

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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No. 336.

THE LIFE-BOAT FLEET

Motor Life-boats, 139 :: Pulling & Sailing Life-boats, 25

LIVES RESCUED

from the foundation of the Institution in 1824

to November 30th, 1938 - - - - 65,989

To Five Vessels in One Day.

Bronze Medal to the Southend-on-Sea Coxswain.

DURING the exceptionally heavy gales at the end of May and the beginning of June, 1938, the Southend-on-Sea motor life-boat went to the help of five vessels in one day, 2nd June, and from three of them rescued seven lives. One of the other two did not need her help. The fifth she found sunk, with no one on board.

The first call came twenty minutes after midnight of 1st June, from the yacht *Wimpie*, of Southampton which was in distress east of the pier. A full gale was then blowing, with a very heavy sea and rain. The motor life-boat *Greater London* (Civil Service No. 3) put out, rescued the yacht's crew of two men, and landed them on the pier.

She put out again at once in response to flares from the Shoebury Sands. There, in the darkness, she found the barge *Glenrosa*, of London. The barge had sunk, and the three men of her crew were in the rigging. She was lying athwart the wind. Her decks were entirely submerged, and she offered no lee to the life-boat. The coxswain approached from leeward and took the life-boat right over the barge's decks until her starboard fender was against the mainmast, where the men were in the rigging.

Twice her keel came down on the barge's bulwarks and was damaged, and the weight of the life-boat against the shrouds brought down the barge's topmast. It fell across the life-boat, causing more damage to her, and slightly injuring three of the crew. In spite of these injuries, and the perilous position of the life-boat on top of the wreck, the rescue was successfully accomplished, but only after two attempts. At the first the life-boat took off two of the three men. Then, running on to the barge again, she rescued the skipper. All three were completely exhausted.

Out for the Third Time.

As soon as the life-boat arrived back at the pier she learned that the barge *Maid of Munster* was in distress inside Low Way Buoy. She went to her, but the skipper said that he thought that he could ride out the gale. On her way back to Southend the life-boat saw that the Nore Light-vessel was firing rockets. She went to her, and was told that a barge was driving out to sea before the gale with her sails blown away. She went eastwards and found the barge *Audrey*, of London, in a sinking condition near Maplin Spit. She rescued

the mate at the first attempt, but the barge was at times three or four feet under water, and the life-boat had great difficulty in rescuing the skipper and his dog. She was thrown against the barge, and was again damaged. This time it was her belting.

The skipper told the coxswain that there were other barges in distress. The life-boat searched for them. She found a sunken barge, but no trace of her crew, and as nothing further could be seen, she returned to her station.

The Walton and Frinton motor life-boat *E.M.E.D.* was also launched to the help of the *Audrey*, but she arrived to find that the crew had already been rescued.

It was 10.50 in the morning when the Southend life-boat returned from this last service. She had then been at sea for ten and a half hours in very bad weather.

The Rewards.

It was only through the fine judgment and seamanship of the coxswain that the life-boat was not more severely damaged on the services to the *Glenrosa* and the *Audrey*, both of them dangerous and difficult rescues, and the Institution has made the following awards:

To COXSWAIN SIDNEY H. B. PAGE, of Southend-on-Sea, the bronze medal for gallantry, accompanied by a copy of the vote on vellum;

To each of the eight members of the crew a framed letter of thanks;

To the coxswain and each member of the crew a reward of £1 in addition to the ordinary scale reward of £1 17s. 6d. Standard rewards to the crew, £16 17s. 6d.; additional rewards to the crew, £9; total rewards, £31 14s. 6d.

Rewards to Walton and Frinton, £7 8s. 6d.

A Fine Service at Holyhead.

On the evening of the 7th October, 1938, a small coaster was reported by the coastguard watchman at Rhosneigr to be making distress signals between Rhosneigr and Porthdinllaen. The Porthdinllaen and Holyhead life-boat stations were informed. Later the coastguard reported that no signal of distress could be seen. At 10.15 next morning the Holyhead life-boat station received definite information from the coastguard that a vessel could be seen flying distress signals 8 to 10 miles S.S.E. of Rhoscolyn. The Holyhead motor life-boat was away for repairs, and two days before she had been replaced by the reserve life-boat *City of Bradford I.* With the reserve boat had come the motor mechanic attached to her. He was strange to the station.

The life-boat was launched at 10.40. A moderate gale was blowing from the west with a rough sea. The weather was clear at first, but later there were heavy rain squalls. The life-boat found the vessel at 12.30. She was then between eight and ten miles S.S.E. of Rhoscolyn, or twenty miles from Holyhead. She was the steamer *Kyle Prince*, of Liverpool, of 408 tons, bound for

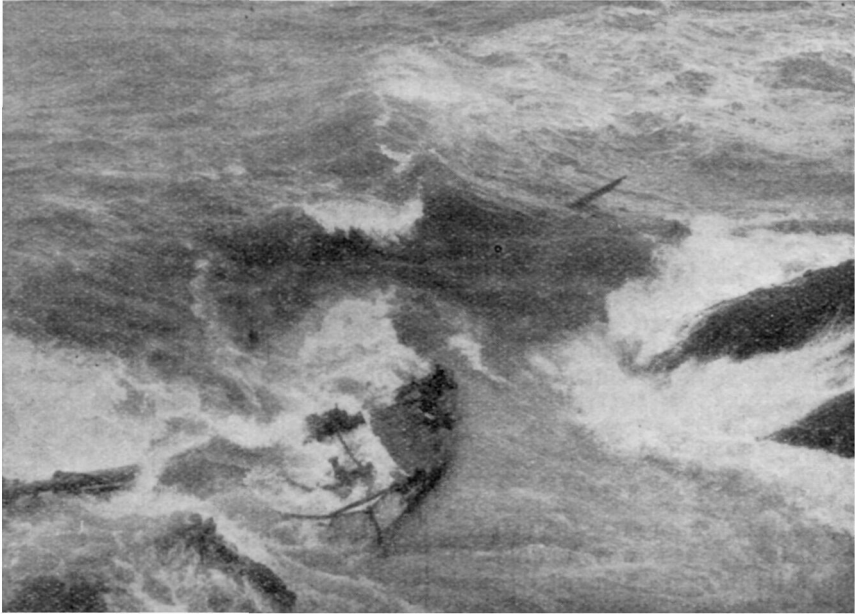
Liverpool from Barry. Her engine had broken down; she was making water; she had lost one of her two anchors; the other anchor would not hold.

