

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXX.

OCTOBER, 1938.

No. 335.

## THE LIFE-BOAT FLEET

Motor Life-boats, 137 :: Pulling & Sailing Life-boats, 28

## LIVES RESCUED

from the foundation of the Institution in 1824

to September 30th, 1938 - - - - 65,849

## Grace Darling Centenary.

### Opening of a Memorial Museum at Bamburgh.

SEPTEMBER 7th was the hundredth anniversary of the most famous of all rescues from shipwreck.

It was on the morning of September 7th, 1838, that Grace Darling, and her father, William Darling, put off in a rowing boat from the Longstone Light-house, Farne Islands, Northumberland, and rescued nine survivors of the sixty-three men, women and children who had been on board the Dundee steamer *Forfarshire*, which had struck on the Harker Rock in the early hours of that morning and had broken in two. Shortly afterwards seven fishermen of North Sunderland, one of them Grace Darling's brother, reached the rock. They had had much farther to go, and they arrived to find that the rescue had been accomplished.

### The First Account.

The double story of the rescue was briefly told to the Institution in two statements, each signed by four men. The originals are among the Institution's records. Under the heading: "Wreck at the Fern Islands on the seventh of September, 1838, of the *Forfarshire*, S. V. Jn. Humble, Master, bound from Hull to Dundee," is the list of the nine persons rescued, the

names of the rescuers, and then the "circumstances of the case."

"We, the undersigned, do hereby certify that Wm. Darling, the keeper of the Light House on the Long Stone Fern Island, did at daybreak on Friday morning 7th September with the assistance of his Wife and Daughter (being the only persons then with him at the Light House) launch the Light House boat, and he and his Daughter Grace Darling about 22 years of age (who insisted on sharing her Father's danger) did succeed in reaching the wreck of the *Forfarshire* Steam Vessel on the Harker Rock, about three quarters of a mile from the Light House, and bring nine persons to the Light House in safety; where they were kept, and such assistance administered, as their necessities required, till the weather permitted communication with the main land, which was for the space of three days.

"ROBERT SMEDDLE, Bamburgh Castle.

"J. SCAFE, Gent., Bamburgh.

"JOHN EMBLETON, Surgeon.

"THOMAS MADDISON, Bambro Castle."

"We the undersigned do hereby certify, that Wm. Robson, Michael Robson, James Robson (three Brothers) Wm. Swan, Thos. Cuthbertson, Robt.

Knox, and Brooks Darling (son of Darling the Lightman) fishermen, belonging to North Sunderland, did proceed on the morning of the 7th of September in their own boat and to the imminent risk of their lives, succeed in reaching the wreck of the *Forfarshire* Steam Vessel upon the Fern Islands; where they were detained\* by the state of the sea from returning until Sunday the 9th when they ventured off, bringing with them three bodies and were obliged to land at Beadnel, some distance to the south of North Sunderland.

"ROBERT SMEDDLE, Bamburgh Castle.

"J. SCAFE, Gent., Bamburgh.

"JOHN EMBLETON, Surgeon.

"THOMAS MADDISON, Bambro Castle."

#### The Rewards.

Grace Darling and William Darling were both awarded the gold medal of the Royal Humane Society and the silver medal of the Royal National Life-boat Institution. The men of North Sunderland, some of whose descendants man the North Sunderland life-boat to-day, were rewarded by the Institution, which gave £10 to be divided between them, William Darling and Grace Darling.

Since that time nineteen women have won the silver medal of the Institution, but none for a deed comparable in gallantry to Grace Darling's. Hundreds of men, too, since that time, have won the silver medal, but few have deserved it more than William Darling. He went out to the rescue feeling that, if he did not, his daughter would go by herself. He went knowing that although they might reach the wreck, they could never hope to row their boat back unless they succeeded in rescuing some of the men of the *Forfarshire* and those men were not too injured and not too exhausted to help. His worst moment was when he landed on the rock and left Grace Darling in the boat. That she was able to handle it alone in the heavy seas and to keep it off the rocks was a wonderful feat of skill and strength and courage.

#### The Grace Darling Memorial Museum.

The centenary celebrations of Grace Darling's deed began on July 21st, when the Duke of Northumberland

\*They stayed at the lighthouse.

opened at Bamburgh the Grace Darling Memorial Museum. The site was presented by Lord Armstrong, lord of the manor, and the funds to build the museum were raised by the Bamburgh Grace Darling Memorial Committee, formed in November, 1935, with Major Charles M. Forster, O.B.E., T.D., as its chairman, and the Rev. G. R. Wilkinson, vicar of Bamburgh, as its honorary treasurer. In response to the committee's appeal some £400 was subscribed by the public, and the balance required to build the museum has been contributed by the Institution, in whose custody the museum has been placed.\* The museum stands close to the house where Grace Darling was born, and opposite St. Aidan's Church, where she is buried.

The opening ceremony began with a service in St. Aidan's Church, conducted by the vicar of Bamburgh. In the church every seat was occupied. Many people were standing in the aisles, Outside hundreds listened to the service, which was relayed through loud-speakers. The congregation, headed by the Bishop of Newcastle and the clergy of the diocese, then went in procession to the doorway of the museum. There Major Forster told the story of the rescue, and Lord Armstrong formally entrusted the museum to the Institution and presented to Sir Godfrey Baring, Bt., the Institution's chairman, the title deeds of the site. As he did so the Right Hon. Sir Charles Trevelyan, Bt., Lord Lieutenant of Northumberland, broke the Institution's flag on the mast above the museum.

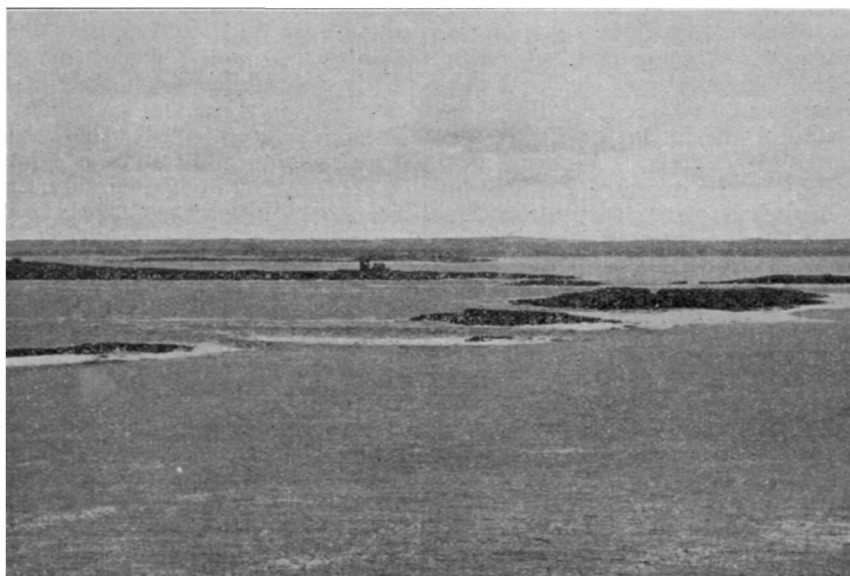
The Bishop of Newcastle then dedicated the building, and the Duke of Northumberland unveiled a memorial plaque on the north wall bearing the inscription:

"This building was erected in memory of

GRACE HORSLEY DARLING.  
1815-1842.

One hundred years after her heroic rescue with her father of the steamer *Forfarshire*, wrecked off the Farne Islands,  
7th September, 1838."

\*Major Forster has accepted the invitation of the Institution to be the Honorary Curator of the museum.



*By courtesy of]*

*[Northern Echo*

#### THE FARNE ISLANDS.

This photograph was taken from the Longstone Lighthouse itself and the big rock on the right is the Harker where the *Forfarshire* was wrecked. In the middle can be seen the old lighthouse on Brownsman Island where Grace Darling lived until the Longstone Lighthouse was built in 1826



*By courtesy of ]*

*[Valentine & Sons, Ltd., Dundee*

#### THE HOUSE AT BAMBURG—WHERE GRACE DARLING DIED.

The architect, Mr. G. L. Couves, presented the key of the museum to the Duke of Northumberland, who then unlocked the door and declared the museum open.

A vote of thanks to the Duke was proposed by Major Forster and seconded by the vicar of Bamburgh, and, on behalf of the Institution, Sir Godfrey Baring presented to Major Forster a framed picture of Bamburgh Castle in recognition of his work as chairman of the museum committee.

About three thousand people took part in the ceremony, among them Miss Grace Horsley Darling, of Gateshead, and Mr. William Darling, of Renton, as well as other members of the Darling family, the Mayors of Tynemouth, Berwick and Morpeth, and the crew of the North Sunderland life-boat, with Coxswain James Robson at their head, great-grandson of Michael Robson, one of the boat's crew which went out to the *Forfarshire*.

#### The History of the Boat.

The coble in which Grace Darling and her father went out to the rescue was an open rowing boat 21 feet long by 6 feet wide. It was built at Tweedmouth, Berwick-on-Tweed, about 1830, and was used at the Longstone Lighthouse by William Darling till approximately 1857. As it was then no longer seaworthy for the very stormy waters round the Farne Islands, he gave it to his youngest son, George Alexander Darling (twin brother of William Brooks Darling), of Seahouses. He was a ship's carpenter, and his father considered him the most likely son to take great care of it.

George Darling used it for a number of years for fishing from Seahouses, and when it became too old for such work he sold it to Colonel John Joicey, Newton Hall, Stocksfield-on-Tyne. This was in the early seventies, probably 1873. There the coble remained for years on the ornamental lake, and when no longer sound enough to lie afloat, it was housed in a shed in the grounds. While in the possession of the Joicey family it was lent to various exhibitions, being shown at Tynemouth in 1882, London in 1883, Liverpool in 1886, Newcastle in 1887, and Glasgow in 1888.

In 1913 the coble was presented to the Royal National Life-boat Institution by Colonel Joicey's daughter, Lady John Joicey-Cecil, wife of Lord John Joicey-Cecil, on condition that it should remain in Northumberland. From then until 1930 it was exhibited at the Dove Marine Laboratory, Cullercoats. In 1930 it was, for six months, on exhibition in Newcastle-on-Tyne at the North-East Coast Exhibition. Since then it has been in the care of Lord Armstrong at Bamburgh until a permanent home could be built for it.\*

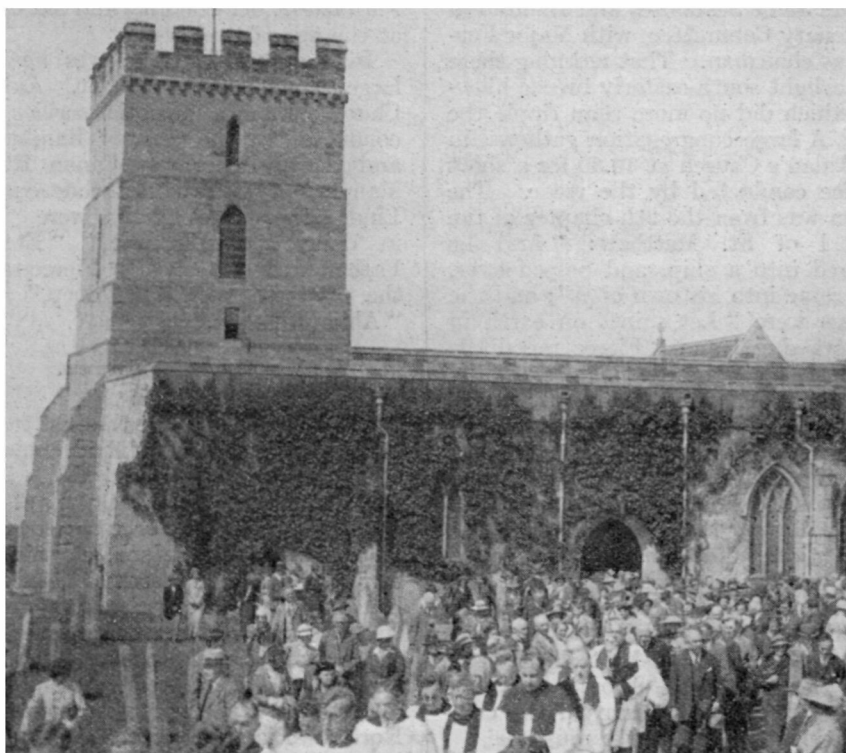
#### The Exhibits.

The coble is the chief exhibit in the memorial museum. Before it went to the museum it was carefully surveyed by the Institution's own surveyors, and was put into as thorough a state of repair as possible without altering its appearance. It stands by itself in the museum behind a panel of glass on a bed of sand from Bamburgh beach. The Institution has also presented to the museum a bust of Grace Darling by David Dunbar, similar to Dunbar's bust which is in the National Portrait Gallery. Many other relics have been presented or lent to the museum. Among them are several locks of Grace Darling's hair, a piece of the dress which she wore when she went out to the *Forfarshire*, her ring, her umbrella, a cloak and scarf given her by the Duke of Northumberland, a Bible given her by the ladies of Nottingham, a replica of her gold medal from the Royal Humane Society and the silver medals awarded to her and her father by the Institution. There are also in the museum the red ensign and other relics of the *Forfarshire* and many original letters, paintings, engravings and photographs. The names of the seven fishermen who went out from North Sunderland and the record, as already given, of what they did, are to be placed in the museum.

#### Centenary Celebrations.

The centenary was celebrated on Wednesday, September 7th, at Bamburgh, the arrangements being made

\* This history of the coble was given by Major Forster in his address at the centenary celebrations, and we have documentary evidence of its history before the coble was given to the Institution.

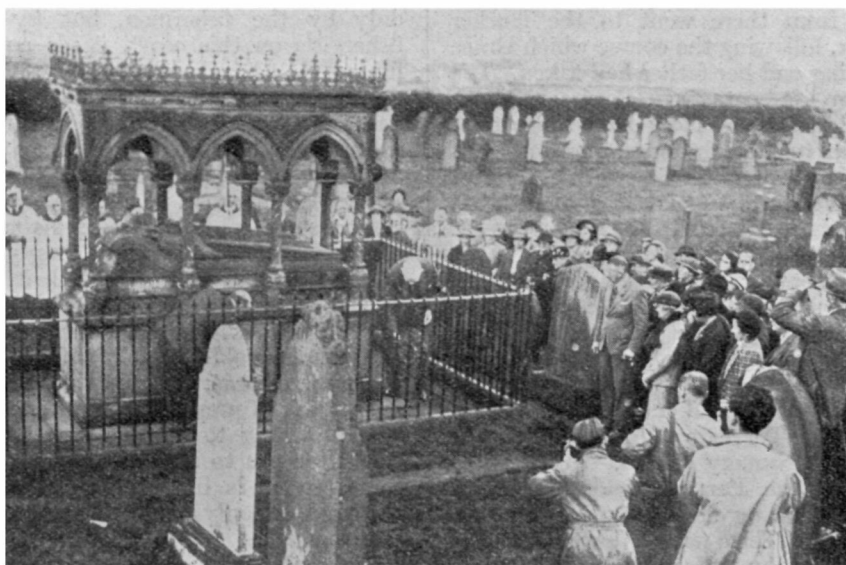


*By courtesy of*

*[Newcastle Journal*

**OPENING OF THE GRACE DARLING MEMORIAL MUSEUM.**

Procession from St. Aidan's Church.



*By courtesy of*

*[The Topical Press Agency Ltd.*

**THE GRACE DARLING MEMORIAL IN BAMBURGH CHURCHYARD.**

Laying wreaths, on September 7th, 1938,

by the Joint Seahouses and Bamburgh Centenary Committee, with Major Forster as chairman. That morning there was a light south-easterly breeze blowing which did no more than ripple the sea. A large congregation gathered in St. Aidan's Church at 10.30 for a short service conducted by the vicar. The lesson was from the 9th chapter of the Gospel of St. Matthew: "And he entered into a ship, and passed over, and came into his own city"; and the hymns were "Let saints on earth in concert sing" and "Fierce raged the tempest o'er the deep." After the service the congregation went in procession to the Grace Darling memorial in the churchyard, which bears the date September 7th, 1838, and wreaths were laid on it by Lord Armstrong, Captain W. J. Oliver, M.C., on behalf of the Institution, and Mrs. J. Jepson, a grand-niece of Grace Darling, on behalf of her relatives. The Institution's wreath bore the words: "From the Royal National Life-boat Institution and the Men and Women of the Life-boat Service." Many of the congregation then visited the museum.

In the afternoon hundreds of people went to the Longstone Lighthouse, every available motor boat in Seahouses being used. They saw the kitchen and Grace Darling's bedroom, and from there went to the Harker Rock, following the course which Grace Darling and her father had taken. The motor life-boats from Boulmer, North Sunderland and Holy Island also took parties to the lighthouse, and on behalf of the Centenary Committee, one of the life-boatmen placed a wreath on the memorial to Grace Darling in St. Cuthbert's Chapel on Inner Farne. The weather had changed, a stiff northerly breeze was blowing and the sea was very choppy when the trips were made.

On their return from the lighthouse the people poured into the Seahouses cinema. There a film was shown, called "Nursery Island," of the bird life on the Farne Islands, in which Grace Darling had taken so great an interest. This was followed by the life-boat film "Boats that Save Life."

Major Forster then told the story of Grace Darling's life at the lighthouse, the rescue of the nine survivors of the

*Forfarshire*, her celebrity and her death at the age of twenty-six.

In the evening there was again a large congregation at St. Aidan's Church, where a memorial service was conducted by the vicar of Bamburgh, and the preacher was Canon R. R. Mangin, of Alnwick, Archdeacon of Lindisfarne. The hymns were "Oft in danger, oft in woe," "Eternal Father, strong to save," "Fierce raged the tempest o'er the deep," and "Abide with me."

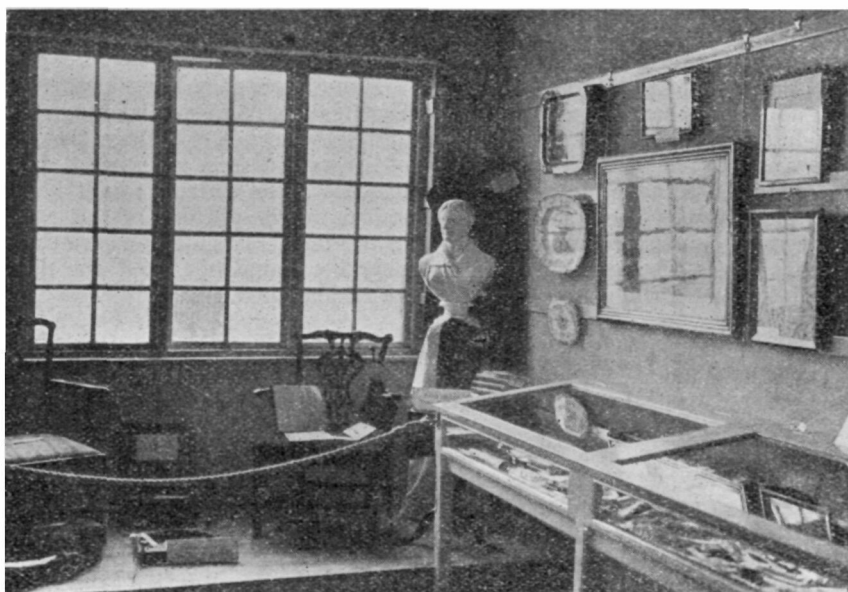
#### **The Memorial Sermon.**

The Archdeacon said:

"We have come here to-night to pay our tribute of honour and reverence to Grace Darling's memory. There is no need for me to tell you the story of that great deed, which has been told so often. All of us Northumbrians know it well from our very childhood. Others may hear it told with surprise and admiration, but we who live here, though we yield not in the admiration with which we recall it, do not hear it with surprise, for after all it is what we expect of any Northumbrian fishergirl, and we expect it not in vain. Do not think for one moment that I would minimize the courage or greatness of this deed, but many of you, like myself, can recall deeds of courage and heroism done not only by the fishermen, but by the fishergirls on this coast, deeds not so famous, but hardly less brave.

"Hers was a great deed and a brave deed, and I would emphasize that what enabled her to do it was that she was prepared in spirit and body to face the crisis when it arose. It is so with any great act of courage. It seems spontaneous, instantaneous, but long years of preparation had preceded it. It was so with Grace Darling on that Longstone rock, where she had learned to manage a coble, no easy thing in the stormiest of seas. It was that underlying spirit of preparation that enabled Grace Darling to do this great deed, and if we are to meet whatever crisis comes to us in life, we too must be prepared, not only in spirit, but in body, as was she."

The centenary was also celebrated by many articles in the Press, and the B.B.C. broadcast an account of the opening of the museum from its Newcastle-



*By courtesy of]*

*[Valentine & Sons, Ltd., Dundee*

**INTERIOR OF THE GRACE DARLING MEMORIAL MUSEUM.**

In the corner of the room is the bust of Grace Darling by David Dunbar



*By courtesy of]*

*[Valentine & Sons Ltd., Dundee*

**GRACE DARLING'S COBLE.**

on-Tyne station. It also broadcast two plays, one, called "Grace Darling," by Mr. L. du Garde Peach, from the Regional Studios in the Children's Hour, in May, and the other, called "Longstone Light," by Miss Mary D. Sheridan, from Newcastle-on-Tyne in September.

The celebrations have shown how secure a place Grace Darling holds in public memory and admiration, and nothing has shown it more clearly than the interest taken in the museum at

Bamburgh. Visitors have already come to see it from all over Great Britain.

Many thousands have known Grace Darling as a name symbolizing courage and self-sacrifice, to whom the details of her exploit were unknown. All that has now been written about her, and still more the opening of this museum in her memory, should ensure that not only her name but what she did will be remembered.

## Gallantry in Galway Bay.

### Award of Seven Bronze Medals.

On the night of August 16th, 1938, the steam trawler *Nogi*, of London, went ashore about 300 yards N.W. of the lighthouse on Straw Island, which lies off Inishmore, one of the Aran Islands in Galway Bay, on the west coast of Ireland. A strong wind was blowing from the W.S.W. through Gregory Sound, and a very heavy sea was running. The wrecked trawler was in an exposed position, and in great danger. The *Nogi* at once launched a small boat, and her boatswain and one of the crew got into it. The boat's painter parted and the boatswain was thrown out of the boat. He managed to clutch the anchor cable of the trawler and was hauled on board. The small boat, with the other man in her, was carried away.

#### Trawler's Boat in Difficulties.

A sister trawler, *Hatano*, was anchored about a mile and a half away. She sent out a wireless call for help and launched a boat, with four men on board, to go to the help of the *Nogi*. The boat got into difficulties at once and was carried towards the rocks.

