewards, £8 1s. 6d.

Walton and Frinton, Essex.—30th November, 1937. The Gunfleet Lighthouse had reported red flares to the S.E., but nothing could be found.—Rewards, £21 7s. 6d..

Portrush, Co. Antrim.—3rd December, 1937. Red flares had been reported off Ramore Head, but nothing could be found.—Rewards, £7 6s. 6d.

Arklow, Co. Wicklow.—3rd December, 1937. A derelict motor yacht was picked up, but had to be abandoned in a sinking condition. A boat from her, with some clothes and papers, was

brought ashore. The crew had been rescued by a passing steamer.—Rewards, £9 9s.

Rosslare Harbour, Co. Wexford.—3rd December, 1937. A fishing boat off Courtown had been reported to be in distress, but no boat in need of help could be found.—Rewards, £6 6s. 6d. Partly permanent paid crew.

January Meeting.

Newhaven, and Shoreham Harbour, Sussex.—Early in the morning of the 2nd December, 1937, the motor vessel *Sapphire*, of Glasgow, bound for Ghent, had trouble with her engine when some miles off the coast between Newhaven and Shoreham. The weather was wet, cold and misty, with a rough sea and strong S.S.W. breeze. Distress signals were reported to the Newhaven life-boat station, and the motor life-boat *Cecil and Lilian Philpott* was launched at 7.5 A.M. When about four miles south of Rottingdean she found the *Sapphire*. It was then about 8.30 A.M. Meanwhile, the coastguard had informed the Shoreham life-boat station, and the motor life-boat *Rosa Woodd and Phyllis Lunn* put out at 7.10 A.M. She found that the Newhaven life-boat had already reached the *Sapphire*. In response to signals a tug went out, and with the help of the Newhaven life-boat, a tow-rope was got on board the *Sapphire*, and the tug towed her into Newhaven harbour. The Shoreham life-boat returned to her station at 12.30 P.M., and the Newhaven life-boat, which came back with the tug and the *Sapphire*, arrived at 1 P.M.—Rewards: Shoreham Harbour, £7 15s. 6d.; Newhaven, Property Salvage Case.

Fishguard, Pembrokeshire.—At 2.2 P.M. on the 3rd December, 1937, the coastguard reported that a motor ketch anchored in the harbour was flying a signal of distress. A whole N.N.E. gale was blowing, with a heavy sea and squalls of rain. The motor life-boat *White Star* was launched at 2.20 P.M. and found that the ketch was the *Sunshine*, of Bridgwater, with a crew of four. She was bound from Bridgwater to Dublin with a cargo of

bricks, and had been anchored in the harbour for some time with engine trouble. The tide was exceptionally low, and as the *Sunshine* was bumping heavily on the bottom and was in danger of being holed, the life-boat took off her crew. With some difficulty she landed them on the Great Western Railway quay, and then, as the weather was too bad to permit of her being rehoused, anchored under the lee of the north breakwater. By 7.40 P.M. the weather had moderated and the life-boat was rehoused.—Rewards, £9 2s.

Lowestoft, Suffolk.—At 11 A.M. on the 4th December, 1937, the coxswain saw a fishing smack approaching the Newcombe Sands and rolling about in a heavy ground swell. Drifting with the N.E. wind and flood tide, she struck heavily, her anchor failed to hold, and at 11.47 A.M. she signalled for help. The motor life-boat *Agnes Cross* put out at 11.50 A.M. and found her to be the fishing smack *Try On*, of Lowestoft, outward bound for the fishing grounds, with a crew of five. The crew were on deck ready to leave, but a heavy sea refloated the smack, which then got into deep water and was towed clear of the sands by a tug. At the master's request the life-boat stood by, but later he reported that the smack was not making water. The master then thanked the life-boatmen; the smack went on her way; and the life-boat returned, arriving at 1.30 P.M.—Rewards, £19 19s. 6d.

Margate, Kent.—At 12.30 P.M. on the 5th December, 1937, information was received that a barge flying a distress signal had been seen by the coastguard about three miles east of Reculvers. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 12.45 P.M. A strong N.N.W. breeze was blowing and the sea was rough. It was found that the vessel was the sailing barge *Lord Churchill*, of Faversham, carrying a crew of two and bound from London to Dover laden with wheat. Her crew needed help, as she was drifting and shipping water, and several life-boatmen went aboard. The life-boat reported by wireless at 2.30 P.M. that she was taking the barge in tow, and made for Ramsgate harbour.

Ramsgate was reached about 4 P.M., and the life-boat remained there until next morning, as it was too rough to rehouse her at Margate.—Property Salvage Case.

Whitby, Yorkshire.—Early on the morning of the 6th December, 1937, the local motor fishing boats *Pilot Me*, *Provider* and *Success* put out. Just before 2 P.M. they were seen returning, and as the sea was then breaking very strongly across the harbour entrance, the No. 2 pulling life-boat *Jacob and Rachael Vallentine* was launched. A strong east breeze was blowing, and the weather was very cold, with snow showers. The life-boat stood by at the harbour bar while the boats came in, and returned to her station at 3 P.M.—Rewards, £8 19s. 6d.

Peterhead, Aberdeenshire.—On the 7th December, 1937, at about 2.30 P.M., information was received from the coastguard that the motor fishing boat *Day Dawn*, of Peterhead, with a crew of three, had been sighted by the lightkeeper at Buchanness, broken down, but with the Aberdeen trawler *Birkhall* standing by. The weather was bad, with a very rough sea and a strong N.E. wind. A drifter went out to help, but came back to report that the life-boat was wanted, as the trawler, which was now towing the *Day Dawn*, was afraid to tow her through the bay into harbour, on account of the heavy swell. The motor life-boat *Duke of Connaught* was launched at 4.20 P.M., and just as she reached the vessels, the *Day Dawn* parted from her tow. The life-boat then took her in tow and brought her safely into harbour at 5 P.M.—Rewards, £7 13s. 6d.

Wells, Norfolk.—About 1.30 P.M. on the 8th December, 1937, information was received from a man and from the coastguard that a ship was flying a distress signal, and the motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 2.50 P.M., after being drawn two miles over the sands by the motor tractor. It was found that the motor vessel was the *Helen Birch*, of Hull, carrying a crew of four and bound, with a cargo of wheat, for Wells. At the captain's request the life-boat

stood by. As the tide flowed the weather became squally, with hail and sleet, and the seas, which had been moderate, became very rough. They swept the *Helen Birch* broadside on on to the sands, and carried her into a channel. The life-boat then piloted her into deep water. A life-boatman was put on board and eventually the *Helen Birch* was brought safely to harbour. The life-boat was returned to her house at 9.40 P.M.—Property Salvage Case.

Blyth, Northumberland.—At about 11.50 A.M. on the 8th December, 1937, it was reported to the coxswain that the motor fishing boat *Ina*, of Blyth, with a crew of two, was out fishing. The weather had got worse since she had put out, and it was thought that she could not make the harbour in safety. A strong N.E. gale was blowing, with heavy breaking seas. At 12.5 P.M. the motor life-boat *Joseph Adlam* was launched. She found the *Ina* in a dense fog about one and a half miles east of the Gas Buoy outside the harbour. The life-boat escorted her into harbour, which was reached at 1 P.M.—Rewards, £8 5s. 6d.

Weston-super-Mare, Somerset.—At about 6 P.M. on the 9th December, 1937, the pier-master at Clevedon informed the life-boat station that the Walton Bay coastguard had had a vessel anchored off Hook Buoy under observation since the morning of the 7th December. She had been dragging her anchor, showed no lights at night, and only one man had been seen on board. It was decided to send out the motor life-boat *Fifi and Charles*, and she left at 7.30 P.M. At 8.45 P.M. she found the yacht *Mystery*, of Glasgow, in a dangerous position three-quarters of a mile off Clevedon Pier. On board was a man, his wife, and a baby. The man had received an injury to his right hand. Three life-boatmen went aboard and got up the anchor, and the life-boat towed the *Mystery* to Portishead dock, arriving at 10 P.M. The life-boat returned to her station at 12.30 A.M.—Rewards, £16 5s. 6d.

Dungeness, Kent.—At about 11.30 P.M. on the 10th December, 1937,

information was received from a local boatman that a steamer was aground off the No. 2 Station. A whole S.S.W. gale was blowing, with a very rough sea and heavy rain. The No. 2 motor life-boat *Charles Cooper Henderson* was launched at 11.55 P.M. She found the s.s. *Ford Fisher*, of Barrow, loaded with cement for France and carrying a crew of eight. The life-boat found the steamer being swept by the heavy seas, but her crew did not wish to leave her, and the captain asked the life-boat to stand by. Eventually the *Ford Fisher* was driven right ashore and embedded in the sand and shingle. When she was fast the life-boat anchored until daybreak, as the seas were too heavy for her to land. She returned ashore at seven next morning. Later the steamer was towed off. This was an arduous service for the crew, and for the helpers, who, in the bitter wind and soaking rain, awaited the boat's return. An increase in the usual money award on the standard scale was granted to each member of the crew and to the helpers.—Standard rewards to crew and helpers, £33 5s. 6d.; additional rewards to crew and helpers, £12 0s. 6d. Total rewards to crew and helpers, £45 6s.

Blackpool, Lancashire.—At 10.35 P.M. on the 11th December, 1937, the proprietor of an hotel on the south shore reported to the coxswain that a vessel off the shore, about a mile south of the south pier, was sending up rockets. After the distress signals had been confirmed, the new motor life-boat *Sarah Ann Austin* was launched at 11.20 P.M., the honorary secretary, Alderman C. E. Tatham, accompanying her. The wind at this time was a strong N.N.W. breeze, with a heavy surf. The life-boat found the coasting steamer *Maurita*, of Lancaster, bound in ballast from Lancaster to Liverpool, and carrying a crew of five. Her steering-gear had broken and her engine-room was flooded to a depth of eight feet. The life-boat rescued her crew and landed them at 12.30 A.M. She then returned to the central beach at 3 A.M., and was rehouse at 5.30 A.M. The new life-boat is reported to have behaved excellently. The *Maurita* got off the following day. A letter of



By courtesy of]

[Daily Express

"THERE WAS NO PANIC AMONG THE PASSENGERS."

On board the ketch *Mystery*, of Glasgow, which was towed to safety by the Weston-super-Mare motor life-boat on 9th December, 1937, with a man, his wife and baby on board.

(See opposite page.)



By courtesy of]

[R. H. Spence, of Southend-on-Sea

SKIPPER AND MATE.

The crew of the barge *Gannet*, of Gillingham, rescued by the Southend-on-Sea motor life-boat in a gale on 13th December, 1937. *(See next page.)*

thanks was received from the owners.—Rewards, £21 17s. 6d.

Eyemouth, Berwickshire.—During a strong E.N.E. gale with a very heavy sea on the 11th December, 1937, anxiety was felt for the safety of the Burnmouth fishing yawls returning to harbour. The new motor life-boat *Frank and William Oates* was launched on her first service, during the morning, and went to Burnmouth, only to find that four boats had got in safely. As the fifth boat, *Braw Lads*, did not appear, it was assumed that she had made for another harbour, and the life-boat returned. No sooner had she got to Eyemouth than it was learned that the *Braw Lads* was making for Eyemouth, so the life-boat put out again and stood by as she came in. The life-boat finally returned at 3 P.M. Everyone expressed great satisfaction with the behaviour of the life-boat.—Rewards, £17 9s. 6d.

North Sunderland, Northumberland.—The motor life-boat *W.R.A.* was launched at 12.30 P.M. on the 11th December, 1937, to stand by the Beadnell fishing boat *Jane Douglas*, which, with a crew of three, was returning home. A very heavy sea was running, and the S.W. wind which was blowing changed to N.E. and became a gale while the life-boat was out. She found the fishing boat about a mile and a half from Beadnell, and escorted her safely to the Knakker Hole. The life-boat returned to her station at 2 P.M.—Rewards, £13.

Southend-on-Sea, Essex.—At 12.20 P.M. on the 13th December, 1937, information was received from the signal station at the pierhead that a barge about a quarter of a mile east of the pier was signalling for help. The life-boat crew went down the pier by tram, and the motor life-boat *Greater London (Civil Service No. 3)* was launched at 12.35 P.M. It was raining hard and a southerly gale was blowing, with a very rough sea. It was found that the barge was the *Gannet*, of Gillingham, manned by a man, with his wife as mate. They and their dog were taken off and landed at the pierhead. After a short time the life-boat returned to the barge, put a crew on board and

sailed her to safety. The life-boat returned to her station at 5 P.M.—Rewards: First trip, £10 1s. 6d.; Second trip, Property Salvage Case.

Bridlington, Yorkshire.—During the morning of the 13th December, 1937, when the weather was bad, it was learned that the local motor fishing boat *Peggy* was at sea. Soon after 1.30 P.M. the coastguard reported that she was rounding Flamborough Head, and making heavy weather. A moderate S.S.E. gale was then blowing, with a very heavy sea. The motor life-boat *Stanhope Smart* was launched at 1.35 P.M., met the *Peggy* and escorted her into safety. She returned to her station at 3 P.M.—Rewards, £9 18s.

The Humber, Yorkshire.—At 3.5 A.M. on the 13th December, 1937, the watchman at the life-boat station reported that a vessel had run aground on the Trinity Sands. She appeared to be in no immediate danger, and the tide was ebbing. Later the S.S.E. breeze increased to a gale, with a moderate sea, and when the tide changed, it was decided to launch the life-boat. At 8.30 A.M. the motor life-boat *City of Bradford II* put out, and found the steam trawler *Almondine*, of Hull, bound for the fishing grounds, with a crew of ten. On the coxswain's advice she dropped a bow anchor to prevent her drifting farther on to the sands, and at 11 A.M. she refloats. The life-boat then piloted her into deep water and she went on her way.—Property Salvage Case.

The Humber, Yorkshire.—At 7.45 P.M. on the 17th December, 1937, the life-boat watchman reported two rockets in a south-easterly direction. A strong N.W. breeze was blowing, with a rough sea, and squalls of rain and sleet. The motor life-boat *City of Bradford II* was launched at 8.15 P.M., and was directed by the Spurn Light-vessel to the Humber Light-vessel. Here she learned that one of the crew was in great pain with a poisoned hand. With some difficulty he was taken on board the life-boat, which then made for Grimsby. The man was landed and the life-boat returned to her station at 2.20 A.M. on the 18th December.—Permanent paid crew. Rewards, 18s.

Yarmouth, Isle of Wight.—During the morning of the 17th December, 1937, the harbour-master's son reported having seen a motor launch drifting westward off Yarmouth, burning flares and waving a flag. A fresh N.N.E. breeze was blowing, with a rough sea. The reserve motor life-boat *Hearts of Oak* put out at 11.30 A.M., and found a motor launch, with two men on board, and with a ship's boat in tow, drifting about half a mile south of Hurst beach. The boats were bound from Southampton to Poole, but the launch had had trouble with her engine. The life-boat towed them into safety, and returned to her station at 12.25 P.M. The owners sent a donation to the Institution.—Rewards, £6 5s. 6d.