The steamer was in shallow water, and a very heavy cross sea made it very difficult to get alongside her and rescue her crew of nine men. In fact, the life-boat had to go alongside her four separate times before they were all able to jump on board her. All the time the seas were breaking clean over the steamer and she was rolling gunwale under every minute.

The rescued men were very exhausted and were given rum, biscuits and chocolate from the life-boat's emergency rations. One of them had been burned in the steamer's engine-room and had to be taken to hospital on landing. It was 3.15 in the afternoon when the life-boat reached Holyhead again. She had been out for just over four and a half hours.

Coxswain Richard Jones handled the life-boat, with which he was not yet familiar, with much skill, and he and the motor mechanic worked in closest co-operation.

THE POWER OF THE SEA.

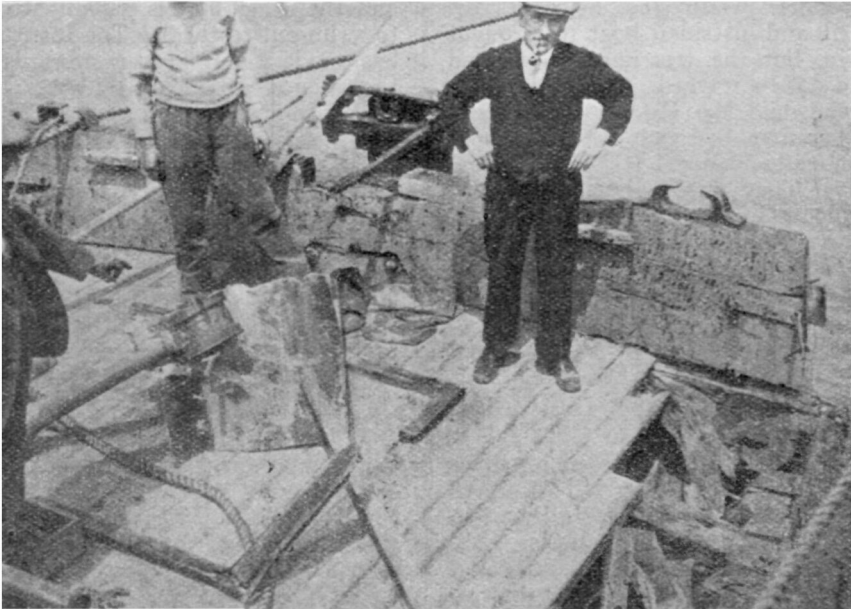


By courtesy of]

THE WRECK OF THE KYLE PRINCE.

[Fox Photos

(See opposite page.)



By courtesy of]

THE WRECKED BARGE GLENROSA, WITH HER SKIPPER.

[Richard Hall Spence, Southend-on-Sea

(See page 581.)

The Institution has made the following rewards:

To Coxswain RICHARD JONES, its thanks inscribed on vellum;

To Motor Mechanic G. E. BARRS, its thanks inscribed on vellum;

To LIEUT. L. A. C. MAY, R.N., the honorary secretary of the station, a letter of thanks for his good work on this and other occasions;

To the coxswain, motor mechanic,

and each of the other six members of the crew, a reward of £1 in addition to the ordinary scale reward of 19s., making a total reward of £1 19s. to each man. Standard rewards to the crew, £5 14s.; additional rewards to the crew, £8; total rewards, £13 14s.

The owners of the steamer, the Walton Steamship Co., Ltd., of Newcastle-on-Tyne, sent £21 to be divided among the crew.

A Gallant Rescue of Bathers.

ON the evening of 21st June, 1938, two women bathers at Bettystown, Co. Meath, Eire, were swept seaward on a rubber mattress by a strong offshore wind. The sea was choppy. Several men went at once to their rescue. Mr. Michael Gibson swam after the raft for some distance. He was unable to overtake it; became exhausted; and was compelled to return. Mr. James Gibney swam out for about a mile. Mr. Henry O'Neill followed him in a small boat. One of the women jumped or fell off the raft. Mr. Gibney seized her and began to swim with her towards the shore. With the help of Mr. O'Neill and his small boat he brought her in, but she was unconscious and could not be revived.

Meanwhile Mr. Patrick Hogan and another man had put out in a small home-made canoe. It was leaking badly. They were only able to keep it afloat by constant baling. Mr. Hogan's companion was certain that the canoe would sink and they put back to shore. By this time Mr.

Gibson had swum back. He and Mr. Hogan put out again in the same leaking canoe and followed the woman on the mattress, who was still being carried seaward. She was already two miles off shore when they reached her, and they kept her afloat until the Mornington pilot boat, manned by six men, arrived and took them to shore.

The Royal Humane Society has awarded its bronze medal to Mr. Gibney and its parchment to Mr. Gibson, the one for his gallantry in bringing one of the two women ashore, and the other for his gallant attempt to swim out to them. The Institution has made the following rewards for the rescues carried out by boats:

To Mr. PATRICK HOGAN, its thanks inscribed on vellum;

To Mr. MICHAEL GIBSON, its thanks inscribed on vellum;

To Mr. HENRY O'NEILL, a letter of thanks;

To the six men who manned the pilot boat, £2 5s.

A Silver-Medal Service at New Brighton.

