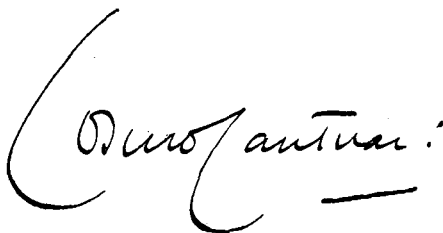


Lambeth Palace. S.E.

I have been asked, and willingly consent, to write a word commending to the generosity of people of this country the great work which year by year is carried on by the Life-Boat service under the Royal National Life-Boat Institution.

The fact that since the foundation of the Institution in 1824 no less than 65,625 lives have been saved speaks for itself. The gallantry of the Life-Boat crews on all coasts must needs command the admiration and gratitude of us all. We are often apt to forget the dependence of the people of this country upon merchant vessels of all kinds for the supply of the necessities and the comforts of life -- too ready to take their service to us for granted. One clear way of acknowledging this debt will be to support the Life-Boats which are ever ready to put to sea to help these ships and their crews when they are in danger.

I hope that the clergy and the members of the Church of England may take a leading place in giving generous support to this most admirable service.

A handwritten signature in cursive script, which appears to be "Curzon". The signature is written in dark ink and is positioned to the right of the main text block.

18th June 1938.

THE ARCHBISHOP OF CANTERBURY'S APPEAL.

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXX.

JUNE, 1938.

No. 334.

THE LIFE-BOAT FLEET

Motor Life-boats, 137 :: Pulling & Sailing Life-boats, 29

LIVES RESCUED

from the foundation of the Institution in 1824

to May 31st, 1938 - - - - - 65,677

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

Review of the Year's Work at the Annual Meeting.

THIS is the third annual meeting at which I have spoken, and there has been one thing that has impressed me enormously at these three meetings. There has never been a time when changes in the world were more swift and unexpected, but in the midst of them the Life-boat Service—although its work is concerned with the most uncertain of elements—goes on its way, year after year, without faltering, and with ever-increasing benefit to the community.

A Long Roll of Lives Rescued.

Again this year there is a long roll of lives rescued—524, the largest number for nine years. (*Applause.*) These lives have been rescued from ships of nearly a dozen different nations, and I am very pleased once more to welcome the representatives of those countries who are here in gratitude for the help of our life-boats. As well as these foreign representatives, there are sitting behind me the Mayors of many boroughs. I want to thank them for coming here to-day, because they are symbolic of the great fact that our people, though they are under no compulsion, recognize it as a duty to support their life-boat service. (*Applause.*)

Yet, while we are grateful for these familiar features at our annual meeting, there have been changes, and important ones, since we met a year ago. During last year there were more motor life-boats building than ever before. This year there will be an even larger number, and the time is rapidly approaching when we shall say good-bye to the last of the pulling and sailing life-boats.

Subscriptions and Donations Must Go Up.

This rapid building has meant heavy expenditure. We have again spent more than we have received. In fact, we have spent £27,000 more than our revenue. At the same time our revenue was larger than in the previous year, and for the past five years there has been an increase in subscriptions and donations each year. We are very grateful for it; but it is still not enough. It must be remembered that a mechanized fleet costs not only much more to build, but much more to maintain, than a fleet of pulling and sailing boats. We cannot expect the cost of the Service to go down, and therefore—I say it plainly—we expect the subscriptions and donations to go up.

The people of London will have an

opportunity of helping on Tuesday, May 31st, when life-boat day will be held in Greater London. The Lady Mayoress and the Mayors and Mayoresses of twenty Boroughs are giving the Institution their personal help. (*Applause.*)

There are those with us to-day whose presence, I feel, will appeal for that increased support more strongly than any words of mine. They are the twenty life-boatmen who are here to receive rewards for outstanding gallantry. This is the largest number that has ever attended this annual meeting, and these men come from the coasts of England, Scotland, Ireland and Wales. (*Applause.*)

Aberdeen's Fine Record.

First among them I welcome Coxswain Thomas Sinclair, of Aberdeen. (*Applause.*) He has become almost a permanent feature of these meetings. This is the third in succession at which he has been present. Last year he and his crew won between them a silver medal, a second-service clasp to that medal, four bronze medals, and nine vellums. (*Applause.*) That is a great record; and in this year of the Empire Exhibition in Glasgow I think that everyone will be glad that the chief honours of the life-boat service should go to Scotland.

Then we have with us the coxswain and the whole crew of the St. Ives life-boat. (*Applause.*) They are here for a notable service. They rescued a crew of twenty-three men. It took them forty minutes, and with every minute they knew that their own danger was increasing. As the life-boat drew away from the wreck, and before it was possible to turn her head to sea, a great wave struck her; she capsized; and all but three of the men on board her were thrown into the sea. We shall hear presently an account of that service, but there are two things about

it that I wish to say. It is more than thirty years since the first motor life-boat was built. In those thirty years motor life-boats have been launched on service thousands of times, yet this is the first time that one of them has capsized. The second thing is that the boat, a self-righting boat, righted herself at once, and that her crew, who could have got safely ashore, swam back to her. The coxswain took command again. The steamer's crew was rescued again—all but five. Deeply as we regret that those five men were lost, it must be a great satisfaction to us that, at that moment of crisis, the life-boat behaved as she was designed to behave, and her crew behaved as we knew they would. (*Applause.*)

Men Who Were Equal to Great Emergency.

We have here also the coxswain from Exmouth, in Devon, and the coxswain from Moelfre, in Anglesey (*Applause*), both experienced coxswains whose gallantry has won them special awards; and we have the second coxswain from Tenby, in Wales, and a member of the crew from Dunmore East, in Ireland. (*Applause.*) Each of these two men in the absence of the coxswain took command of the life-boat in circumstances of great danger. (*Applause.*)

We could not have a more striking and encouraging example of what our life-boat service is than we shall have to-day: The crew of St. Ives, who did not fail in a sudden crisis and disaster, and the two men of Tenby and Dunmore East, who had not only the courage, but the skill, to take command at a moment's notice in the absence of their leaders.

When these men come up to receive their rewards, I ask you to welcome them not only as very gallant men, but as a splendid proof of the efficiency of our whole life-boat service. (*Loud applause.*)

Portrait on the Cover.

THE portrait on the cover is of Coxswain Richard H. Hayes, of Poole,

Dorset. He has been coxswain for the past seven years.

A Gallant Search at Dunmore East.

AT 11.45 P.M. on the 14th January, 1938, the civic guard at Tramore, Co. Waterford, reported that lights had been seen at sea, possibly from a ship in distress. The crew of the motor life-boat *C. and S.* was assembled, but a further message was received that there was no ship in distress, and they were dismissed at 1.45 A.M. on the 15th. Later in the day a message was received in Dublin from Land's End Radio that the s.s. *Republic*, of Houston, was drifting ashore south of Hook Point. This news was passed to Dunmore East. A strong south-westerly gale was then blowing, with a very heavy sea. The life-boat coxswain was ill. The second coxswain was away from home. The assistant motor mechanic volunteered to take command, and the life-boat was launched at 9 A.M. For nearly three

hours she was out in the gale and searched in every direction, but she could find no trace of the *Republic*. She was continually swept by heavy seas, her cockpit was filled with water many times, and her crew reported that they were the worst seas they had ever experienced. The Institution has made the following awards ;

To Mr. WILLIAM BOND, assistant motor mechanic, its thanks inscribed on vellum and framed, and £2 in addition to the money award of £1 4s. on the ordinary scale, in recognition of his action in taking command in very difficult circumstances ;

To each of the other five members of the crew 10s. in addition to the money award of £1 4s. on the ordinary scale.

Standard rewards to the crew £6 ; additional rewards to the crew, £4 10s. ; total rewards, £10 19s. 6d.

A Doctor's Advice by Wireless.

MR. MOYLE, the honorary secretary of the life-boat station at St. Mary's, Isles of Scilly, has sent a very interesting story of help given in an unexpected way by the life-boat's radio-telephony set.

On Sunday, 13th February, 1938, the mechanic was testing the set with the radio station at Land's End. While doing this, he got in touch with the trawler *Grosmont Castle*, of Swansea, which was trying to relay a message through the trawler *Kilgerran Castle*, also of Swansea, to the radio station at Valentia, off the south-west coast of Ireland. Her skipper wanted medical advice for a member of his crew who had been seriously injured. The trawler was then 180 miles from the Isles of Scilly.

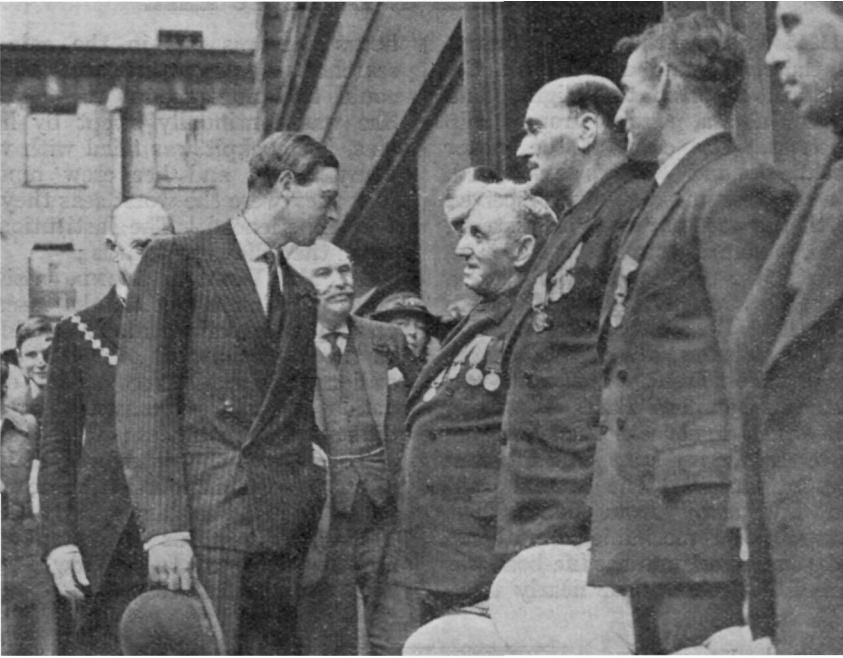
The mechanic joined in and offered to bring a doctor at once to speak on the life-boat's radio-telephone. He then rang up Dr. W. B. Addison, formerly honorary secretary of the station, and the doctor came at once. While he was on his way, the trawler had got its message through Valentia to the Cork Hospital, and Cork Hospital had sent back advice.

When Dr. Addison arrived the skipper of the trawler said that he would be glad of his advice also, and at Dr. Addison's request explained the injuries—a broken jaw and an ear almost severed from the head—what he had done before getting through to Cork Hospital, and what the hospital had advised. Dr. Addison gave some further advice, and between him and the doctors at Cork, the trawler's skipper was told exactly how to dress the wounds ; how the patient should lie ; and that he must have no stimulants, and only a little liquid food, given in small quantities with a tea-pot.

This conversation across 180 miles was carried out partly direct with the *Grosmont Castle* and partly with the *Kilgerran Castle*, which, though thirty miles farther away, had a more powerful telephony set, and was asked to repeat such parts of the *Grosmont Castle's* message as could not be clearly heard.

This was on the Sunday. On the following Thursday, the mechanic again heard the *Grosmont Castle* on the air, asked after the injured man, and was told that he was making fair progress.

THE DUKE OF KENT AND THE MEDALLISTS.

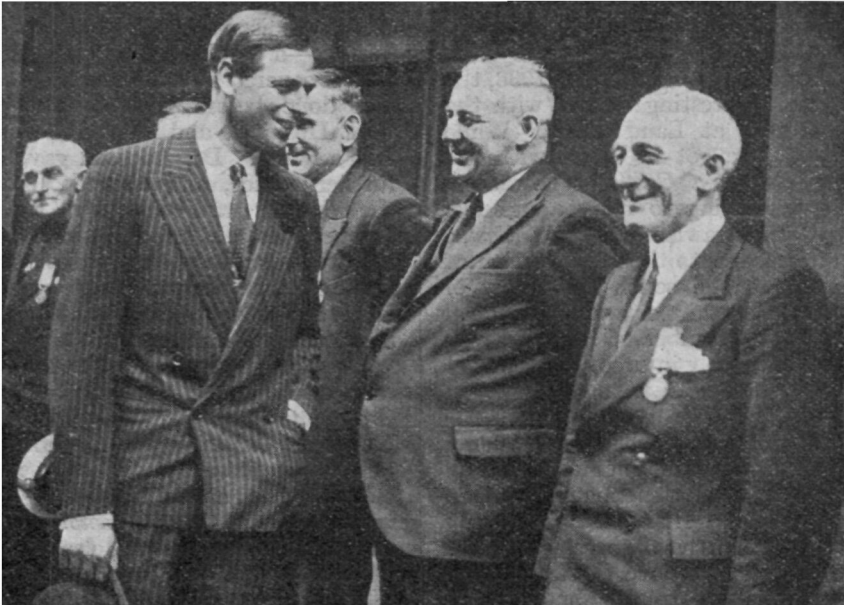


By courtesy of]

[Planet News

**WITH COXSAIN THOMAS COCKING AND MEMBERS OF THE
ST. IVES CREW.**

Behind the Duke are Sir Godfrey Baring, Bt., Chairman of the Institution, and the
Mayor of the City of Westminster



By courtesy of]

[Keystone

**WITH COXSAIN THOMAS SINCLAIR AND SECOND-COXSAIN
GEORGE FLETT, OF ABERDEEN.**

LIFE-BOATMEN IN LONDON.

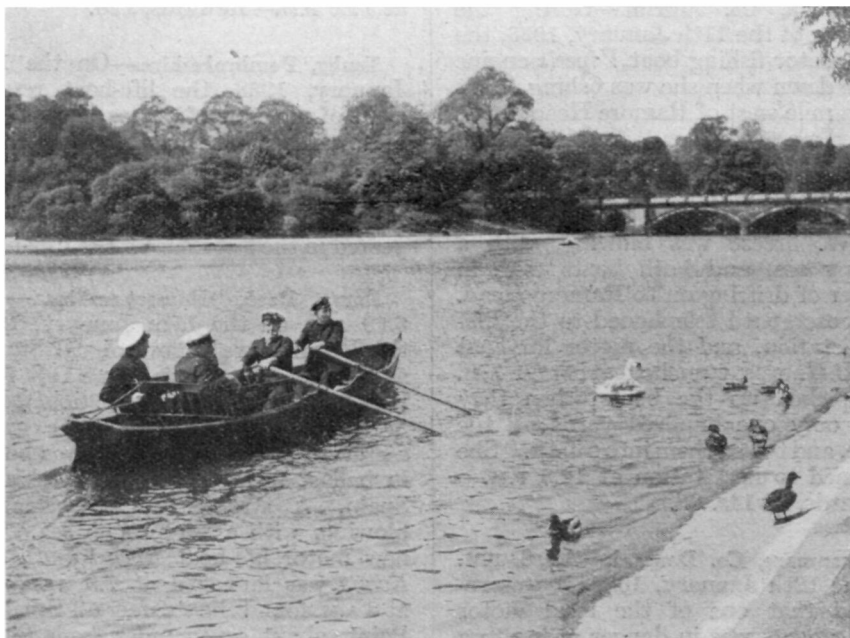


By courtesy of]

COMING INTO LIFE-BOAT HOUSE.

[Planet News

Twenty men were present at the annual meeting, on 11th May, 1938, to receive awards for gallantry. This is the largest number which has ever attended the annual meeting.



By courtesy of]

A BUSMAN'S HOLIDAY.

[Daily Sketch

Four of the St. Ives crew on the Serpentine

Services of the Life-boats.

Reported to the February and March Meetings of the Committee of Management.

Launches 99. Lives rescued 161.

February Meeting.

Appledore, and Clovelly, Devon.—During the afternoon of the 7th August, 1937, signals were seen coming from a small motor yacht off Westward Ho. A moderate N.N.W. breeze was blowing, with a smooth to moderate sea. The Appledore motor life-boat *V.C.S.* was launched at 5.58 P.M., and the Clovelly motor life-boat *City of Nottingham* at 6.9 P.M. The Appledore boat arrived first, and found the yacht to be the *Helen Mary*, with three persons on board; they were all very sea-sick. The life-boat towed the yacht into Bideford, and returned to her station at 9.10 P.M. The Clovelly life-boat was recalled by signal as soon as it was learned that her help was not wanted, and she arrived back at her station at 8 P.M. The owner gave a donation of £10 to the Institution.—Rewards, Appledore, £13 3s. 6d. ; Clovelly, £10 0s. 6d.

Portrush, Co. Antrim.—During the morning of the 11th January, 1938, the local motor fishing boat *Viper's* engine broke down when she was fishing about half a mile west of Ramore Head. She carried a crew of four. Another fishing boat, *The Brothers*, manned by five men, put off to her, but she, too, broke down. A moderate and increasing W.S.W. breeze was blowing, with a choppy sea, and both boats were in danger of drifting on to Ramore Head. The coastguard telephoned to the life-boat station, and the motor life-boat *T.B.B.H.* was launched at 11.30 A.M. She picked up the boats when they were only one hundred yards off the shore, and towed them into safety. She returned to her station at 12.3 P.M.—Rewards, £6 14s. 6d.

Arranmore, Co. Donegal.—At 8 P.M. on the 12th January, 1938, it was reported that one of the local motor fishing boats was in danger owing to a breakdown of her engine. A southerly gale was blowing, with a very rough sea. The motor life-boat *K.T.J.S.* was

launched at 8.20 P.M. She stood by while the crew of the fishing boat repaired the engine, and then escorted the boat into safety. She returned to her station at 12.30 A.M. on the 13th.—Rewards, £18 2s.

Poolbeg, Co. Dublin.—At about 5 P.M. on the 13th January, 1938, two men put off in a small boat to go to the trawler *Prevail*, of Dublin, which was lying in the River Liffey. A moderate S.W. gale was blowing, with a moderate sea, and they wanted to let go her second anchor. On the return journey the boat was driven against a mooring-buoy and one of the oars was broken. She drifted down towards the Bull Rocks, but fortunately was seen by a man on shore, and the Poolbeg pulling and sailing life-boat *John Watson Wakefield* was launched at 5.45 P.M. The two men were rescued and their boat was towed back to Pigeon House Dock. The life-boat returned to her station at 7.30 P.M.—Rewards, £26.

Tenby, Pembrokeshire.—On the 15th January, 1938, the life-boat rescued eight of the crew of the s.s. *Fermanagh*.—Rewards, silver medal, bronze medal, thanks on vellum and money awards amounting to £42 8s. 9d.

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

Barry Dock, Glamorganshire.—At 6.49 A.M. on the 15th January, 1938, the Royal Naval Shore Signal Station at Nell's Point reported an S O S from the Greek steamer *George J. Goulandris*, of Andros, off Nash Point. She carried a crew of twenty-eight, and was bound in ballast from Cardiff for Huelva, in Spain. A strong W.S.W. gale was blowing, with a very rough sea. The new motor life-boat *Rachel and Mary Evans* was launched at 7.9 A.M., and at 8 A.M. found the steamer off Breaksea Point, about seven miles from Barry. As the steamer was unmanageable, the captain asked the life-boat to take a tow-rope in an effort to get the steamer's

head round and get her under control. After one or two attempts a tow-rope was made fast and the life-boat started to tow, but three times the rope parted. Eventually with the help of the flood tide the steamer was got to a safe anchorage in the Barry Roads at 2.20 P.M., and the life-boat returned to her station at 2.35 P.M.—Property Salvage Case.

Angle, Pembrokeshire.—At noon on the 15th January, 1938, a message was received that a doctor was wanted on board the steamer *Suffolk Coast*, of Liverpool, which was anchored off Milford Haven, and that no ordinary boat could make the trip. A heavy west gale was blowing, with a very rough sea, and rain. The motor life-boat *Elizabeth Elson* was launched at 12.30 P.M., picked up a doctor at Milford and took him to the *Suffolk Coast*. He found that a seaman was very badly injured, but it was decided not to move him, as the *Suffolk Coast* was soon going to dock. The life-boat brought the doctor ashore and, as the sea was too bad for her to be rehoused, she was left at moorings at 4.30 P.M., and was rehoused the following morning.—Rewards, £10 11s. 6d.

St. David's, Pembrokeshire.—At about 1.40 P.M. on the 15th January, 1938, coastguard reported that the s.s. *Spero*, of Newcastle, was drifting towards the shore five miles north of St. David's Head. She was bound with a general cargo from Liverpool for Barcelona, and carried a crew of twenty. A whole S.W. gale was blowing, with a very rough sea, and the *Spero's* engine had broken down. The motor life-boat *Civil Service No. 6* was launched at 1.55 P.M. and came up with the *Spero* at 2.50 P.M. She stood by her until about 12.30 A.M. on the 16th, when a tug arrived and took the *Spero* in tow for Fishguard. As the life-boat had had some trouble with her port engine and was getting short of petrol, she went with them to Fishguard, instead of making for her station, and arrived at about 4 A.M. She had then been on service for fourteen hours. She left again for home at 2.45 P.M., and arrived back at her station at 8.30 P.M., after an absence of over thirty hours. A

letter of appreciation was sent to the branch and an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £20 15s. 6d.; additional rewards to crew, £8; total rewards, £44 11s. 10d.

Barra Island, Hebrides.—A whole N.W. gale suddenly sprang up at about 1 P.M. on the 15th January, 1938, and fear was felt for the safety of the small boat, manned by four men, which attended the Barra Head Lighthouse. At the time she was on her way to Barra Head with mails and provisions. The motor life-boat *Lloyd's* put out at 2.40 P.M. in a rough sea, with hail and rain. She found the boat sheltering off Mingulay Island, and stood by her until the gale subsided. The life-boat reached her station again at 11.30 P.M.—Rewards, £17 12s. 6d.

Holy Island, Northumberland.—At 2.30 P.M. on the 18th January, 1938, the coastguard reported that the fishing coble *Breadwinner II*, of Holy Island, was overdue, and that anxiety was felt for her safety. The sea was choppy, with a moderate southerly breeze blowing, and the weather was inclined to be foggy. At 2.46 P.M. the motor life-boat *Milburn* was launched. She found the coble about one mile east of Emmanuel Head and escorted her into the harbour, arriving at 4.15 P.M.—Rewards, £7 15s. 6d.

Padstow, Cornwall.—Early in the morning of the 19th January, 1938, the coastguard reported a boat near Stepper Point in a dangerous position. A moderate westerly breeze was blowing, with a heavy swell. Flares of distress were seen later and at 3.27 A.M. the No. 1 motor life-boat *John and Sarah Eliza Stych* put out. She found the French fishing vessel *Rostellecois*, of Camaret, which had been in tow of a Belgian trawler. She had anchored just clear of the broken water off Stepper Point. The tow had parted. Her captain asked to be towed out to sea, but it would have been dangerous to attempt it, for if the tow-rope had parted the *Rostellecois* would have drifted on to the Doom Bar. The life-boat, therefore, stood by, and after

the *Rostellecois's* crew had got out a second anchor she rescued them and brought them ashore at 4 A.M.—Rewards, £15 10s.

Kirkcudbright.—On the night of the 20th January, 1938, information was received from the Isle of Whithorn coastguard that a steamer in Port Yerrock Bay appeared to be dragging her anchor in a dangerous position. A strong gale was blowing from the S.W., with a heavy sea and rain. The motor life-boat *Morison Watson* was launched at midnight, and at 3.30 A.M. came up with the coasting steamer *Plasma*, of Glasgow, laden with granite, and carrying a crew of ten. The life-boat stood by until the wind veered and the weather improved, and then returned to her station, arriving at 7.15 A.M.—Rewards, £19 8s.

Ramsey, Isle of Man.—Very early on the morning of the 21st January, 1938, the coastguard reported that a vessel in Ramsey bay, about five miles E.N.E. from Queen's Pier, was burning flares. A whole S.S.W. gale was blowing, with a very heavy sea and heavy rain in squalls. The motor life-boat *Lady Harrison* was launched at 3.15 A.M., and found that the vessel was the steamer *Nora*, of Liverpool, bound from Liverpool for Palnackie, Kirkcudbrightshire, with a cargo of grain. She was dragging her anchors, and her captain was afraid that she would collide with another steamer anchored near-by. Vessels were at anchor all round her, but they were unable to help, owing to the gale. At the captain's request the life-boat stood by until daylight. She then took him ashore for medical attention, as his hand had been crushed. She landed him at 9.20 A.M., and returned with him to his ship at 11 A.M. She stood by again until 11.30 A.M., when she escorted the *Nora* to a safe anchorage, and returned to her station at 12.40 P.M.—Rewards, £39 16s. 6d.