The *Hatano's* SOS was picked up by the trawler *Akranes* which was anchored in Kileany Bay, where the Galway Bay motor life-boat *William Evans* is moored. The coxswain and second motor mechanic of the life-boat were on board the trawler when the message was received. The trawler sounded her whistle. The coxswain and second motor mechanic went at once to the life-boat and sounded the foghorn. The remainder of the crew

put out to her with two extra men. Twenty minutes after the SOS had been received the life-boat was on her way to the rescue. She reached the *Nogi* in ten minutes.

#### To the Rescue of the Small Boat.

As the life-boat got near, the *Nogi's* crew shouted to her to go to the help of the *Hatano's* small boat. She was already in the broken water near the rocks when the life-boat found her with her searchlight. There was no time to throw a rope and the life-boat ran straight alongside. One of the small boat's rowlocks stuck into the life-boat's fender. Motor Mechanic Joseph Doyle jumped into the small boat at once, smashed the rowlock with a hatchet and freed the life-boat. The life-boat then took aboard the four men, and took the small boat in tow.

This done, she returned to the *Nogi*, but the coxswain found that he could not get alongside. He anchored to windward and veered down as near as possible. The bowman, P. Flaherty, with four members of the crew, W. Gorham, P. Gill, J. Flaherty and T. Flaherty, got on board the small boat which had just been rescued. A rope was made fast to her from the life-boat, and the life-boat then veered her down towards the *Nogi*, the men on board her keeping her head to sea and wind by means of the oars. They got her to the lee side of the *Nogi*; two lines were thrown to her from the *Nogi*; the boat was pulled alongside. Seas were breaking right over the *Nogi*, and it was only with great difficulty that



six of the eleven men on board her were taken off. The small boat was then hauled and rowed back to the life-boat, put the six rescued men aboard her, and returned to the wreck. The other five men were rescued in the same way and taken to the life-boat. The rescue had lasted two hours and by the end of it the small boat had made about eight inches of water.

#### An Eight Hours' Search.

The coxswain then heard of the man of the *Nogi's* crew who had been swept away in the trawler's boat shortly after the *Nogi* struck. He transferred the eleven rescued men to the trawler *Hatano* and went in search of the missing man. The same five men who had carried out the rescue were landed at the lighthouse slip on Straw Island, and searched for him for two hours. They found nothing. The life-boat then put back to the station to refuel and get food. At daylight she returned to the search, taking with her a civic guard. A party was again landed on the island. It found the missing boat, badly damaged, on the lee side. It found the oars of the boat scattered on the rocks. It found, too, a pair of boots and one stocking. The search went on for six hours and just as the party was giving up all hope of finding the man himself, they saw his head over the top of the lighthouse wall. He remembered nothing after getting into the boat when the *Nogi* struck. He was so dazed and exhausted that he had to be carried down to the life-boat. He was taken on board the *Hatano* and put to bed. The life-boat then

landed from her the eleven men who had already been rescued and returned to her moorings at 1.30 P.M. on the 17th, more than fourteen hours after she had first put out.

#### The Rewards.

This was a fine service, carried out with promptness, courage and great skill, and the Institution has made the following awards:

To Coxswain JOHN GILL, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To Motor Mechanic JOSEPH DOYLE, who showed great presence of mind and pluck in jumping into the small boat, smashing the rowlock and so preventing an accident to the life-boat, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To each of the five men who manned the small boat, Bowman P. FLAHERTY, W. GORHAM, P. GILL, J. FLAHERTY and T. FLAHERTY, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To the other four members of the crew, MICHAEL HERNON, second coxswain, MICHAEL DIRRANE, assistant motor mechanic, COLMAN FLAHERTY and THOMAS BEATTY, life-boatmen, the thanks of the Institution inscribed on vellum;

To the coxswain, motor mechanic and each of the nine other members of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d., making a total reward of £3 17s. 6d. to each man. Standard rewards to the crew, £18 15s.; additional rewards to the crew, £22; total rewards, £40 15s.

### Portrait on the Cover.

THE portrait on the cover is of Coxswain Robert Cross, of the life-boat station on the Humber. Coxswain Cross joined the crew in 1906, when the station, which was then known as the Spurn station, was under the control of the Humber Conservancy Board. The station was taken over by the Institution in 1911 and in the following year Coxswain Cross was appointed

coxswain, so that he has been serving in command of the boat for 26 years. In 1916 he won the silver medal of the Institution for gallantry, in 1922 its bronze medal, and in 1926 a second-service clasp to his silver medal. While he has been coxswain there have been 186 launches on service and 150 lives have been rescued.

## Services to German Yachts.

Thanks of the Institution to Clacton-on-Sea.

THERE were exceptionally heavy gales at the end of May and the beginning of June, 1938. Thirty-two life-boats were launched on service during the five days from 29th May to 2nd June, the majority on the south-east and south coasts, and they rescued 36 lives. For these launches the Institution paid rewards to the crews and launchers amounting to over £404.

The outstanding services of these five days were at Southend-on-Sea, and Clacton-on-Sea. The Southend services will be described in the next issue of *The Life-boat*.

Four German yachts taking part in a race from Heligoland to Burnham-on-Crouch, Essex, were caught in these gales when near the English coast.

The first of them was the *Windspiel*, of Hamburg, which met a W.S.W. gale, with a very heavy sea, off Dover, on the night of May 29th. It was just about midnight when the Dover coxswain, visiting the camber to see if all was well, saw a rocket go up. The motor life-boat *Sir William Hillary* put out and found the *Windspiel* close inshore in tow of a local motor boat. The life-boat escorted them in. Twice the yacht broke from her tow, but each time, by the light of the life-boat's searchlight, the motor boat got her in tow again.

### Three Launches at Clacton.

On the same day, in the early morning, the coastguard at Clacton-on-Sea reported distress signals four miles off Clacton Pier. A S.W. gale was blowing, with a very heavy sea. The motor life-boat *Edward Z. Dresden* was launched at 3.40, and an hour and twenty minutes later found the yacht *Westwind*, of Bremen, with a crew of five on board. She was dragging her anchor. The life-boat towed her to Harwich, arriving at 8.45 in the morning, and returned to her station at 6.40 in the evening.

Two hours later she was out again. This time to the yacht *Hamburg*. The Royal Corinthian Yacht Club had reported that the yacht had gone aground at the mouth of the River Crouch. After the life-boat had put out a message came that the yacht

had refloated, and the life-boat was recalled by wireless, returning to her station at 1.30 the next morning.

Two days later, on 2nd June, the Clacton-on-Sea motor life-boat was again called out, this time to the yacht *Das Wappen von Bremen*, of Bremen. She had been overtaken by a whole S.W. gale, with a very heavy sea, about three and a half miles south of Clacton Pier. Her sails were carried away and she had lost both her anchors. Her flares were seen and reported by the coastguard at 3.42 in the morning, and at 4.5 the life-boat put out. It was the worst weather the crew had known for twenty years. An hour and ten minutes after launching the life-boat found the yacht drifting. With great difficulty in the very heavy seas she got a rope aboard her and took her in tow. She towed her to Harwich, arriving there at 8.45 A.M.

### The Rewards.

It was a fine service in exceptionally bad weather, and the Institution has made the following rewards:

To Coxswain CHARLES R. ELLIS, the thanks of the Institution inscribed on vellum;

To the coxswain and each of the seven members of the crew, a reward of £1 in addition to the ordinary scale reward of £1 5s.

Standard rewards to the crew, £8 15s.; additional rewards to the crew, £8; total rewards, £20 10s. 2d.

Rewards to Clacton-on-Sea for the service to the *Westwind*, £24 13s. 4d.

Rewards to Clacton-on-Sea for the launch to the *Hamburg*, £11 6s.

Rewards to Dover for the service to the *Windspiel* (partly permanent paid crew), £2 10s.

Total rewards for the services to the German yachts, £58 19s. 6d.

Through the Royal Ocean Yacht Club the Institution received a letter of appreciation from the German yachting organization of the North Sea, and £30 from German insurance companies, in gratitude for the help of the Clacton-on-Sea motor life-boat to the yachts *Westwind* and *Das Wappen von Bremen*, was sent to the crew.

## Life-boat Calendar and Christmas Card.



By courtesy of]

[Edward A. Doo, Ltd., Southend-on-Sea

THE life-boat Christmas Card and Calendar will have reproduced on them in colour the picture shown above. It depicts a life-boat rescue on the dreaded Goodwin Sands. The painting is one of two presented to the Institution some years ago by Mr. Frank Garron, of Southend-on-Sea. It had been in the possession of his family for thirty years, but the artist and the date are not known.

The card will be an eight-page card with the Institution's crest embossed on the outside; and inside, Christmas and New Year greetings. The price will be 4d. each with envelope. If twenty-five or more are ordered, the name and address can be printed under the greetings. The price with the name and address printed will be 6d. each for quantities from twenty-five to fifty. If fifty or more are ordered, no charge will be made for printing the name and address.

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

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

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

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

## From the Antarctic.

THE British and Norwegian crews of the whaling ships *Southern Empress* and *Southern Princess*, on their

return from their whaling season in the Antarctic, sent the Institution £51 2s. 3d.

## Services of the Life-boats.

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

### Launches 119. Lives rescued 86.

#### April Meeting.

**Galway Bay, Co. Galway.**—On the 7th March, 1938, the owner of the steam trawler *Tranio*, of Milford, which had run on the rocks in Killeany Bay on Aran Island some days earlier, arrived at Casla Bay on the mainland, with his chief engineer-superintendent, and wired to the island for a boat to take him across to examine the wreck. No boat was available, and as the matter was urgent, since it was the last day of low water for a week, the motor life-boat *William Evans* was sent for him. She was launched at 1 P.M., and arrived back at her station at 4 P.M.—Property Salvage Case.

**Humber, Yorkshire.**—Shortly before midnight on the 19th March, 1938, the motor vessel *Confid*, of Rotterdam, bound laden from Plymouth for Middlesbrough, ran aground on the Inner Binks. A moderate south-westerly breeze was blowing, with a slight to moderate sea. Spurn Royal Naval Shore Signal Station and the life-boat watchman reported the *Confid* ashore, and the motor life-boat *City of Bradford II* was launched at 12.11 A.M. on the 20th. She anchored and veered down, but owing to the very shallow water, could not get alongside. There was a slight swell, and as the wind began to freshen, the coxswain decided to stand by until the *Confid* refloated, which she did at 4 A.M. The life-boat guided her to a safe anchorage inside Spurn Point, and returned to her station at 5 A.M.—Permanent paid crew: Rewards, 9s.

**Salcombe, Devonshire.**—The motor trawler *Tarascon*, of Boulogne, ran on to the rocks in Steeple Cove at about 10 P.M. on the 22nd March, 1938. Her wireless was put out of order when she struck, and she had no rockets. There was a very heavy ground swell, but the crew of twenty managed to reach the rocks. Later five of them got away in a small boat and made for Sewer Mill Sands, which they reached at 7.30

A.M. They gave the alarm and the motor life-boat *Alfred and Clara Heath* was launched at 7.45 A.M. A fresh N.E. breeze was then blowing, with a very heavy ground sea, and tremendous seas were breaking on the cliffs. The life-boat found the *Tarascon* ashore in a very bad position among the rocks, and the remainder of her crew were huddled at the foot of the cliffs, which at this point are very high and overhanging. The life-boat anchored and veered in as close as possible. She fired a line and by this means got the breeches-buoy ashore. The *Tarascon's* men could not be made to understand how to work the buoy, however, and they had to be hauled on a single line through the surf to the life-boat, one at a time. This was safely accomplished, although the life-boat herself struck heavily on a rock. She returned to her station at 9.45 A.M. A letter of thanks was received from the owners.—Rewards, £7 16s. 6d.

**Stromness, Orkney.**—At about 6.50 P.M. on the 23rd March, 1938, the Kirkwall coastguard telephoned that a trawler was ashore on Viera Skerry, south of Rousay, in a bad position, and was leaking. A strong S.W. breeze was blowing, with a rough sea, heavy rain showers and patches of thick fog. The motor life-boat *J.J.K.S.W.* put out at 7.15 P.M., and went round the west side of the mainland and through the dangerous Eynhallow Sound. She was helped on her passage through the sound by Mr. Rae, Mr. Sinclair and Mr. Harvey, members of the local committee, who went in their cars to Burgar and Aikerness and showed lights to guide her. The life-boat found the trawler, the *Confide*, of Peterhead, ashore, but undamaged. She stood by until the *Confide* refloated with the rising tide, and then escorted her into the shelter of Rousay. Visibility was very poor just then and so the life-boat herself sheltered until the weather had cleared somewhat. She returned to her station at 6.45 A.M. on the 24th,

after having been at sea for eleven and a half hours. The three members of the committee were thanked and an increase in the usual money award, on the standard scale, was granted to each member of the crew.—Standard rewards to crew, £13 2s. 6d.; additional rewards to crew, £5; total rewards, £19 9s. 6d.

**Aith, Shetlands.**—On the morning of the 23rd March, 1938, a message was received from Sandness that a woman on the island of Papa Stour was seriously ill and in need of a doctor. Owing to very bad weather the regular ferry service to the island had not been running for five days. A W.S.W. gale was now blowing, with a heavy sea, and the weather was thick with rain. The motor life-boat *The Rankin* was placed at the doctor's disposal, and she put out with him at 2.45 P.M., reached the island at 4.30 P.M., and arrived back at her station at 7.30 P.M.—Rewards, £19 15s. 6d., which, together with the value of the stores used, were paid by the Department of Health for Scotland.

**Troon, Ayrshire.**—On the morning of the 27th March, 1938, a report was received from Irvine harbour that a fishing boat in Irvine bay was flying signals of distress. A strong N.W. breeze was blowing, with a rough sea. The motor life-boat *Sir David Richmond of Glasgow* was launched at 8.30 A.M., and found the Glasgow motor fishing boat *Consort* in distress, with her engine broken down, about two miles south of Irvine bar. She carried a crew of three, and was bound in ballast from Irvine to Colonsay. The life-boat towed her into Irvine harbour, and returned to her station at 10.15 A.M.—Rewards, £6 17s. 6d.

**Shoreham Harbour, Sussex.**—During the night of the 31st March, 1938, the coastguard reported that an aircraft had come down in the sea off Brighton, and was firing Very lights. A light west breeze was blowing, with a slight sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 11.5 P.M., and found the Royal Air Force sea-plane K.4199, from Calshot, in a dangerous position near the West Pier. She took her in tow and made for

Shoreham. Meanwhile an R.A.F. motor launch had been sent out from Calshot. She came up with the life-boat at 2.40 A.M. and took over the tow. The life-boat then made for home, and arrived at her station at 3 A.M.—Rewards, £15 7s. 6d.

**Sunderland, Co. Durham.**—At about 4 P.M. on the 4th April, 1938, a pilot reported that a boat was in distress off Sunderland. She was the motor fishing boat *Lilian*, of North Shields, with a crew of two, in difficulties owing to the fouling of her propeller. A steamer had tried to get her in tow, but had failed and had damaged her own stem. A strong, squally N.W. breeze was blowing, with a strong northerly swell. The motor life-boat *George and Isabella Irwin* was launched at 4.30 P.M., and on the way out saw another motor fishing boat, the *Hilda*, of Sunderland, with a crew of two, in distress with her engine broken down. She towed both boats into safety, and returned to her station at 7.15 P.M.—Rewards, £7 15s. 6d.

**Eastbourne, Sussex.**—During the afternoon of the 5th April, 1938, with a fresh west breeze blowing and a moderate sea, the motor yacht *May Queen*, of Lowestoft, bound from there to Littlehampton, was capsized about a mile off Eastbourne front by a sudden squall. Her crew of two were thrown into the water. She righted herself and they got aboard again, but the yacht's mast had been torn out of the deck and she had shipped a lot of water. The men made signals for help and the motor life-boat *Jane Holland* was launched at 3.15 P.M. She towed the yacht into Newhaven, and returned to her station at 10.30 P.M.—Rewards, £29 18s. 6d.

**Lowestoft, Suffolk.**—At 4.45 A.M. on the 8th April, 1938, the coastguard reported a small yacht in difficulties. A strong N.N.E. breeze was blowing, with a heavy sea. The motor life-boat *Agnes Cross* was launched at 4.55 A.M., and found the sailing and motor yacht *Eleanor*, of Boston, rolling heavily among the breakers of the inner shoal of Newcombe Sands. The life-boat was manoeuvred alongside and some life-

boatmen boarded her. They found that her engine had broken down and one of her anchors had been lost, and that her crew of two men were exhausted by their efforts to keep her from going ashore. The life-boatmen hoisted her remaining anchor and the life-boat towed her into harbour. The life-boat returned to her station at 6.10 A.M. A letter of thanks and a donation were received from one of the rescued men.—Rewards, £20 18s. 6d.

**Whitby, Yorkshire.**—As the tide ebbed during the afternoon of the 8th April, 1938, a rough sea began to break heavily outside the pier ends, making the harbour entrance dangerous. A strong N. breeze was blowing. The motor fishing boats *Pilot Me* and *Provider* were at sea, and at 4.30 P.M., when they were seen coming in, the motor life-boat *Margaret Harker Smith* put out. She escorted the boats into harbour and returned to her station at 6 P.M.—Rewards, £6 8s.

**Boulmer, Northumberland.**—At about 10.55 P.M. on the 13th April, 1938, the coastguard telephoned that the steamer *Montrose*, of Stockholm, had reported having been in collision with a trawler five miles W.S.W. of Coquet Island. This position obviously was incorrect, as it was on land. As no further information could be got, the motor life-boat *Clarissa Langdon* was launched at 11.25 to search. A light northerly breeze was blowing, with a smooth sea. The life-boat found the *Montrose* at midnight, beached about three-quarters of a mile north of Amble piers. Her master said that he had sent away a boat with five men to help the trawler, and as the *Montrose* was not in immediate danger, the life-boat left to look for the trawler. It was then learned on shore that the trawler, the *Polar Prince*, of North Shields, had reached the Tyne, and the life-boat was recalled. She was moored at 7 A.M. on the 14th. At midday she put out again to stand by the *Montrose* during the rising tide. The *Montrose* refloated and made for the Tyne under her own steam, with tugs in attendance. The life-boat accompanied her until it was seen that she was all right, and returned to her station at 3 P.M.—Rewards, £20 9s.

**St. David's, Pembrokeshire.**—On the morning of the 16th April, 1938, the local motor boat *Sirius* put out from Porth Clais with seventeen people on board, for a trip to Grasholme. They did not return when expected, and anxiety was felt for their safety. By 9 P.M. a strong N.N.E. breeze was blowing, with a rough sea, and the motor life-boat *Civil Service No. 6* was launched to make a search. Dr. Joseph Soar, Mus.Doc., the honorary secretary, accompanied her. The life-boat reached Grasholme at 10.45 P.M., and in the rays of her searchlight the party could be seen on the western slopes. The sea was too rough for the life-boat to get close in, and so she patrolled off shore until daylight. At 5.45 A.M. on the 17th the people were able to get aboard the *Sirius* again, and she made for Porth Clais. The life-boat followed her. On the run home the *Sirius* stopped, owing to a choked petrol pipe, and the life-boat towed her to the entrance to Porth Clais harbour. The life-boat returned to her station at 8.30 A.M., having been at sea for eleven and a half hours. Donations amounting to £23 2s. were received from members of the party. An increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £13 2s. 6d.; additional rewards to crew, £4; total rewards, £19 7s. 6d.

**Newhaven, Sussex.**—At 11.35 P.M. on the 16th April, 1938, the coastguard telephoned that a small vessel was in distress off Beachy Head, and as the Eastbourne life-boat was off service for overhaul, the motor life-boat *Cecil and Lilian Philpott* was launched at 11.55 P.M. A strong N.E. wind was blowing, with a heavy swell. Two miles south of Beachy Head the life-boat found the yacht *Swift*, of West Mersea, with a crew of five. She was bound from Ramsgate for Newhaven, but could not cope with the seas off the head. The life-boat towed her into Newhaven, and returned to her station at 2 A.M.—Rewards, £10 5s.

**Whitby, Yorkshire.**—At about 10 A.M. on the 18th April, 1938, the motor fishing boats *Pilot Me* and *Success* put to sea to haul their crab pots. The

weather was showery, and the sea strong. On the flood tide the sea grew worse and broke heavily outside the harbour, making it very dangerous for boats coming in. At 3 P.M. the *Pilot Me* was seen making for home, and the new motor life-boat *Mary Ann Hepworth* was launched on her first service. She met the *Pilot Me* near Rock Buoy, warned her of the conditions, and escorted her into harbour. The *Pilot Me* got in safely, although she shipped some very heavy seas, and nearly lost one man overboard. The life-boat put out again and met and safely escorted in the *Success*. She returned to her station at 5.45 P.M. The life-boat crew were very pleased with their new boat, and the service was watched by several thousands of holiday-makers.—Rewards, £5 9s.

**Filey, Yorkshire.**—During the morning of the 19th April, 1938, the local fishing-boats were caught at sea by bad weather. Several came in, but eight were still at sea. Another boat came in and reported that conditions were getting worse, and at 8.30 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. A squally north breeze was blowing, with a heavy sea. The life-boat escorted the remaining boats into safety and returned to her station at 10.40 A.M.—Rewards, £12 14s.

**Walton and Frinton, Essex.**—Early on the afternoon of the 19th April, 1938, the motor life-boat *E.M.E.D.*, just before entering the Colne estuary on passage to Rowhedge, for her annual overhaul, saw a barge in difficulties about a mile and a half south of Colne Bar Buoy. A strong, squally N.W. breeze was blowing, with a choppy sea. The barge was the *Gannet*, of London, with a crew of two, and she was bound for Bradwell with a cargo of pig food. She had carried away her sprit. The life-boat towed her to a safe anchorage in Bradwell Creek, and then went on to Rowhedge, where she arrived at 4.40 P.M.—Property Salvage Case.

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

**St. Peter Port, Guernsey.**—6th March, 1938. The Norwegian steamer *Tom-*

*meliten*, of Bergen, had stranded during a dense fog, but refloats unaided on the next high tide.—Rewards, £6 17s. 6d.

**Campbeltown, Argyllshire.**—8th March, 1938. A vessel had been reported ashore at Dunaverty Point, but she refloats and the life-boat was recalled by wireless from Portpatrick.—Rewards, £13 11s. 6d.

**Portaskaig, Isle of Islay.**—9th March, 1938. A trawler had been wrecked at Smuall Point, but eight of her crew of eleven were rescued from the shore by men with lines; the other three had been washed away and lost.—Rewards, £8 4s.