THE Institution has awarded its silver medal to Coxswain W. H. Jones, of New Brighton; second-service clasps to the bronze medals they already hold to Second Coxswain J. Nicholson and Motor Mechanic W. Garbutt; its bronze medal to Second Motor Mechanic J. Mason; its thanks inscribed on vellum to each of the other members of the crew, and extra money awards to cox-

swain and crew, for the rescue on 23rd November of the crew of three of the fishing boat *Progress*, of Hoylake, and the crew of four of the auxiliary schooner *Lochranza Castle*, of Annalong. The rescue was carried out in a gale with gusts at 108 miles an hour. A full account of this service, with photographs, will appear in the next number.

Services of the Life-boats.

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

Launches 135. Lives rescued 118.

September Meeting.

Clacton-on-Sea, Essex.—On the 2nd June, 1938, the crew of seven of the German yacht *Das Wappen von Bremen*, were rescued by the life-boat.—Rewards: Vellum and monetary awards amounting to £20 10s. 2d., together with a letter to the Board of Trade commending Mr. L. F. Winslade, district officer of coastguard.

(For a full account of this service see page 538 of the October issue of *The Life-boat*.)

Newhaven, Sussex.—At 8.20 P.M. on the 13th July, 1938, the coastguard reported that a small motor yacht about two miles S.E. of the look-out appeared to be flying an ensign upside-down, thus making a signal of distress. A later message confirmed that this was so, and the motor life-boat *Cecil and Lilian Philpott* was launched at 9 P.M. A light westerly breeze was blowing, with a choppy sea. Two and a half miles S.E. by E. off East Pier the life-boat found the motor yacht *Cobra*, of London, with one man on board. Her engine had broken down. The life-boat towed her into harbour and returned to her station at 10 P.M.—Property Salvage Case.

Dunbar, Haddingtonshire.—While the motor life-boat *George and Sarah Strachan* was at sea on the afternoon of the 16th of July, 1938, for her monthly exercise, she received a signal from the coastguard that a yacht was in a dangerous position near Thorntonloch, a mile east of Chapel Point. A moderate N.E. breeze was blowing, with a rough sea. The life-boat found the yacht to be the *Ocean Pride*, of Buckhaven, bound with a crew of four to South Shields. Her engine had broken down, and her crew were seasick and very exhausted. The life-boat towed her to Dunbar, and returned to her station at 5.45 P.M. The skipper of the yacht made a donation to the Institution.—Rewards, £6 2s. 6d.

Swanage, Dorset.—At about 2.50 P.M. on the 17th July, 1938, the St. Albans Head coastguard reported that a cabin cruiser two or three miles S.E. of the Head was making signals of distress. A moderate S.W. breeze was blowing, with a moderate sea. The motor life-boat *Thomas Markby* was launched at 3.11 P.M., and found the converted ship's life-boat *Andy*, with two men on board, three miles east of St. Albans Head. She was on passage from Portsmouth to Torquay, but her engine had broken down, her anchor failed to hold, and she was in danger of drifting ashore. The life-boat towed her into Swanage Bay, and returned to her station at 4.35 P.M.—Property Salvage Case.

Cloughey, Co. Down.—At 11.2 P.M. on the 17th July, 1938, the coastguard telephoned that a motor boat was in distress a mile and a half S.E. of Tara look-out station. She was the motor yacht *Naida*, of Greenock, with two men on board, bound from Stranraer for Drogheda. Her engines had broken down and she was drifting helplessly. A S.W. breeze was blowing, with a choppy sea, and the captain thought that she would drift on to Strangford Bar. The motor life-boat *William Maynard* was launched at 11.30 P.M. and found the *Naida* six miles east of Killard Point. She towed her into Portavogie Harbour, and returned to her station at 2.45 A.M.—Rewards, £14 7s. 6d.

Shoreham Harbour, Sussex.—When off Worthing on the afternoon of the 24th July, 1938, the motor vessel *Oceana*, of Shoreham, had trouble with her engine. Two ladies on board were taken ashore by a small boat from Worthing and information given to the coastguard. A moderate W.S.W. breeze was blowing, with a moderate swell. As no other boat was available, the motor life-boat *Rosa Woodd and Phyllis Lunn* put out at 5.17 P.M.

She found the *Oceana*, with two people on board, put one of her own crew aboard and brought her into Shoreham Harbour at 7.15 P.M. The owner expressed his thanks, and made gifts to the funds of the Institution and to the life-boat crew.—Rewards, £7 15s. 6d.

Port Erin, Isle of Man.—At about 3.10 P.M. on the 24th July, 1938, just as the annual sacred service at the life-boathouse was beginning, news was received that a sea-plane had come down three or four miles off Port Erin. A S.W. breeze was blowing. The sea was smooth. No signals were seen from the sea-plane, but the motor life-boat *Ethel Day Cardwell* was launched at 3.15 P.M., and found her to be a Royal Air Force machine bound from Invergordon to Mount Batten, Plymouth. The officer in command said that he had had trouble with the starboard engine. The life-boat towed her into the bay, where she was anchored at about 4.30 P.M. A little later the wind freshened, and it was thought that it would be safer for the life-boat to take the sea-plane to Port St. Mary, where there was more shelter. This she did, leaving Port Erin at about 7 P.M. and arriving back at 9.30 P.M.—Rewards, £17 18s. 6d.

Exmouth, Devon.—The motor life-boat *Catherine Harriet Eaton* was launched at 11.30 A.M. on the 27th July, 1938, to the auxiliary yacht *Florence II*, of Southampton, which had been under observation by the coastguard for some time. A fresh and increasing southerly breeze was blowing, with a rough sea. The life-boat came up with the yacht about one mile east of Salterton and found her out of control. She had cut her cable earlier in the morning, when in a dangerous position near Ladrum Bay, and her engine was not strong enough to keep her head to sea. The life-boat took her to Exmouth, arriving at 2.45 P.M. The two owners expressed their thanks.—Rewards, £9.