Barra Island, Hebrides.—On the 21st January, 1938, the medical officer at Castlebay received an urgent call to the neighbouring island of Vatersay. A strong westerly gale was blowing, with a very heavy sea, and no ordinary boat

could make the trip. The motor life-boat *Lloyd's* set out with him at 3 P.M., landed him in Vatersay Bay, and later brought him and the patient back to Barra Island. She returned to her station at 5.14 P.M. The Department of Health for Scotland made a grant of £10 towards the expenses.—Rewards, £10 6s. 3d.

Newbiggin, and Blyth, Northumberland.—At about 10.50 A.M. on the 24th January, 1938, the coastguard telephoned that a fishing boat had been reported in difficulties off Old Hartley Bay and a little later that she was off Seaton Sluice Point. A strong west gale was blowing, with a very broken, choppy sea. Just before the motor life-boat *Joseph Adlam* was launched, at 11.5 A.M., it was learned that three other fishing boats were in trouble in Cambois Bay. The life-boat went first to Seaton Sluice Point, but received a signal from the coastguard there that the fishing boat had managed to get close inshore and back to Blyth. Visibility was very poor, owing to heavy spray which covered the life-boat almost all the time. She then made for Cambois Bay, but meanwhile the Newbiggin pulling and sailing life-boat *Arthur R. Dawes* had been launched at 11.7 A.M. on a report from the coastguard that fishing cobbles were in difficulties off Paul Point, and the Blyth life-boat arrived to find that they had got back to Newbiggin with the help of the Newbiggin life-boat. After the Newbiggin life-boat had escorted thirteen boats into safety, the Blyth life-boat towed her to Newbiggin, arriving at 2.5 P.M., and returned to her own station at 2.30 P.M.

During the morning, when boats in all directions were overtaken by bad weather, good service was rendered by two men in a Newbiggin motor coble. As they were running for shelter they saw the motor coble *Mizpah*, manned by three men, water-logged and helpless, with her engine broken down. They towed her ashore. The coble *George and Martha*, also with a crew of three, was then seen in difficulties off Little Bay Point. Her engine, too, had broken down, and she was in danger of going on to the rocks. The two men, accompanied this time by

two others, put off again and towed her to safety.—Rewards: Life-boats, Newbiggin, £19 6s. 6d., Blyth, £8 5s. 6d.; Newbiggin shoreboat, £2 5s., and 8s. for fuel used.

Padstow, Cornwall.—During the afternoon of the 24th January, 1938, the coastguard reported a lighter drifting five to six miles N.N.W. of Trevoze Head. It was not known whether there was anyone on board. A fresh S.W. breeze was blowing, and as two vessels were due to arrive at Padstow, and no other suitable boat was available, it was decided to send out the No. 2 motor life-boat *Princess Mary*. She put off at 4.30 P.M., and reached the lighter about an hour later. She took her in tow, but it was not until midnight that she reached the inner harbour at Padstow. The lighter was moored there to await a tug. Later it was learned that the lighter had been in tow of a tug from Plymouth to Bristol, but the tow had parted early on the night of the 23rd, and the tug had gone on to Bristol. Mr. Wilton, the branch honorary secretary, accompanied the life-boat on this service.—Property Salvage Case.

Holyhead, Anglesey.—At 12.5 A.M. on the 29th January, 1938, the coastguard reported that a vessel was dragging her anchors across the bay towards Salt Island. A watch was kept on her, and at about 1.30 A.M. she was seen burning a flare. A strong west gale was then blowing, with a very rough sea. The motor life-boat *A.E.D.* put out at 1.50 A.M., and found the s.s. *Rivelin*, of Liverpool, bound light from Birkenhead to Hayle, dragging towards a dangerous lee shore. Her master wanted a pilot to take her into shelter. The coxswain offered to lead her to a good anchorage, and the life-boat guided her into the lee of Salt Island, where she was protected from the gale. The life-boat returned to her station at 2.50 A.M.—Rewards, £13 2s. 6d.

Bembridge, Isle of Wight.—At about 6 A.M. on the 29th January, 1938, the coastguard reported a vessel in distress and burning flares N.E. of House Sand Fort. She was the s.s. *New Verdun*,

of Plymouth, bound from Middlesbrough for Portsmouth with a cargo of steel. A whole N.W. gale was blowing, with a heavy sea. The motor life-boat *Langham* was launched at 6.30 A.M., and found that the *New Verdun* had dragged her anchor and gone ashore about three-quarters of a mile N.E. of the Fort. She stood by until the *New Verdun* managed to get into deep water again. The *New Verdun* was making water fast, and the master asked the life-boat to escort him to Portsmouth. This she did. She arrived back at Bembridge at 11.30 A.M., but the sea was too bad to permit of her being got on to the slipway, and she was not rehoused until 4 P.M. The crew remained on board all the time. An increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £9 19s. 6d.; additional rewards to crew, £6; total rewards, £17 15s. 6d.

Scarborough, Yorkshire.—The local motor fishing coble *Comrade* was expected in from sea some time after noon on the 30th January, 1938, and as she did not come, anxiety was felt for her safety. A N.N.W. gale was blowing, with a rough sea. The motor life-boat *Herbert Joy II* was launched at 12.20 P.M., and saw the *Comrade* about three miles to the N.N.E., flying a signal of distress. She had had trouble with her engine, and her sail had been blown away. Life-belts were passed to her crew of two, and the life-boat towed her into harbour. The life-boat returned to her station at 1.30 P.M.—Rewards, £19 9s.

Broughty Ferry, Angus.—At 7.15 P.M. on the 30th January, 1938, the harbour-master reported that a vessel between Monifieth and Lady Buoy, in the mouth of the Tay, was firing distress signals. A S.W. breeze was blowing, with a moderate sea and showers of sleet. The motor life-boat *Mona* was launched at 7.24 P.M., and found the steam trawler *Richmond Castle*, of Dundee, aground about one mile N. by E. from Lady Buoy. She was returning from the fishing grounds, had sprung a leak, and had seven feet of water in her engine-room. At the master's request the

life-boat sent, by means of her radio, a message for a tug, but as the tide rose the *Richmond Castle* began to make water rapidly and developed a big list to port. The life-boat immediately ran alongside and rescued the crew of eight. Two of them she took to Tayport, the remainder to Broughty Ferry. She returned to her station at 12.45 A.M. on the 31st.—Rewards, £13 1s.

Lerwick, Shetlands.—Early on the morning of the 31st January, 1938, the coastguard reported that a trawler was ashore on the island of Bressay. A S.S.W. gale was blowing, with a rough sea and showers of sleet. The motor life-boat *Lady Jane and Martha Ryland* put off at 4.55 A.M. On her way to the trawler she saw a flare, and found a small boat, with four men on board, in difficulties. The men had put off from a trawler—the *Ben Chourn*, of Aberdeen—to run out a kedge anchor, and had been unable to get back to her. The life-boat picked up the boat and towed it back to the *Ben Chourn*. She then stood by and, with the tide making, the *Ben Chourn* floated off. She put back to the Fish Harbour, accompanied by the life-boat, which returned to her station at 7.10 A.M.—Rewards, £7 10s.

St. Ives, Cornwall.—The s.s. *Alba* was wrecked on the night of the 31st January, 1938, and although capsized, the life-boat rescued eighteen of the crew.—Rewards, silver medal, bronze medals, vellums, letters of thanks, and monetary awards amounting to £92 7s. 6d.

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

Campbeltown, Argyllshire.—Early on the morning of the 1st February, 1938, a fisherman reported distress flares from a vessel ashore on Dhorling sand-bank, Davaar Island. She was the coasting steamer *Falavee*, of Belfast, bound with a cargo of coal for Larne from Glasgow. She carried a crew of seven. A west gale was blowing, with a very rough sea. The motor life-boat *City of Glasgow* was launched at 3.36 A.M. After some difficult manœuvring,

due to the position of the *Falavee* and the very heavy sea, she got alongside and rescued the seven men. She landed them at Campbeltown at 5 A.M. Later on the weather moderated and, at the request of the captain, and in the absence of any other suitable boat, the life-boat put off again at 9.30 A.M. and took the crew back to the *Falavee*. She then ran out a kedge anchor from the *Falavee*, and at high water helped her to get off into deep water. She escorted her to the pier, and returned once more to her station at 1.30 P.M.—Rewards, £14 16s. 6d., and Property Salvage Case.

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

Clacton-on-Sea, Essex.—7th January, 1938. A coasting steamer had gone ashore on the Little Sunk Sands, but was towed clear by a tug.—Rewards, £13 2s. 6d.

Falmouth, Cornwall.—12th January, 1938. A steamer had been reported to be dragging her anchors, but was able to get to a safer anchorage.—Rewards, £13 11s. 6d.

St. Peter Port, Guernsey, and St. Helier, Jersey.—12th January, 1938. A sea-plane had been seen flying very low, and it was feared that she had come down in the sea, but nothing could be found. The search was made by the St. Peter Port motor life-boat, and the life-boat crew at St. Helier assembled twice during the day.—Rewards: St. Peter Port, £21 11s. 9d.; St. Helier, £3 1s.

Troon, and Girvan, Ayrshire.—14th January, 1938. An aeroplane was missing, but it had come down on land near Largs. The owners made a donation to the Institution.—Rewards: Troon, £15 9s.; Girvan, £13 2s. 6d.

Helvick Head, Co. Waterford.—14th January, 1938. Flares had been reported outside the harbour, but the vessel which made them was only waiting for the tide in order to enter the roads.—Rewards, £15.

Exmouth, Devon.—15th January, 1938. A rocket had been reported, but a search revealed nothing.—Rewards, vellum, letters of appreciation, and money awards amounting to £35 18s.

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

New Brighton, Cheshire.—At 6.4 P.M. on the 15th January, 1938, the coast-guard reported that a small vessel was in distress five miles W.N.W. of Bar Buoy, and that the steamer *Millais* was standing by. This was confirmed by the Mersey Docks and Harbour Board, and the No. 2 motor life-boat *William and Kate Johnston* put out at 6.40 P.M. A strong W.N.W. gale was blowing, with a very rough sea. About an hour after the life-boat had got under way the *Millais* reported by wireless that the other vessel had disappeared during a squall. This message was sent by wireless to the life-boat, and she searched round the Bar Light-vessel and Buoys. She could find no trace of the distressed vessel, and at 9.50 P.M. went to the Formby Light-vessel. Here it was learned that the vessel was the steamer *Jane*, of Liverpool, and that she was four miles W.N.W. of the North-West Buoy and not the Bar Buoy. This new position was about sixteen miles from the Formby Light-vessel. The life-boat continued the search, but at 1.10 A.M. on the 16th the Dock Board reported that the *Jane* had arrived in dock. A wireless message was sent to the life-boat, and she returned to her station at 4.50 A.M. after over ten hours at sea in extremely bad conditions. An increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £18 2s. 6d.; additional rewards to crew, £9; total rewards, £26 1s. 6d.

Baltimore, Co. Cork.—15th January, 1938. A steam trawler was in difficulties. The distressed trawler had sent out signals by wireless. These had been picked up on shore, but communications with Baltimore were out of order. Under an arrangement between the life-saving services and the broadcasting authorities, a general S O S was broadcast from Radio Athlone. It was picked up by Mr. H. P. F.

Donegan, the Institution's honorary secretary at Cork. He passed it to the civic guard at Goleen, who communicated with the civic guard at Skibbereen, who sent the message to the life-boat station at Baltimore. The life-boat was launched, but found that the trawler had been taken in tow by another trawler.—Rewards, £21 1s.

Donaghadee, Co. Down.—15th January, 1938. The Norwegian motor vessel *Lilly I*, of Bergen, appeared to be dragging her anchors, but she did not need help, and moved to a safer position.—Rewards, £10 3s. 6d.

Holyhead, Anglesey.—15th January, 1938. A steamer had been reported ashore at Rhoscolyn Head, but nothing could be found.—Rewards, £9 19s. 6d.

Stornoway, Island of Lewis.—15th January, 1938. A fishing boat was overdue, but the two men on board, the life-boat coxswain and his son, unable to get back owing to trouble with their engine, had anchored their boat in a sheltered cove and walked home.—Rewards, £11 14s.

Barrow, Lancashire, and Maryport, Cumberland.—During the morning of the 16th January, 1938, a man reported to the Whitehaven police that he had seen rockets off the coast between Seascale and Sellafield, about twenty-eight miles by sea from Barrow and twenty-three from Maryport. A south-westerly gale was blowing, with a very heavy sea, and visibility was poor. The coastguard passed the news to the life-boat stations, and the Barrow motor life-boat *N.T.* was launched at 10.10 A.M., followed by the Maryport motor life-boat *Joseph Braithwaite* at 10.45 A.M. The Barrow life-boat went up the coast almost to St. Bees and then out to sea for about eight miles. She found no sign of a vessel in distress, and returned to her station at 5.15 P.M. The Maryport life-boat searched for ten and three-quarter hours, also without success, and she got back to her station at 9.30 P.M. An increase in the usual money award on the standard scale was granted to each member of the Barrow life-boat crew.—Standard rewards to Barrow crew, £9 19s. 6d.;

additional rewards to Barrow crew, £4; total rewards to Barrow, £17 3s. 3d.; rewards to Maryport, £30 13s.

Arbroath, Angus.—19th January, 1938. A rocket had been reported in the direction of Whiting Ness, but nothing could be found. The life-boat was launched four minutes after the assembly signal had been fired.—Rewards, £14 9s. 6d.

Gourdon, Kincardineshire.—19th January, 1938. Distress signals had been reported to the E.S.E. of Johnshaven, but nothing could be found.—Rewards, £33 2s. 6d.

Aldeburgh, Suffolk.—19th January, 1938. A white rocket had been reported, but no trace of any vessel in need of help could be found.—Rewards, £44 12s.

Redcar, Yorkshire.—19th January, 1938. A light had been seen to drop into the sea between Redcar and Marske, but nothing could be found, and it was thought that the light must have been a meteor.—Rewards, £19 3s. 6d.

Filey, and Flamborough, Yorkshire.—19th January, 1938. At 2.35 P.M. the motor fishing boat *Heather*, of Filey, was reported overdue, and as it was not known in which direction she might be, the honorary secretary sent out twelve men in three motor fishing-boats, in preference to the pulling and sailing life-boat, to search for her. A fresh N.W. breeze was blowing, with a moderate to rather rough sea. The boats came back between 5 P.M. and 6 P.M. without having sighted the *Heather*, refuelled, and went out again. This time one of them found her off Flamborough Head, coming home. She had not been in distress, but had been trying to recover her lines, which a trawler had cut. Meanwhile messages had been received at Flamborough from Filey that cibles had put out from there to look for the missing boat, but that their search had not been successful. It was decided to send out the Flamborough motor life-boat *Elizabeth and Albina Whitley*, and she left at 6.15 P.M. About 7.30 P.M. news

came through that the *Heather* had got safely ashore and the life-boat was recalled, arriving at 8.45 P.M.—Rewards: Life-boat, £28 3s.; shoreboats, £14 8s., with £1 10s. for fuel used and £3 15s. for repairs.

Whitehills, Banffshire.—20th January, 1938. A motor boat's engine had broken down, but another motor boat took her in tow.—Rewards, £11 16s. 6d.

Swanage, Dorset.—25th January, 1938. An aeroplane had been reported to have come down in the sea, but a search in which sea-planes joined found nothing.—Rewards, £21 1s.

Campbeltown, Argyllshire.—26th January, 1938. A steamer appeared to be drifting, but she did not need help.—Rewards, £6 17s. 6d.

Rosslare Harbour, Co. Wexford.—Very early on the morning of the 30th January, 1938, the watchman at Curracloe reported rockets between the Lucifer and Blackwater Light-vessels. A storm was blowing from the N.W. by W., and a heavy sea was running. The motor life-boat *K.E.C.F.* put out at 1.30 A.M., but although she searched for some hours, she was unable to find any trace of a vessel in distress. She spoke to the Lucifer Light-vessel, which reported that no signals had been seen, and returned to her station at 9.30 A.M. A special money award was granted to each member of the permanent paid crew, and an increase in the usual money award on the standard scale was granted to the volunteer member of the crew.—Standard rewards to the volunteer, £2 16s. 6d.; additional rewards to crew £4.; total rewards, £7 10s.

Angle, Pembrokeshire.—31st January, 1938. A coastguard brought news by car that distress signals had been seen W.S.W. of Flimston Head, but nothing could be found.—Rewards, £11 11s. 9d.

Great Yarmouth and Gorleston, and Caister, Norfolk.—1st February, 1938. A barge was in distress, but a coasting motor vessel towed her into Yarmouth Roads. The Great Yarmouth and Gorleston motor life-boat was launched

and the Caister life-boat crew assembled.—Rewards : Great Yarmouth and Gorleston, £42 5s. ; Caister, £9.

St. Peter Port, Guernsey, and St. Helier, Jersey.—2nd February, 1938. A report had been received that a French military aeroplane had been forced down at sea, but later it was learned that the plane was safe. The St. Peter Port motor life-boat was launched and the life-boat crew at St. Helier assembled. The French Consul in Jersey expressed his thanks.—Rewards : St. Peter Port, £7 12s. 3d. ; St. Helier, £3 10s.

March Meeting.

Lowestoft, Suffolk.—At 4.25 A.M. on the 8th February, 1938, the coastguard reported that a vessel had gone ashore about a mile north of Benacre look-out. A S. by E. breeze was blowing, with a rough sea, the night was exceptionally dark, and there was a thick fog. The motor life-boat *Agnes Cross* was launched at about 4.30 A.M., and found the vessel to be the Lowestoft steam trawler *Lord Keith*, inward bound from the fishing grounds. She was lying broadside on to the sea, which was breaking over her, and her crew of ten had taken shelter in the wheel-house. Her small boat had been launched, and was hanging at her bows, swamped. The life-boat anchored and veered in, but the crew did not want to leave, and so she hauled off again and stood by. At about 6.30 A.M. she veered in again and ran out an anchor from the *Lord Keith*. This began to drag as the *Lord Keith* bumped about, and the life-boat laid it again, and later on ran out another, and heavier, anchor. She continued to stand by until 1.40 P.M., when a tug towed the *Lord Keith* off. Then, after finding that the *Lord Keith* was not making water, she returned to her station, arriving at 3 P.M.—Property Salvage Case.

Cromer, Norfolk.—At about midday on the 10th February, 1938, the wind veered suddenly from W. to N.W., reaching gale force, and the sea became heavy. Two fishing boats were known to be still at sea, and at 12.25 P.M. the No. 1 motor life-boat *H. F.*

Bailey was launched to search for them. They were found at Overstrand, one already beached safely, and the other, named *Urgent*, about half a mile to the southward. The life-boat stood by the *Urgent* until she also was safely beached at Overstrand. As conditions would not allow the rehousing of the life-boat at Cromer, she made for Gorleston, arriving there at 3.30 P.M.—Rewards, £31 1s. 6d.

Wick, Caithness-shire.—On the 10th February, 1938, the Belgian motor fishing vessel *Ivo Luc*, of Zeebrugge, had a breakdown of her engine while fishing off Clythness. She carried a crew of four. A fresh N.N.E. gale was blowing, with a rough sea and squalls of snow. The *Ivo Luc* began to drift and sent out a wireless call for help. This was passed by the coastguard to the life-boat station, and the motor life-boat *Frederick and Emma* was launched at 2.32 P.M. She found the *Ivo Luc* seven or eight miles to the south-east and took her in tow for Wick harbour. The passage home was very slow, however, and the life-boat did not return to her station until 2 A.M. next day. She had been at sea for eleven and a half hours.—Rewards, £23 10s. 6d.

Douglas, Isle of Man.—At 1.30 A.M. on the 12th February, 1938, information was received at the life-boat station from the pier-master that a vessel was showing red lights off Douglas Head. A strong westerly gale was blowing, with a very heavy sea and showers of sleet. The motor life-boat *Manchester and Salford* was launched at 2 A.M., and found the s.s. *Ben Varrey*, of Ramsey, in difficulties owing to trouble with her boiler. She had a crew of five on board, and was bound, light, from Douglas to Garston. At her master's request the life-boat came ashore with a message for the steamer's owners, and then returned to stand by her. At 7.30 A.M. the s.s. *Ben Ellan*, a sister ship, arrived and took the *Ben Varrey* in tow. The life-boat then returned to her station, arriving at 9.30 A.M.—Rewards, £19 5s. 3d.

Margate, Kent, and Clacton-on-Sea, Essex.—At about 3.55 A.M. on the 11th

February, 1938, the Margate coast-guard telephoned that Clacton coast-guard had reported rockets near the Edinburgh Light-vessel. A north gale was blowing, with a very rough sea. The life-boat crew assembled, and then the Tongue Light-vessel reported by wireless that the Edinburgh Light-vessel was firing distress signals. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 4.20 A.M. and found that the light-vessel had broken adrift. She drifted towards Shingle Patch Buoy, where she was brought up by her anchors. The life-boat went alongside, and the light-vessel's master asked her to send a wireless message for the Trinity Vessel *Strathearn*. She did so and then stood by until the *Strathearn* arrived. She returned to Margate at 9 A.M., but could not be rehoused, owing to the very bad weather. She was left at moorings and rehoused the following morning. When it was known at Clacton-on-Sea that the Margate life-boat was going out in response to the Edinburgh Light-vessel's signals it was decided not to launch the motor life-boat *Edward J. Dresden*, but at 4.12 A.M. the coastguard reported that the Mid-Barrow Light-vessel was firing distress signals, and the Clacton life-boat was launched at 4.50 A.M. She went to the Mid-Barrow, but found that she was making signals for the Edinburgh Light-vessel. The Clacton life-boat then returned to her station, arriving at 9.50 A.M.—Rewards: Margate, £24 6s.; Clacton, £23 5s. 3d.

Whitby, Yorkshire.—The motor fishing boats *Endeavour*, *Pilot Me* and *Success* left harbour for the fishing grounds at about 4 A.M. on the 12th February, 1938. A few hours later the wind got up rapidly, and by 10 A.M. a gale was blowing from the N.N.W., with a very heavy sea and showers of sleet. The harbour entrance became very dangerous, and the motor life-boat *Margaret Harker Smith* was launched at 11 A.M. She stood by in the entrance in very heavy seas until the three boats had got in, and returned to her station at about 1 P.M.—Rewards, £9 14s. 6d.

Blyth, Northumberland. — Shortly after 10 A.M. on the 12th February,

1938, information was received from the Seaton Sluice and Blyth coast-guards that fishing boats were out, and could not be seen. A northerly gale was blowing, with a very rough sea. At 10.30 A.M. the motor life-boat *Joseph Adlam* put out and, after searching between Blyth and Seaton Sluice, found the two boats, *Rejoice* and *Ina*, and escorted them safely to Blyth. Learning that there was still another boat at sea, the life-boat went out again, found the *Margaret A. Johnson* and escorted her in. A fourth boat had made for the Tyne. The life-boat returned at 12.30 P.M., but it was impossible to haul her up, owing to the gale. Another attempt was made at 7 P.M., but conditions were still too bad, and it was not until 10.30 A.M. the following morning that the life-boat was rehoused.—Rewards, £13 5s.

Scarborough, Yorkshire. — The motor life-boat *Herbert Joy II* was launched at noon on the 12th February, 1938, as the weather had got very bad, and the local motor fishing boats *Mary Joy*, *Hyperion*, *Margaret* and *Floreat* were at sea. A strong northerly gale was blowing, with a very rough sea. The life-boat went off four times and escorted each boat safely into harbour. When the *Floreat*, the last boat, came in conditions had got still worse, and she had several narrow escapes of being swamped. The life-boat returned to her station at 2.15 P.M.—Rewards, £19 9s.