Tynemouth, Northumberland.—At 8.50 A.M. on the 20th December, 1937, the coastguard reported a vessel ashore in the harbour entrance. A light east breeze was blowing, with a heavy swell, and the weather was very cold, with dense fog. The motor life-boat *Henry Frederick Swan* put out at 9.30 A.M., and found the North Shields steam trawler *Sarah A. Purdy* ashore on Battery Point. At the request of the master she stood by until the trawler was refloated with the help of a tug. The trawler then went on her way, and the life-boat made for her station, arriving at 2.55 P.M.—Rewards, £8 19s.

Cromarty.—During the morning of the 21st December, 1937, the Helmsdale coastguard reported that they were trying to locate two small Helmsdale fishing boats, *Linnet* and *Girl Pat*, which had left Loch Fleet for Helmsdale at about 4 P.M. the previous day, but had not arrived. A moderate S.E. breeze was blowing, with a heavy ground swell. A message was received from the harbour-master at Portmahomack that a boat about three miles north of that place appeared to have had an engine breakdown, and the motor life-boat *James Macfee* was launched at 10.5 A.M. After searching for some time she found the *Girl Pat*, took her in tow, and then tried to find the *Linnet*. There was no sign of her, however, and the *Girl Pat's* engine having been restarted, the coxswain decided to escort her in to Helmsdale.

They arrived there at 3 P.M., and shortly afterwards it was learned that the *Linnet* had been picked up by another vessel and towed to Portmahomack. The life-boat left Helmsdale at 4.30 P.M. and arrived back at her station at 9.30 P.M.—Rewards, £19 15s. 6d.

Flamborough, Yorkshire.—On the evening of the 21st December, 1937, a steamer was seen ashore on the south side of Flamborough Head. A fresh, southerly breeze was blowing, with a heavy swell, and the night was very dark and foggy. The tide, which was at quarter ebb, and the swell made launching from the beach very difficult, but the No. 2 pulling and sailing life-boat *Jane Hannah Macdonald* got away at 9.45 P.M. She dropped anchor and veered in to the steamer, which was the *Beneficent*, of Sunderland. Her master did not want any help, but the life-boat stood by until the ebb tide left the *Beneficent* dry. The life-boat returned to her station at 12.45 A.M. The *Beneficent* eventually got off under her own power.—Rewards, £41 0s. 6d.

Blyth, Northumberland.—At 1.48 A.M. on the 22nd December, 1937, the coastguard telephoned that *Pilot Cutter* No. 3 was ashore in Blyth Bay, and that a tug had gone out to her. Owing to poor visibility, he could not see where she was. A little later he reported that the cutter was blowing for help, and the motor life-boat *Joseph Adlam* was launched at 2.15 A.M. A strong S.E. breeze was blowing, with a heavy sea. The life-boat found the pilot cutter ashore about half a mile south of the piers, and after some manœuvring passed her a tow-rope. She tried for some time to tow her clear, but was unable to do it. She then passed the rope to the tug, which had backed in in answer to her signals. The tug got the pilot cutter off and towed her back to Blyth, accompanied by the life-boat. The life-boat returned to her station at 5.30 A.M. The Blyth pilots, who are annual subscribers, gave a special donation of £12 12s. in recognition of this service.—Rewards, £12 12s.

Aith, Shetland.—At 12.30 A.M. on Christmas Day, 1937, a doctor telephoned that he had been asked to go to

the outlying island of Foula, as the inhabitants were in the grip of an epidemic of influenza, one person being critically ill, and the resident nurse was ill. A strong gale was blowing, with a very heavy sea, which made landing on the island impossible for the time being. As no ordinary boat could make the trip, it was decided to place the life-boat at the disposal of the doctor as soon as it was learned that a landing could be made. At 6.30 A.M. the doctor received an urgent call, and although conditions were still very bad, the motor life-boat *The Rankin* put out with him at 7.30 A.M. She reached Foula at 12.40 P.M. The doctor had to visit nearly every house, and it is reported that one life was undoubtedly saved by his attention. The life-boat arrived back with the doctor at 7.45 P.M., after an absence of over twelve hours, ten of which were spent at sea.—Expenses defrayed by the Department of Health for Scotland.

Runswick, Yorkshire.—Four fishing cobs put to sea in moderate weather at 7 A.M. on the 31st December, 1937. Later on, conditions got bad, and by 10.45 A.M. a moderate gale was blowing from the N.N.E., with a rough sea. It was decided to send out the motor life-boat *Robert Patton—The Always Ready*, and she was launched at 11 A.M. She stood by and escorted the cobs into safety, and did not get back to her station until 5 P.M.—Rewards, £15 6s. 6d.

Filey, Yorkshire.—During the morning of the 2nd January, 1938, the local fishing cobs were caught at sea by bad weather. Some quickly came in, but others were several miles off, and the pulling and sailing life-boat *Thomas Masterman Hardy* was launched at 8.17 A.M. A squally N.N.E. breeze was then blowing, with a moderate to rough sea. The cobs were scattered from Flamborough Head to Cayton Bay, but the life-boat escorted them all into safety. She returned to her station at 12.40 P.M.—Rewards, £15 6s.

Ramsgate, Kent.—At about 12.38 A.M. on the 3rd January, 1938, flares were seen in the bay, and at 12.50 A.M. the motor life-boat *Prudential* put out to investigate. A moderate E.N.E.

gale was blowing, with a rough sea. About half a mile S.W. by W. of the pierhead the life-boat found the sailing barge *Melissa*, of London. She was bound for Ramsgate with a crew of two and a cargo of timber. She had got out of control and was labouring very heavily, swept by heavy seas, and driving quickly towards the shore. The life-boat went alongside, as it was thought that the men wanted to abandon the barge, and in doing so, came into collision with her and was rather badly damaged. The barge's crew did not want to leave her, however, and so, with some difficulty, three life-boatmen boarded her. A tow-rope was passed and the life-boat tried to tow her away from the shore. Twice the rope parted, but eventually the life-boat managed to get the barge safely into harbour. She returned to her station at 2.8 A.M.—Property Salvage Case.

Aldeburgh, Suffolk.—At 1.30 P.M. on the 4th January, 1938, the coastguard reported that the local fishing boats *Peggy, If, and Billy Boy*, carrying seven men altogether, were making heavy weather three miles south of Aldeburgh. A strong and increasing N.N.E. breeze was blowing. The sea was moderately rough and was getting worse. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 1.40 P.M., picked up the boats and towed them back to Aldeburgh. She returned to her station at 3.10 P.M.—Rewards, £22 14s. 6d.

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

St. Helier, Jersey.—20th November, 1937. The life-boat took a pilot out to a vessel lying off Rozel Harbour, as there was no other suitable boat available, and brought back the master to attend an inquest on his mate, who had been accidentally killed.—Rewards, £9 14s.

Fraserburgh, Aberdeenshire.—2nd December, 1937. A trawler reported that she had investigated distress signals off Kinnaird Head without finding anything, and a further search by the life-boat was also without result.—Rewards, £16 9s.

Stromness, Orkneys.—2nd December, 1937. A rocket had been reported near Hoy Head, but a thorough search revealed nothing.—Rewards, £25 9s.

Great Yarmouth and Gorleston, Norfolk.—5th December, 1937. A steamer had run aground on the Scroby Sand, but floated off and did not need help.—Rewards, £27 1s. 6d.

Shoreham Harbour, Sussex.—8th December, 1937. An angler in a small boat was overdue, but a long search failed to find him. He had been picked up by a fishing boat. The Brighton Deep Sea Anglers sent a letter of thanks and became annual subscribers to the Institution.—Rewards, £15 7s. 6d.

Hythe, Kent.—8th December, 1937. White flares had been seen, but were found to have been made by fishermen signalling to a steamer to keep clear of their nets.—Rewards, £35 11s. 6d.

Aberdeen.—10th December, 1937. A flare and a light had been reported, but nothing in need of help could be found.—Rewards, £16 9s.

Troon, Ayrshire.—10th December, 1937. Red flares were reported, but the life-boat could find nothing.—Rewards, £13 11s. 6d.

Donaghadee, Co. Down.—11th December, 1937. The s.s. *Annagher*, of Belfast, sank off Ballymacormick Point, with the loss of nine of her crew of ten. The life-boat was quickly launched, but the steamer went down too quickly for the life-boat to reach her in time to be of any help. The tenth man was carried towards the shore and rescued by two men of the coastguard L.S.A. company. At the inquest, which the District Inspector attended, the coroner complimented the life-boat crew on

their prompt launch.—Rewards, £13 17s. 6d.

The Humber, Yorkshire.—11th December, 1937. A vessel had stranded near Aldbrough, but got off and went on her way.—Permanent paid crew.

Southend-on-Sea, Essex.—12th December, 1937. A sailing barge had struck a sunken wreck off Low Way Buoy and sank, but her crew had already left her when the life-boat arrived.—Rewards, £19 10s.

Dungeness, Kent.—13th December, 1937. A yacht had been reported in distress and drove ashore. Her crew were rescued by the coastguard rocket life-saving appliances.—Rewards, £16 14s. 6d.

Stromness, Orkneys.—20th December, 1937. Anxiety had been felt for an overdue fishing boat belonging to the island of Flotta, but she got home safely.—Rewards, £15 15s.

Barra Island, Hebrides.—26th December, 1937. A rowing boat had been overwhelmed in Loch Eynort on the 23rd December, and two of her crew of three had been drowned. The life-boat went out to search for the two bodies, but without result.—Rewards, £20 9s.

Aberdeen.—30th December, 1937. A steam trawler had signalled for help after losing her propeller, but she was picked up by another trawler.—Rewards, £14 11s. 6d.

The Humber, Yorkshire, and Skegness, Lincolnshire.—31st December, 1937. Flares had been seen from the Inner Dowsing Light-vessel, but a search revealed no sign of any vessel in need of help.—Rewards: The Humber, Permanent paid crew, and 18s.; Skegness, £19 14s. 6d.

Halfpennies and Farthings.

FOR the seventh year running the Institution has received from a lady in Hampstead a gift of all the halfpennies she had collected during the year—370.

It has also received a three months' collection of halfpennies, numbering 120, and from a lady who puts aside all farthings for the life-boats, a gift of 548 farthings.

Shoreboat Services.

For which Rewards were given at the November and December, 1937, and January, 1938, Meetings of the Committee of Management.

November Meeting.

Beaumaris, Anglesey.—For a service on 5th August, 1937. See page 429.

Guernsey, Channel Islands.—During the afternoon of the 1st October, 1937, the steamer *Briseis*, of Rouen, struck the Grunes, a group of rocks off Cobo. She was homeward bound from Oran and carried a crew of twenty-seven. A light E. breeze was blowing, with a slight swell, and visibility was poor. The *Briseis* began to founder and her crew took to her two boats. Five men who were fishing near-by, in four motor fishing boats, went to their help, and another man put off from shore in a speed-boat. Three of the four boats towed the ship's life-boats ashore, and the fourth took the captain and the mate off the steamer and then transferred them to the speed-boat, which cruised round the *Briseis* for some time. The St. Peter Port motor life-boat was called out (as recorded in the last issue of *The Life-boat*), but found that her services were not required. The six rescuers were occupied for about two hours, without risk.—Rewards, £2 5s.; also 15s. for fuel used.

Barmouth, Merionethshire.—On the 5th October, 1937, the coastguard received a telephone message that an aeroplane had dived into the sea about five miles north of the life-boat station. The sea was dead calm, and the coxswain and another man put out in one of the coxswain's own motor boats. They searched for three hours, but could find nothing.—Rewards, 15s., and 3s. for fuel used.

Cullercoats, Northumberland.—Shortly after midday on the 16th October, 1937, a sailing canoe capsized in the bay, and her only occupant started to swim ashore. A fresh W. breeze was blowing, with a slight sea, and the weather was stormy. The coxswain and three other men put off in a motor fishing coble and rescued the man.—Rewards, £2, and 3s. for fuel used.

December Meeting.

Portknockie, Banffshire.—For a service on 3rd August, 1937. See page 429.

Kilkee, Co. Clare.—On the afternoon of the 21st August, 1937, a girl visitor aged twelve, got into difficulties while swimming out of her depth. A boatman, who was out in a curragh, at once went to her help, and got her aboard his boat.—Reward, 10s.

Carradale, Argyllshire.—For a service on the 1st September, 1937. See page 429.

Abersoch, South Caernarvonshire.—During the morning of the 4th September, 1937, two men were thrown into the water when their small sailing boat, *Rushmere*, capsized in Cardigan Bay. A strong westerly breeze was blowing, with a choppy sea. After the men had been in the water for about three-quarters of an hour they were seen and rescued by Captain M. I. Williams-Ellis, J.P., D.L., his son and another man, who were going off fishing in Captain Williams-Ellis's motor yacht, *Morforwyn*.—Reward, Letter of appreciation.

Arklow, Co. Wicklow.—At 7.45 P.M. on the 3rd November, 1937, the motor fishing boat *Pride of Kilmichael*, of Dublin, with five men on board, was disabled by her nets fouling the propeller, when she was about half a mile S.E. of Arklow Harbour. An increasing strong southerly breeze was blowing, with a rough sea and rain. In answer to her distress flares three fishermen put off in a 35-foot motor boat. They took the *Pride of Kilmichael* in tow and brought her into port.—Rewards, £1 10s., and 5s. for fuel used.

Aberdeen.—At about 4 P.M. on the 22nd November, 1937, the coastguard reported that a rocket had been seen two to three miles off Gregness. The sea was smooth, with a northerly wind and some fog. A pilot cutter, manned by three men, was sent out. She made

a thorough search, spoke to several trawlers and, finding no vessel in need of help, returned after about an hour and a half.—Rewards, 15s., with 10s. for fuel used and use of boat, and 2s for a telephone man.

January Meeting.

Southwold, Suffolk.—On the 14th December, 1937, the sprat boat *Golden Chance*, with three men on board, hit a submerged pile at the mouth of the harbour when setting out to shoot her

nets. She was thrown on to another pile, holed, and overturned. One man managed to cling to a pile, but the others were carried seaward, one clinging to a piece of the wreckage, the other entangled in nets. A S.W. breeze was blowing, with a strong ebb tide and a lot of broken water. Seven men, in two rowing boats and a motor boat, promptly put out and rescued all three men, who were in a very exhausted condition.—Rewards, £3 10s., and 1s. 6d. for fuel used.

The Life-boat in Verse.

The Life-boat in Verse. An anthology covering a hundred years. Selected with a commentary by Sir John Cumming and Charles Vince. Published for the Royal National Life-boat Institution by Hodder & Stoughton. 2s. 6d.