St. Peter Port, Guernsey.—At 10.45 P.M. on the 29th July, 1938, the night-watchman at St. Sampson's Harbour received a message, flashed in morse from the Great Western Railway

steamer *Sambur*, that shouts for help had been heard from a boat near Corbette la Mare rocks. The weather was fine and the sea smooth. The motor life-boat *Queen Victoria* was launched at 11.10 P.M., and found the sailing dinghy *Taffy*, belonging to Guernsey. On board were three boys, who had lost their oars and tied the boat to a beacon post in a strong tideway. The boys would not slip their moorings, as directed by the coxswain, so the life-boat had to be taken almost alongside in order that a life-boatman could jump aboard the *Taffy*. The moorings were then cut and the boys taken into the life-boat, which returned at 12.20 A.M. with the dinghy in tow.

A fishing boat, manned by two men, had also put out from St. Sampson, at the request of the harbour-master, but its services were not needed.—Rewards: Life-boat, £9 1s.; shoreboat, £1 10s., and 2s. 6d. for fuel used.

Blackpool, Lancashire.—At about 9.50 P.M. on the 30th July, 1938, when the wind was freshening and the sea getting up, a cabin cruiser was seen to the south of the Central Pier. As she was approaching a lee shore, she was kept under observation. She anchored just outside the surf. The motor life-boat *Sarah Ann Austin* was launched at 10.30 P.M., and found the *Sea Spray* with five men on board. They were bound from Liverpool to Fleetwood, but as night was coming on and they had not sailed into Fleetwood before, they had decided to anchor. They were landed by the life-boat, the cabin cruiser being left at anchor. On the afternoon of the following day the men were able to return to the *Sea Spray* and go on their way.—Rewards, £12 3s. 6d.

Ramsgate, Kent.—During the night of the 1st August, 1938, the pleasure steamer *Queen of Kent*, of Rochester, returning to Ramsgate Harbour from a trip, with 347 persons on board, ran aground on the Brake Sands. A gentle N.E. breeze was blowing. The sea was smooth, but there was fog in patches. The motor life-boat *Prudential* put out at 10.58 P.M., accompanied by motor boats. She landed 91 passengers and a motor boat landed

another 40. The remainder stayed on board. The life-boat also helped to lay out an anchor, and shortly after midnight the *Queen of Kent* floated off on the rising tide. The life-boat returned to her station at 1.45 A.M.—Property Salvage Case.

Walton and Frinton, Essex.—At about 1 P.M. on the 1st August, 1938, the coastguard reported that a motor fishing boat which had been to a vessel off the Naze was on her way back showing distress signals. A freshening strong N.E. breeze was blowing, with a choppy sea. The motor life-boat *E.M.E.D.* was launched at 1.35 P.M. She found the motor barge yacht *Betsy*, of Maldon, with four on board, in shallow water and in danger of driving ashore on the Naze. The owner at once accepted the services of the life-boat to get his vessel to a place of safety, as she was disabled. Life-boatmen were put aboard the *Betsy* and she was then towed to safety in the Walton Channel. The life-boat returned to her station at 5 P.M.—Property Salvage Case.

Skegness, Lincolnshire.—At 12.20 A.M. on the 2nd August, 1938, the police reported that a vessel had been dashed against Skegness Pier. A fresh E.N.E. wind was blowing, with a choppy sea, and the tide was at half ebb. The motor life-boat *Anne Allen* was launched at 1.2 A.M. and found the motor fishing boat *Blanche*, of Cleethorpes, from which two men had been rescued by means of ropes from the pier. Another man had jumped from the *Blanche* on to another boat with which she had come into collision. This man was taken off by the life-boat and landed at 1.25 A.M. The *Blanche* was driven ashore, but was salvaged next day. A letter of thanks was received from the owner.—Rewards, £11 11s. 6d.

Hythe, Kent.—At 10.57 A.M. on the 3rd August, 1938, the coastguard reported that a man had put off from Sandgate in a small pulling boat at 9 A.M. for an hour. He had not returned. It was assumed that he could not get back. An easterly wind was blowing, the weather was fine, the sea moderate. The motor life-boat *The*

Viscountess Wakefield put out at 11.14 A.M. and saw a motor barge alter course and pick up the man six miles S.S.W. of Hythe. While returning the life-boat fell in with the motor cruiser *Ray*, of Folkestone, 4 miles S.S.W. of the life-boat station. She had run out of fuel and the life-boat towed her to Folkestone. It was not until 5 P.M. that the life-boat was back at her station.—Rewards, £13.

Aldeburgh, Suffolk.—At 5.12 P.M. on the 4th August, 1938, the coastguard reported that a small open sailing boat, about a mile and a half from the look-out, was making very heavy weather. The crew were bailing and she appeared to be in difficulties. The sea was moderate and a N.E. breeze, strong at times, was blowing. At 5.30 P.M. the No. 1 motor life-boat *Abdy Beauclerk* was launched. She found the open sailing boat *Chance* with seven people on board, and escorted her into Orford Haven. The life-boat returned to her station at 8.15 P.M.—Rewards, £21 15s. 6d.

Torbay, Devon.—At 8.30 A.M. on the 4th August, 1938, information was received from a resident of Three Beaches that a small yacht, anchored off Goodrington Beach, appeared to be in difficulties and in a dangerous position. There was a terrific thunderstorm raging at the time, with a moderate northerly wind and a moderate sea. The motor life-boat *George Shee* was launched at 8.45 A.M. She found that a motor boat had already got to the yacht and taken her in tow. Escorted by the life-boat, the motor boat towed the yacht into Paignton Harbour. The life-boat was ready for service again at 11.30 A.M.—Rewards, £3 11s. 6d.