Boulmer, Northumberland. — On the morning of the 12th February, 1938, a vessel, which had been under observation, brought up in Alnmouth Bay. A northerly gale was blowing, with a heavy sea. The vessel was the auxiliary motor schooner *Skjoldborg*, of Frederikshavn, with a crew of eight on board. She appeared to be dragging her anchors in a dangerous position and, although no signals of distress had been shown, the motor life-boat *Clarissa Langdon* was launched at 12.5 P.M. The captain of the *Skjoldborg* then attempted to weigh anchor in order to get to a safer anchorage, but he was not successful and decided to send his crew ashore. With difficulty the life-boat took off the seven men,

going alongside the rolling vessel four times. The captain declined to leave her. On arriving at Boulmer the life-boat was run on to the beach and was washed broadside on before being secured. The honorary officials of the life-boat station and the coastguard decided that the life-boat should go out again to fetch the captain before dark. At 4.33 P.M. the life-boat went, with the *Skjoldborg's* mate on board to act as interpreter. The captain decided to leave. The life-boat went alongside and, watching for his opportunity, the captain first threw his dog into the life-boat and then jumped aboard himself, bringing with him the ship's papers. This time the life-boat was beached at Seaton Point and taken back to her station by road. The *Skjoldborg* rode out the gale and on the 14th February the life-boat went out a third time at noon to take her crew back to her. The life-boat returned at 2.30 P.M., and at about 4 P.M. the *Skjoldborg* was able to go on her way. The captain, who was also owner, sent a letter expressing appreciation of the services rendered.

Letters of appreciation were sent by the Institution to: The Alnmouth and Boulmer Branch, commending the life-boatmen and the honorary secretary, Mr. Wm. S. Stanton; Vice-Admiral J. E. Cameron, C.B., M.V.O., J.P., chairman of the branch; the Board of Trade, commending Mr. M. J. Abbs, district officer of H.M. Coastguard, of Blyth, and Station Officer Beeden, of Boulmer; the Chief Constable of Northumberland commending Police Constable Jefferson, who had helped to keep the vessel under observation.—Rewards: First trip, £9 14s. 6d.; Second trip, £14 3s.; Third trip, Property Salvage Case.

The Humber, Yorkshire.—At about 4.50 P.M. on the 12th February, 1938, information was received through the Mablethorpe coastguard and the Spurn Point Royal Naval Shore Signal Station that a vessel was drifting on to the Haile Sands. She was the s.s. *Deerwood*, of London, with a crew of nineteen on board. A whole N.W. gale was blowing, with a very heavy sea and squalls of hail. The motor life-boat *City of Bradford II* was launched at 5.15 P.M.

and found that the steamer had damaged her propeller. She was very near the sands, but holding her own with both anchors down and engines going full ahead. The master had already sent for a tug and the life-boat stood by in case the crew had to be taken off. Later the tug arrived and took the *Deerwood* in tow for Grimsby, escorted by the life-boat. On passing the Bull Light-vessel the life-boat learned that the light-vessel had been driven from her moorings, but that her spare anchor was holding and she did not need the life-boat's help. The weather was so bad that the life-boat could not be rehoused, so she ran for Grimsby, arriving at 10.15 P.M. She returned to her station the following day. On the way she spoke the *Deerwood*, whose captain thanked the life-boatmen for their services.—Permanent paid crew: Rewards, £2 12s. 2d.

Ramsgate, Kent.—On the 12th February, 1938, the motor boat *Salvor*, of Ramsgate, with a crew of three, had gone out to the North Goodwin Light-vessel, to bring ashore a Trinity House mechanic. She left the light-vessel about 5 P.M., and as at 7 P.M. she had not arrived, it was decided to send out the motor life-boat *Prudential*. She left at 7.35 P.M. The sea was very rough, with a N.W. gale blowing. As the life-boat was leaving, flares were seen to the eastward of the Quorn Buoy. On reaching this position the life-boat found the *Salvor* with her engines broken down, and towed her into Ramsgate Harbour.—Rewards, £15 14s.

Walton and Frinton, Essex.—During the afternoon of the 12th February, 1938, the barge *Chieftain*, of London, bound with a cargo of wheat for Ipswich, was overtaken by bad weather when off Walton-on-the-Naze. She had two men and a woman on board. A N.N.W. gale was blowing, with a very rough sea and snow squalls. The coastguard reported her to be in difficulties and dragging her anchors, and the motor life-boat *E.M.E.D.* put out at 5.25 P.M. She came up with the barge half a mile east of the Stone Bench Buoy, and found that seas were running completely over her. With great difficulty, owing to the heavy seas, the life-boat

was taken alongside and the woman and the two men jumped on board her. She returned to her station at 7.10 P.M. At 8 A.M. next morning the life-boat put out again and took the two men back to the barge. A hatch had carried away, and she had shipped a considerable quantity of water, but this was pumped clear, and with the weather improving, the life-boat decided to try and get her to Harwich Harbour. In this she succeeded. She returned to her station at 4 P.M. A letter of appreciation was sent to the branch.—Rewards, £27 9s.; also Property Salvage Case.

Dungeness, Kent.—At 2.15 P.M. on the 13th February, 1938, a local fisherman and the coastguard reported that a barge at anchor in East Bay was flying a distress signal. The sea was very rough, with a moderate N.N.E. gale blowing, and snow squalls. The motor life-boat *Charles Cooper Henderson* was launched at 2.30 P.M. and found the barge to be the *Veravia*, of London, bound laden for Newport, Isle of Wight, with a crew of two. The master said that one anchor chain had parted and he wanted help to get out of the bay. A rope was made fast and with the help of the life-boat the *Veravia* reached Newhaven about midnight. The life-boat returned to her station the following day, arriving at 2.20 P.M.—Property Salvage Case.

Aldeburgh, and Lowestoft, Suffolk.—On the morning of the 14th February, 1938, the Aldeburgh motor life-boat *Abdy Beauclerk* was launched at 8.30 A.M. on information from the Aldeburgh coastguard that a fishing smack was in distress several miles N.E. by N. from their look-out. A strong E.N.E. gale was blowing, with snow and a very rough sea. The life-boat found the *Northern Queen*, of Lowestoft, with a crew of three on board, disabled by damage to her sails. Help was offered, but the master waited for a tug, which, after several attempts, got a rope aboard. The *Northern Queen* was then towed by the tug to Lowestoft, escorted by the Aldeburgh life-boat. At Lowestoft information had been received from the coastguard at 8.20 A.M. that the vessel was in distress about three and

a half miles from Southwold, and that the Southwold life-boat could not get out, on account of building work and the gale. The Lowestoft motor life-boat *Agnes Cross* put off at 8.45 A.M., but she found that her services were not needed and returned to her station at 2 P.M.—Rewards: Aldeburgh, £45 5s. 7d.; Lowestoft, £19 19s. 6d.

The Humber, Yorkshire.—Just after 9 P.M. on the 14th February, 1938, the life-boatman on watch reported a large steamer aground on the Inner Binks. The sea was rough, with an E.N.E. wind and snow squalls. At 9.30 P.M. the motor life-boat *City of Bradford II* was launched, and found the vessel to be the *King Edgar*, of London, a steamer of 4,500 tons, laden with railway sleepers and bound from Vancouver to Immingham. The coxswain went on board her and it was decided that the life-boat should stand by, as tugs had already been sent for. At 2 A.M., when the flood was at its strongest, the vessel refloated without help and went on her way to Immingham. The life-boat reached her station again at 3 A.M.—Property Salvage Case.

Southend-on-Sea, Essex.—On 15th February, 1938, the signal station at the pierhead reported that a barge was in distress off Grain Spit and the motor life-boat *Greater London (Civil Service No. 3)* was launched at 12.5 P.M. A whole easterly gale was blowing, with snow and a very heavy sea. She found the barge to be the *Pacific*, of London, broken down and without a rudder, and took off her crew of two, returning with them at 2 P.M. At 4.30 P.M. the life-boat went out again to try and bring in the barge, but the weather was too bad and she returned at 5.30 P.M. Before leaving on this trip the life-boat learned at the pierhead that there was an S O S for the chief engineer of the s.s. *Dunnott Head*, of Leith, which was about two and a half miles off the pier. The life-boat delivered it on the way out, and picked up the chief engineer and landed him on the return journey. Next morning at 8 A.M. the *Greater London* set out a third time. This time she succeeded in picking up the *Pacific* and taking her to Sheerness.

On her way back she saw signals from the s.s. *Corton*, of London, and found that her boat, with five men aboard, was adrift. She picked up the men about a mile west of the pier and landed them.—Rewards, £19 12s., also Property Salvage Case.

Barrow, Lancashire.—On the afternoon of the 17th February, 1938, the coastguard reported that a small boat was adrift abreast of Hilpsford Buoy, but that it was impossible to say if there was anyone on board. A N.E. breeze was blowing, with a rough sea. It was decided to send out the motor life-boat *N.T.* and she left at 3.5 P.M. and picked up the empty boat *Hagar*, four miles N.W. of the buoy. Two life-boatmen were put aboard and the boat was towed to safety. The life-boat got back to her station at 5.45 P.M. The owner of the boat had left her while gathering mussels, but had been unable to get aboard her again. He had left her aground, intending to recover her later, but she had drifted away.—Rewards, £12.

Shoreham Harbour, Sussex.—The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 5.30 P.M. on the 17th February, 1938, on a message from the coastguard that they had seen a schooner drift ashore west of Shoreham. A moderate S.E. breeze was blowing, with a moderate sea, and the weather was cloudy with drizzling rain. The life-boat could not see the schooner at first and did not find her until 8.30 P.M. She was the auxiliary schooner *Kerroch*, of Paimpol, bound in ballast from St. Malo for Norway, with a crew of six. The life-boat stood by for some time, and then at the request of the master tried to tow her clear. She got her off at about 11.30 P.M., towed her into Shoreham Harbour, and returned to her own station at 1.40 A.M. on the 18th.—Property Salvage Case.

Ramsgate, Kent.—At about 7.23 A.M. on the 18th February, 1938, a message was received from East Pier that a vessel was aground near Quern Buoy. She was the motor vessel *Thomas M.*, of London, bound with a cargo of coal to Richborough, near Sandwich. A

fresh E.N.E. breeze was blowing, with a moderate sea, and the *Thomas M.*, having swung athwart after grounding, was smothered fore and aft by the breaking sea. The motor life-boat *Prudential* was launched at 7.40 A.M. and at the master's request ran out a kedge anchor. She then stood by until the *Thomas M.* floated off, and returned to her station at 10.12 A.M.—Property Salvage Case and Rewards, 9s. 6d.

Lowestoft, Suffolk.—At about 9.15 A.M. on the 18th February, 1938, the coastguard reported a smack aground on the Inner Newcombe Sands, and the motor life-boat *Agnes Cross* was away within five minutes. A moderate N.E. by E. gale was blowing, with a very heavy sea. The life-boat found that the smack the *Lucky Hit*, of Lowestoft, had been aground, but had knocked off the sands. A tug had taken her in tow, but she was sinking, and the life-boat, with considerable difficulty and at some risk, as the tug was going at full speed, went alongside and took off one of the crew. She made a second attempt and got another man, but the remaining three would not leave, as they thought that the smack would keep afloat. Shortly afterwards the smack struck the north extension breakwater and sank immediately. One man was washed overboard, and the other two took to the rigging. The life-boat made for the man in the water, but he was rescued by life-boat helpers on shore by means of lines. She went back to the *Lucky Hit*, which was almost completely submerged, went right over her deck and rescued the two men. Her fore stem struck heavily on the deck of the *Lucky Hit*, but she got clear without serious damage. She returned to her station at 10.30 A.M.—Rewards, £21 17s. 6d.

Troon, Ayrshire.—At 10 P.M. on the 19th February, 1938, the harbour look-out reported that a fishing boat had not returned as expected. Later a mast-light was seen, and as it was stationary, the motor life-boat *Sir David Richmond of Glasgow* was launched at 11 P.M., to see if her help was wanted. An E.N.E. breeze was blowing, with a moderate sea. She

RESCUE FROM A SINKING



SCENE 1.

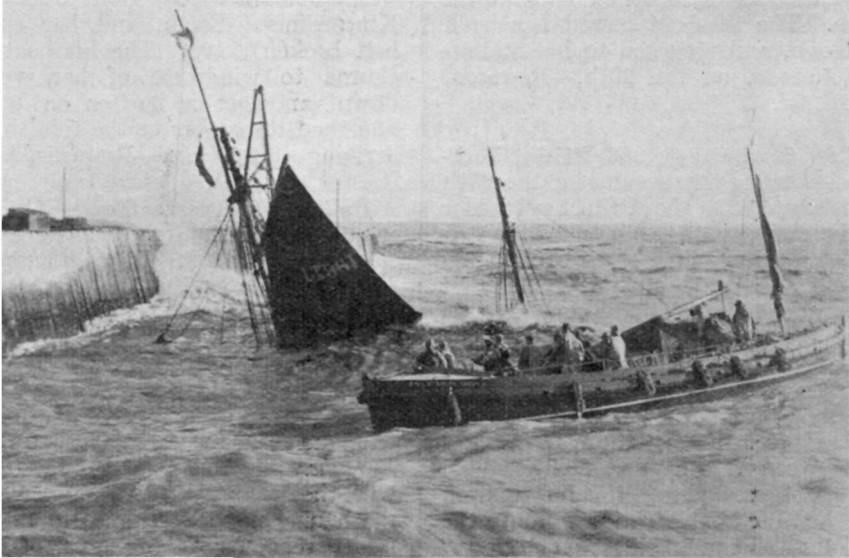
The smack *Lucky Hit*, of Lowestoft, after being driven on a sandbank, on 18th February, 1938, was taken in tow by a tug. She was sinking, and the Lowestoft motor life-boat rescued two of her crew. The other three remained on board, and the tug made for Lowestoft with the life-boat standing by.



SCENE 2.

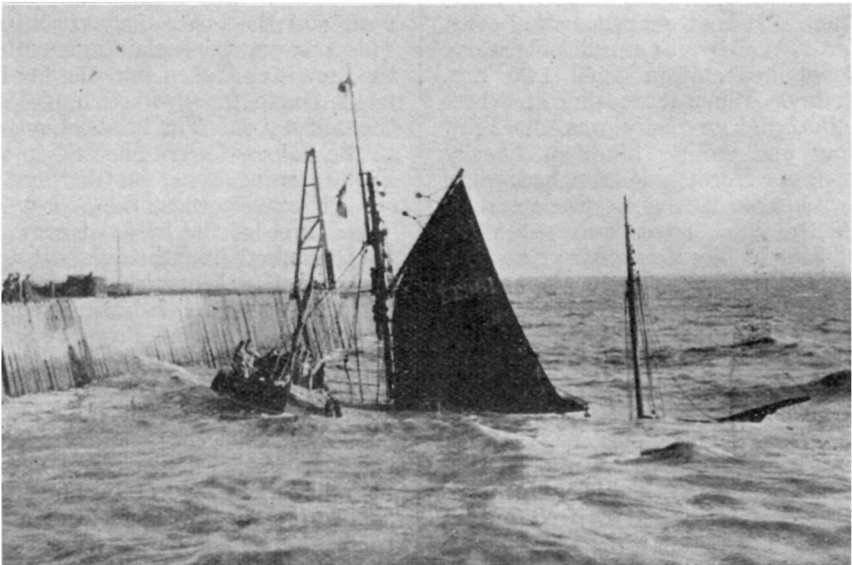
As she was coming in the smack struck the breakwater and immediately sank. One of the three men on board can be seen on the bows preparing to swim for the breakwater where he was rescued by lines. The other two took to the rigging.

SMACK AT LOWESTOFT.



SCENE 3.

The motor life-boat closing in to rescue the two men.



SCENE 4.

The rescue. The two men of the smack can be seen in the rigging.

Photographs reproduced by courtesy of H. Jenkins, Lowestoft.

(For a full account of the service see page 491.)

found the boat, the *Provider*, of Portavogie, about four miles W.N.W. of Ayr Harbour. Her engine had broken down. The life-boat towed her back to Troon, and returned to her station at 1.15 A.M. on the 20th.—Rewards, £9 16s. 6d.

Filey, Scarborough, and Whitby, Yorkshire.—During the evening of the 25th February, 1938, the Grimsby trawler *Buckingham*, with a crew of sixteen on board, ran aground at Newbiggin Wyke, just north of Filey Brig. A moderate south-westerly breeze was blowing, with a moderate sea. The *Buckingham* sent out a wireless message that she was bumping heavily and that the crew must soon abandon her, but she reported her position incorrectly as between Whitby and Scarborough. The coastguard passed this information to the life-boat stations, and the Whitby No. 1 motor life-boat *Margaret Harker Smith* put out at 9.25 P.M., followed by the Scarborough motor life-boat *Herbert Joy II* at 9.40 P.M. About the same time a rocket was seen and it was realized the trawler was on Newbiggin Wyke. The Whitby life-boat was recalled, and returned to her moorings at 9.45 P.M., but the Scarborough life-boat searched the coast towards Whitby, and did not arrive back at her station until 1.30 A.M. next day. When it was known where the *Buckingham* really was the Filey pulling and sailing life-boat *Thomas Masterman Hardy* was launched. The time was then 9.37 P.M. She stood by while the *Buckingham* was got afloat by fishing cobbles from Filey, and returned to her station at 2 A.M. on the 26th.—Rewards: Filey, £45 15s.; Scarborough, £47 10s. 6d.; and Whitby, £10 6s.

Broughty Ferry, Angus.—At about 9.55 A.M. on the 28th February, 1938, the Carnoustie coastguard telephoned that a sailing boat which had been anchored off Buddon Ness had drifted out of sight. An hour later they telephoned that Buddon Ness lightkeeper had reported that the boat was in difficulties and making heavy weather. A S.W. gale was then blowing, and the sea was rough. The motor life-boat *Mona* put out at 11 A.M., and found the boat

to be the motor fishing yawl *Sovereign*, of Dundee, with a crew of two. She was bound in ballast from Dundee to Kincardine-on-Forth, and her engine had broken down. The life-boat anchored to windward of her, veered down, and got a hawser on board. She then towed her to the tidal basin, arriving at 1.30 P.M.—Rewards, £8 1s.

Pwllheli, Caernarvonshire.—On the night of the 2nd March, 1938, a message was received from the coastguard at Porthdinllaen that a vessel off Criccieth was burning flares. A moderate breeze was blowing, with a moderate sea. It was not known at first if the vessel was signalling for a pilot, but as she continued to send up flares, it was decided to launch the motor life-boat *William Macpherson*. She put off at 11.30 P.M., with the district engineer and travelling mechanic on board, and found the motor schooner *Solway Lass*, of Portmadoc, at anchor about two hundred yards off shore west of Criccieth. She was bound home from Belfast with a part cargo of potatoes, and a crew of three on board. The life-boat found that the skipper and one of the men had been poisoned by exhaust fumes from the engine. The skipper was already dead and the other man unconscious. This man and the remaining member of the crew were taken into the life-boat, which made for Pwllheli, and landed them at 4 A.M. The life-boat returned to the *Solway Lass*. She had to stand by for some time, until there was enough water to float the *Solway Lass*. Then three of the life-boat crew were put on board and the life-boat towed her, with the skipper's body on board, to Pwllheli. The life-boat returned to her station at 9 A.M.—Property Salvage Case.

Galway Bay, Co. Galway.—On the 3rd March, 1938, the honorary secretary, the Rev. Father Killeen, was weather-bound on the island of Inishmaan, and as his presence was essential at Kilonan, he sent a wireless message for the motor life-boat *William Evans*. A S.W. gale was blowing, with a very rough sea, and no other available boat could make the trip. The life-boat was launched at 1.40 P.M. and returned with the honorary secretary on board

at 3.10 P.M.—The Institution did not make rewards for this service.

Galway Bay, Co. Galway.—The steam trawler *Tranio*, of Milford Haven, ran on the rocks in Killeany Bay, during foggy weather on the morning of the 4th March, 1938. She was bound for the fishing grounds and had a crew of eleven on board. A heavy sea was running, and the *Tranio* was swept by huge seas. Her siren signals were heard, and the motor life-boat *William Evans* was launched at 6.20 A.M. At the request of the master the life-boat stood by all day, and ran out an anchor from the *Tranio* to save her from being smashed on the rocks. Eventually the master decided to abandon ship and the life-boat went alongside and rescued the crew. She arrived back at her station at 11 P.M., having been on service for nearly seventeen hours. At 6 A.M. next day she again went to the *Tranio* with the master, wireless operator and mate, but nothing could be done, and she returned to her station at 10 A.M.—Rewards, £29 14s., and Property Salvage Case.

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

Dunmore East, Co. Waterford.—14th January, 1938. A vessel appeared to be in distress, and in the absence of the coxswain and the second coxswain, the assistant motor mechanic took charge.—Rewards, vellum and monetary awards amounting to £10 19s. 6d.

(For a full account of this launch, see page 475.)

Teesmouth, and Scarborough, Yorkshire.—At 4.20 P.M. on the 12th February, 1938, a request was received from the coastguard at Whitby for the motor life-boat *J. W. Archer*, as the destroyer H.M.S. *Walrus* had broken from her tow with only a skeleton crew on board. A full N.E. gale was blowing and the sea was very rough. The life-boat left at 5.10 P.M. and went south, but failed to find the *Walrus*, which had gone ashore near Scarborough. On returning, the life-boat put into Hartlepool at 9 A.M., as her fuel was

getting low and the breakers were too heavy at the river mouth for her to enter Teesmouth without great risk. She was returned to her station on the 16th February, when the weather had moderated. Mr. W. M. Friskney, the honorary secretary, and Dr. G. Young of the Redcar Committee went out in the life-boat on this long and arduous service. The Scarborough motor life-boat *Herbert Joy II*, which had been out on service to some fishing boats, as reported on page 488, was rehoused at about 2.15 P.M. Shortly afterwards the coastguard reported that the destroyer had broken adrift, and the crew and helpers were again assembled. They stood by until about 10.15 P.M., when the *Walrus* was seen to drift ashore in the north bay. The life-boat was taken along the coast on her transporting carriage, but just before she was launched the four men on the *Walrus* launched a raft and came safely ashore on it. The life-boat was then hauled back to her station and rehoused at about 1.30 A.M. on the 13th. Letters of appreciation were sent to the Teesmouth branch and to Mr. Friskney and Dr. Young, and an increase in the usual money award on the standard scale was granted to each member of the Teesmouth crew.—Rewards: Teesmouth, Standard rewards to crew, £14 2s.; additional rewards to crew, £7; total, £30 10s. 6d.: Scarborough, £62 2s. 6d.

Wells, Norfolk.—13th February, 1938. A signal was reported, but no trace of any vessel in need of help could be found.—Rewards, £25 18s. 9d.

Shoreham Harbour, Sussex.—13th February, 1938. Rockets had been reported, but no vessel in distress could be found.—Rewards, £9 15s.

Cromer No. 2, and Great Yarmouth and Gorleston, Norfolk.—14th February, 1938. A steamer had foundered after striking the Haisborough Sands, but her crew was rescued by the Gorleston Volunteer life-boat.—Rewards: Cromer, £38 18s.; Gorleston, £17 9s.

Lowestoft, Suffolk, and Great Yarmouth and Gorleston, Norfolk.—15th February, 1938. A report that the s.s.

Helen, of Saltvik, Finland, had wireless that she was in difficulties had been received and the Lowestoft life-boat went out. She found nothing, as the wrong position had been given. The Gorleston crew were assembled, but did not launch, as Lowestoft had gone out, and the steamer was in wireless communication with the shore. The steamer reported later that she did not need help.—Rewards: Lowestoft, £44 7s.; Gorleston, £2 2s.

Hartlepool, Durham.—17th February, 1938. A lighter had been seen to sink, but her crew were rescued by the tug which had had her in tow. Mr. J. S. Wood, honorary secretary, went in the life-boat.—Rewards, £6 1s.

Holyhead, Anglesey.—18th February,

1938. A rocket had been reported, but nothing could be found.—Rewards, £13 2s. 6d.

Bembridge, Isle of Wight.—26th February, 1938. A motor vessel had been reported to be in distress, but she was picked up by a tug.—Rewards, £15 10s. 6d.