MUCH verse has been written about the life-boat service. This anthology of fifty-six sets of verses has been chosen out of 180 collected by the editors, who have each had a long association with the service. The earliest of the verses chosen was written in 1833, the latest in 1935. Many famous and heroic rescues are recalled in the commentary which forms a useful and interesting addition to the verses themselves.

Only one of the greater names of English poetry appears in the anthology: William Wordsworth, whose sonnet "On Entering Douglas Bay" ends with these lines on the life-boatmen of the Isle of Man and the Institution's founder:

Spare, too, the human helpers! Do
they stir
'Mid your fierce shock like men afraid
to die?

No; their dread service nerves the
heart it warms,
And they are led by noble HILLARY.

The Poet Laureate of the Life-boats.

But there are well-known names among the authors: William Canton, Clement Scott, George R. Sims, Frederick Weatherly, the song-writer, and Lord Darling. The poet laureate of the life-boat service was certainly Clement Scott. His verses on the disaster to the Southport and St. Annes

life-boats in 1886 are perhaps the best ever written on the service:

Up goes the Lytham signal! St. Annes
has summoned hands!

Knee-deep in surf the life-boat's
launched abreast of Southport
sands!

Half deafened by the screaming wind;
half blinded by the rain,

Three crews await their coxswains, and
face the hurricane!

The stakes are death or duty! No
man has answered "No!"

Lives must be saved out yonder on
the doomed ship *Mexico*!

Did ever night look blacker? did sea so
hiss before?

Did ever women's voices wail more
piteous on the shore?

Out from three ports of Lancashire that
night went life-boats three,

To fight a splendid battle, manned by
Warriors of the Sea!

Then there are his "The Women of Mumbles Head," his "The Lay of the Life-boat," and his "The Wreck of the *Indian Chief*." Two of these four poems appeared originally in *Punch*. So did the frontispiece chosen for the anthology, "Mr. Punch to the Life-boatmen," by the famous cartoonist, Linley Sambourne.

Perhaps even better known than Clement Scott's verses was "The Life-boat," by George R. Sims, a famous recitation in its day:

Been out in the Life-boat often? Ay,
ay, sir, often enough.
When it's rougher than this? Lor'
bless you! this ain't what we calls
rough;
It's when there's a gale a-blowin', and
the waves run in and break
On the shore with a roar like thunder
and the white cliffs seem to shake;
When the sea is a hell of waters, and
the bravest holds his breath
As he hears the cry for the Life-boat—
his summons maybe to death—
That's when we call it rough, sir; but,
if we can get her afloat,
There's always enough brave fellows
ready to man the boat.

To the Men of Rye.

And to show the variety of mood and
expression in these fifty-six sets of
verse on the same subject, let those
lines by George R. Sims be followed by
an extract from Lord Darling's noble
tribute to the life-boatmen who lost
their lives at Rye nine years ago:

Their names will live, nor died these
brave in vain
Whose valiant deed shall deeds as
high inspire;
All sacrifice is greater than the gain,
Little the faggot—all the heavenly
fire.

Verses by Coxswains.

These verses are by those who looked
at the life-boat service from the outside.
Others show it from the inside. There
are verses written by two coxswains,
David Duncan, of Montrose, and
William Potter, of Cahore, Co. Wexford,
who describes in detail the launch of
the life-boat and the rescue; but the
thoughts and feelings of the life-boat-
men at their work find their best
expression in the chanties of Captain
Craufurd, honorary secretary of the
Dungeness station, of which there are
two in the anthology. Here is the
first stanza of his "Lee Oh."

There she shows on the starboard beam,
She must be nearly awash below,
'Eaven be kind an' we reach 'er soon,
They must be thinkin' us all too slow.

George can flatten the after sheet?
Seems we could pinch a bit closer yet,

Hold on, boys, while she takes it
green,
Keep tha' there Verys light outen
the wet.

Grace Darling.

One whole section is given to the work
of the women, and the anthology is
dedicated to the members of the Ladies'
Life-boat Guild "in admiration and
respect."

First in the section on the women
comes Grace Darling. It would be so
at any time. It is specially appro-
priate in this the centenary year of
her great deed. Two poets wrote of
her, Wordsworth and Swinburne, but
the editors have chosen, in preference
to either, the beautiful verses by Henry
Thomas Liddell (Earl of Ravensworth),
the best of the many written of her:

Oh! noble effort, deed of deathless
Fame!

From which the strength of man had
shrunk appalled,
But that in woman's heart there burnt
a flame

By Mercy fired, by Prudence un-
enthralled,
The flame of Charity, of Faith, and
Love,

That lights to deeds illustrious the
way,

Sent by the Holy Spirit from above
To sublimate our grosser part of clay,
And still in God-like bosoms loves to
dwell,

Like ancient Vesta's fire, unquenched,
unquenchable.

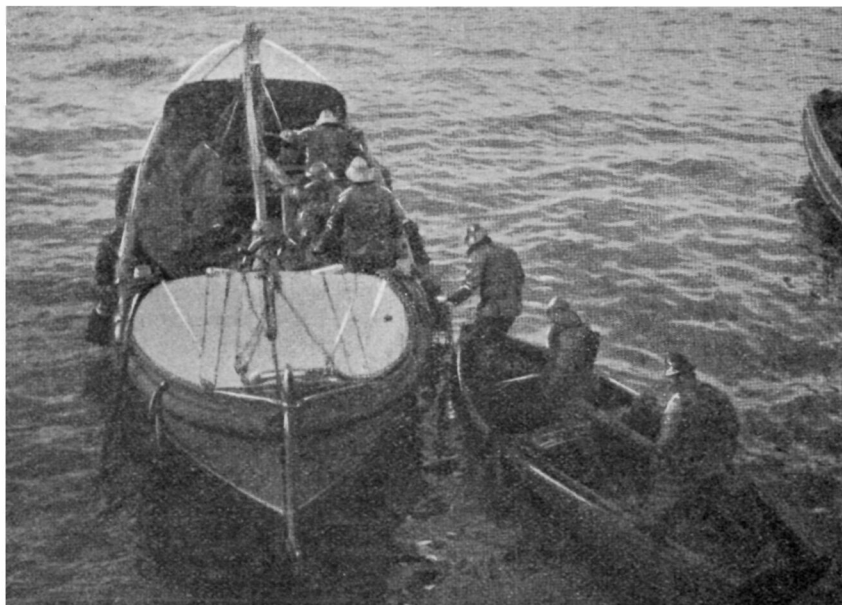
The Tribute of Women.

One of the most interesting things
which the anthology makes clear is
that some of the finest tributes to the
service have come from women. Agnes
Strickland, historian of the Queens of
England, wrote of them. Then there
is Eliza Cook's famous "The Boatmen
of the Downs":

A boat is on the waters—

When the very sea-birds hide;
'Tis noble blood must fill the pulse

That's calm in such a tide!
And England, rich in records
Of her princes, kings and crowns,
May tell still prouder stories
Of her Boatmen of the Downs.

A FAMOUS MOTOR LIFE-BOAT CONVERTED.**THE HENRY VERNON.**

Served at Tynemouth and then at Sunderland from 1911 to 1935. Launched on service 55 times. Rescued 272 lives. Two gold and six silver medals awarded to members of her crews for gallantry.

**THE ROHILLA.**

The *Henry Vernon*, converted by Mr. G. A. Tawse, of Bosham, into a motor yacht, and renamed after the wrecked hospital ship from which she rescued 50 lives on 1st November, 1914.

Nor has anything better been written in recent years than Mrs. Nugent Jackson's "Adams of the Goodwin Sands":

Who neither flinched, nor quailed,
nor failed,
Who often against hope prevailed.
Hero by daring and by deed,
Staunch sea-dog of the British breed,
Who bold as Caister boatmen be,
Never went back for any sea!

Or Miss Cicely Fox Smith's "The Life-boatman":

Helmeted, knightwise—booted to the
knee—
Cuirassed to meet the charging cavalry
Of seas wind-generalled—medalled from
no fight
Save that men wage with eternal
ocean's might—

And Miss Helen Burnside's "Man the Life-boat" is a perfect example of the Victorian ballad.

The majority of the verses are by names unknown. They cannot be better represented in this notice than by the anonymous stanzas written in

1868, called "The Life-boatman's Sigh in the Tempest":

Jesu! bless our slender boat,
By the torrent swept along;
Loud its threatenings—let them not
Drown the music of a song
Breathed Thy mercy to implore,
Where these troubled waters roar!

Guide our bark among the waves;
Through the surf our passage
smooth;
Where the whirlpool frets and raves
Let Thy love its anger soothe;
All our hope is placed in Thee;
Miserere Domine!

It is hoped that the extracts given above may tempt readers of this Journal to acquire the book itself; for the profits after meeting the cost of production go to the Institution. The volume is attractively bound, and issued at the reasonable price of half-a-crown. There is a special rate for those who wish to purchase a number of copies for sale by branches and Ladies' Life-boat Guilds for the benefit of their local funds.

Life-boat Exhibition.

THROUGH the kindness of the organizers of the Engineering and Marine Exhibition (formerly the Shipping, Engineering and Machinery Exhibition), held at Olympia, from 16th September to 2nd October of this year, the Institution was given the same place for a life-boat exhibit which it had when the Exhibition was last held in 1935. The principal exhibits were again two complete engines, a 35-h.p. six-cylinder submersible petrol engine and a 40-h.p. four-cylinder submersible Diesel engine. Parts of engines, parts of the life-boat itself, and the principal

items in its equipment were also shown; eight models; a working model of a shipwreck and rescue, and photographs of coxswains, of wrecks and of life-boats engaged in the work of rescue.

During the fortnight 844 people worked the working model, and the model and collecting boxes and sale of books brought in between them £36 5s., or £2 8s. 4d. a day. About 7,000 lists of the exhibits and the same number of leaflets were distributed.*

* For accounts of previous exhibitions at Olympia and elsewhere see *The Life-boat* for September, 1933; November, 1933; September, 1934, and December, 1935.

In Memory of a Ship's Cat.

THE Institution has received a gift of £1 6s. from H.M.S. *Stork*, stationed at Penang, the result of a collection made

among the ship's company in memory of the ship's cat, Tiger, which was lost overboard at sea.

"Boats that Save Life."

A New Film of Life-boat Building.

THE Institution has had made for it a new sound film which tells the story of the building of a motor life-boat. It starts on the other side of the world, with the hauling by elephants of teak logs in the Burmese forests, and the felling of mahogany in Honduras—the teak and mahogany which will come to Great Britain to be built into life-boats. It shows the Institution's timber-converter testing crooks of English oak. Then it moves through the building-yard and the engineering-works to show the care and craftsmanship which go to make a modern motor life-boat and its engines.

In a series of rapid shots one sees the sawing and shaping of the timbers; the steaming of the planks of mahogany so that they can be bent over the framework of the life-boat; the stretching of the calico which lies between her double skin of mahogany; the testing of the engine parts; the completed engine, and the flooded engine-room with the engine still able to work, though under water; the special tunnels in which the propellers are housed to protect them from damage; the air-

cases which would keep the life-boat afloat even if twenty holes were knocked in her and every compartment were open to the sea; and the relieving-scuppers which empty the life-boat as she fills with water. Then, after the final coat of paint, the completed life-boat is seen arriving at her station; and the last shot shows her putting out on her first service. The film has music and a running commentary.

It has been made for the Institution by the Strand Film Co., under the direction of Mr. Paul Rotha.

There are two versions of the film. The shorter takes seven minutes to show and is intended, principally, for issue to cinemas, to be shown in advance of life-boat days. The longer takes ten minutes to show, and is for the use of branches at their own meetings and other functions, and for showing at schools and other film entertainments. Both these films are the standard size, 35 mm.

There is also a silent version, taking twelve minutes to show, which is 16 mm., for use on home projectors.

Broadcast of a Launch at New Brighton.

ON 2nd January a broadcast of a launch of the motor life-boat at New Brighton, was given in the North Regional programme. The firing of the maroons, the orders of the coxswain and the sounds of the life-boat leaving New Brighton stage were

broadcast with a running commentary by Mr. W. W. Harris, vice-chairman and honorary secretary of the station, in which he described the launch and the work and record of the station, which has had 279 launches on service and has rescued 667 lives.

The Help of Golf Clubs.

DURING 1937 sixty-six golf clubs held competitions in aid of the life-boat service and contributed £222 6s. 6d. Two more clubs held

the competition than in 1936, and £25 more was contributed. The same appeal has been made to golf clubs for 1938.

Obituary.

Coxswain Edward J. Smith, of Kessingland.

COXSWAIN EDWARD J. SMITH, of Kessingland, who retired in February, 1937, at the age of fifty-eight, on the closing of the station, died four months later. He had served as coxswain for seven and a half years and as an officer of the life-boat altogether for fifteen years. Coxswain Smith won the silver medal in December, 1920, for the part he took, as second coxswain, in the rescue of the crew of the smack *A.J.W.*, of Rye. On his retirement he was awarded a pension and a certificate of service.

Coxswain Stephen Clayson, of Margate.

Coxswain Stephen Clayson, who died in July, 1937, at the age of eighty-four, had a distinguished career. He was bowman of the Margate life-boat for over seven years and coxswain for over twenty years. During that time the life-boats rescued 367 lives. He won the silver medal for gallantry in January, 1905, for the rescue, in a whole gale, of the crew of the ketch *Malvoisin*, of London, when he was acting coxswain. On his retirement in 1925 he was awarded a pension and a certificate of service.

Mr. H. A. Bryden.

Mr. H. A. Bryden, who died in September, 1937, at the age of eighty-three, was distinguished as an international athlete, sportsman, traveller and naturalist, and as the author of many books on these subjects. He came to the Institution in 1918 and did very successful work for it as an organizing secretary, first in the south-west of England and then in the south-east. He retired in 1925 at the age of seventy-one.

Mr. Noel E. Peck.

Mr. Noel E. Peck, who died in October, 1937, had been a vice-president of the Institution since 1922. He was a distinguished figure in the shipbuilding industry on the Clyde and elsewhere, and during the war was a director of shipbuilding in the national shipyards. In 1921 he placed his large administra-

tive experience at the service of the Institution in carrying out a survey of its organization, and while making some suggestions and criticisms, he found that "the Institution is well and ably conducted. It is probable that no organization of a comparable kind could better stand criticism."

Coxswain Thomas Kyle, of Holy Island.

Coxswain Thomas Kyle, proprietor of the Castle Hotel, Holy Island, who died in October, 1937, at the age of sixty-four, had served as coxswain of the Holy Island life-boats for two years, and as second coxswain for over twenty years. During those years the Holy Island life-boats rescued 135 lives. In March, 1934, he won the Institution's thanks inscribed on vellum for going out in a heavy gale to the help of the lighter *Ella*, the crew of which had already been rescued by a tug. On his retirement he was awarded a pension and a certificate of service.