**Berwick-on-Tweed, Northumberland.**—Very early on the morning of the 9th March, 1938, the coastguard reported that the s.s. *Locksley*, of Montrose, bound from Stonehaven for Stockton-on-Tees with a cargo of oats and potatoes, had run aground at False Emmanuel Head, Holy Island. The Holy Island life-boat was off service for overhaul and repair, and the Berwick-on-Tweed life-boat *Westmorland* was launched at 1.30 A.M. A moderate westerly breeze was blowing, with a choppy sea. The life-boat arrived at 2.30 A.M., and found that the *Locksley*'s crew of five had already been rescued. A motor fishing boat manned by eight men, four of whom were members of the Holy Island life-boat crew, had put off from Holy Island and rescued them. The rescue had taken nearly three hours, and owing to shallow water and wreckage, was carried out with great difficulty and at some risk. The *Locksley* became a total wreck.—Rewards : Life-boat, £18 19s. 6d. ; shoreboat, £7, also 10s. for fuel used and boat-hook lost.

**Hoylelake, Cheshire.**—13th March, 1938. A motor boat had been reported during the evening to be in a dangerous position off Hilbre, but nothing could be found.—Rewards, £25 14s. 6d.

**Walmer, Kent.**—15th March, 1938. Two vessels had been in collision, but the crew of one had been taken off by a Belgian steamer, and the other vessel could not be found in the fog.—Rewards, £29 0s. 6d.

**Dover, Kent.**—23rd March, 1938. The German naval training ship *Albert Leo Schlegeler* had collided with a steamer, but a tug had taken her in tow and the steamer had gone on her way.—Partly permanent paid crew. Rewards, £5 12s. 6d.

**Aldeburgh, Suffolk.**—24th March, 1938. A leaking steamer had had to be beached on the Shipwash Sands, but had been helped by a tug.—Rewards, £22 14s. 6d.

**Walmer, Kent.**—27th March, 1938. A canoe with two men on board had capsized, but one man had got ashore, while the other was drowned before help could reach him.—Rewards, £14 12s. 6d.

**Port St. Mary, Isle of Man.**—27th March, 1938. A keeper on the Chicken Rock Lighthouse had been taken ill, but was taken off by a fishing boat.—Rewards, £11 4s.

**Shoreham Harbour, Sussex.**—29th March, 1938. A sailing boat had capsized off Lancing, but her crew of two swam ashore.—Rewards, £7 11s.

**Sheringham, Norfolk.**—7th April, 1938. A steamer had reported by wireless, through Humber Radio Station, that she had seen an aeroplane fall into the sea in flames near the Dudgeon Light-vessel, but a long search revealed no trace of the machine. A letter of thanks was received from the R.A.F. station at Thornaby, to which the aircraft was attached.—Rewards, £32 3s.

**Hauxley, Northumberland.**—12th April, 1938. A fishing boat had stranded on Bondicar Rocks, but re-floated on the next high tide without help.—Rewards, £18 4s.

**Margate, Kent.**—17th April, 1938. A sailing yacht had got into difficulties off Hampton, but her crew of two were rescued by boatmen from Herne Bay.—Rewards, £16 3s.

**Anstruther, Fifeshire.**—19th April, 1938. A fishing boat had caught fire, but her crew were taken on board another boat.—Rewards, £11 13s. 6d.

**Sheringham, Norfolk.**—23rd April, 1938. The engine of the motor barge *Lies*, of Rotterdam, had broken down, but a steamer took the barge in tow.—Rewards, £16 3s. 6d.

### May Meeting.

**Penlee, Cornwall.**—During the night of the 22nd April, 1938, the coastguard at Penzer Point telephoned that a fishing boat was in distress about two miles S.S.W. of the point. A north breeze was blowing, with a smooth sea. The motor life-boat *W. and S.* was launched at 10.45 p.m., and found the steam fishing boat *Pioneer*, of Penzance, with a crew of two, at anchor. She had lost her propeller. The life-boat towed her into Newlyn Harbour, and returned to her station at 12.30 a.m.—Rewards, £11 9s.

**Cullercoats, Northumberland.**—At 1.32 p.m. on the 23rd April, 1938, the Seaton Sluice coastguard reported a motor drifter on fire about two miles east of St. Mary's Island. A moderate N.N.E. breeze was blowing, with a moderate sea. The motor life-boat *Richard Silver Oliver* was launched at 1.44 p.m. and found the Aberdeen motor drifter *Saxon* enveloped in smoke and flames. The crew of three had just been rescued by a boat from a passing steamer. They were transferred to the life-boat. She took two of them to North Shields and one to Cullercoats, and returned to her station at 3.40 p.m. The *Saxon* drifted ashore on Whitley beach and became a total wreck.—Rewards, £7 10s.

**Great Yarmouth and Gorleston, Norfolk.**—At about 11.15 a.m. on the 29th April, 1938, the coastguard reported that a shrimp boat south of the harbour appeared to be in difficulties. A watch was kept on her, and at 11.38 the motor life-boat *John and Mary Meiklam* of *Gladswood* was launched. A N. by W. gale was blowing, with a rather rough sea. The life-boat found the motor shrimp boat *Violet*, of Yarmouth, with one man on board, about one and a half miles south of Gorleston Pier. The *Violet's* engine had broken down, her sails had been blown away, and she was in danger of swamping. The life-boat towed her back to harbour, and returned to her station at 12.52 p.m. A letter of thanks was received from the rescued man.—Rewards, £9 13s.

**Whitby, Yorkshire.**—Early in the morning of the 29th April, 1938, the local



fishing fleet put to sea. At 11 A.M. the *Venus*, *Success*, *Easter Morn*, *Noel II*, *Gallilee* and *Provider* were off the Rock Buoy, waiting for the tide to rise. The life-boat coxswain noticed through glasses that the *Noel II* had a line aboard another boat, and then he saw her fire a distress signal. A strong and increasing N.E. breeze was blowing, with a rough sea which was breaking heavily outside the harbour. The motor life-boat *Mary Ann Hepworth* was launched at 11.40 A.M., and went to the *Noel II*. She found that she had lost her rudder and that the *Easter Morn* was towing her in. She accompanied them towards the harbour. As they got near the ends of the pier the tow-rope parted. The *Noel II* was in immediate danger, but the life-boat passed her another line and towed her into harbour. The life-boat then put out again and escorted in the remaining boats. She returned to her station at 3.15 P.M.—Rewards, £5 9s.

**Southend-on-Sea, Essex.**—At 3.5 P.M. on the 29th April, 1938, a message was received from the pierhead that a small open fishing boat was in distress off South Shoebury Buoy. A N.W. breeze was blowing, with a rough sea. The motor life-boat *Greater London* (*Civil Service No. 3*) was launched at 3.25 P.M., and found the fishing boat, with three men on board, alongside another vessel. She took the three men on board, towed the boat to the pier, and returned to her station at 5.55 P.M. The owner sent a letter of thanks and a donation.—Rewards, £6 10s.

**Hythe, Kent.**—At about 5.30 P.M. on Sunday, 1st May, 1938, the Sandgate coastguard reported that a motor cruiser two miles S. by W.  $\frac{1}{2}$  W. from the life-boathouse appeared to be in trouble. The coxswain kept her under observation for some time and saw her get under way again. Later on the coastguard reported that she was once more in difficulties. The life-boat's crew were summoned, several of them leaving a Salvation Army service, and the motor life-boat *Viscountess Wakefield* was launched at 6.57 P.M. A strong N.E. breeze was blowing, with a moderate sea. The life-boat came up with the motor cruiser about three-

quarters of a mile S.W. of Folkestone Pier. She was the *Kushi*, bound, with a crew of three, from Rye to Twickenham, and her engine had broken down. The life-boat towed her into Dover harbour, and returned to her station at midnight. A donation was received in appreciation of this service.—Rewards, £30 6s.

**Clacton-on-Sea, Essex.**—At 2.15 A.M. on the 4th May, 1938, the coastguard reported a light about six miles S.W. by S. Watch was kept, and after some time it was decided to send out the motor life-boat *Edward Z. Dresden* to investigate. She was launched at 3.30 A.M. A N.E. gale was blowing, with a very rough sea. Nine and a half miles S.W. by W., on Ridge Sands, the life-boat found the sprit-sail barge *Florence Myall*, of Rochester. She was bound from Rowhedge for Benfleet laden with sand, and carried a crew of two. Her steering-gear had broken and her hatches had been carried away. The men had abandoned her and were lying astern in the small boat. The life-boat rescued them, and returned to her station at 7.10 A.M.—Rewards, £13 4s.

**Walton and Frinton, Essex.**—At about 5.53 P.M. on the 7th May, 1938, the coastguard reported that a barge lying about two miles south of Walton Pier was flying a distress signal. A moderate N.E. breeze was blowing, with a rather rough sea. The reserve motor life-boat *J. B. Proudfoot*, on temporary duty at this station, put out at 6 P.M., and found the barge to be the *Lady Mary*, of London, bound for Yarmouth with a crew of two and a cargo of rice. She was leaking badly and had become unmanageable. Some of the life-boat crew went on board to man the pump and hoist some sail, and the life-boat then towed the barge to Brightlingsea. She anchored her in safe water and arrived back at her own station at 2 A.M. on the 8th.—Property Salvage Case.

**Dover, Kent.**—At 7.15 P.M. on the 14th May, 1938, a man reported that he had seen an aeroplane come down in the sea about six miles S.E. of South Foreland. A gentle S.S.W. breeze was

blowing, with a calm sea. The motor life-boat *Sir William Hillary* put out at 7.28 P.M. and found that aircraft *G-ADJM* had been taken in tow by a steamer. She had been bound from Dunkirk to Lympne with two men on board, but had been forced down owing to the failure of her engine. The life-boat escorted the steamer to Dover harbour, where she took over the tow and took the aircraft into safety. She landed the two men and returned to her station at 10 P.M.—Partly permanent paid crew. Rewards, £6 5s.

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

**Fowey, Cornwall.**—17th April, 1938. An aeroplane had been reported to have come down in the sea, but nothing could be found, and it was presumed that a machine flying very low had given rise to the report.—Rewards, £4 7s. 6d.

**Barra Island, Isle of Lewis.**—27th April, 1938. A R.A.F. machine had been reported as overdue, but the report was found to be only a test call by the R.A.F.—Rewards, £4 13s. 6d.

**St. Helier, Jersey.**—28th April, 1938. Two aeroplanes had been reported to have come down in the sea, but a search in which another plane joined revealed nothing. The honorary secretary of the station and district inspector of life-boats went out in the boat.—Rewards, £8 15s.

**Clacton-on-Sea, Essex.**—29th April, 1938. A yacht had run aground, but refloated and did not need help.—Rewards, £11 6s.

**Walton and Frinton, Essex.**—30th April, 1938. A steamer had run ashore, but got off unaided.—Rewards, £6 13s.

**Caister, Norfolk.**—6th May, 1938. During the night an explosion was heard at sea, but nothing was found.—Rewards, £29 5s.

**Sheringham, Norfolk.**—7th May, 1938. Several fishing boats had been overtaken by rough weather. The life-boat

was launched, but was delayed by a fouled propeller, and the boats reached safety unaided.—Rewards, £15 8s.

**Sunderland, Co. Durham.**—8th May, 1938. A small boat had got into difficulties, but reached Seaham Harbour unaided.—Rewards, £5 2s. 6d.

**Campbeltown, Argyllshire.**—9th May, 1938. A fishing boat had been reported missing, but was found at anchor and the life-boat was recalled by wireless.—Rewards, £11 15s. 6d.

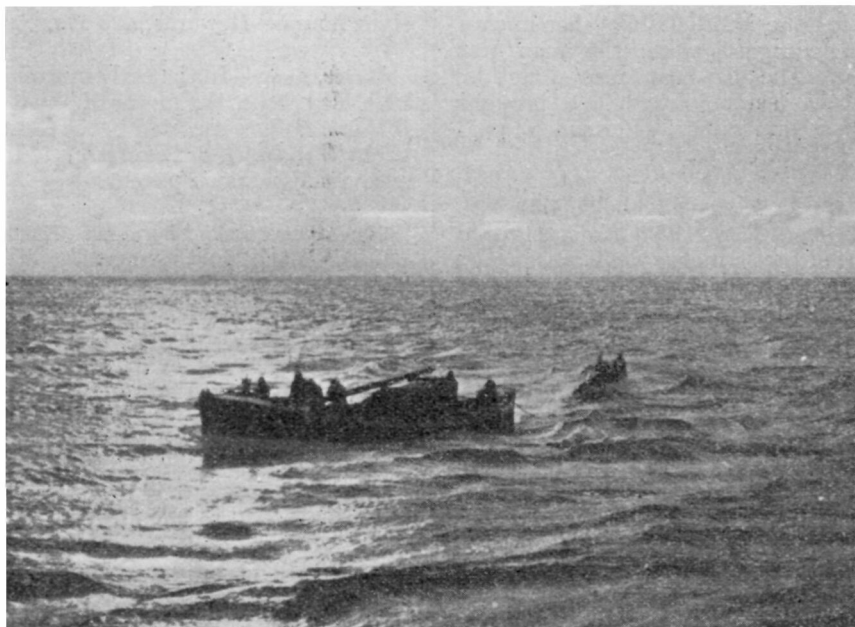
#### June Meeting.

**Runswick, Yorkshire.**—At about 7 A.M. on the 20th May, 1938, the Staithes fishing fleet put to sea. The weather was fine, but a moderate sea was running. A moderate north breeze sprang up, and the sea became very heavy near Staithes harbour, breaking right across the entrance. The Runswick motor life-boat *Robert Patton—The Always Ready* was launched at 10.15 A.M. and escorted the fishing boats through the broken water into harbour. She returned to her station at 1 P.M.—Rewards, £10 4s.

**Howth, Co. Dublin.**—During the evening of the 23rd May, 1938, a converted ship's life-boat put off from Baldoye, with a party of three men, four boys and two girls on board. Her sail was blown away, she got into difficulties, and the party landed on an island known as Ireland's Eye. They lit a bonfire which was seen on shore, and the motor life-boat *R.P.L.* was launched at 12.40 A.M. on the 24th, taking a punt with her. A W.N.W. breeze was then blowing, with a choppy sea. In three trips the nine people were taken from the island by the punt to the life-boat and then their boat was taken in tow. The life-boat landed them at Howth harbour, and returned to her station at 2.15 A.M.—Rewards, £9 1s.

**The Humber, Yorkshire.**—At 6.40 A.M. on the 27th May, 1938, the signal station reported that a vessel was drifting to sea. A light southerly wind was blowing, with a moderate sea. The motor life-boat *City of Bradford II* was launched at 7.20 A.M. and found the fishing boat

## IN TOW.

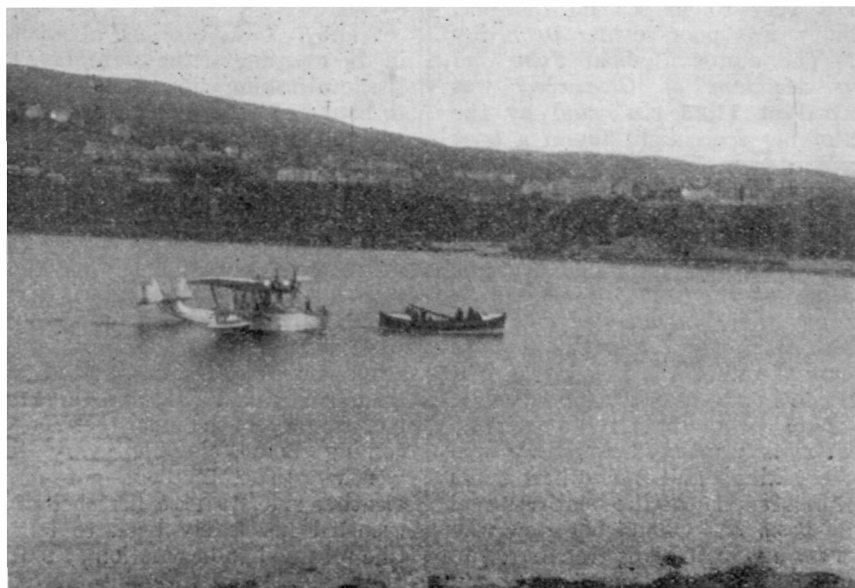


*By courtesy of ]*

*[B. Stone & Son, Gorleston-on-Sea*

**BRINGING IN A FISHING BOAT.**

The Great Yarmouth and Gorleston motor life-boat and the *Brothers*, of Yarmouth, on the 30th May, 1938. (*See page 548.*)

**BRINGING IN A SEA-PLANE.**

The Port Erin motor life-boat bringing in the R.A.F. plane, K9686, on the 24th July, 1938. The call for the life-boat came when the crew was attending the annual Life-boat Sunday Service, and the service was abandoned.

*Young Dick*, of Hull, with only one man on board. The boat was drifting towards the Middle Binks, her anchor having dragged while the man was asleep. The life-boat ran alongside, put two men on board, and brought the boat into safety.—Permanent paid crew: Rewards, 6s.

**Margate, Kent.**—At about 4.30 P.M. on the 29th May, 1938, the coastguard reported that a motor yacht was ashore on the north part of Margate Sands. The weather was squally, with a southerly wind and a rough sea on the sands. At 4.50 P.M. the motor life-boat *Lord Southborough* (Civil Service No. 1) was launched, and found the motor yacht *Mar-g-habi*, of London, hard on the sands, with a crew of five on board. The life-boat stood by until the flood tide, when the yacht refloated, and then escorted her into harbour.—Rewards, £18 12s.

**Great Yarmouth and Gorleston, Norfolk.**—At 10.30 P.M. on the 29th May, 1938, the coastguard reported that the weather was getting bad and that several small fishing boats were at sea. By 11 P.M. a southerly gale was blowing, with a very rough sea on the bar. Visibility was poor, owing to heavy rain. The motor life-boat *John and Mary Meiklam* of Gladswood was launched at 11.25 P.M., and by the light of her searchlight found a boat near Winterton Ness trying to make her way against the gale. She advised her to anchor close inshore for shelter, and gave the same advice to several other boats which she found near-by. Then she saw the boat *Brothers*, with a crew of three, at anchor with her engine broken down. As the *Brothers* was not in immediate danger, the life-boat told her to stay at anchor while she made certain that there were no other boats wanting help. Day was now breaking, and no other boats could be seen, so the life-boat returned to the *Brothers*. One of her crew who was very exhausted was transferred to the life-boat, which then took her in tow. The life-boat went round to the other boats, fifteen altogether, and advised them to get their anchors up. She shepherded them all back to harbour, towed the *Brothers* to Yar-

mouth, and returned to her station at 7.30 A.M. She had been on service for eight hours.—Rewards, £23 17s.

**Dover, Kent.**—In the early morning of 30th May, 1938, the motor life-boat *Sir William Hillary* escorted in the German yacht *Windspiel*, of Hamburg. (A full account appears on page 538)

**Newhaven and Shoreham Harbour, Sussex.**—Early in the morning of the 30th May, 1938, fishermen reported to the Newhaven life-boat station that the fishing smack *Maggie*, of Shoreham, was long overdue. A strong S.W. gale was blowing, with a rough sea. At 4 A.M. the motor life-boat *Cecil and Lilian Philpott* was launched, and at 5 A.M. the Shoreham Harbour motor life-boat *Rosa Woodd and Phyllis Lunn* was called out to join in the search. The Newhaven life-boat found the fishing boat about seven miles to the S.W., with her sails damaged and her engine giving trouble, and escorted her into harbour, arriving at 6.30 A.M. The Shoreham Harbour life-boat returned at 9.15 A.M.—Rewards: Newhaven, £7 5s. 6d.; Shoreham Harbour, £7 15s. 6d.

**Whitby, Yorkshire.**—At about three in the morning of the 30th May, 1938, the local fishing coble *Ramleigh* put off to haul crab pots about six miles south of Whitby. One of her crew of three was coxswain of the motor life-boat *Mary Ann Hepworth*. She had not returned by 6.15 A.M. and some anxiety was felt for her safety. A very strong north breeze was blowing and the sea was rough, and it was known that the *Ramleigh* would be working against wind and sea, and be in danger of being swamped. The motor life-boat was launched at 6.45 A.M., and three and a half miles south met the *Ramleigh* coming home, making very heavy weather. The life-boat got on her weather side, to give her shelter, and escorted her safely back to harbour. She returned to her station at 9 A.M.—Rewards, £5 9s.

**Cromer, Norfolk.**—The motor life-boat *H. F. Bailey* was launched at 7.20 A.M. on the 30th May, 1938, after information had been received from the coast-

guard that the fishing boat *G. V. H.*, of Great Yarmouth, was in difficulties three to four miles from the look-out at Haisborough. The weather was squally, with a strong W.S.W. breeze and a moderate sea. When the life-boat reached the fishing boat at 9.15 A.M. she was four miles east of Palling, with her engine broken down and anchor lost. Her crew of two asked to be towed to Yarmouth and this the life-boat did. Thanks were expressed by the rescued men and their wives.—Rewards, £13 2s. 6d.

**Flamborough, Yorkshire.**—At 7.30 A.M. on the 30th May, 1938, a north gale sprang up, bringing a rough sea. Several of the local fishing cobles were at sea, and the No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 8 A.M., in case her help should be needed. She met the *Nancy* two miles to the south-east, escorted her in, and then went back in the same direction and escorted in the *Dennis*. A third coble, the *Brittania*, she found about three miles N.N.W., escorted her in, and returned to her station at 12.10 P.M.—Rewards, £9 2s.

**Lowestoft, Suffolk.**—The motor life-boat *Agnes Cross* left harbour at 2 P.M. on the 30th May, 1938, for exercise, going in the direction of the East Newcombe Buoy. A whole W. gale was blowing, with a heavy sea. A trawler was seen three miles S.S.E. from the buoy, with a smaller boat astern. The life-boat altered her course, and on closing the trawler, found that she had in tow the half-decked yacht *Merry Thought*, of Newhaven, bound for pleasure from Holland to Harwich. Her sails were torn and she was shipping water. Her crew of two were in the cockpit working the pump. The life-boat escorted the two vessels across the Newcombe Sands and Inner Shoal into the harbour, arriving at 4 P.M.—Rewards, £5 15s.

**New Quay and Aberystwyth, Cardiganshire.**—At 1.40 P.M. on the 31st May, 1938, the coastguard reported that the fishing boat *Peggy*, of New Quay, with two men on board, had put out at 2 A.M. and was long overdue. A strong breeze to moderate gale was blowing from the

south-west, the sea was rough and the weather thick. The New Quay pulling and sailing life-boat *William Cantrell Ashley* was launched at 1.45 P.M., and at 4 P.M. found the *Peggy*, about six miles E.N.E. of New Quay Head. She escorted her back to harbour, arriving there at 5.10 P.M. Meanwhile the Aberystwyth motor life-boat *Frederick Angus* had also been launched, at 2.42 P.M., to help in the search. She returned to her station at 7.45 P.M.—Rewards: New Quay, £11 9s.; Aberystwyth, £13 11s.