Southend-on-Sea, Essex.—3rd March, 1938. A collision some miles up the river had resulted in the sinking of a barge, but a steamer picked up one of the crew. Two others were drowned.—Rewards, £19 1s.

Southend-on-Sea, Essex.—4th March, 1938. A fishing boat was on fire off Leigh, but no one was found on board.—Rewards, £19 10s.

Shoreboat Services.

For which Rewards were given at the February and March Meetings of the Committee of Management.

February Meeting.

Fleetwood, Lancashire.—At 5.45 P.M. on the 10th January, 1938, the life-boat mechanic heard cries for help, apparently from a trawler on the west side of the Wyre Channel, and he, the coxswain and the second coxswain put off in a pilot's dinghy. The sea was calm. They found that the trawler had been in collision with the yacht *Defender*, which had foundered. Four of the yacht's crew of six had been rescued by the trawler, but the other two had been drowned. The three men returned to Fleetwood, and at low water put out again to search for the bodies, but without success.—Rewards, £1 10s.

Filey, Yorkshire.—On the 19th January, 1938, cobsles put off to search when a fishing boat was overdue.—Rewards, £14 8s., with £1 10s. for fuel used and £3 15s. for repairs.

(For full account see Filey, and Flamborough, "Services of the Life-boats," on page 486.)

Newbiggin, Northumberland.—On the 24th January, 1938, a motor coble

saved two other cobsles and their crews.—Rewards, £2 5s., and 8s. for fuel used.

(For a full account see "Services of the Life-boats," Newbiggin, and Blyth, on page 482.)

Whitby, Yorkshire.—At about midday on the 25th January, 1938, the coble *Silver Line*, manned by four men, was returning to harbour when she saw the local motor coble *Comrades* in distress with her engine broken down. A moderate W.N.W. gale was blowing, with a rough sea. The *Silver Line* got a rope aboard the *Comrades* and towed her safely back to harbour.—Rewards, £1 10s., and 5s. for fuel used.

Whitby, Yorkshire.—During the morning of the 27th January, 1938, the local motor coble *Guide Me* was caught at sea by a northerly gale which had suddenly sprung up; she shipped heavy seas which put the engine out of action. Her signals of distress were seen by two other cobsles and both went to the rescue. With difficulty they passed a line to her and towed her into harbour. The tow parted twice before this was

accomplished. The service took two and a half hours.—Rewards, £3 15s., and 10s. for fuel used.

March Meeting.

Portaskaig, Isle of Islay.—On the 10th January, 1937, the trawler *San Sebastian*, of Fleetwood, ran on to the rocks off Ardbeg and foundered within fifteen minutes. Four of her crew were drowned, but the remaining nine managed to scramble on to the rocks, and eight of them were taken off by a passing steamer. The master of this steamer has been thanked by the Board of Trade. The skipper of the trawler, who had scrambled on to another rock, was seen there, unconscious, by two fishermen who had put off in a small rowing boat. A strong S.W. breeze was blowing and the sea was rough. They rescued him, and then searched the neighbouring rocks for other survivors. They were engaged in the rescue between two and three hours.

The Portaskaig life-boat—as reported in the June, 1937, issue of *The Life-boat*—was launched, but the steamer had gone before she could be of any help.—Rewards, £2.

Stonehaven, Kincardineshire.—Early on the morning of the 30th December, 1937, the Stonehaven coastguard saw the steam trawler *Calvinia* burning distress signals east of Garron Point. A gentle N.W. breeze was blowing, with a smooth sea. The Aberdeen life-boat was called out—as reported in the last issue of *The Life-boat*—but in view of the distance she had to travel, the coastguard sent off two motor fishing boats, manned by five men. They searched for about two and three-quarter hours, but found

nothing. The *Calvinia* had been taken in tow by another trawler.—Rewards, £3 2s. 6d., and 10s. for fuel used.

Barmouth, Merionethshire.—At 6 A.M. on the 1st February, 1938, a member of the coast life-saving corps coming off duty heard shouting from the direction of a small island. A N.W. gale was blowing, with a very rough sea. The man warned the life-boat coxswain, and together they launched a rowing boat. They found three men who had been cut off by the tide. They were not on the island, but had got on the top of a wall. The rescuers were unable to reach them, owing to the heavy weather. They returned ashore and put off again in the coxswain's motor boat, accompanied by two other men of the corps. This time they reached and rescued the three men. The service took about an hour and three-quarters.—Rewards, £1 15s., and 1s. for fuel used.

Aberdeen.—At about 12.55 P.M. on the 16th February, 1938, the Girdleness lighthouse-keeper reported that the motor yawl *Saxon*, of Aberdeen, was abreast the lighthouse, and in need of immediate help. In order to save time the harbour-master, who is joint honorary secretary of the life-boat station, sent out the motor pilot boat, manned by three men. She found the *Saxon* drifting towards the rocks in Greyhope Bay. The *Saxon's* engine had broken down, and she was then little more than thirty yards off shore. The pilot boat got a line on board and took her in tow, but before the two boats reached Aberdeen the tow parted three times, owing to the heavy pitching of the boats. The service took one and a half hours.—Rewards, £1 2s. 6d., and 15s. for use of boat and fuel, with 3s. to a helper on shore.

Naming Ceremony at Yarmouth, Isle of Wight.

THE motor life-boat which the Institution has built for Yarmouth, Isle of Wight, to take the place of the motor life-boat destroyed by fire while being overhauled at Cowes in June of last year, was named at the building

yard of Messrs. Samuel White, on 12th April, by Lady Baring. An account of the ceremony will be published in a later issue of *The Life-boat*, with the accounts of other naming ceremonies which will take place during the summer.

Life-boat Pavilion at the Empire Exhibition, Scotland.

THE Institution has its own pavilion at the Empire Exhibition, Scotland, 1938, at Bellahouston Park, Glasgow. The pavilion has been built for the Institution by Sir John Burnet, Tait & Larne, architects of the Exhibition.

The principal exhibit in this pavilion is a motor life-boat of the Watson cabin type, the type named after the late Mr. G. L. Watson, of Glasgow, the Institution's consulting naval architect from 1887 until his death in 1904. She is a modern development of the first of the Watson pulling and sailing life-boats which he designed immediately on his appointment. She is 46 feet by 12 feet 9 inches. On service, with crew and gear on board, she weighs 19½ tons. She is divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40-h.p. Diesel engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 8¼ knots, and she carries enough fuel to be able to travel some 200 miles at full speed without refuelling. She carries a crew of eight, and in rough weather can take ninety-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted throughout with electricity.

She has been built on the Clyde by Messrs. Alexander Robertson, of Sandbank, and has been equipped by the Scottish firm, Coastal Radio of Edinburgh, with their radio-telephony.

A Gift from Tobermory.

The boat has cost about £8,000 and has been built out of a gift from Miss Margaret Lithgow, of Glengorm Castle, Tobermory, and at Miss Lithgow's wish will have the name *Sir Arthur Rose*. When the Exhibition closes the boat will go to the new station which the Institution is establishing at Tobermory.

Six models show the development of the life-boat from the *Original*, built in 1789, to the self-righting pulling and sailing life-boats, of which the first was built in 1851, the Watson pulling and sailing life-boats (the model of the first of these boats stationed at Southport, Lancashire, in 1888 is in the Exhibition), and so to the motor life-boat of to-day.

The Institution's medals awarded for gallantry and medals awarded to the Institution itself by foreign life-boat societies are also exhibited. Ten photographs from different parts of the coast of England and Scotland show the life-boat service in action, and a chart shows the life-boat stations round Great Britain and Ireland.

"The Life-boat Service in Scotland."

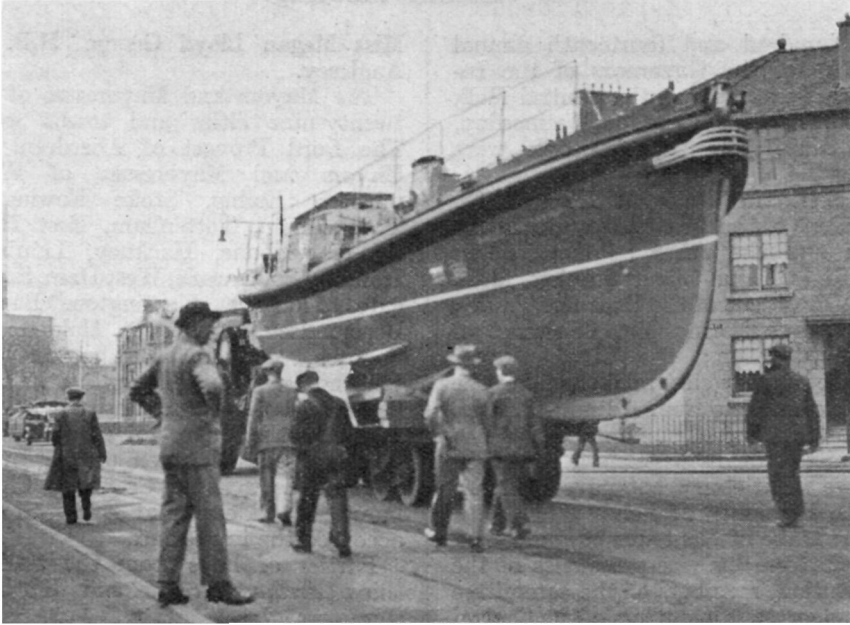
An illustrated book, *The Life-boat Service in Scotland*, is on sale at the pavilion. It has been specially prepared for the Exhibition, and has contributions by Sir Godfrey Baring, Bt., chairman of the Institution, the Hon. George Colville, deputy chairman, and the Duke of Montrose, chairman of the Scottish Life-boat Council, and accounts of rescues of special gallantry on the Scottish coasts.

The new life-boat film, "Boats that Save Life," will be shown at the Scottish Pavilion, the United Kingdom Pavilion and other theatres in the Exhibition, and a photograph of the Portpatrick motor life-boat has been sent to be used in the photo-mural decoration of the Scottish Pavilion.

The arrangements for the life-boat pavilion have been made by a special subcommittee of members of the committee of management of the Institution, representatives of the Scottish Life-boat Council and the Glasgow branch, and officials of the Institution.

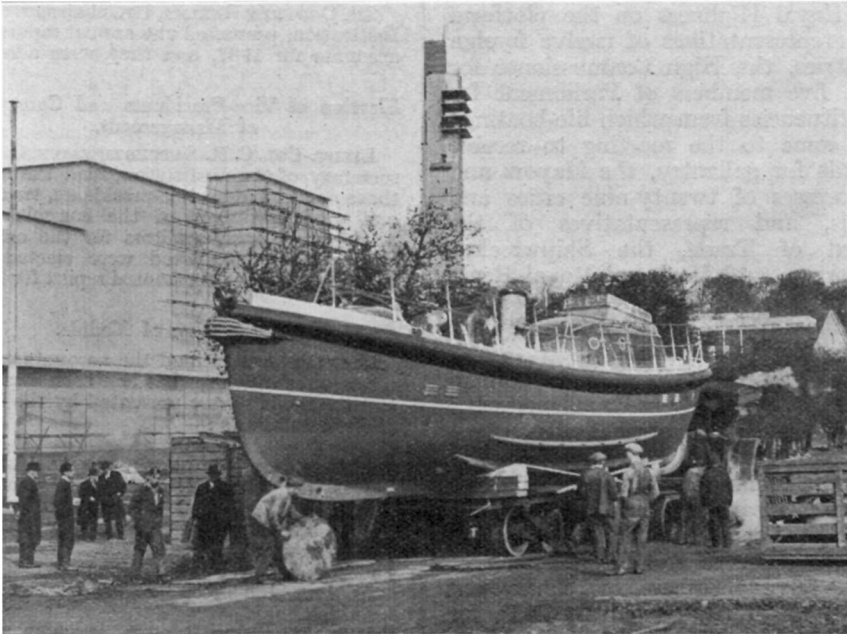
The Exhibition was opened by the King and Queen on 3rd May and will remain open until the end of October.

GETTING READY FOR THE EMPIRE EXHIBITION.



THROUGH THE STREETS.

Moving the motor life-boat *Sir Arthur Rose* from the building yard at Sandbank to Bellahouston Park.



IN THE EXHIBITION GROUNDS.

Behind the life-boat is "Tait's Tower"

The Annual Meeting.

THE hundred and fourteenth annual meeting of the Governors of the Institution was held at the Central Hall, Westminster, at 3 P.M. on Wednesday, 11th May. Over 1,800 people were present.

H.R.H. the Duke of Kent, K.G., President of the Institution, was in the chair and the other speakers were: the Right Hon. Oliver Stanley, M.C., M.P., President of the Board of Trade; Sir Godfrey Baring, Bt., Chairman of the Institution; the Hon. George Colville, deputy chairman; Colonel the Lord Sempill and Rear-Admiral T. P. H. Beamish, C.B., M.P., members of the committee of management, and Mr. George Scantlebury, honorary secretary of the Plymouth branch.

The Duke of Kent was supported on the platform by vice-presidents of the Institution, members of the committee of management, members of the Central London Women's Committee of the Ladies' Life-boat Guild, and honorary life-governors of the Institution.

Among those who accepted the invitation of the Institution to support His Royal Highness on the platform were representatives of twelve foreign countries, the High Commissioner for Eire, five members of Parliament for constituencies from which life-boatmen had come to the meeting to receive awards for gallantry, the Mayors and Mayoresses of twenty-nine cities and towns, and representatives of the Board of Trade, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, King George's Fund for Sailors and the Civil Service Life-boat Fund.

The representatives of foreign countries were: Their Excellencies the Belgian and Japanese Ambassadors, the Ministers of the Netherlands, Norway, Denmark and Roumania and representatives of the embassies or ministries of France, Italy, Sweden, Hungary, Greece and Latvia.

The five members of Parliament were: Mr. A. L. Beechman, M.P. for St. Ives; Major G. Lloyd George, M.P. for Pembroke; Sir J. D. W. Thomson, Bt., M.P. for Aberdeen; Captain G. M. Garro-Jones, M.P. for Aberdeen, and

Miss Megan Lloyd George, M.P. for Anglesey.

The Mayors and Mayoresses of the twenty-nine cities and towns were: The Lord Provost of Aberdeen, the Mayors and Mayoresses of Westminster, Ealing, Stoke Newington, Twickenham, Tottenham, East Ham, St. Marylebone, Hackney, Lambeth, Holborn, Southwark, West Ham, Southgate, Finchley, Kensington, Barnes, Bermondsey, Finsbury, Malden and Coombe, Leyton, Beddington and Wallington, St. Albans, St. Ives, Stratford-on-Avon, Swansea and Margate, and the Mayors of Wembley and Poplar. The chairmen of the Urban District Councils of Crayford, Chislehurst and Sidcup, and Exmouth also accepted the invitation.

Parties of boys from the training ships *Arethusa*, *Stork* and *Worcester* were present.

The President's Address.

THE DUKE OF KENT'S address is on page 475.

Presentation of the Report for 1937.

SIR GODFREY BARING, Bt., chairman of the Institution, presented the annual report and accounts for 1937, and they were adopted.

Election of Vice-Presidents and Committee of Management.

LIEUT.-COL. C. R. SATTERTHWAITTE, O.B.E., secretary of the Institution, read the list of those nominated as vice-presidents, treasurer and other members of the committee of management, and auditors for the ensuing year. Those nominated were elected and the list appears in the annual report for 1937.

Presentation of Medals.

THE SECRETARY read the accounts of the services for which medals had been awarded, and the medals were presented by the Duke of Kent as follows:—

TO COXSWAIN THOMAS COCKING, of St. Ives, the silver medal for the rescue of eighteen of the s.s. *Alba*, of Panama, on 31st January, 1938, when the life-boat was capsized by a heavy sea.

TO MR. WILLIAM PETERS, second coxswain at St. Ives, the bronze medal for the same service.

TO MR. MATTHEW BARBER, bowman at St. Ives, the bronze medal for the same service.

TO MR. JOHN B. COCKING, assistant and acting motor mechanic at St. Ives, the bronze medal for the same service.

- To MR. JOHN THOMAS, boat-signalman at St. Ives, the bronze medal for the same service.
- To MR. THOMAS COCKING, jun., a member of the St. Ives crew, the bronze medal for the same service.
- To MR. HENRY PETERS, a member of the St. Ives crew, the bronze medal for the same service.
- To MR. WILLIAM BARBER, a member of the St. Ives crew, the bronze medal for the same service.
- To MR. PHILLIP PAYNTER, a member of the St. Ives crew, the bronze medal for the same service.
- To COXSWAIN THOMAS M. SINCLAIR, of Aberdeen, the silver second-service clasp for the rescue of two of the crew of eight of the steam trawler *Roslin*, of Aberdeen, on the 4th-5th November, 1937. Coxswain Sinclair won the silver medal for the rescue of the crew of seven of the steamer *Fairy*, of King's Lynn, on the 26th January, 1937, and the bronze medal for the service to the trawler *George Stroud*, of Aberdeen, on Christmas Day, 1935.
- To MR. GEORGE A. FLETT, second coxswain at Aberdeen, the bronze medal for the same service.
- To MR. ROBERT J. B. ESSON, assistant and acting motor mechanic at Aberdeen, the bronze medal for the same service.
- To MR. THOMAS B. WALKER, bowman—now second assistant motor mechanic—at Aberdeen, the thanks of the Institution inscribed on vellum for the same service. (The thanks of the Institution inscribed on vellum was awarded to each of the four members of the crew who did not receive medals.)
- To ACTING-COXSWAIN JOHN REES, second coxswain at Tenby, the silver medal for the rescue of eight of the crew of the s.s. *Fermanagh*, of Belfast, on the 15th January, 1938, when in the absence of the coxswain, he took command of the life-boat.
- To MR. ALFRED COTTAM, motor mechanic at Tenby, the bronze medal for the same service.
- To MR. FRED HARRIES, acting bowman at Tenby, the thanks of the Institution inscribed on vellum for the same service. (The thanks of the Institution inscribed on vellum was awarded to each of the seven members of the crew who did not receive medals.)
- To COXSWAIN JOHN MATTHEWS, of Moelfre, the bronze medal for the rescue of the crew of five of the steamer *Lady Windsor*, of Cardiff, on 24th October, 1937.
- To MR. ROBERT WILLIAMS, motor mechanic at Moelfre, the thanks of the Institution inscribed on vellum for the same service.
- To MR. WILLIAM BOND, assistant motor mechanic at Dunmore East, the thanks of the Institution inscribed on vellum for taking command of the life-boat on 15th January, 1938, in the absence of the coxswain and second coxswain, when she went in search of a steamer which could not be found.
- To COXSWAIN THOMAS M. HORN, of Exmouth, the thanks of the Institution inscribed on

vellum for taking out his life-boat under very difficult circumstances on 15th January, 1938.

The Right Hon. Oliver Stanley, M.C., M.P.

THE RIGHT HON. OLIVER STANLEY, M.C., M.P., President of the Board of Trade: Your Royal Highness, my Lords, Ladies and Gentlemen, I count it a very great privilege to be here this afternoon. I very often have to go to the annual general meetings of various kinds of bodies, but I very seldom go to an annual general meeting and pick up an annual report for the hundred and fourteenth year of the work of that association. That sort of age gives an atmosphere of permanence which excites both the admiration and the envy of a politician. (*Laughter.*)

The resolution which I have to move is on the same lines as resolutions which in other years have been put to a meeting such as this by my predecessors in office. The fact that they and I should have been asked at various times to move these resolutions is a testimony to the close community of interest between the Board of Trade and the Royal National Life-boat Institution. But it is to-day something more than a mere community of interest. For fifteen years now the Coastguard Service has been under the control of the Board of Trade. For fifteen years the Coastguard Service has been wholly a life-saving service, and the result is that there must be, and there is, the very closest co-operation between the Coastguard Service and the Life-boat Service. It is the duty of the coastguards to watch; it is the duty of the coastguards to receive messages and to pass them on; the Coastguard Service is, in fact, the eyes and the ears of the Life-boat Service. In the very moving account which we were given of the rescue at St. Ives I was glad to hear the very generous tribute which was paid by your secretary to the co-operation of the Coastguard Service. (*Applause.*)

The resolution which I have to move and which I shall ask you to pass falls, like Gaul, into three parts. I say it is divided, like Gaul, into three parts because it gives a sort of spurious air of classical knowledge which is simple, effective and not difficult. The first part asks you to recognize the gallantry of the coxswains and the crew. His Royal Highness in the course of his speech told you some of the services which they have performed during the past year. It does not need any words of mine to conjure up in your imagination the conditions under which those services were performed. We have had the accounts read by the secretary of only a small number of the incidents of the past year. Those accounts have been couched in the most ordinary, undramatic language, and yet none of you who possess any imagination can have sat here to-day and listened to them without conjuring up to yourselves the vivid picture of what those dry words meant—the darkness, the rain, the mist, the seas, the cold—conditions frightening to us in our safe, warm security, under which those services were performed by those men. (*Applause.*)

His Royal Highness told you that during

the year 524 lives have been saved by the Life-boat Service. I wonder how many lives were risked to save those 524—risked not in the heat of the moment, not by the spontaneous, involuntary, almost unconscious action which is taken in the moment of danger and which ranks as heroism, but risked in cold blood, risked by people who were deliberately leaving security for danger, who knew exactly the risks that they had to face. That is courage of the very rarest kind. (*Applause.*)

I should like to add something to the resolution I have to move. In it we refer only to the gallantry of the coxswains and the crew, but gallantry by itself is not enough. You have only got to listen to those accounts we have heard to realize that mere bravery without tenacity, without skill and without presence of mind, would have effected neither the rescues of those particular men and women nor the rescues of the other 500 which were performed during the year.

Now, as a preliminary to my speech, the secretary very kindly sent me some material for it, and in it I found a pamphlet issued by your Institution with the most interesting comparison between the life-boats of about a hundred years ago and the life-boats to-day—the enormous increase which has been made in their size, in their protection, in their stability, and the substitution, of course, of power for oar and for sail. But whatever differences, whatever improvements have been made in these hundred and fourteen years, they have not dispensed with, or altered in one degree, the need for that gallantry, for that ability, for that tenacity and for that presence of mind. (*Applause.*) Those improvements have not meant that what the life-boatmen had to do was less, was easier or safer. They simply mean that they have been able to bear more and to do more successfully. (*Applause.*)

The second part of the resolution deals with work of a different character—with the work of the local committees, the honorary secretaries and the honorary treasurers. The work they do is less romantic and it is less dangerous. It is less spectacular, but it is not the less necessary, because it is upon them that depends the efficiency of the station, and the services they render are just as much a vital part of this life-saving organization as were the services rendered by those behind the lines in the war, a vital part of the whole military organization.

Thirdly, in this resolution we give public recognition to the importance of the services which are rendered by the Royal National Life-boat Institution. That is indeed performing an essential work. Despite all the inventions of men which threaten rapidly to change every physical fact and every geographical notion which we have learned, we do still remain an island. We still depend for a great many of the necessities of our life upon the sea and the ships that cross it. Apart from fishing boats, last year more than half a million entrances and clearances from the ports of our country took place. Now, on the Department of which I am the head is laid the duty to prevent as far as possible

these accidents upon the sea—to prevent them so far as they can be prevented by regulations dealing with the safety of ships. We have, through the generations, made great progress. We are still making it. Still much remains to be done; but whatever progress we have made, whatever progress we can make in the future, there will always be times when, in the fight between man and the elements, man loses the battle, and it is a great thing for those on the sea to know that even when that happens they have still got one powerful ally left, and that ally is the Life-boat Service. (*Applause.*) Whatever their situation, whatever their dangers, they can still count on the services of that ally, and in the last year over 500 did not count in vain. (*Applause.*)

I beg to move the resolution on the paper which stands in my name:

That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and gratefully to acknowledge the valuable help rendered to the cause by local committees, honorary secretaries and honorary treasurers. (*Applause.*)

Colonel The Lord Sempill.