Weymouth, Dorset.—At about 4.20 A.M. on the 4th August, 1938, Wyke coastguard reported that a yacht was in difficulties north of Weymouth Pier and was burning red flares. She was the auxiliary yacht *Gisele Aimée*, of St. Malo, bound, with a crew of three, from St. Malo for Portsmouth. The skipper of the yacht is the coxswain of the St. Malo life-boat. The yacht's engine had broken down and she had gone ashore about one hundred yards

north of the pier. A fresh and increasing N.E. breeze was blowing, with a rough sea. The reserve motor life-boat *Alfred and Clara Heath* was launched at 4.31 A.M., and found the *Gisele Aimée* bumping badly on the sand. She attempted to tow her clear, but was unable to do so, and stood by to await the rising tide. Other vessels also arrived. From noon to 2 P.M. there was a severe thunderstorm, reported to have been the worst within living memory. On the top of the tide the life-boat and other vessels towed the yacht off and she was moored at the quay in a leaking condition. The life-boat returned to her station at 2.30 P.M. A letter of thanks was received from the owner. An increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £6 13s.; additional rewards to crew, £8 8s. Total rewards, £15 1s.

Falmouth, Cornwall.—Just before 6.30 A.M. on the morning of the 5th August, 1938, information was received from the coastguard that a steamer was ashore. The sea was smooth, with a light southerly wind, but there was a thick fog. The tide was low. The motor life-boat *B.A.S.P.* was launched at 6.45 A.M. and found the s.s. *Esther Maria*, of Copenhagen, ashore near Gillan Creek, in Falmouth Bay. She was in ballast, carrying a crew of seventeen and on voyage from Caen to Huelva. With the help of the life-boat a kedge anchor was put out to prevent the steamer drifting on to the beach if the wind changed. The life-boat stood by. The steamer's anchors were dropped on the beach to take weight off her bows, and the steamer pumped out water ballast forward. When a tug arrived, the life-boat took a rope to her from the ship and helped the tug to get her afloat and tow into harbour. The life-boat was again ready for service at 2.30 P.M.—Property Salvage Case.

Cromer, and Sheringham, Norfolk.—On the morning of the 7th August, 1938, the motor vessel *John M.*, of London, ran ashore off Beeston Hill between Cromer and Sheringham, while bound from Blyth to Teignmouth

laden with coal and carrying a crew of about eight. A moderate, but increasing, northerly breeze was blowing, with a choppy sea, and the weather was thick. The Sheringham motor life-boat *Foresters Centenary* was launched at 8.24 A.M., followed by the Cromer No. 1 motor life-boat *H. F. Bailey* at 8.40 A.M., with the second coxswain in charge. The *John M.* was not in immediate danger, and the life-boats stood by until, at about 4 P.M., she refloated without help. The life-boats then returned to their stations, Cromer arriving at 4.15 P.M. and Sheringham at 4.35 P.M.—Rewards: Cromer, £4 6s. 6d.; Sheringham, £16 9s. 6d.

The Humber, Yorkshire.—At 7.45 A.M. on the 7th August, 1938, it was reported from Easington, through the Humber Signal Station, that a vessel was ashore at Dimlington Heights. A moderate northerly breeze was blowing, with a moderate sea. There was fog and rain. The motor life-boat *J. W. Archer*, on temporary duty at the station, put out at 8.20 A.M. and found that the Grimsby steam trawler *Capricornus*, with a crew of nine on board, had stranded while returning from the fishing grounds. She was broadside on to the beach. The wind was increasing and a swell making. As the flood tide made, an anchor hawser fouled the bilge keel and the vessel became unmanageable. The life-boat stood by and advised the skipper what to do until the tug *Lynx* arrived and took the *Capricornus* in tow for Grimsby. The life-boat returned to her station at 3 P.M.—Permanent paid crew: Rewards, 6s.

Sunderland, Co. Durham.—At 2.30 P.M. on the 8th August, 1938, information was received that a ship was ashore on Whitburn Steel. Later it was reported that a trawler also was ashore. The sea was smooth, with a light northerly breeze. It was foggy. The coxswain and honorary secretary visited the spot and decided to launch the motor life-boat *Edward and Isabella Irwin* at high water next morning. At 1.5 A.M. on the 9th August the life-boat left and found the Dutch motor vessel *Frederik*, and the North Shields steam trawler *Ben Aden*. The life-

boat stood by. A tug succeeded in refloating the trawler, which was leaking badly, but her crew decided to remain on board. The *Frederik* could not be got off and the life-boat returned to her station at 6.30 A.M. At the next tide the life-boat went off again, leaving at 1.45 P.M., but efforts to refloat the *Frederik* were again unsuccessful and the life-boat returned to her station at 5.30 P.M. Two days later the vessel was salvaged by tugs.—Rewards, £17 15s. 6d.

Cullercoats, Northumberland.—During foggy weather on the morning of the 11th August, 1938, the Norwegian steamer *Fagerheim*, of Tonsberg, ran ashore, in a smooth sea, south of Briardene. Information was given by the coastguard, and at 10.40 A.M. the motor life-boat *Richard Silver Oliver* was launched. The life-boat found the ship's boat trying to lay out a kedge anchor, but the weight of the anchor was too much and the attempt had to be given up. The life-boat stood by, and later the *Fagerheim* got off under her own steam. After a run to test her engines, which had been overhauled recently, the life-boat returned to her station at 1.5 P.M.—Rewards, £5 10s. 6d.

Tynemouth, Northumberland.—The motor life-boat *Henry Frederick Swan* was launched at 8.20 A.M. on the 11th August, 1938, to go to the help of a vessel reported by the coastguard to be ashore at Souter Point. There was a dense fog. A northerly wind was blowing and the sea was slight. The life-boat found the steam drifter *Young Mun*, of Lowestoft. She had a serious list. Her crew of ten left her in their own boat and were taken on board the life-boat. The life-boat stood by and later put the crew back on the drifter. The life-boat then helped them to get out a kedge anchor and the drifter was refloated at 3.20 P.M. The life-boat escorted her into harbour and she went straight to dry dock. The life-boat returned to her station at 4.5 P.M.—Property Salvage Case.

St. Abbs, Berwickshire.—At about 9.30 P.M. on the 12th August, 1938, information was received from the lighthouse, through the signal station,

that a boat close under the cliffs was in need of help. A N.E. wind was blowing and the sea was choppy. The motor life-boat *Annie Ronald and Isabella Forrest* put out and found the St. Abbs fishing boat *Victory*, with a crew of two on board, drifting rapidly towards the rocks east of St. Abbs Head. Her engine had failed and the crew were exhausted by their efforts to pull her home. The life-boat returned with the boat in tow at 10 P.M.—No rewards desired.