**Rosslare Harbour, Co. Wexford.**—At 4.45 P.M. on the 1st June, 1938, a small vessel was seen to be in a dangerous position S. by E. of the Splaugh Rock. A moderate but increasing N.E. gale was blowing, with heavy rain and a confused sea. The motor life-boat *K.E.C.F.* put out at 5.10 P.M. and found the motor yacht *Embla*, of Cork, with a party of four on board. She was in difficulties with her engine, and as she was being carried to leeward and was in danger of going on an old wreck, the life-boat took her in tow and brought her to Rosslare Harbour. Both boats shipped heavy seas, but eventually the *Embla* was safely moored at about 7 P.M. Mr. W. J. B. Moncas, branch secretary, went out in the life-boat.—Permanent paid crew: Reward, 15s. 6d.

**Torbay, Devon.**—At 7.42 P.M. on the 1st June, 1938, the Babbacombe Corinthian Sailing Club informed the Berry Head coastguard that a vessel was flying a distress signal a mile and a half east of Oddicombe, and the coastguard informed the life-boat station. H.M.S. *Royal Sovereign*, at anchor in Torbay, signalled the coastguard, offering help, if needed. A strong S.W. gale was blowing, with a very rough sea. The motor life-boat *Alfred and Clara Heath*, on temporary duty at the station, put out at 7.52 P.M. Meanwhile members of the Babbacombe Corinthian Sailing Club and Sea Scouts had launched a small boat from Oddicombe, with great difficulty, and this boat put out to the rescue, manned by Mr. F. T. Stoneham, the captain of the club, Mr. L. W. Drake, and Mr. C. Brown. When the life-boat arrived

she found the yacht *Craignair*, of Lymington, at anchor. The boat from Oddicombe had already rescued two of her crew of four. As the yacht was anchored in an exposed position, the life-boat towed her into Brixham Harbour, which was reached at midnight. The Institution awarded a framed letter of thanks to the Babbacombe Corinthian Sailing Club.—Property Salvage case for the life-boat.

**Wicklow.**—During the evening of the 1st June, 1938, the motor yacht *Cygnat*, of Dublin, with a man and a boy on board, was caught by bad weather E.S.E. of Wicklow Head. Her steering-gear was damaged and she began to make water. A moderate N.E. gale was blowing, with a heavy sea, heavy rain and hail. The harbour-master reported that the *Cygnat* was in difficulties and the motor life-boat *Lady Kylsant* was launched at 8.10 P.M. It was then one hour after low water, and she grounded at the bottom of the slipway. She was soon refloated, however, with the help of ninety to a hundred men on the pier, pulling on her cable. She reached the *Cygnat* at 9 P.M., escorted her into harbour, and returned to her station at 10 P.M. Owing to the heavy seas on the slipway she could not immediately be rehoused, and was left at moorings.—Rewards, £10 5s.

**Plymouth, Devon.**—At 7.55 P.M. on the 1st June, 1938, a message was received from the Royal South-Western Yacht Club that a boat was drifting ashore in a dangerous position. A westerly gale was blowing, with a very rough sea. The boat was the motor cruiser *Redwings*, of Plymouth, with two men on board. Her engine had broken down, and she was helpless. The reserve motor life-boat *Hearts of Oak*, on temporary duty at Plymouth, put out at 8.10 P.M., but found that a pinnacle from H.M.S. *Vindictive*, which was anchored in the sound, had got a line on board the *Redwings*. The life-boat kept on the *Redwings*'s weather bow, to give her as much shelter as possible, while the pinnacle towed her into Plymouth docks. The life-boat returned to her station at 9 P.M.—Rewards, £9 1s.

**Yarmouth, Isle of Wight.**—At about 9.9 P.M. on the 1st June, 1938, the Cliff End coastguard telephoned that a yacht was in distress at the mouth of Lymington River. She was the auxiliary cutter yacht *Monie*, of Southampton, bound with a crew of two from Totland Bay for Lymington. Her engine had broken down, and her anchors were dragging. A whole S.W. gale was blowing, with a very rough sea. The motor life-boat *S.G.E.* was launched at 9.24 P.M., anchored near the *Monie* about 10 P.M. and fired a line over her. The squalls were so terrific that the life-boat's anchor dragged, but eventually the life-boat got alongside and took off the crew. Several times she grounded on shoals, but she got clear at about 1 A.M. and forty minutes later landed the men. So rough was the weather that the life-boat could not be replaced on her moorings until 5 A.M. The rescued men sent letters of thanks and a gift for the life-boat crew.—Rewards, £10 2s. 6d.

**Hastings, Sussex.**—During the evening of the 1st June, 1938, a whole S.W. gale sprang up, bringing with it a very heavy sea. Several local fishing boats had been caught at sea, and it was decided to send out the motor life-boat *Cyril and Lilian Bishop*. Great difficulty was experienced in launching, as the tide was low, and the life-boat had to be dragged over the sand. Sixty-five launchers took part, and most of them had to go well into the sea. The life-boat got away at 9.44 P.M. The second coxswain was in command, as the coxswain was at sea, and the honorary secretary of the station, Commander W. Highfield, O.B.E., R.N., was on board. She made two trips to the westward and escorted in the *William and Edwin* and the *Unity*, and then two eastward, and escorted in the *Little Mayflower* and the *Boy Bob*. The skipper of the last boat said that he had not seen any others, and that they had probably run for shelter at Rye or round Dungeness. The life-boat got back to harbour at 11.45 P.M. News was then received that a boat had broken down half a mile off Winchelsea, and the life-boat immediately put out again. She found nothing, however, and returned to her

station at 2.40 on the morning of the 2nd June. She had then been at sea for five hours in the worst conditions she had ever experienced. In recognition of this good service the Institution sent a letter of appreciation to the branch and a letter of thanks to Commander Highfield. An increase in the usual money award on the standard scale was granted to each member of the crew and to the helpers.—Standard rewards to crew, £11 5s.; additional rewards to crew, £9; total rewards, £60 13s.

**Poole and Bournemouth, Dorset.**—At about 10.30 P.M. on the 1st June, 1938, the Parkstone police reported distress signals in Poole Harbour. A W.S.W. gale was blowing, with a rough sea and squalls of rain. The pulling and sailing life-boat *Harmar* was launched at 11.15 P.M. and found the motor yacht *Zaire*, of Poole, at anchor. One of the two men on board had already been taken off by a motor launch. The life-boat landed the other and returned to her station at 4.15 A.M.—Rewards, £20 5s.

**Southend-on-Sea, and Walton and Frinton, Essex.**—On 2nd June, 1938, in a whole gale the Southend-on-Sea motor life-boat *Greater London (Civil Service No. 3)*, rescued two men from the yacht *Wimpie*, of Southampton, and three men from the barge *Glenrosa*, of London. She went out a third time to the barge *Maid of Munster*, but the barge did not need her help. She then rescued two men from the barge *Audrey*, of London. The Walton and Frinton motor life-boat *E.M.E.D.* also went out, but her services were not required.—Rewards: Southend-on-Sea, Thanks of the Institution inscribed on vellum and £31 14s. 6d.; Walton and Frinton, £7 8s. 6d. (A full account of the services and details of the rewards will be given in the next issue of *The Life-boat*.)

**Exmouth, Devonshire.**—At about 12.20 A.M. on the 2nd June, 1938, the coast-guard reported that a small vessel off Dawlish appeared to be in difficulties and was drifting towards the land. A west gale was blowing, with a heavy swell and squalls of rain. The motor life-boat *Catherine Harriet Eaton* was

launched at 1 A.M., with the help of men of the Warwickshire Yeomanry. She found the motor yacht *Helen Mary*, of Southampton, at anchor with one engine running. The other had been stopped by the sea. She was in very shallow water and drifting on to the breakwater. The two men on board had no idea where they were. There was just enough water for the life-boat to get alongside her, and the second mechanic jumped on board. He helped to get the second engine started. The life-boat then piloted the yacht into Exmouth. She returned to her station at 3.50 A.M.—Rewards, £15 9s. 6d.

**Dover, Kent.**—At about 12.45 A.M. on the 2nd June, 1938, morse signals were seen from a yacht. The night was very stormy, with a whole S.E. gale and very rough sea. While the life-boat crew were assembling a man from the cutter yacht *Saladin*, of Southampton, was washed ashore in a dinghy. It was on account of this man that the signals had been made. At 5.0 A.M. a yacht was seen to be dragging her anchor in a dangerous position off the rocks at the eastern end of Dover Harbour. The motor life-boat *Sir William Hillary* put off at 5.10 and found the yacht to be the *Saladin*, with three men on board. She was riding to two small anchors, having lost her bower anchor and cable. The life-boat took her to a safe anchorage in the tidal basin. She returned to moorings at 7 A.M. and found that her boarding boat had sunk. The boarding boat was recovered later in the day.—Property salvage case: Rewards for assembly, 7s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**—At about 6 A.M. on the 2nd June, 1938, the coastguard reported a small longshore boat at anchor, a mile and a half S.E. of the Palling coastguard's look-out. She was not making signals for help, but in view of the bad weather a watch was kept on her. Shortly after 8 A.M. the boat got under way and made south. A moderate southerly gale was now blowing, with a very heavy sea and squalls of rain. As the boat would be running a great risk if she tried to get south of Winterton, the motor life-boat *John and Mary*

**Meiklam of Gladswood** was launched at 8.30 A.M. She found the boat—the *Water Lily*, with a crew of three—at anchor between Winterton and Palling. The skipper said that he had tried to get south, but the conditions were too bad. The coxswain advised him to go to Palling and anchor under the land, where his boat would get more shelter. The life-boat escorted the *Water Lily* to a safe anchorage, gave her crew a supply of food and water, and then made for her station, where she arrived at 1.45 P.M.—Rewards, £9 13s.

**Arbroath, Angus.**—On the morning of the 2nd June, 1938, the local fishing boat *Restless Wave*, returning to harbour, missed the tide, and lay off the harbour bar to wait for sufficient water to enable her to enter. The wind rose, making the bar very dangerous. At 2 P.M. a moderate N.E. gale was blowing, with a heavy swell and rain. The motor life-boat *John and William Mudie* was launched, stood by the *Restless Wave* until 3.45 P.M., and then escorted her into harbour. She returned to her station at 4 P.M.—Rewards, £3 4s. 6d.

**Dover, Kent.**—At about 1.40 P.M. on the 5th June, 1938, the Sandgate coastguard reported that a yacht had been distasted half a mile S.S.W. of the Admiralty Pier. A S.W. gale was blowing, with a rough sea. The motor life-boat *Sir William Hillary* put out at 1.46 P.M., and found that the yacht was the *Nirvana*, of Ardrossan, bound with a crew of four from Dover to Gosport. The life-boat towed her into the inner harbour and returned to her station at 5.30 P.M.—Property Salvage Case.

**Moelfre, Anglesey.**—During the afternoon of the 6th June, 1938, the Holyhead coastguard telephoned that a small sailing yacht had been reported making heavy weather about four miles out to sea. Owing to bad visibility, it was not possible to see if she was making distress signals. A south gale was blowing, with a rough sea and rain. The motor life-boat *G.W.* was launched at 2.35 P.M. and found the yacht to be the *Dozmare*, of Carnarvon, bound from Holyhead to Beaumaris. She was then about six

miles E.N.E. of Moelfre Island. She was under control, but having a very rough time, and her crew were glad to see the life-boat. The life-boat escorted her to Beaumaris, which was reached at 7.30 P.M., and eventually got back to her station at 11 P.M.—Rewards, £10 10s.

**New Brighton, Cheshire.**—On the evening of the 10th June, 1938, news was received through the Mersey Dock Board that a vessel was ashore on the Burbo Bank. A N.W. breeze was blowing, with a rough sea. The motor life-boat *City of Bradford I*, on temporary duty at the station, put out at 6.45 P.M. She found that the vessel was the schooner *Minnie*, of Peterhead, with four men on board. Her engine had broken down and her engine-room was flooded. The life-boat took her to Rock Ferry, where she was beached, and returned to her station at 11 P.M.—Rewards, £12 3s. 6d.

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

**Clacton-on-Sea, Essex.**—15th May, 1938. An outboard motor boat had capsized, but four of the five people on board were picked up by a rowing boat and the other swam ashore.—Rewards, £5 13s.

**Selsey, Sussex.**—15th May, 1938. A small boat had capsized, but the three people on board got ashore.—Rewards, £5 17s. 6d.

**Whitby, Yorkshire.**—16th May, 1938. A motor speed-boat had broken down, but a fishing boat took her in tow.—Rewards, £10 13s.

**Runswick, Yorkshire.**—16th May, 1938. A vessel had been reported ashore, but nothing could be found.—Rewards, £20 5s. 6d.

**Shoreham Harbour, Sussex.**—17th May, 1938. White rockets had been reported from a vessel to the south-east, but no vessel in distress was found.—Rewards, £10 5s.

**Dover, and Hythe, Kent.**—18th May, 1938. A cutter yacht had got into



difficulties, but she reached Dover unaided.—Rewards: Dover, Partly permanent paid crew, £5 12s. 6d; Hythe, £18 0s. 6d.

**Margate, Kent.**—21st May, 1938. A barge-yacht had carried away her boom, but she went on her way to Whitstable without help.—Rewards, £9 18s.

**Great Yarmouth and Gorleston, Norfolk.**—21st May, 1938. A disabled shrimp boat had been driven into the breakers, but her crew of two were rescued from the shore by the coastguard rocket life-saving appliances.—Rewards, £19 6s.

**Shoreham Harbour, Sussex.**—29th May, 1938. Flares had been reported, but they were afterwards found to be signals.—Rewards, £10 5s.

**Clacton-on-Sea, Essex.**—30th May, 1938. The German yacht *Hamburg* had grounded at the mouth of the River Crouch, but refloated without help.—Rewards, £11 6s. (See special account on page 538.)

**Weymouth, Dorsetshire.**—1st June, 1938. A yacht was in difficulties off Kimmeridge, but her crew got ashore unaided.—Rewards, £8 15s.

**Falmouth, Cornwall.**—1st June, 1938. The Porthoustock coastguard had reported that a small yacht, with three men on board, had been blown out to sea from the Helford River. A strong W. by N. gale was blowing, with a very rough sea. The motor life-boat *B.A.S.P.* was launched at 8 P.M. A little later information was received at the station that a yacht had put into St. Mawes. The life-boat made a thorough search of the bay and found nothing. It was then learned that the auxiliary yacht, *Salonique*, of St. Mawes, which had put in there after the life-boat had been launched, was the yacht reported in distress. The life-boat returned to her station at 11 P.M. In view of the very severe weather, an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £8 15s.; additional rewards to crew, £6; total rewards, £15 7s.

**New Quay, Cardiganshire.**—2nd June, 1938. A fishing boat was in distress, but her crew of five were rescued from the shore by the coastguard rocket life-saving appliances.—Rewards, £25 19s.

**Margate, Kent.**—2nd June, 1938. A signal had been hoisted by the Girdler Lightvessel, but the life-boat found that it was to announce firing practice. She then searched for a missing yacht, but could not find her. The yacht was washed ashore later at Leigh, Essex, with a dead man on board.—Rewards, £6 4s.

**Yarmouth, Isle of Wight.**—8th June, 1938. The sounding of a horn in a dense fog had been reported, but no vessel in distress was found.—Rewards, £7 16s.

#### July Meeting.

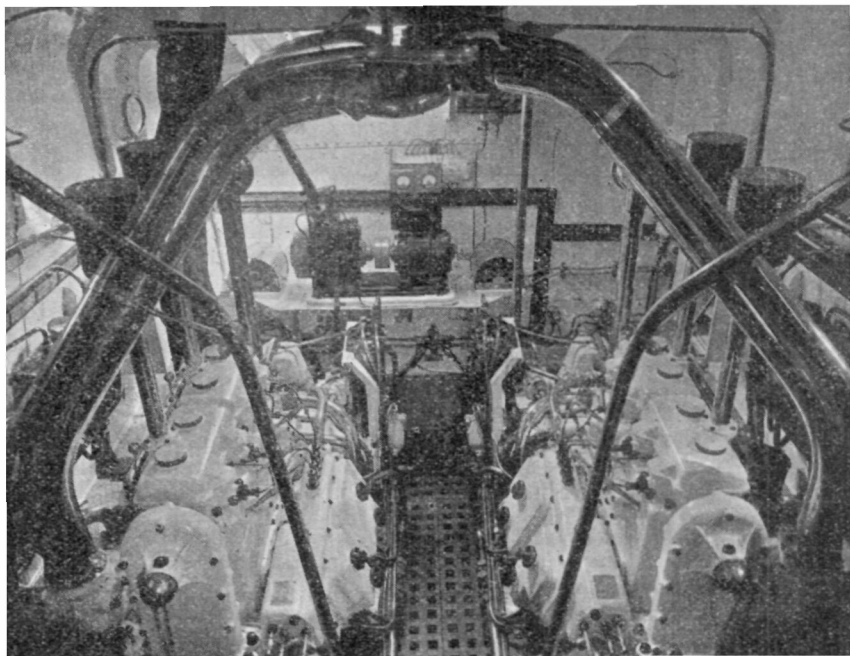
**Clacton-on-Sea, Essex.**—On 30th May, 1938, the motor life-boat *Edward Z. Dresden* towed the German yacht *Westwind*, of Bremen, to Harwich. (A full account appears on page 538).

**Rosslare Harbour, Co. Wexford.**—During the morning of the 11th June, 1938, the three-masted motor schooner *Agnes Craig*, of Dublin, ran aground on the N.W. side of Blackwater Bank, about fourteen miles from Rosslare Harbour. She was bound with a cargo of coal from Birkenhead to Crosshaven. A N.W. breeze was blowing, with a ground swell. The motor life-boat *K.E.C.F.* was launched at 9.40 A.M., and stood by the vessel. With several return trips for food and fuel, she continued to stand by until the *Agnes Craig* refloated at 10.5 P.M. on the 15th. The life-boat returned to her station at 12.15 A.M. on the 16th. The service had lasted over four days and a half. The owner made a donation to the Institution. In recognition of this long and uncomfortable service, the Institution made a special award of £1 to each of the seven permanent paid members of the crew. It also made a special award of £1 to the one volunteer member of the crew in addition to the reward of £8 on the standard scale.—Total rewards, £21 14s. 6d.

## INSIDE A

**VIEW OF THE DECK.**

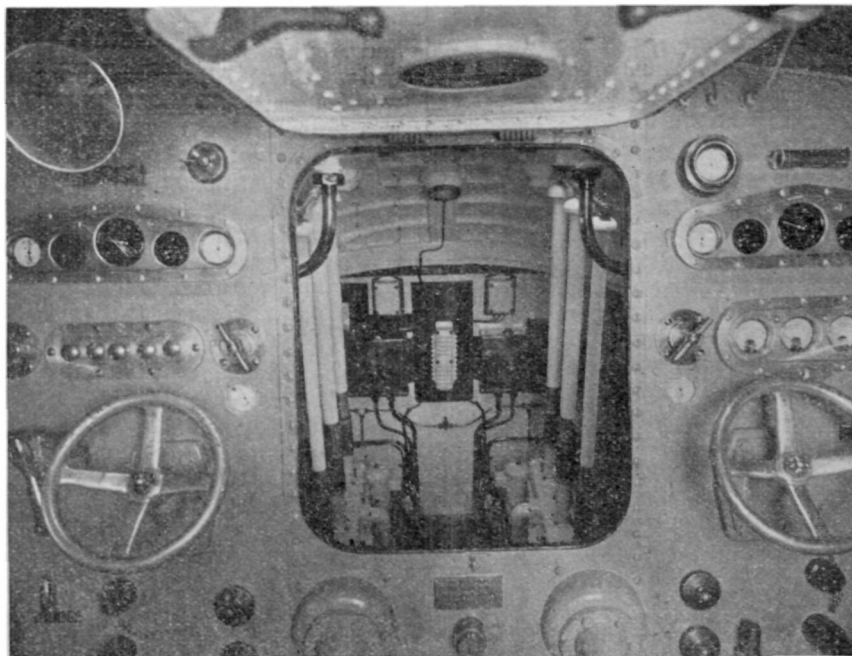
The *Samuel and Marie Parkhouse*, the 46-feet Watson cabin motor life-boat stationed at Salcombe, Devon in 1938.

**THE ENGINE-ROOM.**

The two 40-h.p. Diesel engines on board the *Violet Armstrong*, the 46-feet Watson cabin motor life-boat, stationed at Appledore, North Devon, in 1938. The big black pipes are the exhausts running up to the funnel.

**MOTOR LIFE-BOAT.****THE AFTER COCKPIT.**

Showing the coxswain's back rest, which prevents him from being washed out of the cockpit, the top of the wheel and the control board of the engines with the engine-hatch closed.

**THE CONTROL BOARD.**

A closer view, with the engine-hatch open, showing the engine-room and the two 35-h.p. petrol engines. These two photographs are of the 41-foot Watson life-boat *Mary Ann Hepworth*, stationed at Whitby in 1938.

**Boulmer, Northumberland.**—At about 6.30 P.M. on the 19th June, 1938, information was received at the life-boat station, through Cullercoats wireless station and Blyth coastguard that the s.s. *London* had in tow the broken-down motor yacht *Irene*. The motor life-boat *Clarissa Langdon* was launched at 6.57 P.M. and met the s.s. *London* off Coquet Island. A strong westerly wind was blowing, and the *London* was towing the *Irene*, with three men on board, close under her lee for shelter. The life-boat took the *Irene* in tow and brought her into Amble Harbour, returning to her station at 9 P.M.—Rewards, £8 1s.

**Newcastle, Co. Down.**—At about 7 P.M. on the 21st June, 1938, the coastguard reported that two fishing boats were in difficulties one mile east of Mullartown Point. They were the motor fishing boats *Lizzie* and *William Cecil*, of Annalong, both helpless owing to the breakdown of their engines. A fresh S.W. breeze was blowing, with a heavy swell. The motor life-boat *L.P. and St. Helen*, was launched at 7.10 P.M., and found the boats at anchor. They had no sails or sweeps. The life-boat towed them into Annalong Harbour, and returned to her station at 9.30 P.M.—Rewards, £22 18s. 6d.