COLONEL THE LORD SEMPILL: May it please Your Royal Highness, Your Excellencies, Your Worships, my Lords, Ladies and Gentlemen, I am fully conscious of the high honour that falls to me of seconding this resolution moved in such splendid language by the President of the Board of Trade. The terms of the resolution must strike, as I am sure they did, deeply into our hearts, for there is in it so much more than is meant by the mere dictionary interpretation of the words in the form of the resolution—"hearty appreciation of the gallantry of the coxswains and crews". There is a deep, inner, spiritual meaning of the actions of these gallant men, who, risking all, under conditions when courage is at its lowest ebb, go out without thought to themselves to the service of others in dire peril. It would be natural that they would answer the call of their own flesh and blood, but in this last year—and such records are by no means exceptional—the service helped to safety twenty vessels belonging to eight foreign countries, saved a hundred and one lives, and brought four of those twenty vessels safely to port, saving them from complete destruction. (*Applause.*) Could the idealistic view of service to humanity reach any farther in these days, when there is a tendency for nations to look only to themselves? It is indeed a splendid thing to see such an outstanding example in all senses of those great and centuries-old British traditions. (*Applause.*)

The Institution has received thanks for the services to which I have briefly referred from five foreign countries. Our work is very much helped by the encouragement that we receive in these thanks from countries whose vessels it has been our privilege to assist; and we have with us to-day the

representatives in this Hall, sitting behind His Royal Highness, of twelve different foreign countries. (*Applause.*) We also have the High Commissioner of Eire with us. (*Applause.*)

His Royal Highness has told us that the Institution's fleet is shortly to be completely mechanized, and that the pulling and sailing boats will be relics of the past. This is a splendid programme to work to, but none the less an exceedingly difficult one, both from a financial point of view, as was so ably pointed out by His Royal Highness, and from a technical point of view. For twenty years the Institution has been experimenting with and developing boats' engines and the many important and most necessary auxiliary technical equipment required for the service. The conditions that the service has to face are most varied and arduous. It is not merely a question of designing larger and more powerful boats, but rather the reverse, of designing smaller and lighter types, suitable for launching under all conditions, generally most disadvantageous ones. To-day the Institution is building eight different types of motor life-boat, from the 32-foot surf-boat with its two 10 horse-power engines weighing under five tons to the 51-foot Barnett Stromness type with its two 60 horse-power engines weighing over twenty-six tons. In the development of those boats the Institution owes a debt of gratitude to the technical help of the Royal Navy and the Royal Mercantile Marine. (*Applause.*)

In addition, there are many other aspects of a technical nature which are extremely important. May I mention one—that of the wireless? The time is not yet, but it is not far distant, when all our boats, when at sea, will be in touch with their appropriate shore stations by wireless telephony or telegraphy. But wireless developments have been exceedingly difficult, and bring in their train serious technical problems which are in the way of being solved. At the present moment our cabin boats are equipped with wireless telephony or telegraphy, but it has not yet been possible to develop an effective apparatus suitable for the open type of boat, many of which are in service. But that development is proceeding, and very shortly a suitable apparatus will be developed.

I should like to say again what an honour I count it to be allowed to speak in seconding this resolution, and what a great pleasure, too—particularly because His Royal Highness has selected for honourable mention Coxswain Sinclair and his crew of Aberdeen, my native city, and also coxswains and crews from the West Country, Wales, and Eire. In fact, all the Celtic lands within the confines of Britain have been specially selected for honourable mention. (*Applause.*)

May I pay a very warm tribute indeed to those words of the President of the Board of Trade in expressing our appreciation of the splendid services rendered by the local committees, honorary secretaries and honorary treasurers. Your Royal Highness, I have the honour and privilege to second this resolution. (*Applause.*)

The resolution was carried unanimously.

Presentations to Honorary Workers.

THE SECRETARY: Since the last annual meeting five honorary workers have been appointed honorary life-governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by the President of the Institution. Three of the new honorary life-governors are present this afternoon to receive their vellums:

LONDON, CLAPHAM: MRS. M. M. APPENNEA GREEN.

BRISTOL: MRS. EDITH K. HARTLY HODDER.

LEAMINGTON SPA: MRS. BEATRICE A. HOLDING.

H.R.H. the Duke of Kent, K.G., presented the vellums.

THE SECRETARY: Since the last annual meeting thirteen gold badges, which are given only for distinguished honorary services, have been awarded. Nine of the recipients are present this afternoon to receive them:

LONDON, HAMPESTEAD: MR. MYER S. NATHAN, LL.D.

LONDON, PUTNEY: MISS A. D. CURRIE.

BALLYCOTTON: MRS. MARY L. BLAKE.

BELFAST: MRS. MARGARET E. L. CARSON.

BRISTOL: LADY DAVIES, R.R.C.

CHELTENHAM: MISS ELISABETH ff. WANKLYN.

FORMBY: MRS. GRACE SIDNEY.

MOELFRE: COL. LAWRENCE WILLIAMS, O.B.E., D.L.

WOLVERHAMPTON: MRS. EDITH A. MANBY.

H.R.H. the Duke of Kent, K.G., presented the badges.

Rear-Admiral T. P. H. Beamish, C.B., M.P.

REAR-ADMIRAL T. P. H. BEAMISH, C.B., M.P.: Your Royal Highness, Your Excellencies, Your Worships, my Lords, Ladies and Gentlemen, I have the great privilege of moving the resolution which I will now read to the meeting:

That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members for the work which they have done in raising funds for the Life-boat Service.

The ladies and their helpers are indeed worthy of praise and, as a great voluntary institution, we have a very deep sense of our obligation to them for their work.

In moving this resolution, perhaps you will permit me to remind you that this year, 1938, is the centenary of that immortal action by Grace Darling, who, a hundred years ago next September, with her father went out to the rescue of the survivors of the s.s. *Forfarshire*, which had been wrecked with sixty-four men, women and children. She and her father between them saved the survivors, nine in number. Every nation is very lucky to have, and proud of, its heroes and its heroines, and there is no nation that is prouder of a heroine than we are of Grace Darling. (*Applause.*) She has imperishable

fame, and her courage and sacrifice are worthy of everlasting consideration by this Institution and by all our countrymen.

I should like to tell you that the Institution, with the help of a good deal of money which has been raised locally, has put up a building close to where Grace Darling was born, and close to the church in which she is buried at Bamburgh, in order that she may have a permanent memorial. In that building will be the boat in which she went to the rescue. It will be opened this summer, and it will remain in charge of the Institution. We hope that in the future there may be sufficient funds to provide it with an annex which will be formed into a museum of Grace Darling relics.

You know how long this Institution has been going on. The first lady whose name appears in its reports is Her Majesty Queen Victoria. (*Applause.*) It is one year later, in 1838, that Grace Darling's name appears for the courage and devotion that I spoke of, and that name has been an inspiration ever since.

I want to remind you that this particular subject on which I am speaking now, namely, finance, is of supreme importance to the Institution, and it is true to say that if it were not for the efforts of the Ladies' Life-boat Guild, and its countless voluntary members, the Institution could not carry on its work.

We spent last year £27,000 more than our revenue, notwithstanding that the revenue was £14,000 above the previous year. That will give you some idea of the sums of money which we need in these days, and to show you what the women have done, there were 779 flag days, and £43,000 was raised by the Ladies' Life-boat Guild and its helpers on those flag days. (*Applause.*)

We have recently had the budget statement, and a political friend of mine remarked at a meeting which took place shortly after it was made that we all of us had now to face the handicap, and indeed the menace, of one Simon the Tanner. (*Laughter.*) You will remember that this Simon the Tanner—the original one, at any rate—lived by the sea, and was always very hospitable to sailors. I should like to remind you that this handicap and this menace is at once a challenge and an inspiration to the Ladies' Life-boat Guild and the ladies who all over the country raise the necessary funds for this Institution, and I therefore have the greatest possible pleasure in moving the resolution that I read to you at the beginning. (*Applause.*)

Mr. George Scantlebury.

MR. GEORGE SCANTLEBURY, HONORARY SECRETARY, PLYMOUTH BRANCH: YOUR Royal Highness, my Lords, Ladies and Gentlemen, someone has said that imitation is the sincerest form of flattery. I happened to be present at a meeting recently of another great national philanthropic organization called for the purpose of dealing with the ever-increasing demand in connection with their finances, and by far the most impressive suggestion that was made at that meeting was by a lady who said: "Why not follow the

lead of the Ladies' Life-boat Guild and create an interest amongst the women of this district and throughout the country equal to the enthusiasm displayed by the ladies of the Life-boat Guild on behalf of that great Institution?" She recognized the value of co-operative effort. I am a provincial branch secretary, and I can heartily appreciate her suggestion.

I have heard it said that secretaries do not work themselves. (*Laughter.*) They are ever on the prowl for someone else to do the job. (*Laughter.*) Some people call them organizers. I have heard branch secretaries called by some other names. (*Laughter.*) But nevertheless, a good secretary should be a good organizer. (*Applause.*) A good organizer will inspire interest and enthusiasm and consequent co-operation; and let me say at once that it is on that co-operation that every branch secretary relies.

Perhaps I am particularly fortunate in Plymouth in that I have the very close co-operation of the Admiralty, helpful in every particular. I have the co-operation of the churches and of the schools and of the press and of headquarters; and last, but not least, of the Ladies' Life-boat Guild. It is to them here and now that I would pay a tribute of gratitude for the enthusiasm with which they have worked for our Plymouth branch, and so materially strengthened our local ambitions. I have had experience otherwise, because, ten years ago, our Guild was extinct. Then, one day, a lady came along—I think she must have been one of those ministering angels we hear about—and in the course of conversation, she said: "I really think I ought to ally myself to some great philanthropic work. Of course, I do odds and ends for various enterprises, but they are so scrappy." It was my opportunity. I said: "I quite agree with you." (*Laughter.*) "I want a secretary of a Plymouth Ladies' Life-boat Guild who shall have the full responsibility of forming a strong working committee"; and she did. She laid the foundation of a strong, healthy Guild. Their slogan to-day is: "A self-supporting branch"; and they are nearing their ideal.

I am sorry if I have been rather parochial in my remarks, but what is true of our local branch is true of Ladies' Life-boat Guilds everywhere. I would appeal to ladies everywhere, with time and influence at their disposal, to attach themselves to some great philanthropic organization. There is much in these organizations that is essentially women's work. Unselfishness and happiness are very closely allied, and I am quite sure that the great majority of us feel that life is not complete if we fold our arms and narrow ourselves down to a little sphere that will not reach outside ourselves. That would be far too dull and far too monotonous. What we want is something stirring, something exciting, something daring, something exhilarating; and here it is—the call to strengthen the hands of those who have committed themselves to this great life-saving work. The S O S opportunity comes to every one of the ladies of this country to-day through the Ladies' Life-boat

Guild, and through every member of our gallant life-boat crews—the call on behalf of those who go down to the sea in ships. (Applause.)

In grateful acknowledgment, Sir, of the splendid work of our Ladies' Life-boat Guild, I have very great pleasure in seconding the resolution so ably proposed by Admiral Beamish. (Applause.)

The resolution was carried unanimously.

Sir Godfrey Baring, Bt.

SIR GODFREY BARING, Bt., Chairman of the Institution: It is my great honour and privilege to be allowed to move: *That the hearty and respectful thanks of this meeting be given to His Royal Highness the Duke of Kent, K.G., for presiding over this, the hundred and fourteenth annual general meeting of the Royal National Life-boat Institution.*

I am sure I am expressing the opinion of every governor present to-day when I say we are deeply grateful to His Royal Highness for sparing an hour from his very busy life to come here as our President and preside at this annual meeting. (Applause.) We all of us note with respectful admiration that hardly a day goes by without His Royal Highness eloquently speaking for some great national charity or some good work. His Royal Highness's activities are indeed manifold. They entail the attendance at a great many public dinners. I am only expressing my own opinion, but I always think that continual attendance at public dinners puts a most severe strain on the temper and on the patience, and even on the digestion, of

those who are fortunate enough to be asked to those dinners, and I cannot help thinking that it must be a pleasing reflection to His Royal Highness to feel that his Presidency of this Institution does not necessitate his consuming even the smallest of sandwiches or a single glass of, shall we say, Empire wine. (Laughter.)

His Royal Highness is always ready to help the Institution in every possible way. I hope it will be possible for him to render us one more service, and that is that if he goes to the Glasgow Exhibition, as I am quite sure he will go, he will see our most attractive Pavilion, where we are showing a very fine life-boat and a great many things in connection with our work. I hope it may be possible for many of the governors here present to go and see that Pavilion. May I say that entrance to it will be absolutely free, and may I say that I hope it will cost you a good deal before you get out? (Laughter and applause.) It would be inexcusable for me to keep you longer. I beg to move this resolution, and I am quite sure it will be received, as it always is received, with the utmost enthusiasm and real gratitude. (Applause.)

THE HON. GEORGE COLVILLE, Deputy Chairman of the Institution: Your Royal Highness, my Lords, Ladies and Gentlemen, I feel very much honoured in having to second this resolution.

The resolution was carried by acclamation. The proceedings then terminated.

In the evening the life-boatmen saw the musical comedy "Going Greek" at the Gaiety Theatre.

Are Life-boat Days a Nuisance ?

THE thousands who collect for the Institution on life-boat days and who are sometimes told by those to whom they appeal that "these flag days are a perfect nuisance" may find a useful reply in the following letter, which appeared in the *Bath Chronicle and Herald* on 10th May.

Sir,—As a collector for the Royal National Life-boat Institution on Saturday morning the words "These flag days are a perfect nuisance" set me thinking. I would be grateful if you can find space for enclosed lines in your paper at your earliest convenience:

A NAMESAKE OF
GRACE DARLING.

Bath.

When one finds oneself in a sinking ship

Is the life-boat a nuisance then ?

Did you mean those words as you let them slip ?

When one finds oneself in a sinking ship,

Afar from shore on a pleasure trip,

Should one not bless the life-boat men ?

When one finds oneself in a sinking ship

Is the life-boat a nuisance then ?

G. D.

The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1937.

£	s.	d.	
67	4	0	Construction, Repairs, Upkeep and Inspection of Life-boats and Life-boat Stations.
15	12	0	Payments to Life-boat Crews.
14	0	0	Propaganda and Publicity at Headquarters and 1,063 Branches.
3	4	0	Administration.
<u>£100</u>	<u>0</u>	<u>0</u>	

(For full Statement of Expenditure see pages 524 and 526.)

The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1937.

£	s.	d.	
40	14	0	Subscriptions, Donations, and Life-boat Days.
34	8	0	Legacies.
15	7	0	Income from Investments.
8	0	0	Special Gifts.
1	11	0	Other Sources.
<u>£100</u>	<u>0</u>	<u>0</u>	

(For full Statement of Income see pages 525 and 527.)

Duke of Northumberland's Life-boat Essay Competition, for Elementary Schools, 1938.

"Imagine that You are the Coxswain of a Life-boat. A Vessel is sending up Rockets of Distress. Describe the Rescue by Your Life-boat."

THE essay competition in 1937, in which the writers were asked to imagine that they had been shipwrecked and rescued and to describe their experiences, was such a success that this year they were asked to write as life-boat coxswains. The subject was: "Imagine that you are a life-boat coxswain. A vessel is sending up rockets of distress. Describe the rescue by your life-boat."

The competition was again a great success. The children, indeed, showed themselves as ready to rescue as to be rescued. Neither boys nor girls found any difficulty in taking command, navigating their life-boats through the most terrible of storms, rescuing the shipwrecked and, in many cases, awarding themselves medals for their gallantry. Some of them, indeed, were prepared to do everything themselves, leaving nothing to their crews, from firing the line-throwing gun and working the searchlight or oil-spray to climbing on board the wreck or jumping into the sea.

A Firm Way with Passengers.

One London boy took a very firm way with the panic-stricken passengers: "I jumped to the line-throwing gun, conveying to them the pretext that it was a machine-gun. Threatening them in this manner, they were taken on board quietly."

Accidents, however, were bound to happen. Another "coxswain" writes: "Suddenly a massive piece of wood-work came crashing down. A few escaped narrowly. I myself had a few accidental scratches from ladies' long nails."

Another boy imagined himself as "a grizzled old mariner who has been in many exciting adventures in his time."

Another refused to marry: "We are all bachelors, as the nerve-racking suspense associated with this work would be too much for any wife's nerves."

The Gales Described.

The gales were described in very vivid and homely phrases:

"Our small boat was tossed about like a dead fish."

"The thunder was pealing out its roll and roar like a hundred ton of coal being shot into a cellar."

"Then I felt the wind go through my body like a knife goes through butter."

"The breakers dashed themselves on the rocks like angry bulls rushing at Spanish toreadors."

"Our gallant life-boat, like a leaf in a tea-cup when stirred, bobs and tosses."

"The wind lulled, then sprang forward with the snarling, gnashing roar of a hundred gorillas."

The exertions of the life-boat crews are no less vividly described:

"They pulled and heaved at the oars till the sweat rolled off them like marbles on a polished surface."

The essayists were aware that the captain should be the last to leave his ship, but some were not satisfied with this. They felt that he ought not to leave it at all. In two essays the captain committed suicide rather than be rescued. In another he went mad and had to be hit on the head with a belaying-pin before he could be got into the life-boat.

There were distinguished passengers among the rescued. On one wreck there could be seen "a dignified person" who turned out to be the German ambassador "travelling to London for a conference with some English and French diplomats."

Another rescued man was a kidnapped millionaire, whom the life-boatmen rescued not only from the wreck, but from his kidnappers. The fifty pounds which the millionaire gave to each life-boatman seems to have been well earned.

Some lives were lost in these imaginary rescues, but the great majority

of the shipwrecked were saved, as one essayist puts it, from becoming "permanent residents of Davy Jones's locker."

2,203 Schools Take Part.

This was the eighteenth competition and 2,203 schools took part, an increase on 1937 of 57. Of this total of 2,203 schools, 1,587 were English, 329 Scottish, 165 Irish and 122 Welsh. There was an increase in England and Scotland and a decrease in Ireland and Wales.

The number of essays sent in for the inter-school competition was 1,380, an increase of 91 on the previous year, and the number of schools which held their own competitions, but did not send in for the inter-school competition, was 823, a decrease of 34.

The Best Essay.

The best essay in Great Britain and Ireland came from a school in Greater London. It was written by Sheila Mary Wicks, of the Heston Junior Mixed School, Heston, Middlesex. She is under eleven years old and is one of the youngest of the successful competitors. Her essay is notable for the clear understanding it shows of the way in which the coxswain goes about the actual work of rescue when he has brought his life-boat to the wreck.

In Scotland the shield has been won for the second year in succession by the Royal High School, Edinburgh. In all the other eight districts the shields have been won by schools which have never won them before.

Successful Towns.

For the third year running Portsmouth (including Southsea) takes first place for the number of winning schools. It has no fewer than fifteen—one more than last year—out of the thirty-five prize-winners in the South-West of England, while the neighbouring borough of Gosport has five. Cardiff is again second, with ten, the same number as last year. Stoke-on-Trent has seven, three more than last year, and Liverpool six, one fewer than last year.

Girls versus Boys.

Although a girl has won the prize for the best essay of all, the boys have

again done better than the girls. They have won six of the nine challenge shields; and of the total of 315 prizes boys have won 180 and girls 135. The prize for the best essay of all has now been won eleven times by girls and eight times by boys, a boy and a girl tying for it in 1933.

The Awards.

Sheila Mary Wicks will receive an inscribed copy of the *edition de luxe* of *Britain's Life-boats*, by Major A. J. Dawson. Each of the other eight winners of challenge shields will receive a copy of *Launch*, by Major-General Lord Mottistone (Major-General Seely), ex-coxswain of the Brooke, Isle of Wight, life-boat, inscribed by the author. The schools will hold the shields for a year, and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prize-winners will each receive a certificate, the boys copies of *Launch* and the girls copies of *The Life-boat in Verse*.

The 823 schools which did not enter for the inter-school competition, and the 1,065 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school.

The Institution's Thanks.

The Institution again warmly thanks the Education Authorities for allowing the competition to be held, and in many cases for bringing it to the notice of the schools; the teachers for carrying it out; and the judges in each of the nine districts. The Institution knows how much work the competition entails both on teachers and judges and it is most grateful for their generous help.

Below will be found the names of the nine winners of challenge shields and the best essay. The full list of winners is printed as a separate leaflet, and will be sent, with a copy of this journal, to each of the schools which entered for the inter-school competition.

Winners of the Challenge Shields.

LONDON.—Sheila Mary Wicks, Heston Junior Mixed School, Heston Road, Heston, Middlesex.

NORTH-EAST OF ENGLAND.—Henry Walker, Holy Island Church of England School, Berwick-on-Tweed.

NORTH-WEST OF ENGLAND.—Jean Maginn, Rushen School, Port St. Mary, Isle of Man.

MIDLANDS.—Betty Ann Langley, Orchard Street Council School, Orchard Street, Peterborough.

SOUTH-EAST OF ENGLAND.—David Cooper, The Boys' School, Redbourn, Herts.

SOUTH-WEST OF ENGLAND.—William Hobba, Central Senior Boys' School, St. Austell, Cornwall.

SCOTLAND.—Douglas Edward Johnston, Royal High School, Edinburgh.

IRELAND.—Michael Peel, Upper Ballinderry Public Elementary School, Belfast.

WALES.—Thomas Godfrey, Lansdowne Road Boys' School, Canton, Cardiff.

The Best Essay.

By SHEILA MARY WICKS (10½), The Heston Junior Mixed School, Heston, Middlesex.

"A GALLANT RESCUE."

By THE COXSWAIN OF A LIFE-BOAT.

It was a dark, stormy night in the middle of a terrible winter; a wild wind was howling round my little cottage beside the life-boat station in the little village of Dunkelly, in the Highlands of Scotland; the sea was roaring, the waves were dashing up against the half-submerged rocks, sending sprays of foam all round. All the brave crew of the life-boat were standing by, ready for anything. I was gazing out of the window at the black sea, and wondering how long it would be before we received calls for help.

It was not long! Suddenly a flash of lightning lit up the sky and showed us a trawler on the rocks. It was immediately followed by the glare of a distress rocket, and we interpreted the message: "On the rocks, sinking fast." We all rushed to the life-boat station, put on our "waterproofs" and, with some difficulty, launched the life-boat. She was filled with water the minute she reached the water, but was emptied, quickly, by the scuppers. We set the motor to work at once. Up and down we tossed. The forty-foot waves broke over our stern. A fierce battle raged between us and the gale. Several times our boat was filled with water, but it was baled out by way of the scuppers. We were all wet through after the first mile. The vessel was still three miles away. The farther out we ventured, the worse was the storm.

At last, after an hour's battling against wind and sea, we reached the ship. She was a sorry sight. Her stern was down under the surface; her topmast was broken and splintered, and her crew were hanging to whatever they could, while the ninety-mile-an-hour wind was knocking her to pieces. I ordered one of the men to throw a life-line. He tried once. No one caught it! He tried again: the people were too cold to move! Then I struck on the perilous idea of trying

to reach the ship. Accordingly I ordered the men to go round to the leeward of the ship and try to approach; so we tried to make a passage between the rocks, but were swept back by the terrific force of the raging gale. This rush almost upset us, but we ventured again. We had more success this time. When we reached the ship's side, after a perilous fight, I asked for volunteers who would board the vessel. A man, John Arkhouse, put himself forward at once, and he was followed by several others. There was a rope hanging over the side; we tested it, and, as it was safe, the volunteers climbed up it. After a few minutes the man who went up first came down with an unconscious woman. We put her in the cabin and administered artificial respiration. The remainder of the life-boat crew were now assisting the sailors down, and, after half an hour of tossing, we were ready to return. Just as we were getting ready to start we heard the pitiful mewing of the ship's cat, so we neared the fast-sinking vessel again. As the life-boat was being lifted up on a wave, one of my brave crew jumped on board with a life-line round his waist. We saw him staggering up and down the deck as the ship tossed and turned, in his search for the cat. After a quarter of an hour of suspense he reappeared at the edge, holding the cat. He dropped back into the boat, and we started for home.

After a terrible tossing, and a battle with wind and waves we reached the shore, and were greeted by a crowd of fisher folk who had braved the storm to come and take the rescued to a hot supper and a warm bed. After a struggle we housed the life-boat, and I went home, tired and weary, to a bowl of hot porridge and an inviting bed, thinking that the story of my adventure would be a good one to tell to my children in the morning.

Midlands District Conference.