Miss Jane Leresche, of Seaford.

Miss Jane Leresche, who died in October, 1937, had been the honorary secretary of the Seaford branch for nearly ten years, and before that the assistant honorary secretary for over four years. During her honorary secretaryship the branch collected £1,317. Miss Leresche was awarded in 1933 the gold badge, which is given only for distinguished honorary services.

Coxswain Henry W. Pearson, of Walmer.

Coxswain Henry W. Pearson, an alderman of Deal, who died on 17th November, 1937, at the age of seventy-one, was second coxswain of the Walmer life-boat from 1909 to 1912, when the station was closed, and became the coxswain when the station was reopened in 1927. While he was an officer of the life-boat, 81 lives were rescued. Coxswain Pearson retired in 1935 and was awarded a gratuity and a certificate of service. With his father, he was the owner of the last of the famous Walmer luggers by the help of which many lives

and vessels were saved. He was a North Sea pilot, with an intimate knowledge of the English Channel and the North Sea, and he acted as pilot to many Channel swimmers.

Mr. Alfred Belk, Hartlepool.

Mr. Alfred Belk, of Hartlepool, an alderman, borough recorder, town clerk and justices' clerk, who died on 4th December, 1937, at the age of eighty-four, had retired from the honorary secretaryship of the Hartlepool station five years before. He was then the senior of the 1,200 branch honorary secretaries. He had been appointed in 1881, so that he had served for fifty-one years, for the first twenty-eight as sole honorary secretary and then for twenty-three years as joint honorary secretary. During those fifty-one years the Hartlepool life-boats rescued 178 lives. Mr. Belk was awarded the Institution's binoculars in 1893, and its decoration (now the gold badge) in 1904. In 1930 he was appointed an honorary life-governor, the highest honour which the Institution can give an honorary worker, and on his retirement, two years later, he was awarded the Institution's thanks inscribed on vellum and a silver inkstand. He left a legacy of £50 to the Institution.

Captain John Williams, Aberdovey.

Captain John Williams, F.R.A.S., F.R.G.S., who died on 6th December, 1937, at the age of seventy-two, had been the Institution's honorary secretary and treasurer at Aberdovey since 1925, first of the station, and, when it was closed in 1931, of the financial branch. Though Aberdovey is only a village, Captain Williams collected £1,066 during those thirteen years. He had been a sea captain and a pilot for many years, was Lloyd's agent, and long before he became honorary secretary of the station had served in the Aberdovey life-boat crew. In 1931 he was awarded the Institution's gold badge, and in 1936 he was appointed an honorary life-governor, the highest honour which the Institution can give to an honorary worker.

Coxswain Jesse L. Salmon, Clacton-on-Sea.

Coxswain Jesse L. Salmon, who died on 13th January, 1938, at the age of eighty-four, had a distinguished career. He was bowman of the Clacton-on-Sea life-boat for just over a year, second coxswain for over fifteen years, and coxswain for five years, retiring in 1924. During these twenty-one years the Clacton life-boats rescued 263 lives. Coxswain Salmon won the silver medal for gallantry in September, 1915, for his share, as second coxswain, in the rescue of the crew of the barquentine *Leading Chief*, of Guernsey, and the bronze medal, in December, 1917, for his share, as second coxswain, in the rescue of the crew of the steamer *Iris*, of Gothenburg. On his retirement he was awarded a pension and a certificate of service.

Mr. James A. Gardiner, Campbeltown.

Mr. James A. Gardiner, of Campbeltown, Argyllshire, who died on 19th January, 1938, at the age of seventy-eight, had been one of the most distinguished honorary workers of the Institution in Scotland. He was honorary secretary of three life-boat stations, Campbeltown, Machrihanish and Southend. When he retired, in 1929, he had served for thirty-one years, and during that time the three stations had rescued 66 lives. Mr. Gardiner was awarded the Institution's binoculars in 1909. In 1924 he was appointed an honorary life-governor, the highest honour which the Institution can give an honorary worker. On his retirement he received the Institution's thanks inscribed on vellum. He was a practical seaman and yachtsman. He had been round the world before the mast in a sailing ship; held his master's certificate; and was a member of the Royal Clyde Club. In 1912 he won the medal of the Royal Humane Society for going overboard during a race in stormy weather and rescuing another yachtsman who had fallen into the sea. He went out many times in the life-boat on service, and in 1903 was awarded a medal by the King of Norway for his share in the rescue of the crew of the barque *Argo*.

A Children's Exhibition.

A LONDON clergyman has sent seven shillings and sixpence to the St. Ives branch and writes :

"Behind the gift is rather an interesting story. Three children, Vera Harris (aged 11), Pam Harris (aged 6), sisters, and Alan Gibson, their friend, spent a very happy holiday at St. Ives during the summer. Evidently the cause of the life-boat had made an impressive appeal to the children. On their return from holiday they decided they must help. So they arranged a sort of exhibition, to which they in-

vited all their friends and at which a collection was taken. As they did not collect as much as they hoped, they decided to augment the fund by making 'flags' and selling them—not publicly, of course. The 'exhibition' was quite an interesting thing, with 'umpteens' sections: photographic (in which snaps and post cards of St. Ives played a prominent part), a home-made model of St. Ives and harbour, and quite a catalogue of items which children only could conceive. Well, here is the result."

Summary of the Meetings of the Committee of Management.

Thursday, 11th November, 1937.

Sir GODFREY BARING, Bt., in the chair :—

Reported the receipt of the following special contributions :—

	£	s.	d.
Mr. Gordon Armstrong . . .	8,000	0	0
Cunard White Star, Ltd. . .	85	0	0
Mrs. F. M. Eager . . .	50	0	0
Mr. William Lee . . .	50	0	0
<i>Esperanto</i> . . .	25	0	0
Miss M. Lobb . . .	25	0	0

Paid £25,221 16s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£145 9s. to pay the rewards for life-boat services ;

£416 7s. 9d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 432-436) ;

£2 3s. 6d. for the assemblies of crews, etc. ;

£21 19s. 4d. 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 ;

£15 2s. to men for injury in the life-boat service at Port St. Mary and Wells.

Voted £18 on account of additional rewards to the crew of the Moelfre life-boat.

Voted £7 11s. to pay the rewards for shore-boat services at Barmouth, Beaumaris, Cullercoats, and Guernsey, accounts of which appear on pages 450.

Thursday, 9th December, 1937.

The Hon. GEORGE COLVILLE in the chair :—

Decided that the services of Engineer-Captain A. G. Bremner, O.B.E., R.N., Superintendent Engineer, be retained for a

further period of a year after he attains the age of 61 on the 19th June, 1938.

Reported the receipt of the following special contributions :—

	£	s.	d.
Executors of the late Miss C. T. Tarner . . .	500	0	0
Mr. Joseph H. Jacobs . . .	105	0	0

Paid £25,924 10s. 1d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£272 14s. 6d. to pay the rewards for life-boat services ;

£361 7s. 10d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 436-442) ;

£38 7s. 6d. for the assemblies of crews, etc. ;

£11 6s. 5d. additional rewards for services previously reported ;

£21 19s. 4d. 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 ;

£5 to a man for injury in the life-boat service at Port St. Mary.

Voted £37 10s. on account of additional rewards to the crews of the Aberdeen, Clogher Head, Cloughy, Peel, Port Erin, and Port St. Mary life-boats.

Voted £5 12s. to pay the rewards for the Aberdeen, Abersoch, Arklow, Carradale, Kilkee, Porthdinllaen, and Portknockie shore-boat services, accounts of which appear on pages 429-430 and 450.

Thursday, 30th December, 1937.

Paid £39,030 7s. 2d. for sundry charges in connexion with the construction of life-boats, life-boathouses and slipways, etc., and the maintenance of life-boat stations.

Thursday, 13th January, 1938.

Sir GODFREY BARING, Bt., in the chair :—

Reported that Mr. S. J. Aubrey had been elected chairman of Lloyd's for the ensuing year, in succession to Lieut.-Colonel R. W. Roylance, J.P., and thus had become an *ex-officio* member of the Committee of Management.

Resolved that the Swedish Life-boat Society be informed that the Institution would welcome the holding of an International Life-boat Conference in Germany in 1940.

Reported the receipt of the following special contributions :—

	£	s.	d.
King George's Fund for Sailors	1,000	0	0
Anonymous	500	0	0
Trustees of the Sir Albert Levy Benevolent Fund	500	0	0
Anonymous	100	0	0

Paid £23,064 1s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£338 10s. 6d. to pay the rewards for life-boat services ;

£288 18s. 6d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 442-449) ;

7s. 6d. for the assembly of a crew ;

£3 12s. for services previously reported ;

£337 12s. 4d. 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. Andrew's, Troon, Whitby, and Wells ;

£102 2s. 6d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Falmouth, Moelfre, Newburgh, Newhaven, and Port St. Mary.

Voted £12 0s. 6d. on account of additional rewards to the crew and helpers of the Dungeness No. 2 life-boat.

Voted a further compassionate grant of £22 10s. to Charles Lacock, ex-coxswain of the Caister life-boat, who served for twenty-five years in the life-boat, and is now in straitened circumstances.

Voted a compassionate grant of £10 to Mrs. Edward Smith, widow of the late coxswain of the Kessingland life-boat, who is in straitened circumstances.

Voted a further compassionate grant of £9 to Andrew Young, ex-coxswain of the Cloughey life-boat, who is in poor circumstances.

Voted £3 11s. 6d. to pay the rewards for the Southwold shoreboat service, an account of which appears on page 451.

News from the Branches.

1st November, 1937, to 31st January, 1938.

Greater London.

Life-boat stand at the Sea-roamers' Exhibition, at Messrs. Selfridge's.

BARNET.—Mrs. Ellicott appointed joint honorary secretary.

BATTERSEA. — Branch reorganized. Chairman, Mrs. Mills ; honorary treasurer, Mr. J. Morrish ; honorary secretary, Mrs. Baylais. Two lectures to the South Battersea Constitutional Association. Concert by the Lavender Hill Temperance Choir.

BEDDINGTON, WALLINGTON, AND CARSHALTON.—Christmas party and lantern lecture.

BEXLEYHEATH.—Whist drives.

BRIXTON.—Dramatic entertainment at West Norwood by the Maude Booth Players.

BURNT OAK, EDGWARE.—Dramatic entertainment by the Woodhouse Players.

CENTRAL WANDSWORTH.—Miss Jennings appointed honorary secretary ; Mr. W. A. Daniels, honorary treasurer ; Mr. C. T. Witherby, honorary auditor.

CHISLEHURST.—Bridge tournament.

CLAPHAM.—Whist drives.

EPSOM.—Mr. F. A. Lee appointed honorary secretary.

HENDON.—Mrs. Leigh appointed honorary secretary.

HORNSEY.—Whist drive attended by the Mayor and Mayoress. Prizes presented by the Mayoress.

KENSINGTON.—Special meeting at the vicarage by permission of the Rev. Prebendary A. E. Smith and Mrs. Smith.

KINGSTON.—Address to the Round Table by Captain Basil Hall, R.N.

PURLEY.—Mr. F. L. Payler appointed honorary secretary.

ST. ALBANS.—Dance.

SOUTHEND.—The branch has suffered a severe loss by the death of its chairman, Alderman R. Thurlow Baker. Supper and concert to the life-boat crew. Host : Mr. H. A. Potter. Speakers : Captain J. C. Johnson (pier-master), and Mr. J. Leslie Elliston, branch secretary.

STOKE NEWINGTON.—Mrs. Norman Collie appointed honorary secretary.

TWICKENHAM.—Branch formed. Mr. Berkeley L. Moir, A.R.I.B.A., honorary secretary ; Mr. C. A. Pettit, honorary treasurer.

WALTHAMSTOW.—Carol singing. Lantern lecture by Mr. Richard Pettigree to Mechanics' Club.

WATFORD.—Life-boat day.

WELLING.—Whist drive.

Lectures at East Ham, Enfield Chase, Hackney, South Harrow, South Woodford, and H.M. Prison (Boys), Wormwood Scrubs.

North-West of England.

ACCRINGTON.—Annual meeting on 9th December, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days at Church, Clayton-le-Moors, and Oswaldtwistle, bridge and whist drive, dance, cinema collections and collections in works. Amount collected in 1937, £145, an increase of £21 on 1936.

Annual dance.

BARROW-IN-FURNESS.—Annual meeting on 24th November, the Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, whist drive, dance. Amount collected in 1937, £242, an increase of £110 on 1936. Mrs. Thackara appointed honorary secretary of the Ladies' Life-boat Guild in succession to Mrs. Simpson.

Dance organized by the Ladies' Life-boat Guild.

BLACKBURN.—Annual meeting on 12th November, the Mayoress, president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £125.

CLITHEROE.—Special meeting at the house of Mrs. Heaton, chairman of the branch. Speaker: The district organizing secretary.

CULCHETH-WITH-KENYON.—Annual whist drive.

DOUGLAS, ISLE OF MAN.—The branch has suffered a severe loss by the death of Mr. T. S. Everard, a vice-president and a member of the branch committee for over fifty years.

DUKINFIELD.—Annual whist drive and dance.

EARBY.—Bridge drive.

FLEETWOOD.—Annual meeting on 30th November. Mr. J. Wood, chairman, presiding. Amount collected in 1937, £826, an increase of £22 on 1936.

Fourth annual hot-pot supper and entertainment to Fleetwood Life-boat crew.

HINDLEY.—Annual whist drive and dance.

HORWICH.—Presentation by the secretary of the Manchester, Salford and District branch of the life-boatman statuette awarded by the Institution to Mrs. J. Carr, president of the Ladies' Life-boat Guild.

Two whist drives and dances.

KENDAL.—Annual meeting on 6th December. Mrs. C. H. Whitaker, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drive. Amount collected in 1937, £128.

KIRKBY LONSDALE.—Life-boat lantern lecture by the Rev. W. Hartley. Life-boat

lantern lecture at Staveley. Life-boat films shown, with collections, at Kirkby Lonsdale Cinema.

LANCASTER.—Annual meeting on 25th November, the Mayor, patron of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Garden fête, jumble sale, football collections, collections in cinemas. Amount collected in 1937, £118.

Mrs. T. E. Ellwood appointed president of the branch in succession to Mrs. J. E. Oglethorpe.

LIVERPOOL.—Special meeting at the house of the president of the Aigburth district. Speaker: The district organizing secretary. Life-boat broadcasts given by Mr. W. W. Harris, honorary secretary of the Port of Liverpool and district branch. (See special report on page 455.)

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

MANCHESTER, SALFORD AND DISTRICT:

ALTRINCHAM AND BOWDEN.—Annual meeting on 13th December. The Rt. Hon. the Earl of Stamford elected president; Mr. H. F. O'Brien, chairman; Mr. A. E. Ireland, J.P., honorary treasurer; Mr. W. L. Bowland and Mr. W. Stanier, joint honorary secretaries; Mrs. Williamson, honorary organizing secretary.