Gourdon, Kincardineshire.—At 4.20 A.M. on the 12th August, 1938, the coastguard reported that the steam trawler *Hood*, of Aberdeen, was ashore about half a mile east of Johnshaven. She had a crew of eleven on board and was bound for fishing after coaling at Methil. A light easterly wind was blowing and the sea was smooth, but there was a very thick fog. The motor life-boat *Margaret Dawson* was launched at 4.35 A.M. and stood by for a time, but her help was not needed and she returned to Gourdon at 6 A.M. She put out again to the *Hood* at 2.45 P.M., in case she should get off and be leaking, but the trawler remained fast and the life-boat came home again, arriving at 5 P.M.—Rewards, £15 11s.

Dover, Kent.—At 5.45 P.M. on the 16th August, 1938, a resident of East Cliff reported a yacht to be in difficulties and drifting to leeward with all her sails blown away. The sea was rough, with a moderate S.W. gale blowing. Slipping her moorings at 6 P.M., the motor life-boat *Sir William Hillary* reached the yacht about half an hour later, one and a half miles east of Kingsdown. She found her to be the auxiliary barge yacht *Ivernia*, of London, with four people on board, bound from Southampton to London. The owner asked for a tow to Dover. Three attempts were made to tow, but each time the rope had to be let go, as the yacht was short-handed and could not be steered. Eventually she drove into smoother water and the life-boat was again able to take her in tow. Later, a Deal motor boat came out and two men from her went on board the yacht to help in securing a second line, stowing sails and clearing wreckage.

The *Ivernia* was then towed into Dover Harbour at 1.30 next morning.—Property Salvage Case.

St. Ives, Cornwall.—On the 16th August, 1938, the motor life-boat *John and Sarah Eliza Stych* was on passage from St. Ives to Falmouth for overhaul. A strong W.N.W. breeze was blowing, with a choppy sea. As the life-boat entered Falmouth Roads at about 3.45 P.M. she was signalled by a man who was alone in the rowing boat *Boy Sam*, of Falmouth. He could not row against wind and tide and was in danger of being blown out to sea. The life-boat took him on board and towed his boat to a point near the Old Harbour from which he could easily reach the pier. The life-boat then went to her moorings.—No rewards; crew paid for taking life-boat to Falmouth.

Galway Bay, Co. Galway.—On the night of the 16–17th August, sixteen men belonging to the trawlers *Hatano* and *Nogi* were rescued.—Rewards, Bronze medals, vellums and monetary awards amounting to £40 15s. (For a full account of this service see the last issue of *The Life-boat*.)

Fraserburgh, Aberdeenshire.—At 12.15 P.M. on the 17th August, 1938, the coastguard reported that a fishing boat was flying a signal about one and a half miles N.W. from Kinnaird Head. A strong north-westerly breeze was blowing, with a heavy sea. The motor life-boat *John and Charles Kennedy* was launched at 12.22 P.M., and found the motor fishing vessel *Valkyrie II*, of Fraserburgh, carrying a crew of eight, homeward bound from the fishing grounds. She was then about 500 yards from the inner end of the breakwater at Kinnaird Head. She had lost her rudder and was drifting fast towards the shore. A rope was got aboard her and the life-boat towed her into harbour, arriving at 1.10 P.M.—Property Salvage Case.

Sunderland, Co. Durham.—At 3.30 P.M. on the 17th August, 1938, the deputy dockmaster telephoned to the life-boat coxswain that a small boat was in distress. A N.W. gale was blowing, with a choppy sea. The motor life-boat *Edward and Isabella Irwin* was launched at 3.40 P.M. She sighted the boat two

and a half miles to the S.E. of the port, and found her to be the rowing boat *Annie*, of Sunderland. On board were two brothers, a young man and a boy. They had gone out fishing, but had found the conditions too much for them. They were taken on board the life-boat, which returned at 5 P.M. with the *Annie* in tow.—Rewards, £5 2s. 6d.

Aldeburgh, Suffolk.—At 12.45 P.M. on the 19th August, 1938, the coastguard telephoned to the life-boat station that a sailing yacht was anchored three miles south of the look-out in a dangerous position. A strong and increasing S.S.W. wind was blowing, with a very rough sea. The motor life-boat *Abdy Beauclerk* was launched at 1.7 P.M. and found the sailing yacht *Sunshine*, of Boston, bound for Harwich, with a crew of four on board, making very heavy weather. The life-boat took her in tow and brought her into Southwold Harbour. She got back to her station at 6.45 P.M. The skipper was very grateful for her help and the owner made a donation to the Institution.—Rewards, £15 8s.

Torbay, Devon.—Shortly after noon on the 19th August, 1938, the Churston police reported, through the coastguard, that a boy on a bathing float was being carried out to sea off Broadsands. A moderate W.S.W. breeze was blowing, with a slight sea. The motor life-boat *George Shee* was launched at 12.15 P.M., rescued the boy, and returned to her station at 12.45 P.M.—Rewards, £5 9s.

Southwold, Suffolk.—At 12.32 P.M. on the 19th August, 1938, the coastguard reported that a small motor and sailing yacht, to the southward of Southwold, was making very heavy weather. A strong S.W. breeze was blowing, and the sea was rough. The motor life-boat *Mary Scott* was launched at 1.5 P.M., and found the yacht *Vera*, of Burnham-on-Crouch. She had a crew of two and was making for Harwich and Pin Mill, but had found the wind and sea too strong to make headway. Her crew were very exhausted. The life-boat took them on board, put a crew aboard the *Vera* and towed her into Southwold Harbour, arriving at 1.35 P.M.—Rewards, £8 8s.