THE most successful conference that has, as yet, been held in the Midlands took place in Birmingham on Friday and Saturday, May 13th and 14th, when no fewer than 217 delegates attended from eighty-four branches.

A visit was paid on the first day to Fort Dunlop, where delegates were entertained to tea by the directors of the company, after an inspection of the works. The Lord Mayor of Birmingham, and Mr. H. Shankland and Mr. J. Healey, of the Dunlop Company, welcomed the delegates to Birmingham, and the Lord Mayor of Leicester, Sir Godfrey Baring, Bt., chairman of the Institution, and Colonel The Lord Sempill, a member of the committee

of management of the Institution, replied to the welcome.

The official conference was held in the ballroom of the Botanical Gardens on the Saturday morning, and was presided over by Sir Godfrey Baring, Bt., supported by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Great interest was shown in the points under discussion, and there was a long list of speakers from all over the Midlands.

During luncheon Sir Gilbert Barling, Bt., C.B., C.B.E., F.R.C.S., gave an address on the life-boat service, and the delegates were then taken by private cars and buses to Hewell Grange, where they were entertained by the kindness of Lord and Lady Plymouth.

Summary of the Meetings of the Committee of Management.

Thursday, 10th February, 1938.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Anonymous	500	0	0
Trustees of the late Miss J. Watson, donation to Glasgow branch	132	15	0
Executors of the late Miss Annie Wilson	100	0	0
Messrs. Polish-British Steamship Co., Ltd.	26	5	0

Paid £28,069 9s. 7d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£418 11s. 10d. to pay the rewards for life-boat services ;

£489 1s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 480-487) ;

£25 8s. 6d. for assemblies of crews, etc. ;

7s. 6d. additional reward for a service already reported ;

£31 14s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Caister and Rye Harbour ;

£46 9s. to men for injury in the life-boat service at Exmouth and Ramsey.

Voted £78 on account of additional rewards to the crews of the Bembridge, Exmouth, New Brighton, Rosslare Harbour, St. David's, St. Ives, and Tenby life-boats.

(Accounts of these launches appear on pages 480-487.)

Voted £29 16s. to pay the rewards for shoreboat services at Filey, Fleetwood, Newbiggin, and Whitby, accounts of which appear on page 496.

Thursday, 10th March, 1938.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the chief inspector of life-boats, Commander E. D. Drury, R.D., R.N.R., be permitted to retire from the service on 31st December, 1938, in accordance with his expressed wish.

Confirmed the appointment of Mr. S. C. Dickinson as assistant inspector of life-boats.

Reported the receipt of the following special contributions :—

	£	s.	d.
Executors of the late Mr. A. C. Stroud	1,000	0	0
Anonymous	50	0	0
Mrs. Constance E. Matthews	43	7	4
Mrs. Agnes Folker	32	0	0

Paid £28,423 14s. 2d. 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 :—

£380 3s. to pay the rewards for life-boat services ;

£340 14s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 487-496) ;

£76 16s. for assemblies of crews, etc. ;

£8 7s. 6d. additional rewards for services already reported ;

£335 7s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service

at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, Troon, Wells and Whitby;

£88 to men for injury in the life-boat service at Blackpool, Buckie, Caister, Moelfre, Newhaven, Port St. Mary and St. Ives.

Voted £15 10s. on account of additional rewards to the crews of the Barrow, Dunmore East and Teesmouth life-boats.

(Accounts of these launches appear on pages 487-496.)

Decided that the special weekly allowance now being paid to James Bultitude, an ex-member of the crew of the Caister life-boat who was injured at a launch in November, 1929, be continued until March, 1939.

Decided that the special weekly allowance now being paid to Henry Marchant, who has been incapacitated by illness since going out on service in the Newhaven life-boat in November, 1929, be continued until March, 1939.

Voted £9 9s. to pay the rewards for shore-boat services at Aberdeen, Barmouth, Portaskaig and Stonehaven, accounts of which appear on page 497.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

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

FREDERICK J. WEBB, 27½ years coxswain of the Weston-super-Mare life-boat.

JOHN OWSTON, 26 years coxswain and 4½ years bowman of the Scarborough life-boat.

JOHN FOLEY, 20½ years coxswain and 9½ years second coxswain of the Youghal life-boat.

COLEMAN FLAHERTY, 4½ years coxswain and 6½ years second coxswain of the Galway Bay life-boat.

ALFRED WOODWARD, 3½ years coxswain and 13½ years second coxswain of the Brooke life-boat.

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

EVAN WRIGHT, 25½ years coxswain and 6½ years second coxswain of the Pwllheli life-boat.

JAMES GORMAN, 5½ years coxswain, 3½ years second coxswain and 9½ years bowman of the Clogher Head life-boat.

Life-boatman's Certificate of Service.

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

THOMAS O. DAVIES, 26½ years second coxswain and 3½ years a member of the crew of the Fishguard life-boat.

DAVID ELLIS, 19½ years second coxswain and 7½ years a member of the crew of the Youghal life-boat.

WILLIAM H. THOMAS, 13½ years second coxswain and 17 years a member of the crew of the St. David's life-boat.

RICHARD KNEEN, 10 years second coxswain and 21 years a member of the crew of the Port St. Mary life-boat.

WILLIAM WATKINS, 17½ years bowman of the Angle life-boat.

CHARLES H. NEWBERY, 17 years bowman and 10½ years bowman of the Brooke life-boat.

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

RICHARD WALSH, 20 years bowman and 4 years a member of the crew of the Rosslare Harbour life-boat.

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

RICHARD J. ROBERTS, 17 years second coxswain, 6 years bowman and 9 years a member of the crew of the Lizard life-boat.

WILLIAM SMITH, 3 years second coxswain, 1 year bowman and 11 years a member of the crew of the Whitehills life-boat.

HERBERT COOKE, 3½ years second coxswain and 34½ years a member of the crew of the Brooke life-boat.

FRANK EDMONDS, 19 years bowman of the Brightstone life-boat, and a member of the crews of the Brightstone and Brooke life-boats for many years.

WILLIAM SPRAGG, 6 years bowman and 34 years a member of the crew of the Saltburn life-boat.

HARRY BARTLETT, 4 years bowman and 14 years a member of the crew of the Bembridge life-boat.

HENRY ROBERTS, 19 years assistant motor mechanic of the St. David's life-boat.

W. G. ROBERTS, 16 years assistant motor mechanic of the Lizard life-boat.

WALTER J. WATSON, 14 years assistant motor mechanic and 4 years a member of the crew of the Bembridge life-boat.

JOHN R. BEECHAM, 47 years a member of the crews of the Walmer and Kingsdown life-boats, and 6 years shore attendant at Walmer.

DAVID HOOKEY, 43½ years,

JOSEPH MORRIS, 21½ years,

CHARLES NEW, 17½ years,

ALBERT WHITE, 18½ years,

WILLIAM BALLARD, 11½ years,

members of the crew of the Brooke life-boat.

CHARLES HOLBROOKE, a member of the crews of the Brightstone and Brooke life-boats for many years.

F. J. STEPHENS, 25 years a member of the crew of the Lizard life-boat.

HENRY ARMSTRONG, 41 years,

HENRY COOKSON, 41 years,

GEORGE ROBINSON, 41 years,

EDWARD DENT, 37 years,
JOHN J. DENT, 33 years,
members of the crew of the Newbiggin-by-the-Sea life-boat.

JAMES W. DOUGHTY, shore attendant at Weston-super-Mare, and previously a member of the crew of the life-boat for many years.

Pension.

A PENSION has been awarded to :
THOMAS E. BONIFACE, 17½ years shore attendant at Eastbourne life-boat station.
ROBERT E. MITCHELL, 14½ years shore attendant at the Hastings life-boat station.

Gratuity.

A GRATUITY has been awarded to :
JOHN WATT, 7½ years coxswain of the Lerwick, Shetlands, life-boat, on his retirement.
R. J. TART, for nearly 40 years in charge of the Institution's capstan at Lade, Dungeness.

Special Award.

Mrs. JOHN OWSTON, wife of the retiring coxswain at Scarborough, has been presented with an inscribed Silver Teapot and a Record of Thanks in recognition of help given on occasions of service during Coxswain Owston's twenty-six years' service.

Awards to Honorary Workers.

Honorary Life-Governor.

Mr. JAMES HARTLEY BURTON has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which he has given to the life-boat service both as honorary secretary of the Penmon and Beaumaris stations and as chairman of the Anglesey branch during his thirty-one years' association with the service.

Mrs. M. M. APPENNEA GREEN has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which she has given to the life-boat service as honorary secretary of the Clapham branch.

Mrs. EDITH K. HARTLY-HODDER has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which she has given to the life-boat service as honorary secretary of the Ladies' Life-boat Guild of the Bristol branch since its formation in 1923.

Mrs. BEATRICE M. HOLDING has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which she has given to the life-boat service as honorary secretary of the Leamington Spa branch.

Sir FRANCIS VERNON THOMSON, Bt., K.B.E., has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which he has given to the life-boat service in London, especially in connexion with the annual appeal to the members of the Baltic Mercantile and Shipping Exchange.

Thanks of the Institution on Vellum.

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

Mr. T. R. BLAMPFIED, on his retirement after 17 years as honorary secretary of the Jersey station branch.

Mr. G. T. KAY, on his retirement after 8 years as honorary secretary of the Lerwick, Shetlands, station branch.

Mr. WILFRED FRAMPTON, on his retirement after 13 years as honorary secretary of the Guernsey station branch.

Colonel RALPH A. NEVILL, D.S.O., on his retirement after 31 years as honorary secretary of the Ferryside and Carmarthen Bay station branch.

Mr. ROBERT G. QUAYLE, on his retirement after 5 years as honorary secretary of the Port St. Mary station branch.

Captain W. M. WILLIAMS, on his retirement after 4½ years as honorary secretary of the Porthdinllaen station branch.

Gold Badge.

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

Mrs. MARY L. BLAKE, worker, Ballycotton branch.

Mrs. MARGARET E. L. CARSON, honorary secretary, Holywood, Cultra and Craigavad branch.

Miss A. D. CURRIE, honorary secretary, Putney and Roehampton branch.

Lady DAVIES, R.R.C., president, Ladies' Life-boat Guild, Bristol branch.

Mrs. EDITH A. MANBY, for making and presenting 1,525 woollen scarf-helmets to the life-boat crews.

Mr. MYER S. NATHAN, LL.D., honorary treasurer, Hampstead branch.

Miss ELISABETH ff. WANKLYN, honorary secretary, Cheltenham branch.

Mrs. G. G. G. WHEELER, president, St. Ives (Hunts) branch.

Colonel LAWRENCE WILLIAMS, O.B.E., D.L., honorary secretary, Moelfre station branch.

Miss GERTRUDE WOOD, worker, Sheffield branch.

Binocular Glass.

The BINOCULAR GLASS, with inscription, has been awarded to the following honorary secretaries of life-boat stations in recognition of valuable services :

Mr. JOHN S. DUNCAN, Wick ;
Mr. SCOTT VALENTINE, Girvan ;
Captain WILLIAM M. WILLIAMS, Porthdinllaen.

Aneroid Barometer.

The ANEROID BAROMETER, with inscription, has been awarded to Commander W. HIGHFIELD, O.B.E., R.N., for his valuable services as honorary secretary of the Hastings and St. Leonards station branch.

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

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

- Mr. P. W. ASTON, F.C.A., honorary secretary, Colwyn Bay branch.
 Mr. FRANK BOOR, life-boat day depôt organizer, The Hippodrome, London.
 Miss M. R. BOUGHTON, honorary secretary, Scunthorpe branch.
 Miss MILDRED M. BRADSHAW, honorary secretary, Ladies' Life-boat Guild, Great Yarmouth and Gorleston branch.
 Mrs. H. W. CABLE, honorary secretary, Woodford and District branch.
 Provost JAMES CAMPBELL, honorary secretary, Dumbarton branch.
 Mrs. ALICE CARR, president, Ladies' Life-boat Guild, Horwich branch.
 Mr. JOSEPH T. COWLS, honorary secretary, Porthleven branch.
 Miss ADA DAVIES, M.B.E., life-boat day organizer at Plaistow.
 Mr. P. W. DAY, honorary treasurer, Isle of Wight branch.
 Mrs. D. C. EDWARDS, organizer life-boat day collection at Borth.
 Mrs. J. P. EDWARDS, honorary secretary, Pontypridd and District branch.
 Mr. C. B. ELLISON, honorary secretary, Prestatyn branch.
 Mrs. M. FIFIELD, honorary secretary, Coleshill branch.
 Miss F. C. WARREN FISHER, honorary secretary, Chelsea branch, and formerly honorary secretary, Bexhill branch.
 Miss BEATRICE M. FROUDE, honorary treasurer, Newton Abbot branch.
 Mrs. M. GEORGE, honorary secretary, Swindon branch.
 Miss HELEN HALL, honorary secretary, Rochdale branch.
 Miss MURIEL HALL, honorary secretary, Shrewsbury branch.
 Mr. H. K. HARDING, organizer of the life-boat day collection in the mills at Batley.
 Mr. WALTER HERD, M.C., LL.B., honorary secretary, Kirkcaldy branch.
 Miss MARY HULTON, honorary secretary, Ladies' Life-boat Guild, Tenby branch.
 Mrs. K. V. HAWORTH, honorary secretary, Keswick branch.
 Miss JESSIE B. LARKIN, honorary secretary, Ladies' Life-boat Guild, Ilford branch.
 Miss L. VINCENT LEISHMAN, honorary secretary, Ladies' Life-boat Guild, St. Albans and District branch.
 Mrs. FRANCES MARY LOUGHNANE, life-boat day organizer at East Molesey.
 Miss DORA MORRIS, life-boat day organizer at Towyn.
 Mrs. HERBERT NOYCE, honorary secretary, Andover and District branch.

Mr. ROBERT PETTIGREW, honorary secretary, Largs branch.

- Mrs. KATHARINE M. ROBYNS-OWEN, honorary secretary, Ladies' Life-boat Guild, South Caernarvonshire branch.
 Miss MURIEL ROWE, honorary secretary, East Grinstead and District branch.
 Mr. C. CYRIL SHARP, for granting and arranging an annual collection on the Isle of Wight steamers.
 Mrs. WILLIAM SHAKESPEARE, worker, Ladies' Life-boat Guild, Birmingham and District branch.
 Mr. ARTHUR GREY SPAULL, honorary secretary, Ealing branch.
 Mr. W. H. STOCKDALE, life-boat day organizer, Barton-on-Humber.
 Mrs. E. G. STRATFORD, chairman, Basingstoke branch.
 Mrs. A. R. TAYLOR, honorary secretary, Dulwich branch.
 Mrs. MARGARET A. THOMAS, worker, Ladies' Life-boat Guild, Llandudno branch.
 Miss FLORENCE ANN THORNE, honorary secretary, Ladies' Life-boat Guild, Greenock and Port Glasgow branch.
 Miss FANNY E. TRUMAN, honorary secretary, Slough branch.
 Miss KATHLEEN TWEED, honorary secretary of the Honiton district of the Axminster branch.
 Mr. WILLIAM WARD, honorary treasurer, Doncaster and District branch.
 Mrs. MARY J. WIGGLESWORTH, honorary secretary, Sowerby Bridge branch.
 Mr. JOHN M. WILLIAMS, worker, Aberdovey and Towyn branch.

Record of Thanks.

The RECORD OF THANKS has been awarded to the following :

- Mrs. FLORENCE BARKER, honorary treasurer, Beverly branch.
 Miss NELLIE BEDFORD, worker, Halifax branch.
 Mrs. J. BIGGS, worker, Ladies' Life-boat Guild, Swansea branch.
 Mr. FRANCIS E. BRADLEY, for organizing collections in Westminster and Chelsea in connection with life-boat day.
 Mrs. MARY BROUGHTON, honorary secretary, Kirkheaton branch.
 Mr. A. E. BURNETT, honorary secretary, Leatherhead branch.
 Mrs. O. J. CURRAN, worker, Ladies' Life-boat Guild, Swansea branch.
 Mrs. MABEL DENHAM, honorary secretary, East Cowes Ladies' Life-boat Guild, Isle of Wight branch.
 Mrs. EDITH BELL FIELD, honorary secretary, Blackheath (London) branch.
 Mrs. A. H. GLEDHILL, worker, Halifax branch.
 Miss DOREEN HILDITCH, B.A., worker, Aberdovey and Towyn branch.
 Mrs. RUTH M. JONES, worker, Cheltenham branch.
 Mrs. EMILY MALLINSON, honorary secretary, New Mill branch.
 Mr. ERNEST A. MINTER, honorary treasurer, St. Pancras branch.
 Miss AMY C. MONRO, life-boat day depôt organizer, Westminster.

Mrs. JANE M. PEPPER, honorary secretary, Mansfield branch.
 Mr. GEORGE PEARCEY, worker, Exmouth and Budleigh Salterton branch.
 Mrs. ROSABEL STEVENS, worker, Ladies' Life-boat Guild, Birmingham and District branch.
 Mrs. M. SUTTON, honorary secretary, Wragby branch.
 Miss CONSTANCE M. TAYLOR, honorary secretary, Newark branch.

Miss MARY G. WELLS, member of committee, Oxford branch.
 Mrs. CONSTANCE M. WHITTON, honorary secretary, Towcester branch.
 Miss ROBERTA WILLIAMS, worker, Aberystwyth branch.
 Mrs. FLORENCE E. M. YOUNG, M.R.S.T., honorary secretary, Erith branch
 Miss M. T. WILTON, life-boat day organizer, Lulworth District, Weymouth branch.

News from the Branches.

1st February to 30th April, 1938.

Greater London.

Collection in several cinemas of the Associated British Cinemas, through the kindness of Mr. Moss, the general manager, during the run of the film, "Souls at Sea."

BEXLEYHEATH.—Whist drive, with address.

BURNT OAK, EDGWARE.—Annual meeting on 15th February, County-Councillor Mrs. Grey-Skinner, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Two dances, life-boat day. Amount collected, £158 in the branch's first year.

Shrove Tuesday Carnival Ball organized by Lieut.-Col. C. F. Healy, M.C., Captain Haygarth and the branch committee. Films shown at the Meads Junior Mixed School.

CHELSEA.—Annual meeting on February 15th, General Sir Walter Braithwaite, patron, presiding. Speaker: Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., a member of the committee of management of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1937, £358, an increase of £48 on 1936.

CLAPHAM.—Special meeting in connection with the garden fête and whist drives, Mrs. Clarke, chairman, presiding. Whist drives.

EAST LONDON.—The Right Hon. George Lansbury, M.P., appointed president, the Rev. C. F. Holdstock, chairman, and Miss D. Davies, honorary treasurer. Lecture to Hoxton Hall Quest Club.

FULHAM.—The Branch has suffered a severe loss by the death of Mr. G. L. Hodge its honorary secretary for fourteen years.

HACKNEY.—Special meeting, Councillor Loweth presiding. Speaker: The district organizing secretary. Branch re-formed. President, Councillor Walter E. Loweth, C.B.E., D.L., J.P., F.R.S.A.; vice-presidents, Mr. J. Cunningham, Mrs. Dunn, Captain Hudson, M.P., Alderman Fisher Yates, J.P., Mr. J. Lockwood, Mr. M. Moustardier, F.S.A.A., F.C.I.S., and Mrs. Moustardier, chairman, Mrs. B. Wilson; vice-chairman, Councillor S. J. McAdden; honorary treasurer, Flight-Lieut. W. E. Westwood M.I.B.E.; honorary secretary, Mrs. W. White.

HAMMERSMITH.—Mrs. M. Rosefield appointed honorary secretary.

HAYES.—Mrs. Waters appointed honorary secretary.

HORNSEY.—Annual meeting on 9th March, the Mayor, president, in the chair. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Efforts of the past year: Dance, whist drives, life-boat day. Amount collected in 1937, £300, an increase of £24 on 1936.

Mrs. Witts appointed assistant honorary secretary of the Ladies' Life-boat Guild.

Concert arranged in association with the Ferme Park Guild. Whist drive.

HOUNSLOW, HESTON AND ISLEWORTH.—Whist drive.

ISLINGTON.—Lantern lecture by Mr. Ness.

KENSINGTON.—Miss Hope Wallace appointed honorary secretary of Notting Hill, and Miss Brown honorary secretary of Earl's Court.

MALDEN AND COOMBE.—Whist drive, with address.

POTTERS BAR.—Mrs. Richards appointed honorary secretary in succession to Mrs. Warburton. Miss A. Walker appointed honorary treasurer. Lantern lecture to South Mimms and Ridge Women's Institute.

ST. ALBANS AND DISTRICT.—Meeting at the Town Hall, the Mayor, chairman, presiding. Speakers: Miss Silvester, honorary secretary, and the district organizing secretary. Lantern lecture by Captain Basil Hall, R.N., to North Mimms Women's Institute. Lantern lecture at Hatfield Road School by Mr. A. T. Childs. Film "Boats that Save Life" shown at this school.

ST. PANCRAS.—Meeting of life-boat day workers, Mrs. Gordon Hume, honorary secretary, presiding. Speaker: The district organizing secretary.

SOUTHEND-ON-SEA AND DISTRICT.—Mr. Walter Enever appointed chairman in succession to the late Alderman Thurlow Baker.

STOKE NEWINGTON.—The Mayor appointed president of the branch.

SUTTON.—Lantern lectures to Sutton Rovers and All Souls' Fellowship by Mr. Covell, honorary secretary.

TEDDINGTON.—Mrs. Bianchi appointed honorary secretary and Mr. Douglas Tough honorary treasurer.

TWICKENHAM.—The Mayor appointed president and Miss M. Harris honorary life-boat day organizer.

UXBRIDGE.—Mrs. Coles appointed honorary secretary in succession to Mrs. Neilson.

WELLING.—Life-boat day workers' social and entertainment, with an address by the district organizing secretary. Lecture to St. Mary's Guild.

WOODFORD AND DISTRICT.—Presentation of the statuette of a life-boatman awarded by the Institution to Mrs. Cable, honorary secretary.

Lectures at Ashford, N.W. Camberwell, Golder's Green, Kingston, Plumstead, Surbiton, West Norwood, West Woolwich, and the South-Western District Post Office.

North-West of England.

ACCRINGTON.—Annual opera collections.

ADLINGTON.—Special meeting, the chairman of the Urban District Council presiding. Speaker: The district organizing secretary.

APPLEBY.—Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. Ward Binks; honorary treasurer, Mrs. G. C. Atkinson; honorary secretary, Mrs. Baker-Courtenay.

ASHTON-UNDER-LYNE.—Annual meeting on 7th February, the Mayoress, president, in the chair. Efforts of the past year: Life-boat day, American tea. Amount collected in 1937, £103, an increase of £70 on 1936. Annual American tea.

BACUP.—Life-boat days.

BARROW-IN-FURNESS.—Whist drive, organized by the Ladies' Life-boat Guild.

BLACKBURN.—Life-boat day.

BLACKPOOL.—Annual meeting on 17th February, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Civic reception by the Mayor and Corporation of the new motor life-boat *Sarah Ann Austin*. Naming ceremony of the new motor life-boat and opening of the new life-boathouse by H.R.H. the Duke of Kent, K.G., President of the Institution. Life-boat service broadcast; life-boat day; life-boat launches with collections; collections in boarding-houses and hotels; life-boat Sunday service. Amount collected in 1937, £855, an increase of £75 on 1936.

Sixth annual life-boat Sunday service at St. Stephen on the Cliffs Church. The Mayor and Mayoress, members of the town council, officials and workers of the Blackpool branch and representatives of the Fleetwood life-boat attended. Preacher: The Rev. Canon F. B. Freshwater, vicar and chaplain of the branch.

Lessons read by the coxswain and second coxswain. The life-boat band, conducted by Mr. J. Brier, accompanied the hymns.

BOLTON.—Annual meeting on 24th March, the Deputy Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, annual ladies' bowling handicap, bridge and whist drives, garden party. Amount collected in 1937, £298.

Whist drives.

BREDBURY.—Life-boat film entertainment arranged by the Rev. E. D. Reeman, B.A.

BRINDLE.—Whist drive.

BURY.—Annual meeting on 14th March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, American tea, cinema benefit performance.

Amount collected in 1937, £227, an increase of £69 on 1936.