AUDENSHAW.—Special meeting. Life-boat film show in Grammar School, Audenshaw, with address by Mr. W. T. Wedlake, A.M.I.M.E.

BRADFORD.—Special meeting on 16th November to constitute a Life-boat Guild.

CLAYTON.—Address by branch secretary to Girls' Friendly Society.

CRUMPSALL.—Special meeting.

DENTON.—Annual bring-and-buy sale.

DIDSBURY.—Annual meeting on 12th November.

DROYLSDEN.—Special meeting. Life-boat Guild formed. President: Chairman of the Council; vice-presidents: Mrs. Carrington Sellars, Mrs. Wignall; chairman: Mrs. Baker; honorary secretary: Mrs. Dockrell; honorary treasurer: Mrs. Thomas.

FAILSWORTH.—Annual meeting on 13th January, the Chairman of the Failsworth Urban District Council presiding. Mrs. H. Clarke elected honorary treasurer in succession to Mrs. Ash.

GORTON.—Eighth annual cabaret supper dance and whist drive at Belle Vue. Address by branch secretary to Women Citizens' Association. Film show and address by branch secretary to the Gorton Ladies' Life-boat Guild and Women's Conservative Association.

HEATON MERSEY.—Special meeting.

MANCHESTER.—Annual meeting on 20th January, the Lord Mayor of Manchester in the chair, supported by the

Mayor of Stretford, the Bishop of Salford, Sir William Davy, J.P., honorary treasurer, Alderman E. A. Hardy, J.P., Mr. P. M. Oliver, C.B.E., honorary secretary, the Chairman of the Urmston Urban District Council, the Chairman of the Hale Urban District Council, and Mr. T. G. Davies. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1937, £2,960, an increase of £199 on 1936.

Lord Mayor's Sunday. Special meeting to elect Mrs. Henry Bronnert, honorary secretary of the Ladies' Life-boat Guild. Speakers: Mr. P. M. Oliver, C.B.E., and the district organizing secretary. Cunard White Star Limited Cruise Reunion dinner and dance.

NEW MOSTON.—Annual meeting on December 7th. Annual dance.

URMSTON.—Annual dance.

WALKDEN.—Annual dance.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 9th December. Miss A. Robinson elected president in succession to Mrs. Bancroft, Miss H. Robinson elected honorary treasurer in succession to Miss Bancroft, and Miss Heywood elected honorary secretary in succession to Miss A. Robinson.

MARYPORT.—Annual supper and entertainment to the life-boat crew, arranged by the Ladies' Life-boat Guild. Whist drive.

MIDDLETON.—The branch has suffered a severe loss through the death of Mrs. Fairbrother, who had been honorary secretary since 1930.

Annual meeting on 4th November, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1937, £58. Mrs. F. L. Kay appointed honorary secretary.

MORECAMBE AND HEYSHAM.—Annual meeting on 3rd December. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, collections on steamers, fishermen's choir concerts. Amount collected in 1937, £241, an increase of £13 on 1936.

OLDHAM.—Annual whist drive and dance, organized by the Ladies' Life-boat Guild.

ORRELL.—Annual whist drive.

PADIHAM.—Annual meeting on 19th November, Mrs. Manders, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, annual supper. Amount collected in 1937, £14.

Beetle drive.

POYNTON.—Annual meeting on 19th January. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1937, £43.

RAMSBOTTOM.—Annual meeting of the branch on 20th December, the Chairman of the Urban District Council, president, in the

chair. Amount collected in 1937, £81, an increase of £11 on 1936.

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

RAMSEY.—Annual meeting on 12th November, the Rev. M. W. Harrison, chairman, presiding. Amount collected in 1937, £167.

ROCHDALE.—Annual meeting on 25th January, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Annual American tea. Amount collected in 1937, £151. Miss Pawson elected honorary secretary in succession to Miss H. Hall.

ST. HELENS.—Special meeting at Windle Hall on 20th January, the Mayor and Mayoress being present. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. President, Mrs. W. H. Pilkington; chairman, Mrs. E. J. Robinson; honorary treasurer, Mrs. Latham; honorary secretary, Mrs. J. L. Angel.

SILVERDALE.—Annual meeting on 18th November at the house of Mrs. Sharp, president. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, "Grey Walls" gardens opened by permission of Mrs. Sharp. Amount collected in 1937, £41.

SOUTHPORT.—Annual meeting on 2nd December, the Mayor in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £323, an increase of £50 on 1936.

Annual dance. Address to the Young People's Club of the Leyland Road Methodist Church.

STOCKPORT.—Annual meeting on 22nd November, Mr. J. Moul, chairman, presiding. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1937, £149.

Life-boat service at St. George's Church, at which the Mayor and Mayoress were present, and officers and members of the branch committee. Preacher: The Rev. A. du T. Pownall.

TYLDESLEY.—American tea and cabaret show. Whist drive and dance. Whist drive arranged by Dr. and Mrs. Smithson.

WALLASEY.—Annual meeting on 2nd November, the Mayor, president, in the chair. Speaker: The Rev. R. Norton Betts, M.C., M.A., Rector of Wallasey.

WESTHOUGHTON.—Annual meeting on 17th November, Councillor W. Lowe, J.P., president, in the chair. Speaker: the district organizing secretary. Amount collected in 1937, £23, an increase of £3 on 1936.

WHITEHAVEN.—Annual meeting on 7th January. Speaker: The district organizing secretary.

WIGAN.—The branch has suffered a severe loss through the death of Mrs. W. H. Tyrer, J.P., who had worked for many years and had been honorary secretary since 1926. Mrs. Tyrer was awarded by the Institution a life-boat picture in 1934.

Annual meeting on 1st December, the

Mayoress, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge drives. Amount collected in 1937, £142. Mrs. Stanley Bell elected honorary secretary.

WORKINGTON.—Annual adults' and children's balls.

North-East of England.

ALNWICK.—Dance.

BARNARD CASTLE.—Jumble sale.

BEDLINGTON.—Whist drive and dance.

BERWICK.—Annual meeting on 24th November, the Mayor presiding. Efforts of the past year: Life-boat day, whist drive, dance. Amount collected in 1937, £179.

BEVERLEY.—Whist drive.

BLYTH.—Annual meeting of Ladies' Life-boat Guild. Amount collected in 1937, £29, an increase of £5 on 1936.

Whist drive and dance.

BRADFORD.—Annual matinée at Alhambra Theatre.

BRIDLINGTON.—Presentation by the Mayor of a silver tea-service from the people to Coxswain E. Welburn on his retirement.

CONISBOROUGH.—Whist drive.

CONSETT.—Bring-and-buy sale.

DARLINGTON.—Whist and bridge drive.

DONCASTER.—Annual meeting on 17th January, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Jumble sale, life-boat day. Amount collected in 1937, £279, an increase of £60 on 1936.

DRIFFIELD.—Lantern lecture.

GATESHEAD.—Bridge drive.

HARROGATE.—Annual meeting of Ladies' Life-boat Guild. Amount collected in 1937, £208, an increase of £60 on 1936.

HARTLEPOOL.—The station has lost a distinguished former honorary secretary by the death of Mr. Alfred Belk. (See "Obituary.")

HAUXLEY AND AMBLE.—Bridge and whist drive.

HEBDEN BRIDGE.—House-to-house collection.

HOLY ISLAND.—The station has lost a distinguished former coxswain by the death of Mr. Thomas Kyle. (See "Obituary.")

HOLMFIRTH.—Whist drive and dance.

HUDDERSFIELD.—Annual meeting of Ladies' Life-boat Guild. Amount collected in 1937, £263.

LEEDS.—Annual meeting on 18th January, the Lord Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, dance, golf-club competition, whist drive and dance. Amount collected in 1937, £944, an increase of £194 on 1936.

MARKET WEIGHTON.—Whist drive.

MELTHAM.—Whist drive.

NEWCASTLE.—Bridge drives.

NORTHUMBERLAND.—County life-boat ball.

REDCAR.—Annual meeting on 18th November, Dr. A. S. Robinson, chairman, presiding. Efforts of the past year: Life-boat day, whist drives. Amount collected in 1937, £169.

SEAHAM.—Junior ball, whist drive and dance.

SELBY.—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1937, £63.

Bridge drive.

SKELMANTHORPE AND SCISSET.—Whist drive and dance.

SLEIGHTS.—Concert.

SOUTH SHIELDS.—Bazaar.

SOWERBY BRIDGE.—Whist drive, dance and whist drive.

SPENBOROUGH.—Bridge and whist drive.

STAMFORDHAM.—Whist drive and dance.

STOCKTON.—Dance.

SUNDERLAND.—Social.

TYNEMOUTH.—Annual meeting of the Ladies' Life-boat Guild. Supper to the life-boat crew.

WADWORTH, WAKEFIELD AND WARMSWORTH.—Whist drives.

WEST HARTLEPOOL.—Bridge and whist drive.

WITHERNSEA.—Bridge and whist drive.

Midlands.

BELPER.—Life-boat film "Boats that Save Life" shown.

BIRMINGHAM.—Annual meeting, Mr. C. H. Dobinson, M.A., chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1937, £2,347.

Life-boat ball. Addresses to the Christ Church Summerfield Social Guild; the N.S.P.A., and the West Bromwich committee.

BRISTOL.—Life-boat ball. Several lectures by Mr. G. F. Igglesden, honorary treasurer, and Mr. Grahame E. Farr.

CHELTENHAM.—Address by Miss Wanklyn, honorary secretary, to the League of Women Helpers.

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

LANGWITH.—Household and jumble sale.

NEWARK.—Annual meeting, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £71, an increase of £6 on 1936.

NOTTINGHAM.—Life-boat ball.

OWSTON FERRY.—Concert.

RUGELEY.—Life-boat ball.

STOKE-ON-TRENT.—Bridge drive.

WARWICK.—Life-boat ball.

WOLVERHAMPTON.—Life-boat ball and dinner dance. Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the gold badge awarded by the Institution to Mrs. E. A. Manby.

Lectures at Bromsgrove and Wednesbury.

South-East of England.

ALDEBURGH AND DISTRICT.—Annual meeting, Captain F. C. U. Vernon Wentworth, C.B., R.N., president, in the chair. Efforts of the past year: Life-boat day in Aldeburgh and district arranged by the Ladies' Life-boat Guild, church collection. Amount collected in 1937, £124.

Dance at Leiston, church collection.

ATTLEBOROUGH.—Life-boat day; life-boat film "Boats that Save Life" shown, with collections.

BEXHILL.—Annual meeting, Rear-Admiral C. A. M. Sarel, O.B.E., R.N., chairman, presiding. Amount collected in 1937, £102.

BOGNOR REGIS.—Carol singing.

BRENTWOOD.—Life-boat film "Boats that Save Life" shown, with collections.

CAISTER.—Whist drive.

CAMBERLEY.—Café chantant.

CANTERBURY.—Retiring church collection.

CHATHAM.—Dancing display by the Modern School of Dancing and Physical Culture.

CHELMSFORD.—Whist drive. Lecture at East Hanningfield Women's Institute.

CLACTON-ON-SEA.—The station has lost a distinguished former coxswain by the death of Mr. Jesse Salmon. (See "Obituary.")

Annual meeting of the Ladies' Life-boat Guild, Mrs. Percy Coleman, J.P., president, in the chair. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Efforts of the past year: Life-boat day and whist drive. Amount collected in 1937, £147.

Whist drive arranged by the Ladies' Life-boat Guild. Visit of the motor life-boat to the Barrow Deep, Mid-Barrow and Edinburgh Lightships, with Christmas gifts from the people of Clacton.

CROMER.—Annual meeting. Efforts of the past year: Naming ceremony of the two new motor life-boats, life-boat day. Amount collected in 1937, £646.

DARTFORD.—Whist drive.

EASTBOURNE.—Annual meeting, the Mayor presiding. Speaker: Lieut.-Col. J. Benskin, D.S.O., O.B.E., D.L., J.P., a member of the committee of management of the Institution. Efforts of the past year: Life-boat days in Eastbourne and district, half proceeds of a garden fête, and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1937, £1,692, including a special donation of £250, an increase of £404 on 1936.

Concert given by the Eastbourne Orchestral Society.

EAST DEREHAM.—Life-boat film "Boats that Save Life" shown, with collections.

EAST GRINSTEAD.—Carol singing.

EDENBRIDGE.—Jumble sale.

EPHING.—Whist drive. Dance. Lecture at North Weald Women's Institute.

FOLKESTONE.—Series of bridge drives.

GRAVESEND.—Cinema collection.

HALSTEAD AND GOSFIELD.—Concert at Gosfield, by kind permission of Mrs. Lowe, president of the branch.

HASBOROUGH AND DISTRICT.—Whist drive at Bacton.

HASLEMERE.—The branch has suffered a severe loss through the death of Miss E. M. Francis, who, with her sister, had acted as honorary secretary from 1930 to September, 1937.

HASTINGS AND ST. LEONARDS.—Annual meeting, the deputy mayor presiding. Speaker: Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of the past year: Life-boat days at Hastings and Battle, blessing-of-the-sea service, church collection, cinema and theatre collections, house - to - house collections. Amount collected in 1937, £717, an increase of £64 on 1936.

Half proceeds of a whist drive arranged by the Westfield Women's Institute.

HITCHIN.—Whist drive.

HORSHAM.—Life-boat film "Boats that Save Life" shown, with collections.

KESSINGLAND.—The station has lost two former coxswains by the death of Mr. Edward Wigg, who retired in 1929, after serving as coxswain for fourteen years, and Mr. Edward J. Smith. (See "Obituary.")

Whist drive and dance.

LEATHERHEAD.—Carol singing.

LITTLEHAMPTON.—Dance.

LOWESTOFT.—Annual meeting, the Rev. G. R. P. Preston, M.A., president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1937, £212, an increase of £9 on 1936. Lady Somerleyton appointed president in succession to the Rev. G. R. P. Preston, who was appointed vice-president. Presentation by the Rev. G. R. P. Preston of the certificate of service awarded by the Institution to Second Coxswain H. G. Rose on his retirement.

MARGATE AND HERNE BAY.—The station has lost a distinguished former coxswain by the death of Mr. Stephen Clayson. (See "Obituary.")

Visit of the motor life-boat to the Tongue and Edinburgh Lightships with Christmas gifts from the people of Margate, and to the Girdler Lightship with gifts from the people of Herne Bay.

MARLOW.—Carol singing. Lecture at Bovingdon Green Women's Institute.

MIDHURST.—Whist drive arranged by the Fernhurst Scouts. Lecture at Lods-worth Women's Institute.