**Ramsgate, Kent.**—At about 1.55 A.M. on the 24th June, 1938, the watchman on the East Pier reported that a yacht south of the harbour was burning flares. A light S.S.W. breeze was blowing. The sea was smooth. The motor life-boat *Prudential* put out at 2.5 A.M. and found the yacht *Orchis*, of London, aground on the Brake Sands. She carried a crew of three, and was bound from Newhaven to London. The life-boat gave her help and stood by until she refloated and went on her way. The life-boat then returned to her station at 5.30 A.M.—Property Salvage Case; Rewards, 11s.

**Torbay, Devonshire.**—At 6.5 A.M. on the 24th June, 1938, the Berry Head coastguard reported that a small motor boat with one man on board had run on to a submerged rock near Berry Head. A gentle west breeze was blowing; the

sea was smooth. The reserve motor life-boat *Alfred and Clara Heath*, which was on temporary duty at Torbay, was launched at 6.20 A.M., and found the motor boat *Iolanda*, of Brixham, in a very dangerous position on the rock, with a big tilt sternwards. She towed her clear and returned to her station at 7.45 A.M.—Rewards, £3 11s. 6d.

**Barry Dock, Glamorganshire.**—While the motor life-boat *Rachel and Mary Evans* was out on exercise on the 25th June, 1938, a yacht was seen flying a distress signal about a mile S.W. of Lavernock Point. A strong W.N.W. breeze was blowing, with a rough sea. The life-boat altered her course, and found the auxiliary yacht *White Wings*, of Cardiff, with her engine broken down and her sails blown away. She carried a crew of four and was cruising from Cardiff. The life-boat towed her to Barry, and returned to her station at 7.30 P.M. A donation was received from the owner.—Rewards, £5 9s.

**Boulmer, Northumberland.**—During the morning of the 27th June, 1938, eight motor fishing cobs from Boulmer and Alnmouth were caught at sea by bad weather. All the life-boat's officers were at sea, and the *Clarissa Langdon* was launched at 1.30 P.M., with Mr. W. S. Stanton, the honorary secretary of the station, in command. A strong breeze to whole gale was blowing from the W.S.W., with a moderate sea. The life-boat escorted all the cobs into safety and returned to her station at 3.45 P.M. A letter of thanks was sent to Mr. Stanton.—Rewards, £4 17s. 6d.

**Blyth, Northumberland.**—At 3.57 P.M. on the 29th June, 1938, the coastguard reported that a sailing yacht about two miles S.E. of East Pier was in difficulties. She was apparently trying to make Blyth, but her headsail was torn and she was drifting to leeward. A west gale was blowing, with a very choppy sea. The motor life-boat *Joseph Adlam* was launched at 4.20 P.M., and found the yacht to be the *Narwhal*, of Blyth, with a crew of three. A line was passed to the yacht, but after a few minutes' towing it parted. Another line was passed, and after a lot of

manœuvring the life-boat succeeded in towing the *Narwhal* safely into Blyth. She returned to her station at 5.30 P.M.—Rewards, £4 4s.

**Fleetwood, Lancashire.**—At 11.50 A.M. on the 3rd July, 1938, a message was received from the Wyre lightkeepers, through the harbour authorities, that a motor boat was in difficulties about a quarter of a mile from King's Scar Buoy. A squally W.S.W. breeze was blowing, with a rough sea and rain. The motor life-boat *Frederick H. Pilley* was launched at noon, and found the motor boat *Pastime*, of Liverpool, with four men on board, riding to an anchor. Her engine had broken down. She was in a dangerous position, in broken water. The life-boat went alongside and took off the four men. Two life-boatmen were put on board the *Pastime*, and the life-boat towed her into Fleetwood. She returned to her station at 1.30 P.M. The owners sent a letter of thanks and a donation.—Rewards, £5 1s.

**Wick, Caithness-shire.**—At 3.19 P.M. on the 3rd July, 1938, the coastguard reported that a herring drifter had gone ashore on Proudfoot Rock, on the north side of Wick Bay. She was the *Sailor King*, of Lowestoft, bound for Wick laden with fishing gear. A light southerly breeze was blowing. The sea was smooth. The motor life-boat *Frederick and Emma* was launched at 3.50 P.M., and at the master's request ran out a kedge anchor from the drifter. Meanwhile two other drifters arrived and tried to tow the *Sailor King* clear. They did not succeed, but as the master of the drifter did not need any further help from the life-boat, she returned to her station, arriving at 6.20 P.M. The *Sailor King* was refloated next day.—Rewards, £5 6s.

**Bembridge, Isle of Wight.**—At 6.45 P.M. on the 4th July, 1938, the coastguard reported that a yacht was in difficulties near Bembridge Ledge. She cleared it, but watch was kept on her, and it was seen that she could not be got under control. A strong, squally, west breeze was blowing, with a choppy sea. The motor life-boat *Langham* was launched

at 8.48 P.M., and found the yacht to be the *Helen*, of Hamble, with a crew of four. She towed her to Sea View Bay, and returned to her station at 10.15 P.M.—Rewards, £10 11s.

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

**Margate, Kent.**—12th June, 1938. A boat had capsized, but her crew of two men got ashore.—Rewards, £12 8s.

**Hartlepool, Durham.**—18th June, 1938. A drifter had run aground in calm, foggy weather, but was refloated with the help of a tug.—Rewards, £4 16s. 6d.

**Wick, Caithness-shire, and Longhope, Orkney.**—21st June, 1938. A motor boat bound from Wick to Longhope was long overdue, but a search was without result. Later it was learned that the boat had taken shelter in a cove.—Rewards: Wick, £10 12s.; Longhope, £12 3s.

**Buckie, Banffshire.**—21st June, 1938. A vessel had been reported to be burning flares, but she could not be found, and it seems probable that the flares were lights on a fishing boat.—Rewards, £10 6s.

**Courtmacsherry Harbour, Co. Cork.**—24th June, 1938. The Spanish steam trawler *Baron of Vigo* had run ashore near the Old Head of Kinsale, but got help from another trawler.—Rewards, £11 8s.

**Boulmer, Northumberland.**—25th June, 1938. A yacht racing from Holy Island to Blyth had got into difficulties, but was picked up by another yacht manned by Sea Scouts. A letter of thanks and a donation were received from the owner.—Rewards, £6 2s.

**Swanage, Dorset.**—3rd July, 1938. A small sailing boat had got into difficulties, but a motor cruiser took her in tow.—Rewards, £5 12s.

**Kirkcudbright.**—9th July, 1938. Rockets had been reported off Abbey Head, but nothing was found.—Rewards, £12 6s.

## Shoreboat Services.

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

### April Meeting.

**Benbecula, Western Isles.**—At about 8.30 P.M. on the 24th September, 1937, during a flowing tide, three men tried to cross South Ford to South Uist in a horse trap, but half-way across the horse got into difficulties and the trap overturned. A S.E. gale was blowing, and the sea was rough. One of the men swam to a sandbank, but the others, who could not swim, clung to the trap. Their shouts were heard and three men put off in a small rowing boat, to find that the horse had been drowned and that the men were up to their necks in water and in a state of exhaustion. With difficulty, and at what is reported to have been great risk, they got the men on board the rowing boat and applied artificial respiration to one man, who was unconscious.—Rewards, £1, together with a letter of appreciation to each of the three rescuers, Messrs. John Buchanan, Donald McKinnon, and William Newland.

**Holy Island, Northumberland.**—On the 9th March, 1938, seven men put out in a motor boat and rescued the crew of the s.s. *Locksley*.—Rewards, £7, also 10s. for fuel used and boat-hook lost.

(For a full account see "Services of the Life-boats," Berwick-on-Tweed, page 543.)

**Boathaven, Caithness-shire.**—On the 18th March, 1938, the steam trawler *Craig-an-eran*, of Aberdeen, bound for the Icelandic fishing grounds, ran aground in a very dangerous position about a mile north of Wick. A very strong S.S.W. wind was blowing, with a choppy sea, and the night was dark. Eight men put off from Boathaven in the 26-feet motor boat *Boy Alex* and tried to tow the trawler clear, but she was hard aground and eventually heeled over. Her crew of ten decided to abandon ship and were dragged through the water to the *Boy Alex*. The service took two and a half hours.—Rewards, £12, and 6s. for fuel used.

**Cullercoats, Northumberland.**—On the morning of the 25th March, 1938, the Tynemouth coastguard telephoned that a small boat half a mile N.N.E. of Tynemouth Castle was making distress signals. A moderate west breeze was blowing, with a moderate sea. In order to save time the coxswain launched his motor coble and put off with two other men. They found a small canvas canoe with two men on board in danger of swamping, as her stern-post had given way. They towed her into harbour.—Rewards, £1 2s. 6d. to the rescuers, 8s. to helpers on shore, and 2s. for fuel used.

**Worthing, Sussex.**—At 2.30 P.M. on the 7th April, 1938, a woman fell off the pier. Ex-Second Coxswain Newman at once put off in a rowing boat. He rescued the woman, who had been carried some distance from the pier, and brought her ashore.—Reward, A framed letter of thanks.

### May Meeting.

**Teignmouth, Devon.**—At about noon on the 15th April, 1938, the bowman of the life-boat and another man saw two persons put off from the river beach in a rowing boat and make for the sea. A strong east wind was blowing, and the sea was very rough on the bar, where the swell met a strong ebb tide. When the rowing boat reached the bar she shipped water and nearly capsized, and the oars were lost overboard. The bowman and his companion at once put off in a motor boat, and although their boat stuck on the bar and damaged her propeller, they reached the rowing boat, rescued the two on board and towed the boat back.—Rewards, £1 5s.; with 2s. 6d. for fuel; 2s. 6d. for a lost boat-hook; and £3 15s. towards the cost of a new propeller.

**East Runton, Norfolk.**—On the morning of the 15th April, 1938, the fishing boat *Boy Cyril* was capsized in the breakers about thirty yards offshore.

Her crew of two were thrown into the water, one man striking his head and becoming unconscious. A moderate north breeze was blowing, with a moderate swell on the beach. Two men, at some risk, launched a rowing boat, took the unconscious man from the water and, with the other man clinging to the side of the boat, returned ashore.—Rewards, £1 10s.

**Hoylake, Cheshire.**—Second Coxswain Jones and another member of the life-boat crew put off in a rowing boat at about 3.20 P.M. on the 16th April, 1938, as a report had been received from the police that a man had fallen overboard from the yacht *Meg*. A fresh north breeze was blowing, with a rather rough sea. They found that the man had gone overboard and that his companion had dived into the sea in an unsuccessful attempt at rescue, and had then swum ashore. They searched for, and found, the body of the drowned man and returned at 6.20 P.M., later putting off again to bring in the yacht.—Rewards, £1 5s.; and 2s. 6d. to the life-boat coxswain, who stood by.

**Herne Bay, Kent.**—Shortly after midnight on the 16th–17th April, 1938, the yacht *Breeze* became unmanageable, and drifted towards the rocks at Hampton Jetty. A strong northeasterly breeze was blowing, with a rough sea. The Margate motor life-boat was called out, but meanwhile two men had launched a 16-foot rowing boat. At considerable risk and with great difficulty they got alongside the yacht, which was pitching heavily, and rescued the man and the boy who were on board. Their boat shipped a lot of water, but they brought her safely ashore west of Hampton Pier.—Rewards, £2 and framed letters of thanks to Mr. Frank Holness and to Mr. Alfred Pressley.

**Teignmouth, Devon.**—On the 1st May, 1938, two women in a small rowing boat came down the River Teign to picnic in one of the coves along the coast. There was a strong ebb tide which caused broken water on the bar. Two fishermen, who saw the risk the women were running in trying to get out to sea, put off in a motor boat and

towed the rowing boat into safety.—Rewards, 15s.

#### June Meeting.

**Ilfracombe, Devon.**—At about 6.30 P.M. on the 18th May, 1938, the motor fishing boat *Victory*, of Ilfracombe, was seen to be in difficulties in Woolacombe Bay by two men who were returning to Ilfracombe in a motor fishing boat. A strong squally N.W. wind was blowing, with a rough ground sea. The *Victory's* engine had broken down, and she was unable to get out of the bay under sail, as the wind was onshore. The two men took her in tow to Ilfracombe, arriving at about 9 P.M.—Rewards, £1 5s.; and 6s. for fuel used.

**Totland Bay, Isle of Wight.**—On the 29th May, 1938, the yacht *Martlet* went aground on Warden Ledge, and at the request of the coastguard a local boatman and his son put off in a rowing boat. The owner of the yacht, however, did not want any help, and he and the other three people on board went ashore in the yacht's punt.—Reward, 10s.

**Falmouth, Cornwall.**—At 6.45 P.M. on the 1st June, 1938, the life-boat coxswain, the motor mechanic, and five other men put off in the rowing boarding boat of the life-boat in response to a message from the dock police that a dinghy, with a youth and two children on board, was in difficulties in the harbour and was drifting towards the dock beach. A west-by-north gale was blowing, with a rough sea and squalls of rain. The life-boatmen found that the dinghy, which had been carried away from a yacht, was being filled by the heavy seas, and was in danger of sinking. They rescued the three occupants and landed them on the pier.—Rewards, £2 5s.

**Holyhead, Anglesey.**—At about 11.15 P.M. on the 11th June, 1938, the coastguard reported that five soldiers who had put off in a small boat were in difficulties off Newry Beach and were shouting for help. A fresh S.W. breeze was blowing, and the weather was overcast with misty rain. The motor pilot boat, manned by five men, put out. They found the boat partly filled

with water, but the soldiers had already got ashore with help from the coastguard.—Rewards, £2 10s., and 3s. for fuel used.

#### July Meeting.

**Foula, Shetlands.**—At about 9 A.M. on the 8th April, 1938, during a N.-by-E. gale, with a very heavy sea, the steam trawler *Angus*, of Hull, ran on to the Hoevdi Rocks, a submerged reef about three miles S.E. of Foula. She was seen by two men, one of whom ran to the post office to warn the Aith life-boat, but found that communication with the mainland could not be made until 1 P.M. The second man, and five others, with great difficulty and at great risk, launched the 22-foot Foula motor mail boat, the only boat available. Meanwhile the trawler had washed off the rocks and her crew had abandoned her in a small boat. When the six men had got a considerable way out they saw another trawler pick up the boat.—Rewards, £6; also 7s. to the man who tried to warn the life-boat station; and 3s. 8d. for fuel used. (The system of communication has since been improved.)

**Babbacombe, Devon.**—On the 1st June, 1938, two of the crew of the yacht *Craignair* were rescued by members of the Babbacombe Corinthian Sailing Club.—Reward: A Framed Letter of Appreciation to the Club. (For a full account see Torbay, "Services of the Life-boats," page 549.)

**Cromer, Norfolk.**—At about 11.30 A.M. on the 6th June, 1938, the canoe *Silver Spray*, with one man on board, capsized about three-quarters of a mile off-shore, near Cromer lighthouse, and the man was thrown into the sea. No other vessel was near. A strong, gusty, south breeze was blowing, with a choppy sea, and the tide was about half flood. Mr. R. Derek Bone, who was on the beach, heard shouts, saw people on the cliffs pointing out to sea, and at once launched his boat, a 14-foot home-made outboard motor boat. He found the upturned canoe, and after cruising round saw the man come to the surface, unconscious. With some difficulty and at some risk he dragged him

on board, headed his boat for the shore and then applied artificial respiration until the shore was reached. The man was taken to hospital and eventually revived.—Rewards, £1 and a Framed Letter of Appreciation to Mr. R. Derek Bone.

**Ramsey, Isle of Man.**—The motor vessel *Brittania*, of Ramsey, put out during the morning of the 11th June, 1938, for the fishing, but ran out of petrol and got into difficulties. She tried to get under the shelter of Maughold Head by using a small sail, but could make no headway. A moderate N.W. breeze was blowing, with a rough sea. The coastguard reported to the honorary secretary of the life-boat station, who sent the life-boat coxswain and two other men off in a motor boat. They gave the *Brittania* some petrol and escorted her back to harbour.—Rewards, £1 10s., and 10s. for fuel used.

**Tenby, Pembrokeshire.**—During the evening of the 12th June, 1938, the coastguard reported that a small sailing boat, with a boy on board, was about half a mile S.E. of Castle Hill, and was unable to get back to Tenby harbour against the wind and tide. A moderate N.N.E. breeze was blowing, with a moderate sea. The honorary secretary of the life-boat station sent out a man in a motor boat to tow the boat in.—Reward, 5s.

**Teesmouth, Yorkshire.**—During the evening of the 15th June, 1938, the motor boat *Seamew*, on passage from Redcar to Hartlepool, with crew of three, got into difficulties through the breakdown of her engine. A westerly breeze was blowing, with a surf on the beach. The Tees pilot cutter, which was at sea, saw the *Seamew* about a mile S.E. of the South Gare Coastguard Station, picked her up and towed her into the River Tees.

At the same time that this service was reported to the Institution it was also reported that the Tees pilots had carried out three other services, as follows:

On 16th May they towed into Tees the motor boat *Rose*, with three men



on board, which had broken down two miles N.E. of Tees Fairway Buoy.

On 1st June they towed to Seaton Snook the pulling boat *Felix*, with two fishermen on board, which was driving on to North Gare.

On 6th June they towed into Hartlepool the motor boat *O.L.*, with four men and two women on board, which had broken down two miles N. of Tees Fairway Buoy and was being carried out to sea.—Rewards for the four services, £9.

**Douglas, Isle of Man.**—On the 15th June, 1938, a converted ship's life-boat, with one man on board, bound from Ramsey to Laxey, got into difficulties in Laxey Bay, in a moderate N.N.W. gale, with a heavy sea. Her engine had broken down and she became waterlogged. The boat was taken in tow by a passing steamer, and then by the second coxswain of the life-boat and another man, who had put out under the impression that the steamer wanted to land a pilot. They were unable to get her into Douglas and returned for help. The life-boat coxswain and three others then put off in a motor boat and towed the boat into safety.—Rewards, £2 5s., and 3s. for fuel used.

**Whitby, Yorkshire.**—At about 9.45 A.M. on the 19th June, 1938, the sailing yacht *Karil*, of Whitby, capsized when about a mile north of Whitby piers while out pleasure sailing, and the two men on board were thrown into the sea. A strong W.N.W. breeze was blowing, with a moderate sea. Four men at once put off in a motor speed-boat and rescued the two men, whom they found clinging to the keel of the

upturned yacht.—Rewards, £1, and 6s. for fuel used.

**St. Andrews, Fifeshire.**—During the evening of the 19th June, 1938, it was reported to the life-boat coxswain that a large crowd were watching an object in the bay, thought to be a canoe with a man on board. There was a lot of wind at the time, and the canoe appeared to be in danger. The coxswain and three other men put out in a motor launch, but found that the supposed canoe was a floating tree-trunk.—Rewards, £1 10s., and 5s. for fuel used.

**Portaferry, Co. Down.**—During the afternoon of the 25th June, 1938, a small boat with one man on board was seen to be in difficulties at the mouth of Strangford Lough. A strong ebb tide was running and the boat was in danger of being carried out to sea. At the request of the coastguard, the Portaferry harbour-master and another man put off in a motor boat, but the man in the small boat managed to get ashore unaided.—Rewards, £1, and 5s. for the use of the boat and for fuel.

**Lowestoft, Suffolk.**—On the morning of the 26th June, 1938, the coastguard reported that a canoe was drifting out to sea, and the life-boat coxswain and two other men put off in the coxswain's motor boat at 11.5 A.M. A fresh west breeze was blowing, with a choppy sea and strong ebb tide. The motor boat reached the canoe when it had got within fifty yards of the breakers on the Inner Shoal. She rescued the two boys who were on board and towed the canoe back to harbour.—Rewards, 15s., and 2s. for fuel used.

## The Fishwives of Cullercoats.

THE fishwives of Cullercoats this year collected £163 at the quarterly road exercise and launch of the life-boat. This is their seventeenth annual collection and they have now collected over £2,423.

Nearly twenty fishwives took part in the collection and they had the help of the 100th Company of the Glasgow

Boys' Brigade, which was on holiday at Cullercoats and collected nearly £20.

Mrs. Polly Donkin, now eighty-one years old, again headed the list. She collected over £75, eight pounds more than last year. The total of her individual collecting is over £805.

## Foreign Life-Boat Services.

### Rescues from British Vessels in 1937 and Numbers of the Fleets.

DURING 1937 help was given by foreign life-boat services to 24 British vessels. Four of these services were by France, 2 by Iceland, 1 by Holland, 1 by Belgium, 1 by Norway and 15 by the United States.

#### Belgium.

On 17th November the s.s. *Ino* sank off the Belgian coast and her life-boat with 19 people on board was picked up and brought into Ostend.

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

#### Denmark.

There were no services to British vessels. The Danish life-boat service has 62 stations, with a fleet of 22 motor life-boats and 36 pulling and sailing life-boats. Twelve of the stations have rocket life-saving apparatus only.

#### France.

There were four services by French life-boats to British vessels.

On 26th February the motor life-boat at Port Vendres went out to the help of the *Llandoverry Castle*, of the Union Castle Line, which had struck a mine off the Spanish coast and was leaking, and stood by while her passengers were taken off and the steamer was got into harbour.

On 15th May the motor life-boat at Molène rescued the crew of 19 men of the *Beatsa*, of London, which had run aground.

On 25th May the motor life-boat at Boulogne helped to refloat the steamer *Almeda Star*, which had run aground.

On 18th August the motor life-boat at Calais went to the help of the yacht *The Lydia*, of Ramsgate, which was in a dangerous position, with her engines broken down, and towed her in.

#### Germany.

There were no services to British vessels.

The German fleet has 33 motor life-boats and 62 pulling and sailing life-

boats. There are also 19 stations with rocket life-saving apparatus, and 53 stations have this apparatus as well as life-boats.

#### Holland.

On 23rd December the motor life-boat at IJmuiden and the pulling and sailing life-boat from Egmond aan Zee, both of the North and South Holland Life-Saving Society, stood by the s.s. *Gateshead*, which had run aground, until she was refloated by tugs.

The North and South Holland Life-saving Society has a fleet of 14 motor life-boats and 19 pulling and sailing life-boats. It also has 19 rocket life-saving apparatus.

The South Holland Society for Saving the Shipwrecked has 7 motor life-boats and 4 pulling and sailing life-boats.

This makes a total fleet on the Dutch coasts of 21 motor life-boats and 23 pulling and sailing life-boats.

#### Iceland.

On 6th March the trawler *Favorita*, of Grimsby, stranded on Gardskagi and became a total wreck. Eight of her crew were rescued by another British trawler, *Northern Reward*, and nine by the life-saving apparatus from the shore.

On 25th December another Grimsby trawler, the *Regal*, was wrecked off Gerdar in Gardur. She became a total wreck. Her whole crew of 13 were rescued by life-saving apparatus from the shore.