CARLISLE.—Annual meeting on 15th February, Bishop Danson in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day at Silloth, whist drives and dances. Amount collected in 1937, £196, an increase of £36 on 1936.

CHESTER.—Annual meeting on 1st March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, appeal for subscriptions by the Mayor. Amount collected in 1937, £181, an increase of £48 on 1936.

COCKERMOUTH.—Annual meeting on 12th April, Miss D. Chapman, of Appleby, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected, £42 in its first year.

CONGLETON.—Life-boat day.

DALTON-IN-FURNESS.—Annual meeting on 16th March, Mrs. W. A. Morris presiding. Speaker: The district organizing secretary. Amount collected in 1937, £30. Annual house-to-house collection.

FARNWORTH.—Annual meeting on 25th February. Amount collected in 1937, £74, an increase of £40 on 1936.

Potato pie supper.

FLEETWOOD.—The branch has suffered a severe loss by the death on 22nd April of Mr. William Ball, who had been the honorary secretary of the station since 1933.

HINDLEY.—Annual meeting and whist drive on 23rd February. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, presentation whist drive, whist drive and dance. Amount collected in 1937, £58.

HOLLINGWORTH.—Annual dance and whist drive. Beetle drive.

HORWICH.—Annual house-to-house collection.

HYDE.—Annual meeting on 28th February, the Mayor, president, in the chair.

Speaker: The district organizing secretary. Efforts of the past year: Life-boat days, whist drives. Amount collected in 1937, £83. Life-boat days. Whist drives.

KENDAL.—Life-boat day, bridge and whist drive.

KESWICK.—Social afternoon with presentation by the chairman, Mr. A. R. Thomson, of the statuette of a life-boatman awarded by the Institution to Mrs. K. V. Haworth, honorary secretary, and lantern lecture.

Life-boat days.

LANCASTER.—Special meeting on 4th March, Mrs. T. E. Ellwood, president, in the chair.

House-to-house collection.

LIVERPOOL.—Annual meeting on 25th February, Mr. Stuart Deacon, chairman of the New Brighton Station and Stipendiary Magistrate, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: House-to-house collections organized by the Ladies' Life-boat Guild shipping appeal, Masonic lodge appeal. Amount collected in 1937, £2,449, an increase of £75 on 1936.

Lecture by Mr. W. W. Harris, honorary secretary, to the Liverpool Seamen's Institute. Special meeting at house of Mrs. Kipling, president of the Aigburth District.

LYMM AND HEATLEY.—Life-boat day.

MANCHESTER, SALFORD AND DISTRICT:

ALDRLEY EDGE.—Special meeting, Dr. C. C. Heywood presiding. Life-boat day committee formed. President, Dr. C. C. Heywood; honorary treasurer, Mr. L. Taylor-Hibbert, M.A.; honorary secretary, Mrs. L. Taylor-Hibbert.

ALTRINCHAM AND BOWDON.—Annual supper-dance.

CHORLTON - CUM - HARDY AND MANLEY PARK.—Life-boat play produced by Mrs. Bayfield.

DROYLSDEN.—Special meeting on 11th March, Councillor H. Mowl presiding.

ECCLES.—Annual meeting on 11th March, the Mayor, president, in the chair. Address by the branch secretary to the Eccles Co-operative Women's Guild.

FAILSWORTH.—Military whist drive and social evening.

GORTON.—Annual meeting on 7th April, Mr. E. Battman, chairman, presiding. Dance.

HULME AND MOSS SIDE.—Annual meeting on 11th February, Mrs. Swann, chairman, presiding.

Special meeting at the house of Lady Nall, president of the Guild. Whist drives arranged by the vice-president and honorary secretary. Whist drive arranged by Mrs. Milner.

LEVENSHULME.—Special meeting, Councillor S. R. Fairfoull, a vice-president, in the chair. "Bring and buy" sale and whist drive organized by the West Point

Women's Conservative and Unionist Association. Lecture by the branch secretary to Rovers, Scouts and Girl Guides.

MANCHESTER.—Annual dinner, the Lord Mayor, Alderman Joseph Crookes Grime, O.B.E., J.P., chairman of the branch, presiding, supported by the Lady Mayoress. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution; Commander G. R. Cousins, D.S.C., R.N., inspector of life-boats for the Western district; Councillor Charles P. Hampson, honorary secretary of the City of Salford Life-boat Guild.

Dance organized by the Manchester Poster Services, Ltd., at which the Lord Mayor and Lady Mayoress were present. Prizes presented by Miss Cicely Courtneidge and Mr. Bobbie Howes, the stage and screen actors.

Annual meeting of Ladies' Life-boat Guilds on 3rd February, Mrs. Bayfield in the chair.

Special meeting. City of Manchester Ladies' Life-boat Guild reconstituted. President, the Lady Mayoress; chairman, Mrs. S. C. Brewster; honorary treasurer, Mrs. T. M. Irving; honorary secretary, Mrs. S. Barlow.

Special meeting of the City of Manchester Ladies' Life-boat Guild, Mrs. S. C. Brewster, chairman, presiding. Concert arranged by the Manchester and Salford Caledonian Association. Whist drive arranged by Mrs. W. Ronald Howrie.

NEW MOSTON.—Special meeting, Mrs. Thomasson, president, in the chair.

Dance organized by "The New Moston Young Ladies."

OPENSHAW.—Exhibition of life-boat films.

STRETFORD.—"Bring and buy" sale, organized by the Ladies' Life-boat Guild, under the patronage of Sir Thomas and Lady Robinson. Collections at Manchester United Football Ground.

URMSTON.—Annual meeting on 11th March, the chairman of the Urban District Council presiding.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 17th March, Miss Robinson, president, in the chair. Mannequin parade at Messrs. Pauldens Limited, Councillor R. S. Harper in the chair. The parade was opened by Miss Sophie Stewart, the film actress.

MIDDLEWICH.—Life-boat day.

MILLOM.—Annual house-to-house collection.

MORECAMBE AND HEYSHAM.—Special meeting. Ladies' Life-boat Guild formed. President, Mrs. Obank; honorary treasurer, Mrs. Seeley; honorary secretary, Mrs. Nolan. Concert, dance, bridge and whist drive, organized by the Ladies' Life-boat Guild.

MOTTRAM AND BROADBOTTOM.—Annual meeting on 2nd March. Speaker: The district organizing secretary. Amount collected in 1937, £13.

NANTWICH.—Annual meeting at Hanke-low Hall on 9th March, Mrs. C. A. Codrington, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £75.

NORTHWICH.—Bridge drive organized by Mrs. Batty, Mrs. Gillbert and Mrs. Harper.

PORT ST. MARY.—Concert by the Wood-side Ladies' Choir.

POYNTON.—Dance, whist drive.

PRESTON.—Annual meeting on 18th February, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £172.

Special meeting of the Ladies' Life-boat Guild. Lantern lecture by the Rev. G. O. Rubie, Vicar of Grimsargh.

RADCLIFFE.—Annual meeting on 25th April. Speaker: The district organizing secretary. Amount collected in 1937, £7. Mrs. W. D. Gower-Jones appointed honorary treasurer and Miss W. Guider appointed honorary secretary in succession to Mr. F. Lomax and Mrs. Lafone respectively.

Whist drive arranged by Mrs. W. D. Gower-Jones. American tea organized by Mrs. A. H. Lafone.

RAMSEY, ISLE OF MAN.—The station has suffered a severe loss by the death of Coxswain J. T. Lord, who was drowned on 1st April while piloting a steamer out of the harbour. He had been coxswain since 1930.

ROCHDALE.—Presentation of the statuette of a life-boatman awarded by the Institution to Miss H. Hall on her retirement as honorary secretary of the branch.

ROMILEY.—Annual meeting on 8th February, Mrs. Kinsey, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £42, an increase of £3 on 1936.

Military whist drive.

SADDLEWORTH.—Life-boat day.

ST. HELENS.—Handicrafts Exhibition, organized by the Ladies' Life-boat Guild.

SILVERDALE.—"Grey Walls" gardens opened, by permission of Mrs. Sharp, with collections.

SOUTHPORT.—Bridge and whist drives. "Bring and buy morning coffee sale," arranged by Mrs. A. Griffiths.

STALYBRIDGE.—Annual meeting on 2nd February. Speaker: The district organizing secretary. Amount collected in 1937, £59, an increase of £20 on 1936.

American tea at the house of Mrs. George Heginbottom.

STOCKPORT.—Annual dance and whist drive; life-boat film show.

TODMORDEN.—Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman: Mrs. Arthur Sutcliffe; honorary treasurer, Mrs. J. Barker; joint honorary secretaries, Miss M. W. Sager and Miss J. Hoyle.

TOTTINGTON.—Annual house-to-house collection.

TURTON.—Special meeting. Speaker: The district organizing secretary.

WARRINGTON.—Collections at the Warrington and Fidler's Ferry Cruising Club annual dance.

WALLASEY AND NEW BRIGHTON.—Dance recital and entertainment by the students and pupils of the Marjorie Deacon School of Dancing, at which the Mayor and Mayoress of Wallasey were present. Annual dinner to the New Brighton life-boat crew.

WESTHOUGHTON.—Whist drive.

WHALEY BRIDGE.—Whist drive arranged by Mrs. Hall, president.

WIGAN.—Special meeting, the Mayoress presiding. Mrs. Stanley Bell elected honorary secretary in succession to the late Mrs. W. H. Tyrer. Annual bridge and whist drive. House-to-house envelope collection.

North-East of England.

BEVERLEY.—Whist drive.

BISHOP AUCKLAND.—House-to-house collection.

BLYTH.—Annual meeting on 23rd March. Amount collected in 1937, £333, an increase of £2 on 1936. Dinner to celebrate twelfth birthday of the Ladies' Life-boat Guild.

BRIDLINGTON.—Annual meeting on 15th March, Captain Wickham Boynton, J.P., presiding. Efforts of the past year: Life-boat day, appeal for subscriptions. Amount collected in 1937, £241.

BRIGHOUSE.—Life-boat day.

CAWTHORNE.—Whist drive.

CONISBOROUGH.—Whist drives.

DARLINGTON.—Annual meeting on 22nd February, the Mayor, president, in the chair. Efforts of the past year: Whist and bridge drives, life-boat day, garden fête. Amount collected in 1937, £255, an increase of £9 on 1936.

DARRINGTON.—House-to-house collection.

DONCASTER AND DISTRICT.—Life-boat day in Doncaster, and at Ackworth, Outwood and Stanley and Skel'ow. House-to-house collections at Bawtry, Cantley, Sykehouse and Tickhill. Dances at Goldthorpe and South Kirby. Whist drives at Barmbrough, Bentley and Darfield. Collection in cinema at Bentley. Whist drive and dance at Fishlake.

DRIFFIELD.—Bridge drive.

FILEY.—Whist drive and dance.

GATESHEAD.—District Life-boat day.

GOLCAR.—Whist drive.

HALIFAX.—Bridge drive and dance.

HARROGATE.—Whist drive and dance. Bridge drive.

HECKMONDWIKE.—Life-boat day.

HELMSLEY.—House-to-house collection.

HEMSWORTH.—Life-boat day.

HEPWORTH AND SCHOLLS.—House-to-house collection.

HIPPERHOLME AND LIGHTCLIFFE.—Life-boat day.

HUDDERSFIELD.—Collection at cinema. Address by the honorary treasurer, Mrs. H. Laycock, to Longwood Women's Liberal Association.

KEIGHLEY.—Life-boat day.

KIRBY MOORSIDE.—House-to-house collection.

KIRKBURTON.—Life-boat day, whist drive.

MEXBOROUGH.—Bridge drive.

MIRFIELD.—Bridge drive.

NEWCASTLE - UPON - TYNE.—Bridge drive. Bridge drive at Gosforth.

NORMANTON.—Whist drives.

OSSETT AND HORBURY.—Bridge and whist drive.

POCKLINGTON, AND RIPON.—Life-boat days.

ROTHERHAM.—Golf club competition.

RUNSWICK AND STAITHES.—Whist drive and dance.

SCARBOROUGH.—Annual meeting of Ladies' Life-boat Guild.

SELBY.—Bridge drive.

SHEFFIELD.—Annual meeting on 9th March, the Lord Mayor, president, in the chair. Speaker: The Bishop of Sheffield. Efforts of the past year: Ball, concert, life-boat day. Amount collected in 1937, £362.

Dance, life-boat day.

SKIPTON.—Life-boat day.

SOUTH SHIELDS.—Whist and bridge drive. Whist drive. Dinner.

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

TYNEMOUTH.—Whist drive.

WAKEFIELD.—Bridge drive. Collection in Playhouse.

Midlands.

ASHBOURNE, AND ASHBY DE LA ZOUCH.—Life-boat days.

BARTON - ON - HUMBER.—Address to Barton Brotherhood by Captain G. W. Parker, honorary secretary of the Grimsby branch. Presentation by Captain G. W. Parker, of statuette of a life-boatman awarded by the Institution to Mr. W. H. Stockdale, honorary secretary.

BELPER AND HEAGE.—Life-boat day.

BIRMINGHAM.—Collections at the Aston and Birmingham Hippodrome. Dances organized by Mrs. Jordan and Mrs. Stevens. Whist drive arranged by Mrs. Penny. House-to-house collections in Aston, Hall Green, Weoley Castle, Moseley, Selly Park and Winson Green. Collections in schools.

BRIGG.—Life-boat day.

BRISTOL.—Lantern lectures by Mr. G. F. Igglesden, honorary treasurer.

BROMSGROVE.—Life-boat day.

BROWNHILLS.—Whist drives.

BURTON LATIMER AND KETTERING.—Life-boat day.

CHELTENHAM.—Collection at Palace Theatre. Lantern lecture.

CIRENCESTER.—Life-boat day.

CLEETHORPES.—Whist drive.

COLESHILL.—Life-boat day.

COVENTRY.—Annual meeting, the Mayor, president, in the chair. Amount collected in 1937, £233, an increase of £79 on 1936.

Collections arranged at twenty Coventry cinemas, and films shown.

DESBOROUGH, DUDLEY, AND EARL SHILTON.—Life-boat days.

GRIMSBY.—Films, "Heroes of the Sea" and "Boats that Save Life" shown.

HINCKLEY.—Life-boat day.

HOLBEACH.—Dance.

LICHFIELD.—Whist drive.

LOUGHBOROUGH.—Life-boat day.

MANSFIELD.—Annual meeting, the Mayor, president, in the chair. Speaker: The district organizing secretary. Presentation by the Mayor of record of thanks awarded by the Institution to Mrs. J. M. Pepper, honorary secretary. Amount collected in 1937, £86.

MELTON MOWBRAY.—Life-boat day.

NEWCASTLE - UNDER - LYME.—Bridge and whist drive. Address by district organizing secretary to the Ladies' Life-boat Guild.

NOTTINGHAM.—Annual ball and display by Allen School of Dancing.

NUNEATON.—Dance.

OLDBURY.—Annual meeting, the Mayor, president, in the chair. Amount collected in 1937, £50, an increase of £4 on 1936.

PERSHORE.—Life-boat day.

PETERBOROUGH.—Annual meeting, Lady Winfrey, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £119.

Life-boat day.

SCUNTHORPE AND WINTERTON, AND SHEPshed.—Life-boat days.

SKEGNESS.—Address by Captain G. W. Parker, honorary secretary of the Grimsby branch, to Rotary Club.

SPALDING.—Life-boat-day.

STRATFORD-ON-AVON.—Film display.

STROUD.—Life-boat day.

TAMWORTH.—Whist drives.

TETBURY.—Life-boat day.

TOWCESTER.—Whist drive.

WALSALL.—Annual meeting, the Mayor, chairman, presiding. Amount collected in 1937, £83.

WARWICK.—Life-boat day.

WELLINGBOROUGH.—The branch has suffered a great loss by the death of Mrs. Roff, its honorary secretary.

Whist and bridge drives.

WOLVERHAMPTON.—Life-boat day. Bridge and whist drives. Address by the district organizing secretary to the Tettenhall High School for Girls.

WRAGBY.—Presentation by Canon Moore of the record of thanks awarded by the Institution to Mrs. Sutton, the honorary secretary.

Lecture at Chipping Campden.

South-East of England.

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

BEACONSFIELD.—Life-boat day. Life-boat film "Boats that Save Life" shown.

BECCLES.—Life-boat days at Beccles, Bungay and Halesworth.

BEXHILL.—The branch has suffered a severe loss by the death of Mr. J. B. Duncan, who was honorary secretary for two years prior to May, 1937, and was subsequently a member of the branch committee.

Competition at New Highwood golf club.

BIGGLESWADE.—Bridge drive.

BIRCHINGTON.—Concert.

BISHOP'S STORTFORD.—American tea. Lecture at Hatfield Broad Oak Women's Institute.

BLETCHLEY.—Life-boat day.

BRENTWOOD AND DISTRICT.—House-to-house collections. Lecture at Bentley Women's Institute.

BURNHAM-ON-CROUCH.—The branch has suffered a severe loss by the death of Miss M. E. Penrose-FitzGerald, joint honorary secretary for some years past.

CAISTER.—Bridge party, arranged by the Ladies' Life-boat Guild.

CATERHAM.—Bridge drive.

CHELMSFORD.—Whist drive. Lecture at Little Waltham Women's Institute.

CHESHAM AND AMERSHAM.—Life-boat day.

CHICHESTER.—Whist drive, organized by the Townswomen's Guild. Snowball tea.

CLAYGATE.—House-to-house collection.

CRANBROOK AND HAWKHURST.—Life-boat day in Cranbrook, Hawkhurst, Sandhurst, and Sissinghurst. Lecture at Sissinghurst Women's Institute.

CRAWLEY.—Life-boat day at Balcombe and Worth.

DARTFORD.—Life-boat day. Lecture at Swanley and Crockenhill Women's Institute.

DOWNHAM MARKET.—Life-boat day.

EASTBOURNE.—Life-boat days at Chiddingly, Hailsham, Hellingly, and Horam and Vines Cross. Dances at Brightling and Selmeston. Lectures to the Brightling Women's Institute, the Burwash Weald Conservative Association, and the Wadhurst Wesley Guild.

EAST DEREHAM.—Cinema collection. Films shown at Watts Naval School. Life-boat day.

EAST GRINSTEAD.—The statuette of a life-boatman, awarded by the Institution to Miss M. C. Rowe, honorary secretary of the branch, was presented to her by Captain Basil Hall, R.N., late district inspector of life-boats, at a meeting of the Lingfield Women's Institute, at which he gave a lecture. Lectures also given at the St. Barnabas Mission, East Grinstead, and at Ashurst Wood Women's Institute.

EGHAM AND ENGLEFIELD GREEN.—Life-boat film "Boats that Save Life" shown, with collections.

FOLKESTONE.—Life-boat ball.

GERRARD'S CROSS.—Life-boat film "Boats that Save Life" shown, with collections. Life-boat day.

GODALMING.—Dance. Competition at West Surrey Golf Club. Lecture at Chiddingfold Women's Institute.

HARPENDEN.—Life-boat day.

HASBOROUGH AND DISTRICT.—Dance at Wroxham.

HASLEMERE.—House-to-house collection.

HASTINGS.—The barometer awarded to Commander W. Highfield, O.B.E., R.N., honorary secretary of the branch, was presented by the Mayor at a practice launch of the life-boat.

Life-boat day at Battle. Life-boat film "Boats that Save Life" shown. Cinema collection at Hastings. Collection at Pier Theatre.

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

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

ISLE OF SHEPPEY.—House-to-house collection at Sheerness.

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

LITTLEHAMPTON.—Cinema collection.

MARLOW.—Life-boat day.

NEWHAVEN.—The branch has suffered a severe loss by the death of Mr. J. J. Lines, honorary secretary for many years, and an honorary life governor of the Institution. An account of his services to the Institution will appear in the next issue of *The Life-boat*.

RICKMANSWORTH AND CROXLEY GREEN.—Annual meeting, Commander A. Preston, president, in the chair. Speaker: Captain H. E. Holme, R.N. (Ret.), honorary secretary of the Boxmoor and Hemel Hempstead branch. Effort of the past year: Bridge drive. Amount collected in 1937, £13. Bridge drive.

RYE AND WINCHELSEA.—Life-boat film "Boats that Save Life" shown, with collections.

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

SEAFORD.—American tea, with address by the district organizing secretary.

SEVENOAKS.—Life-boat day.

SHOREHAM.—Bridge evening arranged by the Ladies' Life-boat Guild. Address by the district organizing secretary.

SLOUGH.—Life-boat day. Life-boat film "Boats that Save Life" shown.

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

TOLLESBURY.—House-to-house collection.

UCKFIELD AND DISTRICT.—Life-boat day. Life-boat film "Boats that Save Life" shown at a Mothers' Union Social, with a lantern lecture by Canon K. H. McDermott. Lecture at Isfield Women's Institute. Whist drive at Piltdown.

WALTON AND FRINTON.—Officers and crew of the life-boat entertained to supper by the Yacht Club. Annual dinner to the life-boat crew.

WELLS - NEXT - THE - SEA.—Life-boat film "Boats that Save Life" shown, with collections. Whist drive.

WELWYN.—House-to-house collection.

WHITSTABLE.—Life-boat day.

WINSLOW.—Life-boat day. Whist drive.

WISBECH.—Life-boat day at Sutton Bridge.

WOLVERTON.—Life-boat day at Old Bradwell and Stony Stratford.

WORTHING.—Annual meeting, the Mayor presiding. Speaker: Captain E. S. Carver, R.D., R.N.R., superintendent of stores. Efforts of the past year: Life-boat day, church collections, collections at boat-house. Amount collected in 1937, £477.

GREAT YARMOUTH AND GORLESTON.—The statuette of a life-boatman awarded by the Institution to Miss Bradshaw, the late honorary secretary, on her retirement, presented by the Mayor.

Badminton tournament, and whist drive arranged by the Ladies' Life-boat Guild.

Lectures were also given at Queenswood School, Hatfield, to the Cambridge University Cruising Club, the Oxford Club Brotherhood, Hemel Hempstead, the Byfleet Wesley Guild, the Clacton Women's Conservative Association, Ramsgate Toc H. and to the Women's Institutes at Birling, Blackham, Bradwell, Cobham (Kent), Copford, Cranbourne, Ditchling, Knockholt, Long Crendon, Standon and Puckeridge, Teston, and Woodham Mortimer.

South-West of England.

ABINGDON.—Life-boat day.

ANDOVER.—Presentation of life-boat picture awarded by the Institution to Mrs. H. F. Noyce, honorary secretary.

AXMINSTER.—Life-boat day at Axminster and Honiton. Presentation of life-

boat picture awarded by the Institution to Miss Tweed, honorary secretary at Honiton.

BARNSTAPLE.—Life-boat day at South Molton.

BASINGSTOKE.—Life-boat day at Hook and Rotherwick.

BATH.—Annual meeting, the Mayor, vice-president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1937, £451, an increase of £103 on 1936.

Address to Christian Service Section of Wesley Guild.

CAMBORNE.—Sunday concert at Scala Theatre.

CHIPPENHAM, AND CREDITON.—Life-boat days.

DAWLISH.—Life-boat films at cinema, with an address.

DEVIZES.—Life-boat day.

EXETER.—Annual meeting, the Mayor, vice-president, in the chair. Speaker: Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution. Efforts of the past year: Life-boat day, bridge and whist drive. Amount collected in 1937, £217.

Bridge and whist drive, prizes presented by Councillor Mrs. Arthur Reed. Jumble sale.

FALMOUTH.—Annual meeting. Efforts of the past year: Life-boat days. Amount collected in 1937, £151, an increase of £8 on 1936.

Life-boat day in Falmouth and district, and at Penryn.

FAREHAM.—Life-boat day in Fareham and villages.

GOSPORT.—Annual meeting, Colonel R. F. A. Sloane-Stanley, J.P., a member of the committee of management of the Institution and president of the branch, in the chair. Amount collected in 1937, £105, an increase of £91 on 1936.

Address to Christ Church Ward Women's Branch of the Constitutional Association by Mr. H. Fereday, honorary secretary.

GUERNSEY.—Lantern lecture by Mr. W. Frampton, formerly honorary secretary of branch.