NEWHAVEN.—Annual meeting, Mr. A. J. Funnell, acting chairman, presiding. Efforts of the past year: Life-boat days at Newhaven, Peacehaven, and Telscombe. Amount collected in 1937, £89, an increase of £18 on 1936. Lord Rothschild appointed president in succession to the late Lord Rothschild, and Mr. A. J. Cardy appointed chairman in succession to the late Mr. R. W. Dewdney.

NEWMARKET.—Life-boat film "Boats that Save Life" shown, with collections.

NUTFIELD.—Whist drive.

RAMSGATE.—Visit of the motor life-boat to the Brake Lightship with Christmas gifts from the people of Ramsgate.

RICKMANSWORTH AND CROXLEY GREEN.—Life-boat film "Boats that Save Life" shown, with collection.

ST. IVES (Hunts).—Annual meeting, the Mayoress presiding. Mrs. Warren appointed president in succession to Mrs. G. G. G. Wheeler, and Mr. R. C. V. Nichols honorary secretary in place of Mr. S. Shuter. Efforts of the past year: Life-boat day. Amount collected in 1937, £48.

SEAFORD.—Annual meeting, Vice-Admiral A. Kemmis Betty, D.S.O., president, in the chair. Efforts of the past year: Life-boat day, American tea, cinema collection, and golf competition. Amount collected in 1937, £148, an increase of £9 on 1936.

SELSEY.—Whist drive. Visit of the motor life-boat to the Owers Lightship, with Christmas gifts from the people of Selsey, Bognor Regis, and Chichester. Entertainment at Bracklesham Bay.

SHERINGHAM.—Annual meeting, Mr. H. E. S. Upcher, J.P., C.C., president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1937, £331.

SHOREHAM.—Dance at Southwick, arranged by the Ladies' Committee.

SITTINGBOURNE AND MILTON REGIS.—Whist drive and dance.

SOUTHBOROUGH AND DISTRICT.—Annual meeting, Councillor G. H. Wilson, chairman, presiding. Efforts of the past year: House-to-house collections in Southborough and district. Amount collected in 1937, £65, an increase of £4 on 1936.

TENTERDEN.—Carol singing.

TUNBRIDGE WELLS.—Golf competition. Lecture at Fordcombe Women's Institute.

WALMER.—The station has lost a distinguished former coxswain by the death of Alderman Henry W. Pearson. (See "Obituary.")

WALTON AND FRINTON.—Annual meeting, Mr. J. W. Eagle, J.P., chairman, presiding. Efforts of the past year: Life-boat day and Life-boat Sunday. Amount collected in 1937, £263, an increase of £2 on 1936.

Visit of the motor life-boat to the Sunk and Kentish Knock Lightships, and the Gunfleet Lighthouse, with Christmas gifts from the people of Walton.

WALTON-ON-THAMES.—Dance.

GREAT YARMOUTH AND GORLESTON.—Annual meeting. Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman, presiding. Efforts of the past year: Life-boat day, badminton and tennis tournaments, and whist drives arranged by the Ladies' Life-boat Guild. Amount collected in 1937, £254, an increase of £25 on 1936.

Annual meeting of the Ladies' Life-boat Guild. Mrs. Brett appointed chairman in succession to Mrs. Case, and Miss Bloomfield honorary secretary in succession to Miss Bradshaw.

On Armistice Day, 11th November, the motor life-boat put out, and a service in memory of those who lost their lives at sea in the Great War was conducted on board by the Vicar. Afterwards wreaths were cast on the sea.

Lectures were also given at March, to the Braintree Rotary Club, and to the Women's Institutes at Charlwood, Piltown, Tiptree, Witley, and Warninglid.

Awards won in the life-boat essay competition for elementary schools were presented at Bishop's Stortford.

South-West of England.

APPLEDORE.—Annual meeting. Efforts of past year: Life-boat day. Amount collected in 1937, £203, an increase of £21 on 1936.

BRIDGWATER.—Annual dance at North Petherton.

BRIDPORT.—Annual meeting, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1937, £81. Address to Chideock Women's Institute.

CAMBORNE.—Whist and bridge drive.

CLOVELLY.—The station has lost a former coxswain by the death of Mr. A. Braund, who served as an officer of the life-boat for nearly thirty years, retiring in 1932.

Whist drive and dance.

COVERACK.—Annual dinner to life-boat crew.

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

EXMOUTH.—Presentation by Engineer Rear-Admiral R. W. Andrews of the record of thanks awarded by the Institution to Mr. G. Pearcey.

FOWEY.—Annual whist drive.

ISLE OF WIGHT.—Annual ball and children's dance at Cowes.

Presentation by Lady Baring of awards by the Institution to members of the Ladies' Life-boat Guild at Cowes.

THE LIZARD.—The branch has suffered a severe loss by the death of Mr. John Hendry, who had been a member of the committee for over forty years.

MINEHEAD.—Annual meeting of branch. Mr. H. M. Brandram presiding. Amount collected in 1937, £182, an increase of £2 on 1936.

PAIGNTON.—Whist drive, variety entertainment and cabaret tea.

PLYMOUTH.—Annual meeting, the Lord Mayor presiding.

Annual meeting of the Ladies' Life-boat Guild. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Efforts of the past year: Life-boat day, whist and bridge drives, concert and entertainment. Amount collected by branch and Guild in 1937, £478.

Annual effort at Bere Ferrers.

SALISBURY.—Dance at Verwood, organized by Toc H.

ST. AUSTELL.—Address to the Rotary Club.

SWANAGE.—Annual meeting, Mr. A. S. Field in the chair. Amount collected in 1937, £141, an increase of £6 on 1936.

TAUNTON.—Bridge battle.

THAME.—Annual meeting of branch, and concert, Lieut.-Col. S. E. Ashton presiding. Speaker: Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution. Efforts of the past year: Life-boat day and house-to-house collections in town and district. Amount collected in 1937, £73, an increase of £5 on 1936.

WESTON - SUPER - MARE.—Christmas hampers presented to life-boat crew from Ladies' Life-boat Guild.

WEYMOUTH.—Annual meeting, Major J. H. C. Devenish presiding, supported by the Mayor. Amount collected in 1937, £267.

Scotland.

ABERDEEN.—Annual life-boat ball, attended by the Lord and Lady Provost and over 800 guests.

ARBROATH.—Annual meeting on 12th November, Lady Chapel, president of the Ladies' Life-boat Guild, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Cinema concert and life-boat day. Amount collected in 1937, £166, an increase of £13 on 1936.

ARDISHAIG.—Basket whist drive.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Annual meeting on 23rd November. Efforts of the past year: Life-boat days, house-to-house collection, concert, bridge tournament, dancing display, life-boat cruises, whist drives. Amount collected in 1937, £170, an increase of £29 on 1936.

Annual meeting of Ladies' Guild on 3rd December, Mrs. J. W. More in the chair, after her election as president, supported by Provost Rankine. Speaker: The Scottish organizing secretary.

Whist drive at Whitehills.

BUCKIE.—Presentation at Portknockie by Mr. John L. McNaughton, M.B.E., V.D., honorary secretary of the Buckie branch, of the wrist-watch and money rewards awarded by the Institution to James Mair for his bravery in rescuing a Portknockie fisherman on the 3rd August, 1937.

BURNTISLAND AND ABERDOUR.—Whist drive.

CAMPBELTOWN.—The branch has lost a distinguished former honorary secretary by the death of Mr. J. A. Gardiner. (See "Obituary.")

DUNBAR AND SKATERAW.—Presentation of Christmas gifts to the life-boat crews.

DUNDEE.—Annual meeting on 26th January, Mr. Ralph C. Cowper, J.P., president of the branch, in the chair. Speakers: Miss Florence Horsburgh, M.P., Mrs. W. T. Smellie, and the Scottish organizing secretary.

Efforts of the past year: Life-boat day. Amount collected in 1937, £785.

DUNFERMLINE.—Guy Fawkes dance and cabaret show. Address to the City Business Club by Captain Robert Mends, R.N.

EDINBURGH.—Annual meeting on 1st December, Bailie J. I. Falconer in the chair. Speakers: Sheriff-Principal C. H. Brown, K.C., Councillor Sir William McKechnie and Admiral Sir John F. E. Green, K.C.M.G., C.B. Annual meeting of Ladies' Life-boat Guild on 1st December, Mrs. Kenneth MacEwan, vice-president, in the chair. Efforts of the past year: Life-boat day, bridge and whist drive, golf tournament, and appeal for subscriptions. Amount collected by branch and Guild in 1937, £2,616, an increase of £269 on 1936.

ELIE.—Whist drive and dance.

FORT WILLIAM.—Special meeting on 19th January, Provost McDonald in the chair, at which a Ladies' Life-boat Guild was formed. Speakers: 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, Lord Abinger, D.S.O., D.L., and the Scottish organizing secretary. Badges were presented to Guild members by the Lady Hermione Cameron of Lochiel.

GALASHIELS.—Annual meeting of the Ladies' Life-boat Guild on 11th January, the Countess of Haddington, president, in the chair. Efforts of the past year: Daffodil day. Amount collected in 1937, £75, an increase of £20 on 1936.

Lantern lecture by Captain Robert Mends, R.N.

GIRVAN.—Basket whist drive.

GLASGOW.—Lantern lecture by the Rev. David McQueen, M.A., to Rutherford Church, Dennistoun.

ISLE OF ISLAY.—Dance at Bowmore.

KILMARNOCK.—Collection at football match. Bridge party.

KIRKCALDY.—Annual meeting of the Ladies' Life-boat Guild on 26th November, Sir Robert C. Lockhart, president of the branch, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat days. Amount collected in 1937, £220, an increase of £1 on 1936.

KIRKCUDBRIGHTSHIRE.—Annual meeting of the Ladies' Life-boat Guild on 1st November, the Countess of Galloway, president, in the chair. Efforts of the past year: Life-boat days, house-to-house collections, and appeal for subscriptions. Amount collected in 1937, £123.

Christmas sale at New Galloway opened by Miss Duncan of Danevale, and organized by the Kells Committee.

Lantern lectures at New Galloway and Balmaclellan by Captain D. J. Munro, C.M.G., R.N.

LERWICK.—Presentation by Sheriff Wallace, chairman, of the thanks of the Institution inscribed on vellum to Mr. G. T. Kay, honorary secretary, on his retirement.

Mr. Kay already holds the Institution's inscribed binoculars for his part in a gallant attempt to save life from shipwreck when the trawler *Ben Doran* was wrecked in 1930.

LEVEN.—Annual meeting on 19th November, Mrs. Hutchison, president of the Ladies' Life-boat Guild, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Whist drive and life-boat day. Amount collected in 1937, £73, an increase of £2 on 1936.

Military whist drive.

METHIL.—Collection at football match.

MONTROSE.—Annual meeting of the Ladies' Life-boat Guild, the Countess of Airlie, president, in the chair. Efforts of the past year: Cinema matinée and life-boat day. Amount collected in 1937, £113.

NEWBURGH.—Children's fancy dress party.

NORTH BERWICK.—The branch has suffered a severe loss by the death of Mr. W. H. Montgomery, honorary secretary from 1899 to 1934 and honorary treasurer since 1934. He and Mrs. Montgomery were awarded the life-boat picture in 1929.

Clarsach recitals by Miss Lexy Matheson, arranged by Miss Chisholm Blair at Glenhouse.

PERTSHIRE.—The life-boat film "Boats that Save Life" shown during Christmas season at Dunblane Hotel Hydro, with collections.

PETERHEAD.—Sixth annual dance.

TROON.—Annual meeting on 2nd November, Ex-Provost McAlister, president, in the chair. Efforts of the past year: Whist drive, life-boat day and appeal for subscriptions. Amount collected in 1937, £169, an increase of £61 on 1936.

Basket whist drive.

VALE OF LEVEN.—Bridge drive.

WICK.—Annual whist drive.

Lantern lectures at Aberdeen, Airth, Brechin, Dalry, Dundee, Edinburgh, Forfar, Glasgow, Grangemouth, Helensburgh, Inverallochy and Rathen East, Leith, Longniddry, Motherwell, Nether Lochaber, Newmilns, Newtongrange, Newton Stewart, Paisley, Penicuik, Port Glasgow, Roslin, South Queensferry, Tyndrum, and Windygates.

Ireland.

BANGOR.—Bridge drive.

BELFAST.—Annual life-boat ball.

BRAY.—Annual life-boat dance.

DUBLIN.—Presentation of prize in the life-boat essay competition for elementary schools.

DUN LAOGHAIRE.—Whist drive.

GREYSTONES.—Presentation of prize in the life-boat essay competition for elementary schools.

YOUGHAL.—Whist drive.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERAYRON.—Life-boat day.

ABERDOVEY AND TOWYN.—The branch has suffered a severe loss by the death of Captain John Williams, F.R.A.S., F.R.G.S., its honorary secretary and treasurer. (See "Obituary.")

ANGLESEY.—Presentation by Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., president of the branch and a vice-president of the Institution, of the gold badge awarded by the Institution to Major R. R. Davies, the honorary secretary of the branch, the bronze medal awarded to Coxswain John Mathews, of Moelfre, for the service to the steamer *Lady Windsor* on 24th October, 1937, the thanks of the Institution inscribed on vellum awarded to the motor mechanic, Robert Williams, for the same service, and a wrist-watch awarded to Anthony Jeune for rescuing two women whose boat had capsized off Beaumaris on 5th August, 1937.

BANGOR.—Children's Christmas party organized by the Ladies' Life-boat Guild. Weekly social evenings arranged by the Ladies' Life-boat Guild.

BARRY.—Whist and bridge drive, organized by the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

BLAENAU FESTINIOG.—Life-boat day.

CONWAY.—Annual meeting on 8th November, Mrs. Guyse Barker, chairman, presiding. Speaker: The district organizing secretary. Presentation by the Mayor, Alderman A. T. S. Smith, J.P., of the framed records of thanks awarded by the Institution to Mrs. R. M. Lloyd and Sister Scott. Efforts of the past year: Life-boat day, annual appeal for subscriptions and house-to-house collection. Amount collected in 1937, £123.

FERRYSIDE AND CARMARTHEN BAY.—Annual life-boat dance.

HEREFORD.—Annual meeting on 24th January, Vice-Admiral F. P. Loder Symonds, C.M.G., J.P., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Appeal for annual subscriptions, and life-boat day. Amount collected in 1937, £64, an increase of £12 on 1936.

HOLYHEAD.—The station has lost a former coxswain by the death of Mr. Richard Owen. He had been coxswain for twelve years.

LLANDYSSUL.—Life-boat day.

PENARTH.—Annual life-boat dance. Prizes presented by Mr. Matheson Lang. Speaker: The district organizing secretary.

WELLINGTON.—Children's party and annual adult dance.

Lectures at Brecon and Eastham.

Awards.

A large number of awards have been made this year to coxswains, life-boatmen and honorary workers. The

particulars of them are held over, owing to lack of space, until the next issue of *The Life-boat*.