Cullercoats, Northumberland.—Shortly before 6 A.M. on the 23rd August, 1938, the Seaton Sluice coastguard reported a trawler ashore just south of St. Mary's Island. A gentle southerly breeze was blowing, with a slight sea. The weather was foggy. The motor life-boat *Richard Silver Oliver* was launched at 6.20 A.M., and found the steam trawler *Polar Prince*, of North Shields, lying broadside on to the sea. She laid out the trawler's kedg anchor for her, and this enabled her to haul her bows round to the sea and to ride comparatively safely. The life-boat then stood by until, at about 11.30 A.M., the *Polar Prince* was refloated with the aid of a tug. The tug towed her into North Shields, and the life-boat returned to her station at noon.—Property Salvage Case.

Yarmouth, Isle of Wight.—At 2.55 A.M. on the 25th August, 1938, the harbour-master reported rockets near Black Rock Buoy in the Solent. The night was fine and the sea smooth. The motor life-boat *S.G.E.* put out at 3.17 A.M., and found the yacht *Bryony*, of Southampton, with two persons on board, dragging her anchor seawards. She towed her into harbour and returned to her station at 4.15 A.M.—Rewards, £7 16s.

Aberdeen.—During the morning of the 25th August, 1938, the Gregness coastguard reported that distress signals had been heard off Girdleness. Wind and sea were slight, but there was a dense fog. The No. 1 motor life-boat *Emma Constance* put out at 7.50 A.M., and found the steam drifter *Carry On*, of Lowestoft, aground on Girdlestone Rock. She stood by for some time, and then at the request of the master tried to tow the drifter clear. She succeeded, and the *Carry On* then made for Aberdeen, escorted by the life-boat, which returned to her station at 9.15 A.M.—Property Salvage Case.

Ferryside, Carmarthenshire.—During the morning of the 28th August, 1938, a vessel under sail was seen beating up towards Cefn Sidan. A moderate N. gale was blowing, with a moderate sea. The vessel was seen to anchor in a bad position, for if the wind should change

to the west, she would be in great danger. She showed no distress signals, but the pulling and sailing life-boat *Richard Ashley* was launched at 11.8 A.M., with the honorary secretary, Mr. G. E. Tregoning, on board. She found the vessel to be the auxiliary schooner *James Postlethwaite*, of Dublin, bound light from Youghal for Burry Port. The schooner was in very shallow water, the tide was ebbing, and the coxswain and honorary secretary boarded her and warned the master to get into deeper water. In trying to do so she grounded, and the master asked the life-boat to get a pilot and then to stand by him until he refloated. The life-boat landed the honorary secretary with the message, and returned to the schooner. At about 5.30 P.M. the schooner refloated, the life-boat coxswain advised her about her course, and she went on her way. The life-boat made for her station, but when about a mile off shore a message was signalled to her that the schooner appeared to be heading into danger again. She put about, but found that the schooner was heading safely for Burry Bar. It was about 10.45 P.M. when the life-boat approached her station again, and her tired crew could not get in against the strong ebb tide. She anchored and a motor yacht put out and towed her back to her station, where she arrived at 1.30 A.M. She had then been out for over fourteen hours.—An increase in the usual money award on the standard scale was granted to each member of the crew. Standard rewards to crew, £28 2s. 6d.; additional rewards to crew, £7 10s. Total rewards, £46 3s.

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

St. Helier, Jersey, and St. Peter Port, Guernsey.—12th July, 1938. Anxiety was felt for the French yacht *Le Fleme*, which had been missing since leaving Cherbourg five days earlier, but no trace could be found of her.—Rewards: St. Helier, £9 14s.; St. Peter Port, £3 2s. 6d.

Ramsgate, Kent.—13th July, 1938. An open boat had been reported drifting

by the North Goodwin Light-vessel, but it was found to be a large packing-case.—Rewards, £5 8s.

St. Helier, Jersey.—14th July, 1938. A steamer had reported an overturned boat dangerous to navigation, but a long search, in which the honorary secretary, Lieut.-Commander. T. le B. Pirouet, took part, proved fruitless.—Rewards, £19 18s.

Great Yarmouth and Gorleston, Norfolk.—17th July, 1938. A trawler had gone aground south of Lowestoft Inner Shoal Buoy, but refloated without help.—Rewards, £19 6s.

Torbay, Devon.—19th July, 1938. An outboard motor boat was missing, but made Babbacombe while a search was being made for her.—Rewards, £9 7s.

Moelfre, Anglesey.—19th July, 1938. An American steamer, the *West Cohas*, collided with an Irish motor vessel off Skerries, Holyhead, but they were both able to make for the Mersey without help.—Rewards, £10 4s.

North Sunderland, Northumberland.—25th July, 1938. A yacht had been reported overdue and a long search was made, without result. Later a fishing boat picked up the yacht and brought her in.—Rewards, £19 11s.

Moelfre, Anglesey.—27th July, 1938. People had been reported to be cut off by the tide, but they got back without help.—Rewards, £15 8s. 6d.

Weston-super-Mare, Somerset.—27th July, 1938. A fishing party in a sailing boat had been caught in a storm, but they were taken in tow by a motor boat.—Rewards, £8 4s.

Sheringham, Norfolk.—28th July, 1938. Flashes of light from a vessel had been reported, but no vessel in need of help was found.—Rewards, £30 13s. 6d.

Lynmouth, Devon.—28th July, 1938. A tug, with a barge in tow, was swamped in Porlock Bay, but the crew of seven swam ashore. Spectators made a collection of £10 for the Institution.—Rewards, £23 2s. 6d.

Bridlington, Yorkshire.—28th July, 1938. A rowing boat had been reported missing, but after a search she was found at anchor close to the shore.—Rewards, £13 5s.

Donaghadee, Co. Down.—29th July, 1938. A yacht had been reported overdue, but was later found on the Antrim coast and the life-boat was recalled. The owner made a donation to the Institution of the amount of the rewards granted.—Rewards, £10 3s. 6d.