ILFRACOMBE.—American tea. Lantern lecture by Mr. T. R. L. Green, honorary secretary.

JERSEY.—Ball.

NEWTON ABBOT.—Presentation of framed life-boat picture awarded by the Institution to Miss B. M. Froude, honorary treasurer. Life-boat day at Newton Abbot and Bovey Tracey.

OXFORD.—Annual meeting, the Mayor, president, in the chair. 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, house-to-house and college collections. Amount collected in 1937, £669, an increase of £50 on 1936.

PADSTOW.—Dinner to life-boat crew, given by Mr. Cory, a member of the branch committee.

PAIGNTON.—Whist drive.

PETERSFIELD.—Play by the Meonwaras Amateur Dramatic Society. Appeal by Admiral Sir Frederic Dreyer, G.B.E., K.C.B., a member of the committee of the Portsmouth and District branch. Lantern lecture at Liss by the Rev. A. M. Peckham, vice-chairman of the Portsmouth and District branch.

PLYMOUTH.—Annual display by Mrs. G. Scantlebury's Physical Training Class for Girls. The Lord Mayor and Lady Mayoress present.

POOLE.—Annual meeting, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of past year: Life-boat day, house-to-house collection and opening of garden. Amount collected in 1937, £273.

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

PORTSMOUTH.—Annual meeting of branch and Ladies' Life-boat Guild, the Lord Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1937, £400.

Presentation by the Commander-in-Chief, Admiral the Earl of Cork and Orrery, G.C.B., G.C.V.O., of prize won in life-boat essay competition for elementary schools.

Address to St. Mark's Women's Fellowship by the Rev. A. M. Peckham, vice-chairman of the branch.

READING.—Special meeting of Ladies' Life-boat Guild, the Mayoress, president, in the chair. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Presentations by the Mayoress and Lady Abram, M.B.E., of awards by the Institution to Guild workers. Life-boat day.

REDRUTH.—Life-boat week, including house-to-house collection.

ST. IVES.—Whist drive.

SALISBURY.—Annual meeting, the Mayor, chairman, presiding. Speaker: Lieut.-Col. A. D. Satterthwaite, O.B.E., secretary of the Institution. Efforts of past year: Life-boat day in city and district, house-to-house collections, whist drives and dance. Amount collected in 1937, £339.

SOUTHAMPTON.—Annual meeting, the Mayor, 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 in town and district, collections on steamers, theatre collections and whist drives organized by Ladies' Life-boat Guild. Amount collected in 1937, £883, an increase of £142 on 1936. Presentation by the Mayoress of life-boat picture awarded by the Institution to Mr. C. Cyril Sharp, honorary secretary. Presentations of awards by the Institution to

officials and workers of the Ladies' Life-boat Guild.

Collections at theatres. Whist drive.

Supper-dance and cabaret, organized by the Ladies' Life-boat Guild.

SWANAGE.—Supper and whist drive. Lecture by Mr. E. L. Millward, assistant honorary secretary, and talk about Swanage life-boat station by Mr. William Powell, honorary secretary, to the St. Mary's Guild. Address to Wareham Women's Institute.

SWINDON.—Life-boat day.

THAME.—The branch has suffered a severe loss through the deaths of Lady Ralph Pearson, a vice-president since 1928, and Mr. W. Wallace Seymour, vice-chairman since 1928.

TORQUAY.—Whist and bridge drive. Annual meeting of the Ladies' Life-boat Guild, the Mayoress, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drives.

TROWBRIDGE.—Life-boat day.

WANTAGE.—Life-boat day at Wantage, Didcot and Shrivensham.

WARMINSTER.—Life-boat day.

WATCHET.—Annual meeting, Mr. H. K. Hole, chairman, presiding. Amount collected in 1937, £94, an increase of £8 on 1936.

WELLS.—Life-boat day.

WINCHESTER.—Life-boat day at Alresford and Four Marks.

WEYMOUTH.—Presentation of record of thanks awarded by the Institution to Miss Wilton, honorary organizer of life-boat day at Lulworth.

Lectures at Aldershot, Farnborough and Fleet, and Lyminster.

Scotland.

ABERDEEN.—Annual meeting on 25th March, Bailie Milne presiding. Speaker: The Scottish organizing secretary. Presentation to the life-boat crew of the vellums awarded to them by the Institution for the rescue of the crew of the s.s. *Fairy* on 26th January, 1937. Efforts of the past year: Life-boat ball, life-boat day, house-to-house collection. Amount collected in 1937, £859. "Boats that Save Life" film shown at News Reel Cinema.

ABERLOUR.—Life-boat day.

ARBROATH.—Annual Sunday concert, arranged by the Ladies' Life-boat Guild.

AUCHTERMUCHTY.—Life-boat day.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Whist drive at Banff, at which the prizes were presented by Mrs. Forbes, of Rothiemay Castle. Presentation, by Provost Paterson of Macduff, of the certificate awarded by the Institution to Second Coxswain W. Smith on his retirement from the Whitehills crew. Whist drive at Whitehills. Whist drive at Macduff.

BARRHEAD.—Annual meeting on 24th February. Efforts of the past year: Life-boat day. Amount collected in 1937, £55, an increase of £1 on 1936.

Life-boat day.

BRIDGE OF ALLAN, AND CARNWATH.—Life-boat days.

CRIEFF.—Annual meeting on 9th February, Mrs. Stewart, of Millhills, president, in the chair. Efforts of the past year: Life-boat day and garden fête. Amount collected, £378 in the branch's first year.

DENNY.—Whist drive; Provost Loney, J.P., presided at the prize-giving ceremony and Lady Bolton presented the prizes. A dance followed with a cabaret show by the pupils of Mrs. G. Miller; presentation of dance prizes by Mrs. MacLachlan.

DINGWALL.—Life-boat day.

DUMBARTON.—Special meeting on 27th April, ex-Provost J. Garrick, president, in the chair. 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, Ex-Provost Barr, Major D. McBride, former honorary secretary of the branch, and the Scottish organizing secretary. Ladies' Life-boat Guild formed. Badges presented to Guild members by Mrs. Walter Brock, J.P. Presentation by the Duke of Montrose of the life-boat picture awarded by the Institution to Provost James Campbell, the honorary secretary.

DUNDEE.—Bridge drive.

DUNFERMLINE AND ROSYTH.—Concert and dancing display at Rosyth.

EDINBURGH.—Whist drive and cake and candy stall at Lasswade, arranged by Mrs. Core-Greenshields, a vice-president of the Ladies' Life-boat Guild.

FALKIRK.—Annual meeting of the Ladies' Life-boat Guild on 25th February, Mrs. Nimmo, president, in the chair. Efforts of the past year: Life-boat day.

Life-boat day at Falkirk and Polmont.

FORFAR.—Special meeting on 9th February, Provost Hill presiding, 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, Sheriff MacKinnon and the Scottish organizing secretary. Badges were presented to Guild members by the Hon. Nancy Arbuthnott.

FORRES.—Life-boat day.

FORT WILLIAM.—Evening party, the Hon. Mrs. MacLean, of Ardgour, presiding.

GALASHIELS.—Daffodil day.

GOUROCK.—Life-boat day.

ISLE OF ARRAN.—Performance of the life-boat play "Their Business in Great Waters" by Lamdash Women's Rural Institute Dramatic Club "B" team at the Isle of Arran Festival.

ISLE OF BUTE.—Annual whist drive and dance.

KILMARNOCK.—Annual meeting on 5th April, Lady Rowallan, president of the Ladies' Life-boat Guild, in the chair. Speaker: Captain Robert Mends, R.N. Efforts of the past year: Life-boat day, church service and appeal for subscriptions. Amount collected in 1937, £210, an increase of £28 on 1936.

KIRKCUDBRIGHTSHIRE.—Whist drive.

LAMINGTON.—Life-boat day.

LEVEN.—Military whist drive and dance; prizes presented by Mrs. A. Hutchison, president of the Ladies' Life-boat Guild.

LOCHCARRON AND APPLECROSS.—Life-boat day.

LONGHOPE.—Lyness Recreation Club dance on behalf of the branch funds.

LOSSIEMOUTH.—Special meeting on 2nd February, ex-Provost Cormack presiding, at which a Ladies' Life-boat Guild was formed. Speakers: Mrs. Gordon, of Buckrumb, Mr. A. G. Forbes, Bailie Mathieson and the Scottish organizing secretary.

METHIL.—Variety concert.

MONTROSE.—Annual meeting on 29th March, ex-Provost W. Douglas Johnston, chairman, presiding. Efforts of the past year: Life-boat day and cinema concert. Amount collected in 1937, £195.

PAISLEY.—Life-boat day.

PEEBLES.—Bridge tournament at Kingsmuir Hall.

PETERHEAD.—Mr. James J. Henderson, late honorary secretary of the station, died on 22nd March. He was appointed honorary secretary in 1918 and resigned in 1937. In 1929 he was awarded the Institution's inscribed binoculars. During his nineteen years of office the motor life-boat rescued 115 lives.

SALTCOATS.—Annual meeting on 17th March, Mrs. George Fullerton, president of the Ladies' Life-boat Guild, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1937, £61, an increase of £26 on 1936.

STIRLING.—Annual meeting on 22nd March, Mr. Robert Graham, honorary secretary, presiding. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat day and lantern lecture. Amount collected in 1937, £99, an increase of £5 on 1936. Mrs. Couper elected president.

STORNOWAY.—Whist drive and dance.

VALE OF LEVEN.—Life-boat day. Whist drive and dance.

WHITBURN.—Life-boat day.

Lantern lectures at Bellshill, Biggar, Bridge of Allan, Carluke, Clydebank, Coatbridge, Dundee, Edinburgh, Giffnock, Glasgow, High Blantyre, Leith, Milngavie, Rutherglen and Selkirk.

Ireland.

BALLYDEHOB.—Life-boat day.

BALTINGLASS.—Golf competition.

BANGOR.—Annual meeting, the Mayor in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £207, an increase of £36 on 1936.

BELFAST.—Annual meeting, the Viscount Bangor, D.L., presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £1,709 (including a special donation of £500), an increase of £413 on 1936.

Lantern lecture at Oldpark Presbyterian Church.

CORK.—Card drive organized by the Ladies' Life-boat Guild, with a large committee; prizes presented by the chairman of the branch, Coroner John J. Horgan.

DUBLIN.—Annual meeting, Major Arthur Whewell, chairman of the special effort committee, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £1,170.

Special meeting, Ladies' Life-boat Guild. Lady Holmpatrick, chairman, presiding. Annual life-boat ball.

EDENDERRY.—Concert.

GREYSTONES.—Whist drive, organized by Mrs. Archer, president of the Ladies' Life-boat Guild.

HOWTH.—Competition by the Sutton Golf Club.

LARNE.—Annual meeting, the Rev. W. T. Dennison in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £72.

LONDONDERRY.—Annual meeting, Mr. J. T. Lockhart presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £187, including life-boat days held in October, 1936, and May, 1937.

Life-boat day.

TANDRAGEE.—Whist drive.

WEST CARBERY.—Golf competition.

WEXFORD.—Annual meeting, the Rev. J. E. Hazley, M.A., presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1937, £78, an increase of £22 on 1936.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERTILLERY.—Annual meeting on 1st April, Mrs. A. H. Dolman, president, in the chair. Speaker: The district organizing secretary: Efforts of the past year: Appeal for annual subscriptions, and life-boat day. Amount collected in 1937, £15, an increase of £1 on 1936.

▶ **BEAUMARIS.**—Annual meeting of the Ladies' Life-boat Guild on 2nd March, Mrs. J. H. Burton, president, in the chair. Efforts

of the past year: Appeals for annual subscriptions and donations. Amount collected in 1937, £26.

CARDIFF AND PENARTH.—Annual meeting on 31st March, the Lord Mayor of Cardiff, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Appeal for annual subscriptions, life-boat day at Cardiff and Penarth, dance at Penarth, ships' collections, opening of St. Fagans' Castle grounds, by permission of the Earl of Plymouth, exhibition of life-boat films. Amount collected during 1937, £386.

Lantern lecture at H.M. Prison.

DINAS POWIS.—Whist drive and dance, organized by the Barry and District Ladies' Life-boat Guild. Speaker: The district organizing secretary.

LLANELLY.—Annual meeting on 31st March, the Mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Appeal for annual subscriptions by the Mayor, life-boat day, dance at Burry Port. Mr. D. R. Jones elected honorary treasurer in place of Mr. Ben F. Bennett. Presentation of a silver cigarette-case to Mr. Ben F. Bennett by the Mayoress on behalf of the Ladies' Life-boat Guild. Amount collected in 1937, £125.

Life-boat day.

NEATH.—Annual branch dinner, Mrs. Godfrey Llewellyn, the president, in the chair, supported by the Mayor. Speaker: The district organizing secretary. Whist drive.

NEWPORT (MON.).—Annual dance, organized by the Ladies' Life-boat Guild. The Mayor attended.

PONTYPRIDD.—Annual meeting on 21st March, Mrs. Edgar Jenkins, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Appeal for annual subscriptions, cinema collection, life-boat day and house-to-house collections. Miss Hilary Gowan elected honorary secretary in place of Mrs. J. P. Edwards (resigned). Amount collected in 1937, £52.

Presentation of the statuette of a life-boatman awarded by the Institution to Mrs. J. P. Edwards, late honorary secretary.

SHREWSBURY.—Annual meeting on 26th April, Captain Charles G. Robinson, R.N., president, in the chair. Speaker: Commander Henry Strong, R.D., R.N.R., a member of the committee of management of the Institution. Efforts of the past year: Appeal for annual subscriptions, house-to-house collection, and a "silent appeal." Amount collected in 1937, £138.

Presentation by the Mayor of the statuette of a life-boatman awarded by the Institution to Miss Muriel Hall, late honorary secretary.

SWANSEA.—Annual meeting on 30th March, Councillor Hawthorne in the chair in the absence of the Mayor. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation of the records of thanks awarded by the Institution

(Continued on page 528.)

INCOME AND EXPENDITURE FOR 1937.

Expenditure.

	£	s.	d.	£	s.	d.
Life-boats :—						
New Life-boats for the following stations :—On account— Appledore, Arklow, Barry Dock, Blackpool, Boulmer, Cloughy, Cullercoats, Eyemouth, Fraserburgh, Howth, Kilmore, Kingstown, Newbiggin, Peel (I. of M.), Poolbeg, Poole, Port Patrick, St. Abbs, St. Helier, Salcombe, Seaham, Selsey, Tobermory, Whitby, Wick, Yarmouth (I. of W.) — — — — — — — — — —	66,625	18	10			
Provision and Upkeep of Cowes Office and Store — — — — —	710	4	—			
Alterations and Repairs to Life-boats — — — — —	31,074	8	9			
Consulting Naval Architect — — — — —	401	14	1			
Salaries of Superintendent Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff — — — — —	12,624	9	5			
Travelling Expenses — — — — —	4,421	—	—			
Pensions under the Pension Scheme — — — — —	459	17	—			
Contributions to Superannuation and Provident Fund — — — — —	158	7	10			
				116,475	19	11
Life-boat Carriages and Tractors :—						
New Carriages — — — — —	271	11	11			
Alterations and Repairs to Life-boat Carriages — — — — —	350	16	9			
New Tractors — — — — —	794	13	9			
Repairs to Tractors — — — — —	334	14	10			
Salaries of Assistant Surveyor of Carriages, and Tractor Engineer — — — — —	732	—	—			
Travelling Expenses — — — — —	463	10	9			
Contributions to Superannuation and Provident Fund — — — — —	18	5	—			
				2,965	13	—
Life-boathouses and Slipways :—						
New Construction and Adaptation — — — — —	29,544	3	3			
Repairs and Maintenance — — — — —	7,994	8	—			
				37,538	11	3
Life-boat Stores — — — — —				19,475	17	5
Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs — — — — —	3,013	7	6			
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers — — — — —	20,098	7	4			
Pensions under the Pension Scheme — — — — —	281	—	—			
Contributions to Superannuation and Provident Fund — — — — —	52	1	—			
Storeyard Extension Work — — — — —	159	2	6			
				23,603	18	4
Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life- boat Carriages, and Life-boathouses, done locally ; Conveyance of Boats, Carriages and Stores ; Postages, etc.	13,435	16	9			
Salaries of Assistant Secretaries, etc., of Stations — — — — —	345	15	—			
				13,781	11	9
Wages, Rewards and other payments to Coxswains, Motor Mechanics and Crews :—						
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums — — — — —	6,747	—	9			
Grants to men injured in the Life-boat Service — — — — —	617	1	10			
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc. — — — — —	33,129	1	5			
Payments to Life-boat Crews and Launchers for exercises — — — — —	6,215	1	8			
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen — — — — —	3,565	12	6			
Pensions and Grants to Relatives of deceased Life-boatmen and others — — — — —	1,538	6	6			
Pensions under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats, etc. — — — — —	608	2	—			
				52,420	6	8
Carried forward — — — — —				266,261	18	4

Income.

Subscriptions, Donations, etc. :—	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters - - - -	6,366	10	11			
" " through Station Branches - -	6,752	15	-			
" " through Financial Branches - -	19,075	8	10			
" Donations to Headquarters - - - -	11,246	18	10			
" " through Station Branches - -	20,236	6	1			
" " through Financial Branches - -	52,136	9	1			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations - - - - -	1,835	16	11			
Contribution Boxes (Headquarters)- - - - -	200	-	2			
" " (Station Branches) - - - - -	6,403	12	8			
" " (Financial Branches) - - - - -	969	13	5			
				125,223	11	11

Life-boat Funds :—

Civil Service Life-boat Fund (per H. A. Clark, Esq., I.S.O.) in respect of the following Life-boat Establishments— Donaghadee, Margate, St. Davids, Southend-on-Sea, Walmer and Whitehills - - - - -	1,307	18	6			
Bevan Reward Fund (per the Charity Commissioners) - -	208	5	-			
				1,516	3	6

Income from Investments :—

Dividends and Interest on Investments - - - -	46,774	16	9			
Less Income Tax deducted - - - - -	6,713	17	11			
				40,060	18	10

Special Purposes Trust Fund Income	£	s.	d.
Account - - - - -	1,646	2	-
Less Transfer to Special Purposes and Maintenance Fund - - - - -	151	2	9
	1,494	19	3

Less Transfers to General Subscriptions,
Station Branch Contributions, and
Financial Branch Contributions - - 465 1 4

				1,029	17	11
Income Tax recovered - - - - -	6,226	5	9			
				47,317	2	6
Carried forward - - - - -				174,056	17	11

Expenditure.		£	s.	d.	£	s.	d.
Brought forward	- - - - -				266,261	18	4
Life-boat Inspectors :—							
Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff	- - - - -	8,169	8	11			
Travelling Expenses	- - - - -	2,472	8	4			
Pensions under the Pension Scheme	- - - - -	749	17	-			
Contributions to Superannuation and Provident Fund	- - - - -	105	15	7			
					11,497	9	10
Administration :—							
One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff	- - - - -	4,707	19	6			
Rent, Leasehold Depreciation, Rates, Taxes,	£ s. d.						
Lighting, Heating, Insurance, etc.	- - - - -	2,029	7	3			
Insurance under Workmen's Compensation, National Health and Unemployment Insurance Acts	- - - - -	925	3	7			
Commissionaires and Watchmen	- - - - -	530	9	2			
Telephones, Postages and Parcels	- - - - -	1,077	-	1			
Pensions under the Pension Scheme	- - - - -	1,573	2	-			
Travelling and other Expenses of Chairman and Committee of Management	- - - - -	706	1	9			
Contributions to Superannuation and Provident Fund	- - - - -	124	8	-			
		6,965	11	10			
Less estimated amount chargeable to raising of funds and publicity	- - - - -	3,482	15	11			
		3,482	15	11			
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc.	- - - - -	1,374	14	2			
Auditors' Fee	- - - - -	315	-	-			
Law Expenses	- - - - -	423	6	3			
Repairs and Improvements to the House of the Institution	- - - - -	255	18	9			
		10,559	14	7			
Expenses re the Estate of the late Mrs. F. McLorg	- - - - -	50	-	-			
„ „ „ „ Mr. J. W. Rider	- - - - -	141	-	4			
Expenses connected with raising of funds and publicity :—							
One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc.	- - - - -	5,652	19	6			
Salaries of District Organizing Secretaries and Clerical Staff	- - - - -	8,418	4	3			
Travelling Expenses of District Organizing Secretaries	- - - - -	2,197	8	6			
Annual General Meeting	- - - - -	79	7	8			
Advertising and Appeals	- - - - -	8,741	9	8			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc.	- - - - -	11,685	1	2			
Printing and Binding the Annual Report and <i>The Life-boat Journal</i>	- - - - -	1,807	7	5			
Pensions under the Pension Scheme	- - - - -	328	10	0			
Salaries and Commissions of Assistant Secretaries, etc., of Branches	- - - - -	4,276	13	4			
Contributions to Superannuation and Provident Fund	- - - - -	164	13	2			
Estimated proportion of Administration Expenses as above	- - - - -	3,482	15	11			
		46,834	10	7			
TOTAL EXPENDITURE	- - - - -	£335,344	13	8			

Income.		£	s.	d.
Brought forward	- - - - -	174,056	17	11
Sundry Receipts :—				
Sale of old Life-boats, Life-boat Carriages and Tractor,		£	s.	d.
Life-boathouse, Condemned Stores, etc.	- - - - -	2,038	17	10
Sale of <i>The Life-boat Journal</i> , Advertisements, etc.	- - - - -	80	4	6
Rentals of Freehold and Leasehold Premises <i>less</i> Rates,				
Repairs, etc.	- - - - -	944	16	10
		3,063 19 2		
Ordinary Income	- - - - -	177,120	17	1
Legacies for General Purposes	- - - - -	91,543	7	-
Gifts and Legacies for Special Purposes :—				
Income only available :—		£	s.	d.
Legacies	- - - - -	3,557	14	3
Special Gifts	- - - - -	10	-	-
		3,567 14 3		
Capital available :—				
Legacies	- - - - -	10,902	13	8
Special Gifts	- - - - -	24,879	19	4
		35,782 13 -		
		39,350 7 3		
TOTAL RECEIPTS	- - - - -	308,014	11	4
<i>Deduct :—</i>				
Transfer to General Endowment Fund	- - - - -	3,567	14	3
Transfer to Special Purposes and Maintenance Fund	- - - - -	35,782	13	-
		39,350 7 3		
Total Receipts available for General Purposes	- - - - -	268,664	4	1
<i>Add :—</i>				
Transfer from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations	- - - - -	24,900	3	5
Balance charged to General Purposes Fund	- - - - -	41,780	6	2

£335,344 13 8

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1937, and of the Branches for the year to 30th September, 1937.

to Mrs. Biggs and Sister Scott. Efforts of the past year: Appeal by the Mayor for annual subscriptions, life-boat day, whist drive and dances at Swansea and Mumbles. Amount collected in 1937, £230, an increase of £16 on 1936.

TENBY.—Annual meeting of the Ladies' Life-boat Guild on 12th April, Mrs. Ward, vice-president, in the chair. Speaker: The district organizing secretary. Efforts of the

past year: Appeal for annual subscriptions house-to-house collections, cinema collection hotel and boarding-house collection, life-boat day, whist and bridge drive and dance, sale of souvenir programmes. Amount collected in 1937, £167, an increase of £61 on 1936.

Presentation of the statuette of a life boatman awarded by the Institution to Miss M. Hulston.

WREXHAM.—Life-boat day.

Life-boat Charts for Yacht Clubs.

As in the past three years, the Institution has again supplied free to all yacht clubs which wished to have it a copy of the chart of life-boat stations round the British Isles which appears in the annual report. This chart, besides

having the life-boat stations clearly marked, with motor or pulling and sailing life-boats, has on it particulars of the different signals to be used by ships or aircraft in distress. It has been sent to 77 yacht clubs.

Life-Boat Exhibitions.

LIFE-BOAT models and equipment have been exhibited at the Welsh Industries Fair, in Cardiff, and the Royal Ulster Agricultural Society's Empire Week Show in Belfast, and the Institution's

exhibition of photographs has been shown at the Rotherham Art Gallery. Particulars of these exhibitions will be given in the next number of *The Life-boat*.

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 September, 1938.