The National Life-saving Association of Iceland now has a cruising motor life-boat of 60 tons, which follows the fishing fleets, and 8 pulling and sailing life-boats. It also has 36 stations with pistol rocket life-saving apparatus.

#### Japan.

There were no services to British vessels.

The Japanese life-boat fleet has 76 motor life-boats and 142 pulling and sailing life-boats.

**Norway.**

On 31st January the life-saving ketch at Rasvåg went to the help of the Grimsby trawler *Thunderstorm*, which was short of provisions and had a pipe broken in the engine-room, and piloted her into Flekkefjord.

The Norwegian Society for Saving the Shipwrecked has a fleet of 15 motor ketches and 10 sailing ketches. It also has 2 shore stations with pulling life-boats and life-saving apparatus and 32 stations with life-saving apparatus only.

**Portugal.**

There were no services to British vessels.

The Portuguese Institution for Saving the Shipwrecked has 8 motor life-boats and 39 pulling and sailing life-boats. It has also 58 life-saving apparatus.

**Spain.**

The Spanish Society for Saving the Shipwrecked writes: "We do not know if in 1937 our stations had occasion to rescue British ships, since, owing to the exceptional circumstances through which our country is now passing, we seldom receive reports from local committees."

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

**Sweden.**

There were no services to British vessels.

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

The Government maintains 12 pulling

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

**Turkey.**

There were no services to British vessels.

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

**The United States.**

The life-boats of the United States went to the help of 15 British vessels. They also went to the help of 14 Canadian vessels.

The United States fleet consists of 2 large motor life-boats, 142 self-righting motor life-boats, 155 motor surf-boats and 265 pulling surf-boats, making 299 motor life-boats and 265 pulling life-boats, a total fleet of 564 life-boats.

**Finland, Latvia, Roumania and Russia.**

No information has been received from Finland, Latvia, Roumania and Russia.

**British Services to Foreign Vessels.**

During the year British life-boats helped 20 foreign vessels, belonging to 8 different countries; rescued 101 lives from them; and saved, or helped to save, 4 of the vessels. They were also called out to 18 other foreign vessels, but their help was not needed. Of the 20 vessels to which help was given 5 were Dutch, 3 Danish, 3 French, 2 Belgian, 2 German, 2 Italian, 2 Norwegian, and 1 Greek. Forty-four lives were rescued from the Italian vessels, 27 from the Danish, and 21 from the Greek vessel.

The British fleet at the end of the year consisted of 138 motor life-boats and 29 pulling and sailing life-boats.

---

## Naming Ceremonies.

EIGHT new motor life-boats have been named during the present year.

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

## A New Medal for Gallantry.

SINCE the Institution was founded the head of the Sovereign has appeared on the obverse of the medals which it awards for gallantry. The first medals, struck in 1825, had the head of George IV. Although, on his accession to the throne in 1830, William IV became the Institution's Patron, no medal was designed with his head. Nor was any fresh medal designed when Queen Victoria came to the throne in 1837. The original medals, with George IV's head, were used until 1862. Queen Victoria's head was then substituted for it. In 1903 a new medal was designed, with King Edward VII's head, and in 1912 another medal was designed with the head of King George V.

When King George VI came to the throne the Institution was informed that for the future the King's effigy was to appear only on medals awarded personally by His Majesty. It was therefore decided to strike a new medal with the head of Lieut.-Col. Sir William Hillary, Bt., the founder of the Institution. The first of these medals were presented by the Duke of Kent at the annual meeting on 11th May, 1938.

The reverse of the medal designed in 1825 showed three rescuers in a life-boat, one of them lifting a man from the sea,

with the legend: "Let not the deep swallow me up." Under the head of the King, on the obverse, was "W. Wyon, Mint." The artist was Mr. William Wyon, R.A., Chief Engraver to the Royal Mint, and a grandson of George Wyon who was Chief Goldsmith to George II. One of the three rescuers on the reverse is believed to be a portrait of him.

The second medal, struck in 1862, with the head of Queen Victoria, was designed by Mr. L. C. Wyon. The same reverse was used as on the first medal.

The third medal, with the head of King Edward VII, was designed by Mr. G. W. de Saulles, the medallist of the Royal Mint. On the reverse was a new design, the figure of Hope buckling on the belt of a life-boatman.

The fourth medal, with the head of King George V, was designed by Mr. Bertram MacKennal, A.R.A., and on this medal the original design for the reverse by Mr. William Wyon was again used.

The fifth medal, with the head of Sir William Hillary, has the same reverse. This medal has been designed by Mr. Allan G. Wyon, F.R.B.S., a member of the family of Mr. William Wyon, and Mr. L. C. Wyon, who designed the medals of 1825 and 1862.

---

## Life-Saving by the Coastguard in 1937.

IN 1937 the coastguard organization took action in 314 cases in which vessels or aircraft were either observed or reported to be in distress, in difficulties, or overdue off the coasts of Great Britain and Northern Ireland.

In 107 cases the coastguard was able to warn vessels, and so enable them to alter course and avoid possible disaster.

The breeches-buoy gear was taken out for action by the rocket life-saving

apparatus companies on 72 occasions, and 54 persons were brought to safety by means of this appliance.

The Board of Trade's shield for the "best wreck service of the year" was awarded to the Rhossili Company for the rescue on the night of 10th January, 1937, of ten of the crew of the trawler *Roche Castle*, which went ashore on the rocky Gower coast, about twelve miles from Swansea.

---

## Charity or Piracy?

A CINEMA which had helped the Institution by showing one of its films

asked in return if the Institution could lend it a flag with skull and crossbones.

**A NEW MEDAL FOR GALLANTRY.  
BUST OF THE INSTITUTION'S FOUNDER.**



Obverse.—Bust of Lieut.-Col. Sir William Hillary, Bt., Founder of the Institution, by Mr. Allan G. Wyon, F.R.B.S. Double Legend: "Royal National Life-boat Institution. Founded 1824. Sir William Hillary, Bt." "A. G. Wyon, Sc."

Reverse.—Three men in a life-boat, one of whom is in the act of rescuing an exhausted man from the sea. "W. Wyon, Mint." Inscription: "Let not the deep swallow me up."

The illustration of the obverse shows the silver medal, the illustration of the reverse the bronze medal.

The colour of the corded silk ribbon is blue.

### Jersey Life-boat's Visit to France.

ON July 9th the St. Helier motor life-boat, *Howard D.* paid a visit to France at the invitation of La Société des Hospitaliers Sauveteurs Bretons. The visit was made possible by the good offices of Mons. J. Delalande, French consul-general in Jersey. On board her were Lieut.-Commander T. Le B. Pirouet, the honorary secretary, and members of the Jersey life-boat committee. They took with them letters of greeting from the Lieutenant-Governor of Jersey and the Bailiff of Jersey, the two patrons of the Jersey branch. The sea was rough, but the life-boat did the journey of 35 miles from St. Helier to St. Malo in 4½ hours. She was met by the St. Malo life-boat, and the party were received by Mons. Leon Berthaut, president of the Breton Society, Mons. G. Lepeer, president of the St. Malo branch, and other officials. At the town hall they were welcomed by the Mayor of St. Malo. A statuette of a British life-boatman was presented to the St. Malo branch

of the Breton Society, and its president presented to the Jersey branch the society's medallion.

On the following day a conference was held to arrange co-operation between the Jersey, Guernsey and St. Malo life-boat stations for the protection of aircraft. The conference was followed by a banquet, and in the afternoon, after the St. Malo and Jersey life-boats had been inspected, they both left for Dinard, where they were received by the Mayor and Mons. Le Commandant Casimir, president of the Dinard branch. A demonstration was given of life-saving apparatus and equipment, and at five o'clock the *Howard D.* left for Jersey, escorted for the first few miles by the St. Malo life-boat, in charge of Mons. Le Capitaine Bourges. The return journey was made with a very heavy sea running and took 4½ hours. Before the Jersey life-boat left, an invitation was given to the St. Malo life-boat to pay a visit to Jersey.

### North-Western Conference.

A CONFERENCE of branches and guilds in the North-West of England was held at Blackpool on 17th and 18th June. Two hundred and thirty-six delegates attended, from forty-four branches and guilds. The delegates were officially welcomed by the Mayor of Blackpool, and after the conference were entertained to tea by the Mayor and Corporation.

Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by the Lord Mayor and the Lady Mayoress of Manchester (Alderman J. Crookes Grime, O.B.E., J.P., president and chairman of the Manchester, Salford and District branch, and Miss F. M. Grime), the Mayor of Blackpool (Alderman J. R. Quayle, J.P.), Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, Canon F. B. Freshwater, chaplain of the Blackpool life-boat station, and the district organizing secretary.

The chairman congratulated the branches and guilds on their work and

gave an address on the life-boat service. A general discussion followed in which the delegates gave their experiences of life-boat days, house-to-house collections, appeals for annual subscriptions and the various methods of arousing and maintaining public interest and support.

Life-boat literature, souvenirs for sale and stores were on view and proved of special interest to delegates from newly-established branches and guilds.

In the evening the crews of the Blackpool, Fleetwood and Lytham-St. Annes life-boats were entertained to dinner as the guests of the Lord Mayor of Manchester. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presided in the unavoidable absence of the Lord Mayor of Manchester.

On the second day the delegates visited the new life-boat house at Blackpool and the life-boat station at Fleetwood. At Blackpool the motor life-boat *Sarah Ann Austin* was

launched. Before the launch Alderman C. E. Tatham, J.P., honorary secretary of the Blackpool branch, gave a history of the station, the district inspector of life-boats described the life-boat and addresses were given by Lieut.-Col.

C. R. Satterthwaite, O.B.E. and Mr. L. H. Franceys, honorary treasurer of the Blackpool branch.

At Fleetwood the delegates were taken for short sea-trips in the life-boat *Frederick H. Pilley*.

## Obituary.

### The Marquess of Ailsa.

THE committee of management greatly regret the death in April of their colleague, the Marquess of Ailsa, at the age of ninety-one. Lord Ailsa was not only the oldest, but the senior member. He joined the committee of management fifty-three years ago, in 1885, and he had been a vice-president of the Institution since 1901.

### Mr. J. J. Lines, of Newhaven.

Mr. J. J. Lines, of Newhaven, who died on 5th February, 1938, had retired from the honorary secretaryship of the Newhaven station in 1936. He had then been its honorary secretary for thirty-five years. Mr. Lines was awarded the Institution's binoculars in 1911, and in 1931 he was appointed an honorary life-governor, the highest honour which the Institution can bestow on an honorary worker and which is given only for very distinguished services.

### Sir Henry Sutcliffe Smith, of Bradford.

Sir Henry Sutcliffe Smith, who died on 30th March, 1938, at the age of seventy-four, had been associated with the Institution's Bradford branch for seventeen years. He was its honorary treasurer and secretary from 1921 until 1932, and its chairman from 1932 until his death. During those years Bradford, besides its regular and generous annual contribution to the funds of the Institution, raised two special funds. In 1920-22 a fund of £10,000 was raised as a centenary gift to the Institution. Nearly half of this sum was collected by the Chamber of Commerce, of which Sir Henry Sutcliffe

Smith was president in 1919-20. This gift provided the motor life-boat, *City of Bradford*, which was stationed on the Humber from 1923 to 1929. She was replaced in that year by a more powerful motor life-boat, *City of Bradford II*, and towards the cost of this boat Bradford contributed a special gift of £4,808. Sir Henry Sutcliffe Smith was awarded the gold badge of the Institution in 1929, and in 1936 he was appointed an honorary life-governor, the highest honour which the Institution can bestow on an honorary worker and which is given only for very distinguished services.

### Coxswain Greig, of Stromness.

Coxswain Robert Greig, of Stromness, in the Orkneys, died on 23rd March at the age of eighty-three. At the age of ten he went to Edinburgh, and became assistant to his uncle, who was a bookseller. After two years of bookselling he went to sea, at the age of sixteen, and then became a fisherman. He was appointed second coxswain of the Stromness life-boat in 1891, and seven years later he became coxswain. As coxswain he served for seventeen years, retiring in 1915 at the age of sixty, owing to ill health. He was pensioned by the Institution and awarded a certificate of service; while he was an officer of the life-boat she was launched on service 21 times and rescued 37 lives. His outstanding service was the rescue of three men from the trawler *Shakespeare*, of Hull, which went ashore at the Point of Spoil, on 11th December, 1907, in a heavy sea. For his skill and gallantry as coxswain in that rescue, Coxswain Greig was awarded the Institution's silver medal.

## Awards to Coxswains and Life-boatmen.

### Certificates of Service and Pensions.

On the closing of the St. Andrews life-boat station the following awards have been made:

DAVID FENTON, 8 years coxswain, 9½ years bowman and 22½ years a member of the crew, the COXSWAIN'S CERTIFICATE OF SERVICE and a PENSION.

ALEXANDER P. CORSTORPHINE, 2½ years second coxswain, 5½ years bowman and 9½ years a member of the crew, the LIFE-BOATMAN'S CERTIFICATE OF SERVICE and a GRATUITY.

WILLIAM FENTON, 2½ years bowman and 9½ years a member of the crew, the LIFE-BOATMAN'S CERTIFICATE OF SERVICE.

DAVID FENTON, Jnr., 6½ years shore signalman and 7½ years a member of the crew, the LIFE-BOATMAN'S CERTIFICATE OF SERVICE.

To the following members of the crew the LIFE-BOATMAN'S CERTIFICATE OF SERVICE:

ROBERT WILSON, 46½ years,

ROBERT DUNCAN, 25½ years,

PETER CUNNINGHAM, 24½ years,

THOMAS BLACK, 17½ years,

JOHN FENTON, 17½ years,

ROBERT MARTIN, 17½ years, and

ALEXANDER CHISHOLM, 17½ years.

On the closing of the Staithes life-boat station the following awards have been made:

THOMAS HARRISON, 10 years coxswain, the COXSWAIN'S CERTIFICATE OF SERVICE and a PENSION.

THOMAS C. THEAKER, 10 years second coxswain, the LIFE-BOATMAN'S CERTIFICATE OF SERVICE and a PENSION.

WILLIAM H. VERRILL, 10 years bowman, the LIFE-BOATMAN'S CERTIFICATE OF SERVICE and a PENSION.

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

RICHARD STEPHENS, 17½ years coxswain, 6 years second coxswain and 1 year bowman of the Lizard life-boat.

ERNEST WELBURN, 13½ years coxswain of the Bridlington life-boat, 4½ years coxswain and 2½ years bowman of the Hornsea life-boat.

JOHN H. C. PEAD, 8½ years coxswain, 12 years second coxswain, 3 years bowman and 21½ years a member of the crew of the Aldeburgh life-boats.

The COXSWAIN'S CERTIFICATE OF SERVICE and a GRATUITY in lieu of a pension has been awarded to JAMES MCCARTNEY, 10½ years coxswain, 7½ years second coxswain and six months bowman of the Girvan life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to RICHARD H. STEPHENS, 17½ years bowman of the Lizard life-boat and 15 years a member of the crew of the Cadgwith life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE, and a GRATUITY, have been awarded to JOHN CHRISTIAN, 7½ years bowman and 33 years a member of the crew of the Ramsey life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE has been awarded to EDWARD STANTON, 31 years a member of the crews of the Alnmouth and Boulmer life-boats.

A FRAMED LETTER OF THANKS has been awarded to JAMES LEVOIR, museum attendant at Eastbourne and previously caretaker of the Terriss Memorial Boathouse for 10 years.

## Awards to Honorary Workers.

Mr. W. DOUGLAS JOHNSTON, O.B.E., J.P., 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 a member of the local committee and as chairman of the Montrose branch during his association with the service for upwards of twenty years.

### Thanks of the Institution on Vellum.

The THANKS OF THE INSTITUTION INSCRIBED ON VELLUM has been awarded to Mr. JOHN CARGILL CANTLEY, M.B.E., on his retirement, on the closing of the station, after over twenty-three years as honorary secretary of the St. Andrews station branch.

### Gold Badge.

The GOLD BADGE, with the RECORD OF THANKS, has been awarded to Alderman R. M. ROWE, C.C., member of the committee and previously president and chairman of the Ilfracombe 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:

ADA ROAD COUNCIL SCHOOL, head master, staff, and pupils, for collections, Birmingham branch.

Mr. C. E. D. ARCHER, chairman, Northampton branch.

Mr. FRED ELLIS, worker, Leicester branch.

Mr. W. C. HORNE, honorary treasurer, Leicester branch.

LEIGH ROAD COUNCIL SCHOOL, head master, staff, and pupils, for collections, Birmingham branch.

Mr. A. LONGBOTTOM, worker, Coventry branch.

Mrs. M. A. PENDLE, worker, Birmingham branch.

Mrs. W. H. PERRY, honorary secretary, Walsall branch.

Mr. HERBERT REYNOLDS, honorary secretary, Coventry branch.



LA SOCIÉTÉ DES HOSPITALIERS SAUVETEURS BRETONS, on the occasion of the visit of the St. Helier motor life-boat to St. Malo.

### Record of Thanks.

The RECORD OF THANKS has been awarded to the following:

Mr. H. M. ADAM, worker, Eastbourne branch.

Mrs. E. A. BROCKHURST, worker, Walsall branch.

Mr. J. E. CHILVERS, worker, Eastbourne branch.

Mr. CHARLES J. CORBETT, worker, Birmingham branch.

Mrs. FAIRCLOUGH, worker, Birmingham branch.

Mr. F. GILL, worker, Eastbourne branch.

Mr. G. H. GOULD, worker, Coventry branch.

Mr. E. M. HARVEY, worker, Eastbourne branch.

Mrs. ALICE M. JONES, worker, Walsall branch.

Mr. P. N. LANGHAM, worker, Leicester branch.

Mrs. F. M. LEACH, worker, Eastbourne branch.

Mr. and Mrs. C. LLEWELLYN, workers, Eastbourne branch.

Mr. W. LLEWELLYN, worker, Eastbourne branch.

Mrs. L. MACLACHLAN, worker, Eastbourne branch.

Mr. G. L. MATTHEWS, worker, Eastbourne branch.

Mrs. and the Misses REED, workers, Eastbourne branch.

Mrs. H. G. ROGERS, worker, Walsall branch.

Mrs. S. SIMMONS, worker, Eastbourne branch.

Mrs. M. L. SKINNER, worker, Eastbourne branch.

Mrs. LE PINE STRANGE, worker, Eastbourne branch.

Mr. E. VERRALL, worker, Eastbourne branch.

Mr. HERBERT WOODHEAD, worker, Walsall branch.

### Other Award.

A framed picture of Bamburgh Castle has been awarded to Major C. M. FORSTER, O.B.E., T.D., in recognition of his valuable help in connexion with the Grace Darling Museum.

## Summary of the Meetings of the Committee of Management.

### Thursday, 28th April, 1938.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
Anonymous, for the new Montrose life-boat . . . . .	8,000	0	0
Lloyd's collection . . . . .	1,530	4	0
Donation to Glasgow branch from the executors of the late Mr. W. G. Gardiner . . . . .	500	0	0
Donation to Dunbar and Skateraw branch from the executors of the late Miss M. S. Ainslie . . . . .	250	0	0
Miss Olga Serena . . . . .	200	0	0
Miss Marie Serena . . . . .	175	0	0
Donation from the executors of the late Mr. J. Barker . . . . .	100	0	0
The Misses Martelli . . . . .	50	0	0

Resolved, in view of the heavy expense that would be entailed by a reconstruction of the Institution's present storeyard at Poplar, in order to render it suitable for the requirements of the Institution, and of the fact that investigations have shown that a satisfactory site can be obtained elsewhere with some financial advantage, that the present premises be disposed of and that a suitable building be erected on a site to be purchased at Elstree, Hertfordshire.

Paid £46,699 8s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£194 0s. 6d. to pay the rewards for life-boat services;

£258 9s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 540-544);

£3 for the assemblies of crews, etc.;

£17 3s. for a service previously reported;

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

Voted £9 on account of additional rewards to the crews of the St. David's and Stromness life-boats.

Voted £24 8s. 6d. to pay the rewards for the Benbecula, Boathaven, Cullercoats, Holy Island, and Worthing shoreboat services, account of which appear on page 558.

### Thursday, 19th May, 1938.

Sir GODFREY BARING, Bt., in the chair.

Resolved that Sir Godfrey Baring, Bt., and the Hon. George Colville be re-elected chairman and deputy chairman respectively of the committee of management.

Resolved that the Staithes life-boat station be closed forthwith.

Resolved that Mr. James Napier be thanked for his outstanding services in connexion with the Institution's pavilion at the Scottish Empire Exhibition.

Reported the receipt of the following special contribution:—

	£	s.	d.
Miss Clough . . . . .	50	0	0

Paid £19,843 10s. 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 :—

£89 1s. to pay the rewards for life-boat services ;

£97 6s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 544–546) ;

£13 13s. 6d. for assemblies of crews, etc. ;

£8 15s. for a service previously reported ;

£21 19s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour ;

£15 10s. to a man for injury in the life-boat service at Arranmore.

Voted a compassionate grant of £10 to Alexander Patterson, ex-assistant motor mechanic at Berwick-on-Tweed, in view of his straitened circumstances.

Voted a payment of £10 to the widow of Coxswain J. T. Lord, of Ramsey, towards the funeral expenses of her husband, who was drowned while engaged in his occupation as a pilot.

Voted £10 17s. 6d. to pay the rewards for shoreboat services at East Runton, Herne Bay, Hoylake, and Teignmouth, accounts of which appear on pages 558 and 559.

#### Thursday, 16th June, 1938.

Sir GODFREY BARING, Bt., followed by the Hon. GEORGE COLVILLE, in the chair.

Resolved that the services of Captain E. S. Carver, R.D., R.N.R., Superintendent of Stores, be retained until the 31st December, 1939.

Resolved that Lieut.-Commander P. E. Vaux, D.S.C., R.N., Eastern District Inspector, be appointed Chief Inspector on the retirement of Commander E. D. Drury, O.B.E., R.D., R.N.R.

Reported the receipt of the following special contribution :—

	£	s.	d.
The late Mr. Sydney Simmons, donation from executors	134	5	4

Paid £25,242 12s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£273 13s. 6d. to pay the rewards for life-boat services ;

£213 18s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 546–553) ;

£4 17s. for assemblies of crews, etc. ;

£24 15s. 6d. for a service previously reported ;

£337 5s. 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, Pad-

stow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, Troon, Whitby and Wells ;

£88 10s. 6d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Moelfre, Newhaven, Port St. Mary and Whitby.

Voted £38 4s. on account of additional rewards to the crews of the Hastings, Southend-on-Sea and Falmouth life-boats.

(Accounts of these services appear on pages 550, 551 and 553.)