Services of the Life-boats of the Institution during 1937.

		Time of Launching.		Persons rescued from shipwreck.
1937.				
Jan.	1.	10.15 a.m.	S.S. <i>Crackshot</i> , of Newcastle. Caister pulling and sailing life-boat rendered assistance.	
	3.	1.55 p.m.	Sailing boat <i>Seabird</i> , of Caister. Caister pulling and sailing life-boat saved boat and rescued - - - - -	7
	8.	9.0 p.m.	S.S. <i>City of Dublin</i> , of Dublin. Arklow motor life-boat stood by vessel.	
	9.	5.15 p.m.		
	11.	8.0 a.m.	Motor trawler <i>Vierge Marie</i> , of Ostend. Penlee motor life-boat -	1
	12.	10.15 a.m.	Motor vessel <i>Bornrif</i> , of Groningen. Montrose No. 2 pulling and sailing life-boat landed 2.	
	12.	11.0 a.m.	Motor vessel <i>Bornrif</i> , of Groningen. Montrose No. 1 motor life-boat towed the No. 2 life-boat to the above casualty.	
	12.	2.0 p.m.	S.S. <i>Totnes</i> , of London. Cromarty motor life-boat stood by vessel.	
	16.	10.15 a.m.	Fishing coble <i>Pioneer</i> , of Flamborough. Flamborough No. 1 motor life-boat escorted coble into safety.	
	17.	3.0 p.m.	Motor fishing boat <i>Peggy</i> , of Bridlington. Bridlington motor life-boat escorted boat into harbour.	
	19.	2.15 p.m.	Fishing boats of Eyemouth. Eyemouth pulling and sailing life-boat stood by boats.	
	19.	12 noon.	Seven fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
	20.	1.50 a.m.*	Steam trawler <i>Luda Lady</i> , of Grimsby. Great Yarmouth and Gorleston motor life-boat rendered assistance.	
	20.	11.20 p.m.	The Abertay light-vessel. Broughty Ferry motor life-boat stood by vessel.	
	21.	12.25 a.m.	S.S. <i>Therese</i> , of Swansea. Blyth motor life-boat rendered assistance.	
		7.15 a.m.		
		8.45 p.m.		
	23.	5.25 a.m.	S.S. <i>English Trader</i> , of London. Torbay motor life-boat - -	52
	24.	8.30 a.m.	S.S. <i>Toran</i> , of Oslo. Aith motor life-boat landed a sick man, thereby saving his life - - - - -	1
	24.	10.19 a.m.	S.S. <i>Challenger</i> , of Glasgow, and S.S. <i>Rustoer</i> . Campbeltown motor life-boat rendered assistance.	
	24.	11.25 a.m.	S.S. <i>Porthleven</i> , of Montrose. Portrush motor life-boat rendered assistance.	
	24.	12.30 p.m.	Galway Bay motor life-boat took a doctor to Inishere.	
	24.	1.25 p.m.	Motor fishing boats <i>Royal Charter</i> , of Grimsby, and <i>Our Maggie</i> , of Scarborough. Scarborough motor life-boat escorted boats into harbour.	
	25.	11.0 a.m.	Fishing boat <i>Spes Bona</i> , of Eyemouth. Eyemouth pulling and sailing life-boat stood by boat.	
	25.	11.0 a.m.	A farmhouse on Deeside. Aberdeen No. 2 pulling life-boat rescued three people marooned by floods - - - - -	3
	25.	12 noon.	Motor yawl <i>Utility</i> , of Aberdeen. Aberdeen No. 1 motor life-boat rendered assistance.	
	26.	7.55 a.m.	S.S. <i>Olavus</i> , of Hull. Skegness motor life-boat stood by vessel.	
	26.	3.15 p.m.	Steam trawler <i>Sangarius</i> , of Aberdeen. Buckie motor life-boat landed an injured man.	
	26.	4.38 p.m.	S.S. <i>Fairy</i> , of King's Lynn. Aberdeen No. 1 motor life-boat -	7
	27.	3.50 p.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby No. 1 motor life-boat escorted boat into harbour.	
	28.	1.25 p.m.	Steam trawler <i>Marc Achille</i> , of Boulogne. Whitehills motor life-boat landed an injured man.	
	29.	3.0 p.m.	Thurso motor life-boat took a doctor to the Island of Stroma.	
	30.	12.25 p.m.	The Abertay light-vessel. Broughty Ferry motor life-boat - -	5
Feb.	1.	10.30 a.m.	Thurso motor life-boat took a doctor to the Island of Stroma.	
	4.	12.25 p.m.	Motor fishing boat <i>Alert</i> , of Portstewart. Portrush motor life-boat escorted boat into safety.	
	5.	7.30 a.m.	S.S. <i>Delambre</i> , of Liverpool. Bembridge motor life-boat landed an injured man.	
	7.	4.20 p.m.	Fishing boat <i>Liberty</i> , of Wells. Wells motor life-boat escorted boat into harbour.	
	8.	3.27 p.m.	Motor fishing boat <i>Vivian</i> , of Ilfracombe. Ilfracombe motor life-boat escorted boat into harbour.	
	15.	12 noon.	Galway Bay motor life-boat fetched a doctor from the mainland.	
	16.	4.20 p.m.	S.S. <i>Svanhild</i> , of Elsinore. Sennen Cove motor life-boat stood by vessel.	

		Time of Launching.		Persons rescued from shipwreck.
1937.				
Feb.	17.	1.47 a.m.	S.S. <i>Harvest Queen</i> , of Newcastle-on-Tyne. Boulmer motor life-boat escorted vessel into safety.	
	18.	9.15 a.m.	Four fishing cobbles of Staithes. Runswick motor life-boat escorted cobbles into safety.	
	18.	10.0 a.m.	Four fishing boats of Gourdon. Gourdon motor life-boat escorted boats into harbour.	
	18.	11.0 a.m.	Motor fishing boat <i>Princess Charming</i> , of Grimsby. Thurso motor life-boat saved boat and rescued - - - - -	5
	21.	5.45 a.m.	Steam trawler <i>Rose of England</i> , of Grimsby. The Humber motor life-boat - - - - -	5
	25.	4.15 p.m.	Motor vessel <i>Gertruda</i> , of London. Weymouth motor life-boat rendered assistance.	
	25.	10.20 p.m.	S.S. <i>Invella</i> , of Glasgow. Great Yarmouth and Gorleston motor life-boat landed a sick man.	
	28.	8.40 a.m.	Motor fishing coble <i>Hilda</i> , of Scarborough. Scarborough motor life-boat escorted coble into harbour.	
	28.	11.0 a.m.	Ketch <i>Roger Aubert</i> , of Paimpol. The Mumbles motor life-boat landed 5.	
	28.	11.50 a.m.	S.S. <i>St. Patrick</i> , of London, and a tug. Fishguard motor life-boat placed crews on board.	
	28.	1.30 p.m.	The Holy Island motor life-boat. North Sunderland motor life-boat stood by boat.	
	28.	1.45 p.m.	Motor fishing boat <i>Royal Charter</i> , of Grimsby. Scarborough motor life-boat escorted boat into harbour.	
	28.	3.10 p.m.	Steam drifter <i>Arimitheia</i> , of Lowestoft. Great Yarmouth and Gorleston motor life-boat - - - - -	3
Mar.	1.	5.10 p.m.	Fishing boat <i>True Vine</i> , of Burnmouth. Sunderland motor life-boat saved boat and rescued - - - - -	3
	2.	11.30 p.m.	Steam trawler <i>Lord Ernle</i> , of Grimsby. Flamborough No. 1 motor life-boat - - - - -	15
	3.	4.0 p.m.	Motor fishing boat <i>Provider</i> , of Whitby. Whitby No. 1 motor life-boat escorted boat into harbour.	
	9.	12.15 a.m.	Steam trawler <i>Loch Buie</i> , of Aberdeen. Stromness motor life-boat	11
	10.	10.12 a.m.	S.S. <i>Jeannette</i> , of Rotterdam. Portrush motor life-boat escorted vessel.	
	11.	12 noon.	Motor fishing boats <i>Gallilee</i> , <i>Victory</i> , and <i>Provider</i> , of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
	11.	12 noon.	S.S. <i>Pioneer</i> , of Glasgow. Portaskaig motor life-boat stood by vessel.	
	12.	4.35 p.m.	Fishing boat <i>Margaret</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
	14.	8.30 a.m.	Motor vessel <i>Lerina</i> , of Instow. Clovelly motor life-boat saved vessel and rescued - - - - -	3
	15.	10.15 a.m.	Barge <i>Norseman</i> . Southend-on-Sea motor life-boat rendered assistance.	
	16.	12 noon.	Motor ketch <i>Garlingstone</i> , of Milford Haven. Ballycotton motor life-boat stood by vessel.	
	16.	2.45 p.m. and 11.30 p.m. }	Auxiliary yacht <i>Chantecler</i> , of Lytham. Lytham-St. Annes motor life-boat rendered assistance.	
	16.	8.2 p.m.	Motor fishing boat <i>Kenilworth Castle</i> , of Ilfracombe. Appledore motor life-boat saved boat and rescued - - - - -	2
	17.	3.30 p.m.	A small boat of Teignmouth. Teignmouth pulling and sailing life-boat - - - - -	1
	22.	5.55 a.m.	S.S. <i>Marie Moller</i> , of Shanghai. Holyhead motor life-boat - -	59
	25.	9.30 p.m.	Rowing boat from tug <i>Dunelm</i> . Holy Island motor life-boat saved boat and rescued - - - - -	1
	26.	7.55 a.m.	Two cobbles of Filey. Filey pulling and sailing life-boat escorted cobbles into harbour.	
	29.	4.40 p.m.	Motor barge <i>Invincible</i> , of Appledore. Appledore motor life-boat	3
April	2.	10.45 p.m.	Motor vessel <i>Reja</i> , of Groningen. Flamborough No. 2 pulling and sailing life-boat rendered assistance.	
	3.	12.10 a.m.	Steam trawler <i>Thomas Thresher</i> , of Grimsby. Thurso motor life-boat assisted to save vessel and rescue - - - - -	14
	3.	9.0 p.m.	Galway Bay motor life-boat took a patient to the mainland.	
	4.	3.30 a.m.	S.S. <i>Ben Varrey</i> , of Ramsey. Port Erin motor life-boat escorted vessel into harbour.	
	6.	3.45 a.m.	S.S. <i>Lairdsbank</i> , of Glasgow. Portpatrick motor life-boat landed 8.	
	6.	8.15 p.m.	Steam trawler <i>Sir John Lister</i> , of Hull. The Humber motor life-boat rendered assistance.	

		Time of Launching.		Persons rescued from shipwreck.
1937.				
April	6.	10.15 p.m.	S.S. <i>Luigi Accame</i> , of Genoa. Yarmouth, Isle of Wight, motor life-boat - - - - -	29
"	7.	10.0 a.m.	Auxiliary yawl <i>Valross</i> . Ramsgate motor life-boat rendered assistance.	
"	8.	8.40 a.m.	A fishing boat of Selsey. Selsey motor life-boat rendered assistance.	
"	9.	11.40 p.m.	S.S. <i>Anversville</i> , of Antwerp. Dungeness No. 2 motor life-boat stood by vessel.	
"	10.	11.54 a.m.	S.S. <i>Südsee</i> , of Bremerhaven. Ramsgate motor life-boat stood by vessel.	
"	13.	6.38 a.m.	S.S. <i>Island</i> , of Copenhagen. Anstruther motor life-boat - - -	27
"	15.	9.50 p.m.	Steam trawler <i>Paul Rykens</i> , of Aberdeen. Aberdeen No. 1 motor life-boat assisted to save vessel and rescue - - -	13
"	25.	10.5 a.m.	Motor yacht <i>San Toy</i> , of London. Margate motor life-boat saved yacht and rescued - - - - -	2
"	25.	11.45 a.m.	Motor fishing coble <i>Enterprize</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted coble into harbour.	
May	2.	9.15 a.m. } and 2.15 p.m. }	Motor vessel <i>Dr. Colyn</i> , of Delfzyl. Gourdon motor life-boat rendered assistance.	
"	8.	8.0 a.m.	S.S. <i>Willesden</i> , of London. Dungeness No. 2 motor life-boat rendered assistance.	
"	10.	10.18 a.m.	Boat of H.M.S. <i>Fitzroy</i> . Lowestoft motor life-boat - - -	8
"	11.	10.30 a.m.	The Bull Light-vessel. The Humber motor life-boat rendered assistance.	
"	18.	1.0 a.m.	Motor yacht <i>Evadne</i> , of Glasgow. Southend-on-Sea motor life-boat landed 5 and rendered assistance.	
"	20.	12.56 a.m.	Motor vessel <i>Ferrocete</i> , of London. Great Yarmouth and Gorleston motor life-boat stood by vessel.	
"	21.	3.0 p.m.	Motor yacht <i>Hyperion</i> , of Harwich. Dungeness No. 2 motor life-boat saved yacht and rescued - - - - -	1
"	22.	3.50 p.m.	An open rowing boat. Montrose No. 2 pulling and sailing life-boat	1
"	22.	11.22 p.m.	Auxiliary yacht <i>Bendilow</i> , of Portsmouth. Bembridge motor life-boat - - - - -	3
"	26.	8.30 a.m.	Motor vessel <i>Ross</i> , of Newcastle-on-Tyne. Port St. Mary motor life-boat landed 7 and stood by vessel.	
June	2.	11.5 p.m.	Yacht <i>Silveium</i> , of the River Clyde. Cloughy motor life-boat rendered assistance.	
"	3.	9.45 a.m.	Five fishing cobsles of Staithes. Staithes pulling and sailing life-boat stood by cobsles.	
"	12.	8.25 p.m.	S.S. <i>Royal Archer</i> , of Leith. Southend-on-Sea motor life-boat landed 49 and stood by vessel.	
"	18.	10.30 p.m.	Motor yacht <i>Sea Girl</i> , of Shoreham. Shoreham Harbour motor life-boat rendered assistance.	
"	22.	1.0 a.m.	A motor boat of Coverack. Coverack motor life-boat rendered assistance.	
"	27.	12.15 p.m.	A motor boat of Methil. Anstruther motor life-boat saved boat.	
July	1.	3.5 a.m.	S.S. <i>Aida Lauro</i> , of Naples. St. Ives motor life-boat - - -	15
"	4.	5.15 a.m.	Yacht <i>Pau-amma</i> , of Starcross. Swanage motor life-boat assisted to save yacht and rescued - - - - -	2
"	4.	8.20 a.m.	Sailing boat <i>Lulu</i> , of Broadstairs. Margate motor life-boat saved boat and rescued - - - - -	1
"	4.	9.0 a.m.	Yacht <i>Carron II</i> , of Gosport. Bembridge motor life-boat saved yacht and rescued - - - - -	3
"	4.	11.30 a.m.	Yacht <i>Snark</i> , of Maldon. Aldeburgh No. 1 motor life-boat escorted yacht into safety.	
"	11.	1.27 p.m.	Yacht <i>Merle</i> and motor launch <i>Fire Fly</i> , of Shoreham. Shoreham Harbour motor life-boat rendered assistance.	
"	23.	6.23 p.m.	Sailing yacht <i>Seabird</i> . Hilbre Island pulling and sailing life-boat saved yacht and rescued - - - - -	2
"	24.	7.30 p.m.	Motor yacht <i>Gazeka</i> , of London. Wells motor life-boat saved yacht and rescued - - - - -	6
"	29.	9.47 p.m.	Speed-boat <i>Ski Queen</i> , of St. Leonards. Hastings motor life-boat saved boat and rescued - - - - -	2
Aug.	2.	10.14 p.m.	Sloop <i>Bonnie Betsy</i> , of Weymouth. Swanage motor life-boat rendered assistance.	
"	3.	7.35 p.m.	Three men marooned under the cliffs. Dover motor boarding boat - - - - -	3
"	4.	2.45 a.m.	Motor boat <i>Barbara</i> . Plymouth motor life-boat landed 3.	
"	5.	5.30 p.m.	Sailing yacht <i>Saunterer</i> , of Blyth. Dunbar motor life-boat stood by yacht.	