Voted £6 19s. to pay the rewards for shoreboat services at Falmouth, Holyhead, Ilfracombe, and Totland Bay, accounts of which appear on page 557.

#### Thursday, 14th July, 1938.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the St. Andrews life-boat station be closed on the 31st August.

Decided to place a reserve motor life-boat at Amble on trial for six months.

Resolved that Commander J. M. Upton, R.D., R.N.R., Irish District Inspector, be transferred to the eastern district as from the 1st January, 1939.

Resolved that Mr. S. C. Dickinson, Assistant District Inspector, be promoted to District Inspector as from the 1st January, 1939, and appointed to the Irish district.

Reported the receipt of the following special contribution :—

	£	s.	d.
Mrs. Sarah J. Clough	75	0	0

Paid £36,215 4s. 6d. 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 :—

£108 18s. 4d. to pay the rewards for life-boat services ;

£85 15s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 553–557) ;

£3 7s. 6d. for assemblies of crews ;

£7 13s. additional rewards for services previously reported ;

£26 15s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour ;

£77 5s. to men for injury in the life-boat service at Blackpool, Caister, and Jersey.

Voted £8 on account of special rewards to the crew of the Rosslare Harbour life-boat. (An account of this service appears on page 553.)

Voted £26 6s. 8d. to pay the rewards for shoreboat services at Babbacombe, Cromer, Douglas, Foulda, Lowestoft, Portaferry, Ramsey, St. Andrews, Teesmouth, Tenby, and Whitby, accounts of which appear on pages 560 and 561.

## News from the Branches.

1st May to 31st July, 1938.

### Greater London.

Life-boat day was held throughout Greater London on 31st May. The amount raised was £6,397, an increase of £1,074 on 1937.

Presentation by Mr. Kenneth Lindsay, M.P., Parliamentary Secretary to the Board of Education, of the prize for the best essay in Great Britain and Ireland, and the challenge shield for Greater London, both won by Sheila Mary Wicks, of Heston Junior Mixed School, the challenge shield for the South-East of England, won by David Cooper, of Redbourn Boys' School, and individual prizes won by Greater London Schools. The Mayor of Westminster presided, supported by the Viscountess Davidson, M.P., Mr. E. H. Keeling, M.P., the Mayor of Heston and Isleworth, members of the Education Committee of the L.C.C. and members of the committee of management of the Institution. Mr. Frederick Woodhouse gave a programme of sea songs.

**BARNEHURST AND CRAYFORD.**—Mrs. Gilchrist appointed honorary secretary.

**BATTERSEA.**—Life-boat day workers' tea. Whist drive. Addresses to South Battersea Constitutional Association.

**BEXLEYHEATH.**—Life-boat day workers' social. Speaker: The district organizing secretary. Whist drive.

**BURNT OAK, EDGWARE.**—Visit to the Southend life-boat station. Entertainment by the Janet Gooch School of Dancing and the Woodhouse Players. Address to the Conservative Association.

**CLAPHAM.**—Garden fête, opened by Lady Leigh. The Rev. Canon J. C. Durell, C.B.E., president of the branch, in the chair. Speakers: Mr. R. M. Parry, Mr. G. J. Green, Mr. Mark Stanford, M.C., President of the Clapham Rotary Club, and the district organizing secretary. Whist drives.

**EALING.**—Address to the Rotary Club by Captain Basil Hall, R.N.

**HACKNEY.**—Life-boat day workers' tea, by kind invitation of Councillor Loweth, C.B.E., D.L., J.P., president of the branch. Address to the British Legion.

**HAMMERSMITH.**—Sixth Annual Swimming Gala. Presentation of prizes by the Mayor and Mayoress. Lecture to North Hammersmith Conservative Association by Captain Basil Hall, R.N.

**HAREFIELD.**—Entertainment by the "Dainty Dots" through the kindness of Mrs. Joyce. Speaker: The district organizing secretary.

**HAYES.**—Garden whist drives held by the kindness of Mrs. Wetzel and Mrs. Wiggins.

**HORNSEY.**—Whist drive.

**ILFORD.**—Life-boat day workers' meeting.

**KEW.**—Visit of Mr. Leleux, life-boat day organizer, and some of his helpers to the Institution's storeyard.

**PURLEY AND COULSDON.**—Bowls competition at Purley.

**PUTNEY AND ROEHAMPTON.**—Dramatic entertainment, with the life-boat play "Their Business in Great Waters", and other sketches.

**ST. ALBANS AND DISTRICT.**—Annual meeting on 29th June, the Mayor, chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, dance. Amount collected in 1937, £380, an increase of £15 on 1936. By the kindness of Lady Peake, president of the Ladies' Life-boat Guild, this meeting formed a part of her "At Home."

**SOUTHEND AND DISTRICT.**—Inspection of the motor life-boat by the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, with a special launch. Launches for the visits of the Woodford and Burnt-Oak branches. Life-boat day in Southend.

**STOKE NEWINGTON.**—Life-boat day helpers' meeting.

**TWICKENHAM.**—Special meeting, the Mayor, president, in the chair. Speaker: The district organizing secretary. Committee formed. Miss M. Harris appointed honorary life-boat day organizer. Address to the Rotary Club by the district organizing secretary.

**UPMINSTER.**—"Boats that Save Life" film shown, with collection.

**WESTMINSTER.**—Gymnastic and dancing display by the Buckingham School students. Chair taken and prizes presented by the district organizing secretary.

Special Meeting of West End life-boat day dépôt holders. Mrs. Abel Smith, chairman of the Central London Women's Committee, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

Meeting of the special film committee, the Duchess of Sutherland, president of the Ladies' Life-boat Guild, in the chair. Speakers: Sir Godfrey Baring, Bt., Chairman of the Institution, Mr. Deutsch, director of Odeon Theatres, Sir Michael Bruce, Bt., publicity manager of Odeon Theatres, Mrs. Abel Smith, chairman of the Central London Women's Committee, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary.

**WIMBLEDON.**—Address to Morden Rotary Club by Captain Basil Hall, R.N.

**WOODFORD.**—Visit to the Southend life-boat station. Whist drive.

Lectures at Stratford, Sunbury-on-Thames, and Walthamstow.

**North-West of Egglund.**

A District Conference was held in Blackpool on 17th and 18th June. (See special report on page 566.)

**ABRAM AND BICKERSHAW.**—Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

**ACCRINGTON AND DISTRICT.**—Life-boat day. Cricket match collections.

**ADLINGTON, APPLEBY, AND ATHERTON.**—Life-boat days.

**BAMBER BRIDGE, AND WALTON-LE-DALE.**—Life-boat day. Fifth annual bowling tournament.

**BARROW, AND BILLINGE.**—Life-boat days.

**BLACKPOOL.**—Address by the district organizing secretary to the Blackpool Rotary Club.

**BOLTON.**—Life-boat day.

**BREDBURY.**—Life-boat day. American tea at Hatherlow House.

**BURNLEY.**—Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

**BURY.**—Life-boat day.

**CARNFORTH.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**CHESTER, CHORLEY, CLITHEROE, COCKERMOUTH, AND COLNE.**—Life-boat days.

**CREWE.**—Annual meeting on 23rd June, Mrs. G. Christie-Miller, president, in the chair. Speaker: the district organizing secretary. Amount collected in 1937, £54, an increase of £3 on 1936.

Life-boat day.

**CROMPTON AND SHAW.**—Annual meeting on 10th May, Councillor Philip Lees, J.P., in the chair. Speaker: the district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1937, £27. Lantern lecture by Mrs. Farnworth.

Life-boat day.

**CULCHETH - WITH - KENYON, AND DARWEN.**—Life-boat days.

**DOUGLAS.**—Presentations of prizes won in the life-boat essay competition for elementary schools.

**FARNWORTH AND KEARSLEY.**—Life-boat day.

**FLEETWOOD.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**GARSTANG.**—Life-boat day.

**GOLBORNE.**—Special meeting on 5th May, the Rev. A. Kennerley presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. President, Mrs. J. Niermeyer; chairman, Mrs. K. M. Waterhouse; honorary treasurer, Mrs. E. M. White; joint honorary secretaries, Mrs. V. M. Dalton and Miss J. Platt.

Life-boat day. Golf competition.

**GREAT HARWOOD.**—Annual house-to-house collection.

**HASLINGDEN, AND HAYDOCK.**—Life-boat days.

**HEYWOOD.**—Life-boat day. Whist drive.

**HINDLEY.**—Life-boat day.

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

**IRLAM AND CADISHEAD.**—Life-boat day.

**LANCASTER.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**LEIGH.**—Annual meeting on 4th May, Mrs. J. Horrocks, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, treasure hunt. Amount collected in 1937, £41, an increase of £6 on 1936.

Life-b at day.

**LEYLAND.**—Special meeting at Worden Hall on 7th July. Speaker: the district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. H. Trevor Wanklyn; honorary treasurer, Mrs. C. M. Willmott; honorary secretary, Mrs. H. F. Haworth. Life-boat day organized by the Hon. Mrs. R. B. Hulton.

**LITTLEBOROUGH.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**LITTLE HULTON.**—Annual meeting on 10th May. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1937, £25, an increase of £2 on 1936.

Life-boat day.

**LITTLE LEVER.**—Annual house-to-house collection.

**LIVERPOOL.**—Presentations of prizes won in the life-boat essay competition for elementary schools to eleven schools.

**LYTHAM-ST. ANNES.**—Annual meeting on 14th July, the deputy Mayor presiding in the absence of the Mayor. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days. Amount collected in 1937, £240, an increase of £65 on 1936.

Special Sunday Service at St. John's Church, Lytham. The Mayor, members of the town council, officials and workers of the branch, members of the Lytham-St. Annes life-boat crew and fishermen attended. Preacher: The Bishop of Blackburn. The Service conducted by the Vicar, the Rev. A. R. Allen, M.A. The Blackpool life-boat band, conducted by Mr. J. Brier, accompanied the procession to the church.

The branch has suffered a severe loss by the death of Mr. W. Gregson, joint honorary secretary of the station since 1931.

**MACCLESFIELD.**—Life-boat days at Bolton and Prestbury.

**MALPAS.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**MANCHESTER, SALFORD AND DISTRICT:—**

The branch has suffered a very severe loss by the death of Alderman Joseph Crookes Grime, Lord Mayor of Manchester, president and chairman of the branch. (An account of his services to the Institution will appear in the next issue of *The Life-boat*.)

**Life-boat days.** Collections on the occasion of the visit of a flotilla of warships to Manchester Ship Canal. Special meeting of officials of district life-boat guilds.

**Special meeting.** Mr. P. M. Oliver, C.B.E., honorary secretary of the branch, in the chair. Life-boat Guild formed. Chairman, Councillor H. Quinney; vice-chairman, Mr. John Barlow; honorary treasurer, Mr. C. Lawton; honorary secretary, Mr. S. Barlow, O.B.E.

**DROYLSDEN.**—Special meeting.

**FALLOWFIELD.**—Collections at Dunlop Rubber Company's Sports.

**PRESTWICH.**—Annual meeting on 20th July. Speaker: The branch secretary. Mrs. H. W. Horrocks elected honorary secretary.

**SALFORD.**—Visit by members of the City of Salford Life-boat Guild and Windsor Institute helpers to the Llandudno life-boat station. Short sea cruise.

**WALKDEN.**—Visit by Ladies' Life-boat Guild to Fleetwood life-boat station. Short sea cruise.

**WHALLEY RANGE.**—Annual meeting on 2nd July. Speaker: The branch secretary. Mrs. R. Milner elected president in succession to Mrs. A. Fisher resigned.

**MIDDLETON, AND MOSSLEY.**—Life-boat days.

**MORECAMBE AND HEYSHAM.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**NANTWICH, NEWTON-IN-MAKERFIELD, AND NORTHWICH.**—Life-boat days.

**OLDHAM.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**ORMSKIRK.**—Presentation of a prize won in the life-boat essay competition for elementary schools.

**ORRELL.**—Life-boat day. Annual golf competition by the Dean Wood Golf Club, ladies' section.

**PADIHAM.**—House-to-house collection.

**PEEL.**—Naming ceremony of the new motor life-boat. (A special report will appear in the next issue of *The Life-boat*.) Annual sacred service. Presentation of a prize won in the life-boat essay competition for elementary schools.

**PORT ERIN.**—After-dinner collection. Annual Sunday service.

**PORT ST. MARY.**—Presentation by the Lieutenant-Governor of the Isle of Man of the challenge shield for the North-West of

England in the life-boat essay competition for elementary schools, won by Jean Maginn, of Rushen School, Port St. Mary. After-dinner collection.

**POYNTON AND WORTH, AND PRESTON.**—Life-boat days.

**RADCLIFFE.**—Whist drive, arranged by Mrs. Etheridge. Presentation of a prize won in the life-boat essay competition for elementary schools.

**RAINFORD.**—Life-boat day.

**RAMSBOTTOM.**—American tea arranged by the Ladies' Life-boat Guild.

**RISHTON, AND ROMILEY.**—Life-boat days.

**ROYTON.**—Annual meeting on 4th May, the Rev. Canon W. Rowe in the chair. Speaker: The district organizing secretary. Amount collected in 1937, £34.

Annual house-to-house collection, and life-boat films shewn at the Pavilion Cinema.

**RUNCORN.**—Presentation by Mr. Cecil Greenhalgh, honorary secretary of the branch, of a prize won in the life-boat essay competition for elementary schools.

**SANDBACH, AND SOUTHPORT.**—Life-boat days.

**STOCKPORT.**—Life-boat days and life-boat exhibition. Presentation of a prize won in the life-boat essay competition for elementary schools.

**TARPORLEY, AND TODMORDEN.**—Life-boat days.

**TINTWISTLE.**—Annual house-to-house collection.

**TOTTINGTON.**—Annual house-to-house collection. "Bring-and-buy" sale at Sunny Bank.

**TURTON, AND UPHOLLAND.**—Life-boat days.

**WARRINGTON.**—Life-boat day. "Bring-and-buy" sale at the house of Mrs. Brereton Fairclough. Presentation of prize won in the life-boat essay competition for elementary schools.

**WESTHOUGHTON.**—Life-boat day. Cricket match collections.

**WHALEY BRIDGE.**—Life-boat day.

**WHITEHAVEN.**—Presentations of prizes won in the life-boat essay competition for elementary schools.

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

**North-East of England.**

**BAMBURGH.**—Opening ceremony of the Grace Darling National Memorial Museum. (See special report on page 529.)

**BERWICK-ON-TWEED.**—Life-boat day.

**BRADFORD.**—Garden party, given by Mrs. Rawnsley. Esholt.

**BRIDLINGTON.**—Life-boat day. Grounds of Burton Agnes Hall on view.

**COLLINGHAM, AND CONISBOROUGH.**—Life-boat days.

**CONSETT.**—Garden whist and bridge drive.

**CRESSWELL.**—House-to-house collection.  
**CULLERCOATS, AND DARLINGTON.**—Life-boat days.

**DEWSBURY.**—House-to-house collection.

**DONCASTER DISTRICT.**—Whist drives at Thurnscoe and Little Smeaton. Life-boat day at Great Houghton. Special efforts at South Emsall and Goldthorpe.

**DURHAM.**—Bring-and-buy sale.

**GATESHEAD, GOLCAR, AND GOOLE.**—Life-boat days.

**HARROGATE.**—Dancing display.

**HARTLEPOOL, AND HOLMFIRTH.**—Life-boat days.

**HOLY ISLAND.**—Presentation of the challenge shield for the North-East of England, in the life-boat essay competition for elementary schools, won by Henry Walker, of the Holy Island Church of England School.

**HONLEY.**—House-to-house collection.

**HUDDERSFIELD.**—American sale.

**KEIGHLEY.**—Annual meeting on 23rd May, the Mayor, president, in the chair. Efforts of the past year: House-to-house collection, life-boat day, American tea. Amount collected in 1937, £359, an increase of £69 on 1936.

**KIRKHEATON.**—House-to-house collection.

**LEEDS, MIDDLESBROUGH, AND NEWCASTLE-ON-TYNE.**—Life-boat days.

**NEW MILL.**—House-to-house collection.

**NORMANTON.**—Whist drive. Social.

**OUTWOOD AND STANLEY.**—House-to-house collection.

**PATRINGTON.**—Whist drive.

**REDCAR.**—Life-boat day.

**ROTHERHAM.**—Exhibition of life-boat photographs at the Art Gallery. (A special account will be published in the next issue.) Scavenge hunt.

**SCARBOROUGH.**—Treasure hunt.

**SEAHAM, AND SELBY.**—Life-boat days.

**SHEFFIELD.**—American tea.

**SOWERBY BRIDGE.**—Life-boat day.

**STAINDROP.**—House-to-house collection.

**STOCKTON.**—Life-boat day.

**SUNDERLAND.**—District life-boat day.

**TYNEMOUTH.**—The station has lost an old coxswain by the death of Coxswain Joseph Taylor. He retired in 1938, having then served as coxswain at Tynemouth for fifteen years and before that at Cullercoats for two years.

**WEST HARTLEPOOL.**—Life-boat day.

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

**WITHERNSEA.**—Life-boat day.

**YORK.**—Sunday concert.

## Midlands.

A District Conference was held in Birmingham on 13th and 14th May. A special report was published in *The Life-boat* for June.

**ALFRETON, AND ATHERSTONE.**—Life-boat days.

**BAKEWELL.**—Life-boat day. Lecture to the British Legion.

**BARTON-ON-HUMBER.**—Life-boat day at South Ferriby.

**BIRMINGHAM.**—Presentation of the records of thanks awarded by the Institution to Mrs. T. O. Stevens, chairman of the Ladies' Life-boat Guild, and to Mr. C. Corbett, a member of the branch committee, of the life-boat picture, awarded to Mrs. Pendle, a member of the Ladies' Life-boat Guild, and of the statuette of a life-boatman awarded to Mrs. Shakespear, ex-chairman of the Ladies' Life-boat Guild. Life-boat day.

Annual meeting at Smethwick. The Mayor in the chair. Speaker: The district organizing secretary. Presentation of the statuette of a life-boatman awarded by the Institution to Mrs. Livingstone.

Life-boat day at Smethwick. Bridge drive at Quinton, organized by Mrs. Penny. Address to Leigh Road and Ada Road Boys' Schools.

**BLOCKLEY.**—Life-boat day.

**BRISTOL.**—Annual meeting, the Lord Mayor, patron, in the chair. Speakers: Colonel the Lord Sempill, a member of the committee of management of the Institution, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation by Lord Sempill of the gold badge awarded by the Institution to Lady Davies, president of the Ladies' Life-boat Guild, and the honorary life-governor's vellum to Mrs. C. Hartly-Hodder, honorary secretary of the Ladies' Life-boat Guild. Amount collected in 1937, £1,233, an increase of £22 on 1936.

Life-boat day.

**BROWNHILLS.**—Whist drive.

**BURTON-ON-TRENT.**—Life-boat day.

**BUXTON.**—House-to-house collection. Lantern lecture.

**CANNOCK.**—"Riders of the Storm" film shown.

**CHELTENHAM.**—Annual meeting, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation of the gold badge awarded by the Institution to Miss Wanklyn, honorary secretary of the branch, and the record of thanks to Mrs. R. Jones, a member of the branch committee. Amount collected in 1937, £146.

Life-boat day.

**CONINGSBY.**—Life-boat day.

**COVENTRY.**—Special meeting, attended by the Mayor. Speaker: The district organizing secretary. Presentation by the Mayor of the statuette of a life-boatman awarded by the Institution to Mr. H. Reynolds, honorary secretary, of the life-boat picture awarded

to Mr. A. Longbottom, a member of the branch committee, and of the record of thanks awarded to Mr. G. H. Gould, a member of the branch committee. Presentation of two certificates won in the life-boat essay competition for elementary schools. Life-boat day.

**DERBY (ALVASTON BRANCH), FAIRFORD AND LECHLADE, GLOUCESTER, GRIMSBY, HORNCastle, ILKESTON, AND IRTHLINGBOROUGH.**—Life-boat days.

**KETTERING.**—Collection at the Savoy Cinema.

**KIDDERMINSTER.**—Life-boat day. Life-boat films shown.

**LANGWITH.**—Life-boat day.

**LINCOLN.**—Mr. Ernest Bower appointed branch secretary.

**LONG EATON.**—Life-boat day.

**MABLETHORPE AND SUTTON-ON-SEA, AND MALVERN.**—Life-boat days.

**MARKET HARBOROUGH.**—House-to-house collection.

**MATLOCK.**—Life-boat day.

**NEW MILLS.**—"Boats that Save Life" and "Riders of the Storm" films shown at local cinemas.

**NUNEATON, AND OAKHAM.**—Life-boat days.

**PETERBOROUGH.**—Presentation by the Mayor of the challenge shield for the Midlands in the life-boat essay competition for elementary schools, won by Betty Ann Langley, of Orchard Street Council School, and by Lady Winfrey, president of the branch, of two certificates won in this competition.

**REDDITCH, AND RETFORD.**—Life-boat days.

**RIPLEY.**—House-to-house collection.

**RUGBY (SOUTHAM AND DUNCHURCH), RUSHDEN, AND SLEAFORD.**—Life-boat days.

**STOKE - ON - TRENT AND NEWCASTLE-UNDER-LYME.**—Mr. J. H. Jackson appointed assistant secretary.

**STOW-ON-WOLD, STRATFORD-ON-AVON, UPPINGHAM, AND UPTON-ON-SEVERN.**—Life-boat days.

**UTTOXETER.**—House-to-house collection.

**WALSALL, AND WOODHALL SPA.**—Life-boat days.

#### South-East of England.

**ALDEBURGH.**—Another of the famous Cable family has passed away by the death of Mr. Robert A. Cable, at the age of 83. He went to sea at the age of twelve, in a fishing smack, joined the life-boat crew in 1881, was appointed bowman in 1905, and retired in 1927. He had then done 46 years service in the life-boat and had taken part in the rescue of over 170 lives.

**BOGNOR REGIS.**—Golf competition.

**CAMBRIDGE.**—Annual meeting, Mrs. Giles, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: House-to-house collections. Amount collected in 1937, £109, an increase of £13 on 1936.

**CANTERBURY.**—Annual meeting, Surg.-Capt. K. H. Jones, R.N., M.B., F.Z.S., chairman, presiding. Speaker: the district organizing secretary. Efforts of the past year: Church and house-to-house collections, whist drive, golf competition. Amount collected in 1937, £79.

At a special service of the sea held in Canterbury Cathedral the Institution was represented by Lieut.-Commander the Lord Teynham, R.N., a member of the committee of management and members of the life-boat crews from Margate, Ramsgate, Walmer, Dover, Hythe and Dungeness.

**CATERHAM AND DISTRICT.**—Life-boat day.

**CHICHESTER.**—Whist drive at Slindon.

**CLACTON-ON-SEA.**—Annual meeting, Mr. H. J. Grant, president, in the chair. Mr. L. Jackson appointed honorary treasurer in place of Mr. A. W. Kerry. Efforts of the past year: Life-boat Sunday and boat-house collections, and life-boat day and whist drive arranged by the Ladies' Life-boat Guild. Amount collected in 1937, £409.

Life-boat Sunday. Golf competition.

The branch has suffered a severe loss through the death of Councillor Mrs. F. E. White, honorary treasurer of the Ladies' Life-boat Guild.

**CROMER.**—Exhibition of life-boat models, photographs, and moving pictures.

**CROWBOROUGH AND DISTRICT.**—Life-boat day.

**DARTFORD.**—Life-boat film "Boats that Save Life" shown, with collections. Garden meeting and "bring-and-buy" sale, with address by the district organizing secretary. Garden whist drive.

**DORKING.**—Life-boat day.

**DOVER.**—A centenary vellum was presented to the Mayor by the district organizing secretary. (A special account will be published in the next issue.)

Dance, arranged by the Ladies' Life-boat Guild. Tennis tournament.

**EASTBOURNE.**—Records of thanks awarded by the Institution to a number of honorary workers were presented by Mr. H. A. Baker, a member of the committee of management of the Institution, at a broadcast tea dance.

Special meeting of the Ladies' Life-boat Guild. Mrs. Astley Roberts, president, in the chair. Speaker: the district organizing secretary. Life-boat days in Eastbourne and country districts, arranged by the Ladies' Life-boat Guild.

Lectures to the Women's Institutes at Catsfield, Dicker, Heathfield, Hellingly, and Robertsbridge.

**EPPING.**—Garden meeting and American tea.

**ESHER.**—Life-boat day.

**GRAYS.**—Golf competition at Orsett.

**GUILDFORD.**—Church collections at Shamley Green. Lecture at Shere and Gomshall Women's Institute, and address to the Round Table, by Captain Basil Hall, R.N.

**HARWICH.**—Collection on cross-channel steamers and at Shotley on the occasion of the King's birthday review.

**HASTINGS.**—"Blessing of the sea" service. Lecture at Staplehurst and Ewhurst Women's Institute.

**HERNE BAY.**—Framed letters of thanks awarded by the Institution to Mr. Alfred Pressley and Mr. Frank Holness, of Herne Bay, for the rescue, on 17th April last, of a man and a boy from a yacht, presented by Councillor W. S. Pullinger, J.P., chairman of the Urban District Council.

**HUNTINGDON AND DISTRICT.**—Life-boat day.

**HYTHE AND DYMCHURCH.**—Life-boat day. Life-boat film "Boats that Save Life" shown.

**ISLE OF SHEPPEY.**—Life-boat day in Queenborough and district.

**KING'S LYNN.**—Joint flag-day with the Hull Sailors' Orphanage.

**LEATHERHEAD.**—Life-boat day. Golf competition.

**LEWES AND DISTRICT.**—Life-boat days. Life-boat film "Boats that Save Life" shown. Lectures at Hamsey and Newick Women's Institutes.

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

**LOWESTOFT.**—Address to the Round Table by Captain E. S. Carver, R.D., R.N.R., superintendent of stores.

**MAIDENHEAD.**—Life-boat day.

**MAIDSTONE.**—Golf competition at Bearsted.

**MISTLEY, MANNINGTREE AND DISTRICT.**—House-to-house collections.

**REIGATE AND REDHILL.**—Golf competition at Kingswood.

**ROCHESTER.**—Life-boat day.

**RYE AND WINCHELSEA.**—Garden sale.

**ST. IVES.**—Presentation of the gold badge awarded by the Institution to Mrs. G. G. G. Wheeler, late president of the branch.

**ST. NEOTS.**—Life-boat day.

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

**SEAFORD.**—Life-boat day.

**SHERINGHAM.**—The station has lost a former coxswain by the death, at the age of 88, of Coxswain William Bishop. He retired in 1914, having then served as coxswain for 17 years.

Exhibition of life-boat models, photographs, and moving pictures.

**SHOREHAM HARBOUR.**—Life-boat days at Shoreham and Southwick. Life-boat film "Boats that Save Life" shown at Southwick.

**TONBRIDGE.**—Life-boat day.

**TUNBRIDGE WELLS.**—American tea. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Lecture at Mark Cross Women's Institute.

**WALTON AND FRINTON.**—Life-boat Sunday.

**WEYBRIDGE.**—Life-boat day.

**WINDSOR, ETON, AND DISTRICT.**—Life-boat day at Windlesham.

**WOKINGHAM.**—Life-boat day.

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

**WORTHING.**—Life-boat day. Lecture at Storrington Women's Institute. Presentation of prizes won in the life-boat essay competition at two elementary schools.

**GREAT YARMOUTH AND GORLESTON.**—Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools.

Lectures were also given to the Godalming Townswomen's Guild, and to the Women's Institutes at Barnston, Billericay, Buckingham, Campton, Chiddingstone Causeway, Crockham Hill, Hutton, Midhurst, Mundon, Scaynes Hill, Sible Hedingham, Stanbridge, Water Eaton, and Woolbeding.

Prizes won in the life-boat essay competition for elementary schools were also presented at Beaconsfield, Deal, Dunstable, Folkestone, Lydd, Midhurst, Ripple, Stone, Welwyn Garden City, and Westerham.

### South-West of England.

**ALDERSHOT.**—Special meeting. Speaker: The district organizing secretary.

**ANDOVER.**—Life-boat day in Andover, Stockbridge and villages, and in Whitechurch and district and Kingsclere.

**APPLEDORE.**—Life-boat day at Appledore and Bideford.

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

**BARNSTAPLE.**—Life-boat day.

**BASINGSTOKE.**—Presentation of framed life-boat picture awarded by the Institution to Mrs. Stratford, chairman of the branch.

**BATH.**—Life-boat day.

**BICESTER.**—Life-boat day in Bicester and villages.

**BOURNEMOUTH.**—Annual meeting, the Mayor, president of the branch, 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 past year: Life-boat day and house-to-house collections. Amount collected in 1937, £452.

**BRIDPORT.**—Life-boat day at Beaminster. Presentation of prize won in the life-boat essay competition for elementary schools, by



Rear-Admiral C. H. Fox, C.B., president of the branch.

BUDE.—Life-boat day at Holsworthy.

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

CALNE.—Life-boat day.

CHARD.—Life-boat day at Chard. Bridge tournament at Ilminster.

CHIPPENHAM.—Life-boat day at Corsham.

CHIPPING NORTON.—Life-boat day. Garden fête at Kingham, organized by Mrs. Parsons.

CLEDON, AND CLOVELLY.—Life-boat days.

DARTMOUTH.—Life-boat day at Dartmouth and Kingswear, with visit of Torbay motor life-boat.

DAWLISH.—Life-boat day in Dawlish and district. Life-boat film shown at Scala Cinema.

EASTLEIGH.—Life-boat day.

EXETER.—Life-boat day and stall.

EXMOUTH.—Golf competition and life-boat day at Budleigh Salterton.

FALMOUTH.—Golf competition.

FARNBOROUGH AND FLEET.—Life-boat day at Fleet.

FOWEY, FROME, AND GOSPORT.—Life-boat days.

GUERNSEY.—Presentation by the Lieutenant-Governor of the thanks of the Institution, inscribed on vellum, awarded to Mr. W. Frampton on his retirement as honorary secretary.

HENLEY-ON-THAMES.—Life-boat day at Henley and Shiplake. Golf competition.

ILFRACOMBE.—Life-boat day in Ilfracombe and surrounding villages. Life-boat film shown.

ISLE OF WIGHT.—Annual meeting of the Isle of Wight life-boat board, Major-General The Right Hon. Lord Mottistone, C.B., C.M.G., D.S.O., president of the branch and a vice-president of the Institution, in the chair. Amount collected in 1937, £833.

Address by Sir Godfrey Baring, Bt., chairman of the Institution, to the Shanklin Townswomen's Guild. Mrs. Walmsley in the chair. Opening of Gardens, Lucombe Chine, Bonchurch, by kind permission of Mrs. Cholmondeley.

Presentations of framed life-boat picture awarded by the Institution to Mr. P. W. Day, honorary treasurer; framed record of thanks to Mrs. Denham of East Cowes; statuette of a life-boatman to Mrs. Drayson of Brading.

Annual meeting of Cowes Ladies' Life-boat Guild. Annual meeting of Ryde Ladies' Life-boat Guild. Speaker: The district organizing secretary.

JERSEY.—Visit of life-boat to St. Malo. (See special article on page 566.)

LYMINGTON.—Visit of Milford-on-Sea Women's Institute to Building Yard at Cowes.

MALMESBURY.—Life-boat day.

MARLBOROUGH.—Life-boat day at Pewsey.

NEWBURY.—Life-boat day at Hungerford.

NEWQUAY.—Special meeting, Mrs. Gibson in the chair. Speaker: The district organizing secretary.

OKEHAMPTON, AND PAIGNTON.—Life-boat days.

PETERSFIELD.—Life-boat day in Petersfield and Liss.

PLYMOUTH.—Life-boat day at Plymouth and Saltash. Address by district organizing secretary to the South Brent Women's Institute.

POOLE.—Life-boat day at Poole and Wimborne. Balloon race at Poole. The three winning balloons came down in France, and Belgium.

PORTSMOUTH.—Life-boat day at Portsmouth, Havant and Emsworth.

REDRUTH.—Bridge and whist drive.

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

ST. AUSTELL.—Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed, with Mrs. H. Coode as president and Mrs. E. Saunders as honorary secretary.

Presentation by Mr. W. Coode of the challenge shield for the South-West of England in the life-boat essay competition for elementary schools won by William Hobba, of the Central Senior Boys' School, St. Austell.

Bridge and whist drive.

SALISBURY.—Special meeting at "Riversfield," by kind invitation of Mrs. Norman Rawlence. The Mayoress of Salisbury in the chair. Life-boat day at Gillingham. Treasure hunt for cars.

"Bring-and-buy" sale at Windover House, by kind permission of Mr. and Mrs. Lovibond.

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

SHEPTON MALLET, AND SHERBORNE.—Life-boat days.

SIDMOUTH.—Life-boat day at Ottery St. Mary. Life-boat film shown at cinema.

SOUTHAMPTON.—Life-boat day in Southampton and district. s.s. *Asturias* open to public.

SWANAGE.—Special meeting of Ladies' Life-boat Guild, Mrs. Field, president, in the chair. Speaker: The district organizing secretary.

SWINDON.—Presentation of framed life-boat picture awarded by the Institution to Mrs. George, honorary secretary.

TAVISTOCK.—Life-boat day.

TEIGNMOUTH.—Life-boat day and stall.

THAME.—Life-boat day at Thame and Watlington.

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

TORQUAY.—Life-boat day, with life-boat films shown at cinemas. The Mayoress visited all depots.

**TOTNES.**—Life-boat day in Totnes and district.

**TRURO.**—Life-boat day.

**WANTAGE.**—Life-boat day at Faringdon.

**WESTBURY.**—Life-boat day.

**WESTON-SUPER-MARE.**—Special Meeting of Ladies' Life-boat Guild, Mrs. Porcher, president, in the chair. • Speaker: The district organizing secretary. Presentation of awards by the Institution to Guild workers. Life-boat day.

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

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

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

**YEOVIL.**—Life-boat day in Crewkerne and Yeovil villages.

### Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 27th May, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the council and a vice-president of the Institution, in the chair. The Lord Saltoun, M.C., and Mr. Ralph C. Cowper, J.P., were welcomed by the council as the new vice-chairmen. Speakers: The Lord Saltoun, M.C., Harriet Lady Findlay, D.B.E., honorary secretary of the council and president of the Edinburgh Ladies' Life-boat Guild, Rear-Admiral Evelyn C. O. Thomson, D.S.O., R.N., Commanding Officer, Coast of Scotland, and Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

**ABERDEEN.**—Life-boat day. Presentation by Madame Murray, a member of the branch committee, of a prize won in the life-boat essay competition for elementary schools.

**ALLOA.**—Life-boat days. Golf competitions at Dollar, Tulliallan, and Braehead.

**ANNAN.**—Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

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

**ARBROATH, ARDRISHAIG, ARDROSSAN, AND AYTON AND BURNMOUTH.**—Life-boat days.

**BANFF.**—House-to-house collection. Special meeting. Speakers: Mrs. Kilgour, president, and Mrs. Anderson, honorary secretary, of the Aberdeen Ladies' Life-boat Guild. Cruises in Whitehills motor life-boat. Dancing displays by the pupils of Miss Lexy Wilson.

**BO'NESS.**—Life-boat day.

**BRECHIN.**—Special meeting on 1st June, Bailie Ogilvie presiding, at which a Ladies' Life-boat Guild was formed. Speaker: The Scottish organizing secretary.

**BURNTISLAND.**—Life-boat day at Burntisland and Aberdour.

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

**CARRONBRIDGE, CARSTAIRS, AND COLDESTREAM.**—Life-boat days.

**COWDENBEATH.**—Special meeting, Provost Primmer presiding. Speakers: Mr. C. Carlow Reid, president of the branch, the Rev. Mr. McAuslane and the Scottish organizing secretary. Ladies' Life-boat Guild formed.

**CRIEFF, CUPAR, DARVEL, AND DUMFRIES.**—Life-boat days.

**DUNDEE.**—Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

**DUNOON.**—Life-boat ball, held in connection with the International Clyde Regatta, under the patronage of the Clyde Yacht Clubs (International Fortnight Regattas).

**DUNS.**—Life-boat day.

**EDINBURGH.**—Life-boat day. Open golf meeting at Longniddry, arranged by Miss E. H. Sawers, a member of the Edinburgh Ladies' Life-boat Guild. Presentation by Mr. David S. Wallace, a member of the branch committee, of a prize won in the life-boat essay competition for elementary schools. Presentation of other prizes won in this competition.

Address to the Rotary Club by the Lord Saltoun, M.C., a vice-chairman of the Scottish Life-boat Council.

**ELGIN.**—Life-boat day.

**FALKIRK.**—Golf competition.

**FORFAR.**—Whist drive at Cairnhill.

**FRASERBURGH.**—Model yacht exhibition.

**GIRVAN, GLASGOW, GRANGEMOUTH, AND GRANTOWN-ON-SPEY.**—Life-boat days.

**GREENOCK.**—Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

**HAMILTON.**—Special meeting, Provost John Cassells presiding. Speakers: The Duchess of Hamilton and Brandon, a vice-president of the Ladies' Life-boat Guild, Sir Henry S. Keith, Major W. Dykes Loudon and the Scottish organizing secretary. Ladies' Life-boat Guild formed. Badges presented to Guild members by the Duchess of Hamilton and Brandon.

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

**HELENSBURGH, AND INVERBERVIE.**—Life-boat days.

**INVERGORDON.**—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Life-boat day. Amount collected in 1937, £23, an increase of £1 on 1936.

**INVERKEITHING, IRVINE, ISLE OF ARRAN, AND ISLE OF BUTE.**—Life-boat days.

**KEITH.**—House-to-house collection.

KELSO, KILMARNOCK, KILSYTH, KINGUSSIE, AND KINROSS.—Life-boat days.

KIRKCUDBRIGHTSHIRE. — Life-boat days.

LARBERT.—Life-boat day.

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

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

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

LOSSIEMOUTH, AND MARKINCH.—Life-boat days.

MONTROSE.—Life-boat day and dance.

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

OBAN.—Life-boat day at Ballachulish, Benderloch and Easdale.

PERTH.—Life-boat days.

PETERHEAD. — Life-boat day. Presentation of a prize won in the life-boat essay competition for elementary schools.

PORTPATRICK, ROSEHEARTY, AND ST. ANDREWS.—Life-boat days.

SALTCOATS.—Life-boat day, with visit of Troon motor life-boat.

SANQUHAR, AND STEWARTON.—Life-boat days.

STORNOWAY.—Life-boat day. Golf competition. Presentation of a prize won in the life-boat essay competition for elementary schools.

STRANRAER, TOBERMORY, AND TROON.—Life-boat days.

Prizes won in the life-boat essay competition for elementary schools were also presented at Beaully, Burnbank, Castle Douglas, Firth (Orkney), Inverness, Kinlochleven, Kirkhill, Lochcarron, Monymusk, Newmains, North Uist, Prestwick, Sandwick (Orkney), Stornoway and Tarland.

#### Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERDOVEY, ABERGELE, AND ABERDARON.—Life-boat days.

ABERYSTWYTH.—Presentation by the Mayor of the statuette of a life-boatman awarded by the Institution to Mrs. D. C. Edwards, organizer of the annual life-boat day in Borth, and of the record of thanks awarded to Miss Roberta Williams, of Penllan, life-boat collector.

ANGLE.—Presentation of the life-boatman's certificate awarded by the Institution to Mr. William Watkins, bowman.

ANGLESEY.—The branch has suffered a very severe loss by the death of Mr. J. H. Burton, honorary secretary of the Beaumaris

station. (An account of his services to the Institution will appear in the next issue of *The Life-boat*.)

BARRY.—Naming ceremony of the new motor life-boat *Rachel and Mary Evans*. (A special report will appear in the next issue of *The Life-boat*.) Life-boat day.

Presentation by Mrs. T. Rowlands, chairman of the Ladies' Life-boat Guild, of a prize won in the life-boat essay competition for elementary schools, and presentation of two other prizes won in the same competition.

BETHESDA, BETTWS-Y-COED, BRIDGNORTH, AND CAERNARVON.—Life-boat days.

CARDIFF.—Presentation by the Lord Mayor of the challenge shield for Wales in the life-boat essay competition for elementary schools won by Thomas Godfrey of the Lansdowne Road Boys' School, Canton, Cardiff. Presentation by the Lady Mayoress of nine other prizes, won by other Cardiff schools in the same competition. Speaker: The district organizing secretary.

COLWYN BAY.—Annual meeting on July 12th, Alderman T. E. Purdy, J.P., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Annual appeal for subscriptions, cinema collections, life-boat day and house-to-house collections. Amount collected in 1937, £278, an increase of £25 on 1936.

Presentation of the statuette of a life-boatman awarded by the Institution to Mr. P. W. Aston, honorary secretary.

CONWAY, CRICCIETH, DENBIGH, DINAS POWIS, EDEYRN, FLINT, HAVERFORDWEST, HOLYHEAD, LEO-MINSTER, LLANDOVERY, LLANFAIR-FECHAN, AND LLANIDLOES.—Life-boat days.

LUDLOW.—Annual meeting on 22nd June, Mrs. E. Tyrell, honorary secretary, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Annual appeal for subscriptions, house-to-house collection. Amount collected in 1937, £32.

Life-boat day.

MILFORD HAVEN.—Annual meeting on 17th May, Mrs. H. E. Rees, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Annual appeal for subscriptions, bridge drive, life-boat day. Amount collected in 1937, £44, an increase of £1 on 1936.

MOLD, MONMOUTH, AND MUMBLES.—Life-boat days.

NEATH.—Annual meeting, Mrs. Godfrey Llewellyn, president, in the chair. Efforts of the past year: Life-boat day, annual appeal for subscriptions, whist drive. Amount collected in 1937, £44.

Life-boat day.

NEVIN AND MORFA NEVIN.—Life-boat day.

NEWPORT (MON.) —Annual meeting on 5th May, Mr. G. F. Colbourne, B.A., in the chair. Speaker: The district organizing secretary. Efforts of the past year: Annual

appeal for subscriptions, annual life-boat day, life-boat ball, whist drive and works collection. Amount collected in 1937, £104, an increase of £2 on 1936.

Life-boat day.

NEWQUAY.—The branch has lost an old coxswain, by the death of Coxswain Frederick Shaylor, who retired in 1935, after serving for 12 years as second-coxswain and 17 years as coxswain.

OSWESTRY, PENMAENMAWR, PORTHCAWL, PORTH DINLLAEN, PRESTREIGN, PWLLHELI, AND RHAYADER.—Life-boat days.

RHYL.—Annual meeting on 13th July, Mr. C. H. Roberts, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Annual appeal for subscriptions, house-to-house collection, hotel collection, life-boat day. Amount collected in 1937, £297, an increase of £5 on 1936.

ROSS, AND SARN.—Life-boat days.

SHREWSBURY.—A silent appeal.

SWANSEA.—Life-boat day.

TENBY.—Special meeting on 18th May, the Mayor presiding, supported by the Mayoress, Councillors and the officers and committee of the branch. Speaker: The district organizing secretary. The Mayoress presented the thanks of the Institution inscribed on vellum awarded to each member of the life-boat crew for the service on 15th January, 1938, to the *Fermanagh*, of Belfast. Mrs. Hulton, president of the Ladies' Life-boat Guild, presented a silver watch to each member of the crew, a gift from the inhabitants of Tenby. Dinner to the life-boat crew by public subscription.

Garden party at Norton Lodge by kind permission of Mrs. Guy Ward, organized by the Ladies' Life-boat Guild and opened by Major Grimwood Phillips.

TOWYN, TREVOR AND CLYNNOG, TYDWIELLOG, WELLINGTON, AND WHITCHURCH (SALOP).—Life-boat days.

Prizes in the life-boat essay competition for elementary schools were also presented at Llanfyrnach and Penygraig.

## Ireland.

BAGENALSTOWN.—Life-boat day.

BALLYCOTTON.—First life-boat day.

BANGOR.—Life-boat film shown at Tonic Cinema, with collection. Life-boat day.

BELFAST.—Life-boat day. Stall at Royal Ulster Agricultural Society's Show at Balmoral. (A special account will be published in the next issue.) Lantern lectures.

CLOGHER HEAD.—Life-boat day.

CLONAKILTY.—Competition at Inchydoney Golf Club.

DROGHEDA AND DUBLIN.—Life-boat days.

DUNDALK.—Golf competition.

DUN LAOGHAIRE.—Life-boat day. Golf competition.

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

FERMOY.—Life-boat day.

GALWAY, AND KINSALE.—Golf competitions.

LARNE, AND MULLINGAR.—Life-boat days.

NENAGH.—Golf competition.

NEWCASTLE (CO. DOWN).—Life-boat day.

PORTRUSH.—Life-boat day. Midnight matinée at Portrush cinema. Concert.

PORTUMNA.—Golf competition.

ROSSLARE, AND STRABANE.—Life-boat days.

WESTMEATH.—Golf competition.

WEXFORD.—Presentation of centenary vellum. (A special report will be published in the next issue.) Life-boat day.

WICKLOW, AND WOODENBRIDGE.—Golf competitions.

## 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.

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.

The next number of THE LIFE-BOAT will be published in December, 1938.