	1937.	Time of Launching.		Persons rescued from shipwreck.
	Aug. 7.	5.58 p.m.	Motor yacht <i>Helen Mary</i> . Appledore motor life-boat saved yacht and rescued - - - - -	3
	" 7.	10.25 p.m.	A yacht of Hythe. Hythe motor life-boat rendered assistance.	
	" 8.	10.57 p.m.	Yacht <i>Escape</i> , of Belfast. Portrush motor life-boat rendered assistance.	
	" 12.	9.3 p.m.	Yacht <i>Iona</i> . Torbay motor life-boat rendered assistance.	
	" 13.	3.20 a.m.	Steam trawler <i>Strathavon</i> , of Scarborough. Aberdeen No. 1 motor life-boat rendered assistance.	
	" 13.	6.45 p.m.	Motor fishing boat of Arranmore. Arranmore motor life-boat escorted boat into safety.	
	" 14.	11.45 a.m.	Auxiliary yacht <i>Wendy</i> , of Bristol. Appledore motor life-boat saved yacht and rescued - - - - -	3
	" 14.	12.50 p.m.	Motor and sailing yacht of Skippool. Fleetwood motor life-boat saved yacht and rescued - - - - -	8
	" 14.	1.40 p.m.	Motor fishing vessel <i>Saturnus</i> , of Katwijk, Holland. Runswick motor life-boat stood by vessel.	
	" 18.	8.38 p.m.	Auxiliary yacht <i>Spray</i> , of Gosport. Weymouth motor life-boat saved yacht and rescued - - - - -	7
	" 20.	10.15 a.m.	Motor fishing boats <i>Gallilee</i> and <i>Venus</i> , of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
	" 20.	10.50 a.m.	Motor yacht <i>Sonia</i> , of Littlehampton. Selsey motor life-boat rendered assistance.	
	" 20.	11.10 a.m.	Motor fishing cobsles <i>Premier</i> and <i>B. S. Colling</i> , of Scarborough. Scarborough motor life-boat escorted cobsles into harbour.	
	" 27.	3.20 p.m.	Steam trawler <i>Scarron</i> , of Grimsby. The Humber motor life-boat stood by vessel and landed an injured man.	
	" 27.	8.45 p.m.	A motor boat of Dartmouth. Torbay motor life-boat saved boat.	
	" 30.	4.35 p.m.	Motor fishing vessel <i>Sophie</i> , of Frederikshavn, Denmark. The Humber motor life-boat rendered assistance.	
	" 31.	10.45 p.m.	Motor yacht <i>Sea Hawk</i> , of Nottingham. The Humber motor life-boat saved yacht.	
	Sept. 3.	2.12 p.m.	A small boat of Campbeltown. Campbeltown motor life-boat -	2
	" 5.	1.15 p.m.	Rowing boat <i>Joan</i> , of Wicklow. Wicklow motor life-boat saved boat and rescued - - - - -	2
	" 6.	12.55 p.m.	Motor yacht <i>Iona</i> , of Ramsgate. Ramsgate motor life-boat rendered assistance.	
	" 6.	10.30 p.m.	Sailing boat <i>Mary Ann</i> , of Yarmouth. Yarmouth, Isle of Wight, motor life-boat rendered assistance and landed 2.	
	" 7.	12.45 p.m.	A sailing boat of Benllech. Moelfre motor life-boat saved boat and rescued - - - - -	2
	" 11.	2.10 p.m.	Cutter yacht <i>Cachalot</i> , of Ipswich. Dover motor boarding boat saved yacht.	
	" 17.	10.0 a.m.	Boat <i>Muffet</i> , of Greenwich. Aldeburgh No. 1 motor life-boat saved boat and rescued - - - - -	1
	" 19.	3.42 p.m.	Rowing boat <i>Amin</i> , of Derbyhaven. Port St. Mary motor life-boat saved boat and rescued - - - - -	3
	" 19.	6.10 p.m.	A man who had fallen over the cliffs at Berry Head. Torbay motor life-boat - - - - -	1
	" 19.	9.49 a.m.	Boat of motor yacht <i>Myrtle</i> . Campbeltown motor life-boat saved boat and rescued - - - - -	2
	" 20.	7.20 a.m.	Trawler <i>Louie Marguarita</i> , of Dunkirk. Walmer motor life-boat assisted to save vessel and rescued - - - - -	7
	" 20.	1.30 p.m.	Motor fishing coble <i>Brittania</i> , of Flamborough. Flamborough No. 1 motor life-boat escorted coble into safety.	
	" 24.	11.30 p.m.	Aith motor life-boat took a doctor to Papa Stour.	
	" 26.	10.25 p.m.	Motor yacht <i>Cormorant</i> , of Berwick-on-Tweed. Berwick-on-Tweed motor life-boat rendered assistance.	
	Oct. 3.	8.45 a.m.	S.S. <i>Ais Giorgis</i> , of Piraeus. The Humber motor life-boat assisted to save vessel and rescue - - - - -	21
	" 14.	1.22 a.m.	North Sunderland motor life-boat landed a sick man from the Longstone lighthouse, thereby saving his life - - - - -	1
	" 17.	7.15 p.m.	Boat <i>Oo-la-la</i> , of Egremont. Hoylake motor life-boat landed 8.	
	" 20.	8.50 p.m.	The Humber motor life-boat landed a sick man from the Bull Fort.	
	" 21.	2.10 p.m.	Steam trawler <i>King's Grey</i> , of Hull. The Humber motor life-boat rendered assistance.	
	" 21.	10.45 p.m.	The Bull Light-vessel. The Humber motor life-boat stood by vessel.	
	" 23.	3.19 p.m.	Barge <i>Audrey</i> , of Grays. Great Yarmouth and Gorleston motor life-boat assisted to save vessel and rescued - - - - -	2
	" 24.	1.20 a.m.	S.S. <i>Lady Windsor</i> , of Cardiff. Moelfre motor life-boat - - -	5

		Time of Launching.		Persons rescued from shipwreck.
1937.				
Oct.	26.	9.55 a.m.	Motor fishing boat <i>Day Dawn</i> , of Peterhead. Peterhead motor life-boat escorted boat into harbour.	
"	28.	11.10 a.m.	The fishing fleet of Gourdon. Gourdon motor life-boat stood by fishing fleet.	
"	30.	3.20 a.m.	Motor fishing boat <i>Apapa</i> , of Newlyn. Penlee motor life-boat saved boat and rescued - - - - -	1
"	31.	9.50 p.m.	Yacht <i>Mystico</i> , of Shoreham. Shoreham Harbour motor life-boat saved boat and rescued - - - - -	2
Nov.	1.	4.13 p.m.	Motor fishing boat <i>Terry</i> , of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	3
"	4.	1.45 a.m.	A mussel boat. Lytham-St. Annes motor life-boat landed 2.	
"	4.	5.19 a.m.	Steam trawler <i>Delila</i> , of Aberdeen. Aberdeen No. 1 motor life-boat rendered assistance.	
"	4.	10.20 p.m.	Steam trawler <i>Roslin</i> , of Aberdeen. Aberdeen No. 1 motor life-boat - - - - -	2
"	9.	1.35 p.m.	Motor fishing boat <i>Joan</i> , of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	2
"	9.	8.45 p.m.	Sailing barge <i>Hibernia</i> , of London. Cromer No. 1 motor life-boat - - - - -	3
"	10.	2.35 p.m.	Motor boat <i>Coronia</i> , of Shoebury. Southend-on-Sea motor life-boat saved boat and rescued - - - - -	3
"	12.	8.55 a.m.	Nine fishing cobsles of Filey. Filey pulling and sailing life-boat escorted cobsles into safety.	
"	15.	10.55 a.m.	Motor fishing boats <i>Noel II</i> , <i>Venus</i> , <i>Gallilee</i> , <i>Pilot Me</i> , and <i>Success</i> , of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
"	16.	9.10 p.m.	Motor yacht <i>Peggy</i> , of Lowestoft. Margate motor life-boat saved yacht and rescued - - - - -	1
"	17.	11.40 a.m.	Sailing barge <i>Britannic</i> , of London. Skegness motor life-boat - - - - -	3
"	17.	2.48 p.m.	Barges <i>Greenhithe</i> , of London, and <i>Lord Rosebery</i> , of Rochester. Great Yarmouth and Gorleston motor life-boat rescued three from each vessel - - - - -	6
"	17.	9.20 p.m.	S.S. <i>Torborg</i> , of Norway. Tynemouth motor life-boat stood by vessel.	
"	18.	9.55 a.m.	Trinity motor vessel <i>Reculver</i> , of London. Great Yarmouth and Gorleston motor life-boat landed 6—the relief from the Cross Sand Light-vessel.	
"	19.	6.55 a.m. and 7.45 a.m.	Auxiliary schooner <i>Invermore</i> , of Dublin. Donaghadee motor life-boat and Cloughy motor life-boat assisted to save vessel and rescued - - - - -	5
"	19.	10.45 a.m.	Ketch <i>Elisabeth</i> , of Hamburg. Wells motor life-boat landed 4.	
"	25.	6.35 a.m.	Steam drifter <i>Corn Rig</i> , of Buckie. Caister pulling and sailing life-boat rendered assistance.	
Dec.	1.	1.35 p.m.	Steam drifter <i>Pilot Star</i> , of Kirkcaldy. Lowestoft motor life-boat escorted vessel to safety.	
"	2.	7.5 a.m.	Motor vessel <i>Sapphire</i> , of Glasgow. Newhaven motor life-boat rendered assistance.	
"	3.	2.20 p.m.	Motor ketch <i>Sunshine</i> , of Bridgwater. Fishguard motor life-boat - - - - -	4
"	4.	11.50 a.m.	Fishing vessel <i>Try On</i> , of Lowestoft. Lowestoft motor life-boat stood by vessel.	
"	5.	12.45 p.m.	Sailing barge <i>Lord Churchill</i> , of Faversham. Margate motor life-boat saved barge and rescued - - - - -	2
"	6.	2.0 p.m.	Motor fishing boats <i>Pilot Me</i> , <i>Provider</i> , and <i>Success</i> , of Whitby. Whitby No 2 pulling and sailing life-boat stood by boats.	
"	7.	4.20 p.m.	Motor fishing boat <i>Day Dawn</i> , of Peterhead. Peterhead motor life-boat saved boat and rescued - - - - -	3
"	8.	12.5 p.m.	Motor fishing boat <i>Ina</i> , of Blyth. Blyth motor life-boat escorted boat into harbour.	
"	8.	2.0 p.m.	Motor vessel <i>Helen Birch</i> , of Hull. Wells motor life-boat rendered assistance.	
"	9.	7.30 p.m.	Yacht <i>Mystery</i> , of Glasgow. Weston-super-Mare motor life-boat assisted vessel to safety.	
"	10.	11.55 p.m.	S.S. <i>Ford Fisher</i> , of Barrow. Dungeness No. 2 motor life-boat stood by vessel.	
"	11.	10.15 a.m.	Fishing yawl <i>Braw Lads</i> , of Burnmouth. Eyemouth motor life-boat stood by boat.	
"	11.	12.30 p.m.	Motor fishing boat <i>Jane Douglas</i> , of Beadnell. North Sunderland motor life-boat escorted boat into safety.	
"	11.	11.20 p.m.	S.S. <i>Maurita</i> , of Lancaster. Blackpool motor life-boat - - -	5
"	13.	8.30 a.m.	Steam trawler <i>Almondine</i> , of Hull. The Humber motor life-boat rendered assistance.	

	Time of Launching.		Persons rescued from shipwreck.
1937.			
„ 13.	12.35 p.m.	Barge <i>Gannet</i> , of Gillingham. Southend-on-Sea motor life-boat saved vessel and rescued — — — — —	2
„ 13.	1.35 p.m.	Motor fishing boat <i>Peggy</i> , of Bridlington. Bridlington motor life-boat escorted boat into safety.	
„ 17.	11.30 a.m.	Motor launch and a ship's boat. Yarmouth, Isle of Wight, motor life-boat saved boats and rescued — — — — —	2
„ 17.	8.15 p.m.	The Humber motor life-boat landed a sick man from the Humber light-vessel.	
„ 20.	9.30 a.m.	Steam trawler <i>Sarah A. Purdy</i> , of North Shields. Tynemouth motor life-boat stood by vessel.	
„ 21.	10.5 a.m.	Motor fishing boat <i>Girl Pat</i> , of Helmsdale. Cromarty motor life-boat rendered assistance.	
„ 21.	9.45 p.m.	S.S. <i>Beneficent</i> , of Sunderland. Flamborough No. 2 pulling and sailing life-boat stood by vessel.	
„ 22.	2.15 a.m.	The <i>Pilot Cutter No. III</i> , of Blyth. Blyth motor life-boat rendered assistance.	
„ 25.	7.30 a.m.	The Aith motor life-boat took a doctor to Foula, thereby saving a life — — — — —	1
„ 31.	11.0 a.m.	Four fishing cobbles of Runswick. Runswick motor life-boat escorted boats into safety.	

SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats — — — — —	439
Lives rescued in other ways for whose rescue the Institution gave rewards — — — — —	85
Total of lives rescued — — — — —	524
Persons landed from vessels or rocks on which they might have been in danger — — — — —	108
Boats and vessels which Life-boats saved or helped to save — —	44
Boats and vessels which Life-boats stood by, escorted to safety, or helped — — — — —	over 150
Total number of launches, including those in which for various reasons no services were rendered — — — — —	410

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 June, 1938.