Wells, Norfolk.—30th July, 1938. A boy was adrift in a small rubber boat, but he was picked up by a fishing boat.—Rewards, £11 10s. 10d.

Weymouth, Dorset.—31st July, 1938. A fishing boat had been reported overdue, but she was waiting at the Shambles Light-vessel until a thick fog cleared.—Rewards, £3 15s.

Torbay, Devon.—1st August, 1938. Lights had been seen at sea, but a search revealed nothing.—Rewards, £9 13s.

Cromer, Norfolk.—2nd August, 1938. A bather had got into difficulties at Walcot Gap, and two men who had put out in a canoe were lost and the bather had been saved before the life-boat could reach them.—Rewards, £9 1s. 6d.

Clacton-on-Sea, Essex.—2nd August, 1938. Two men who had gone fishing did not return when expected. A search was made, but in the meantime they came ashore.—Rewards, £14 14s.

Great Yarmouth and Gorleston, Norfolk.—3rd August, 1938. A boat from H.M.S. *Boreas*, acting as escort to the Royal Yacht which had their Majesties the King and Queen on board, had been reported adrift, but it was learned later that she was safe.—Rewards, £13 1s.

Dun Laoghaire, Co. Dublin.—3rd August, 1938. After lights had been seen and calls for help heard from a yacht a search was made, but nothing was found, and it is assumed that the yacht had got away on the rising tide.—Rewards, £4 8s.

Swanage, Dorset.—4th August, 1938. A small sailing boat had capsized, but was helped at once by a motor boat.—Rewards, £4 19s. 6d.

Margate, Kent.—4th August, 1938. The Tongue Light-vessel had reported that a vessel was sending out signals for help, but no vessel could be found.—Rewards, £13 8s.

Fraserburgh, Aberdeenshire.—5th August, 1938. A fishing boat was overdue, but while out searching, the life-boat learned by wireless that the boat had been seen returning.—Rewards, £7 6s. 6d.

St. Abbs, Berwickshire.—5th August, 1938. A ship had run ashore in foggy weather, but got clear without help.—Rewards, £5 14s. 6d.

Salcombe, Devon.—6th August, 1938. A motor boat had been reported missing, but while a search was being made to the westward, the boat returned from the eastward.—Rewards, £9 1s.

Hastings, Sussex.—7th August, 1938. Flares had been reported, but a search over a wide area proved fruitless.—Rewards, £36 14s. 9d.

Campbeltown, Argyllshire.—7th August, 1938. A yacht had been reported capsized near Pladda, Arran, but nothing could be found. It was believed that basking sharks splashing about had been mistaken for the capsized yacht.—Rewards, £8 2s.

Tenby, Pembrokeshire.—7th August, 1938. A small sailing boat had been reported missing, but she returned while a search for her was being made. A letter of thanks to the life-boat was received, and a donation.—Rewards, £11 10s.

Scarborough, Yorkshire.—8th August, 1938. Rockets had been reported, but no vessel in distress could be found. Owing to the eagerness of the launchers the life-boat carriage damaged the iron railing on the foreshore and a refreshment stall.—Rewards, £27 11s.

Sunderland, Co. Durham, and Tyne-mouth, Northumberland.—11th August,

1938. Signals east of the Tyne had been taken as meaning that there had been a collision, but nothing could be found.—Rewards: Sunderland, £12 18s.; Tyne-mouth, £12 9s.

Torbay, Devon.—11th August, 1938. A flare and fog-horn signals had been reported, but nothing could be found.—Rewards, £9 13s.

Clovelly, Devon.—12th August, 1938. A small boat had been reported capsized four miles north of Bude, but nothing could be found.—Rewards, £18 4s.

Barry Dock, Glamorganshire.—12th August, 1938. A steamer had been reported in need of help off Flatholm, but when the life-boat, with the honorary secretary, Mr. A. C. Jones, in command, arrived at Flatholm, she found that her services were not needed.—Rewards, £6 8s.

Port Askaig, Argyllshire.—17th August, 1938. Rockets had been reported to the northward of Islay Sound, but nothing could be found.—Rewards, £11 6s.

Selsey, Sussex.—18th August, 1938. At about 4 P.M. the coastguard informed the honorary secretary of the life-boat station that two women bathers were in difficulties off the West Beach, Selsey. A moderate W. breeze was blowing, with surf breaking for about a quarter of a mile off shore. The motor life-boat *The Brothers*, on temporary duty at the station, was launched at 4.8 P.M. and reached the spot a few minutes later. In the meantime two men, who had heard the cries of the bathers, had put off in a 14-foot rowing boat, and at some risk of capsizing their boat in the breaking sea, they got one woman on board. The other could not be seen. The life-boat cruised round for some time, but could not find her. She returned at 5.15 P.M.—Rewards: Life-boat, £5 17s. 6d.; shoreboat, £1, in addition to a local gift of £1.

Ramsgate, Kent.—18th August, 1938. A motor cruiser had broken down, but was helped by a motor boat.—Rewards, £5 8s.

St. Helier, Jersey.—28th August, 1938. A small motor boat had been reported missing. The life-boat, with the honorary secretary, Lieut.-Commander T. le B. Pirouet, on board, searched all night, and then put into Gorey, where she learned that the missing people were safe. One of them made a donation to the funds of the Institution.—Rewards, £16 11s.

Hastings, Sussex.—2nd September, 1938. A sea-plane had come down, but she took off again shortly afterwards without help.—Rewards, £14 18s. 6d.

October Meeting.

Humber, Yorkshire.—At about 2.30 A.M. on the 29th August, 1938, a message was received from the Donna Nook coastguard that a vessel five miles S.S.E. was firing rockets. A fresh northerly breeze was blowing, with a rough sea, and the weather was thick, with rain. The relief motor life-boat *J. W. Archer* was launched at 2.50 A.M. and found the s.s. *Salerno*, of Hull, bound laden from Oslo for Hull, ashore at Saltfleet. She was lying broadside on to the sea, which was breaking into her, but the life-boat managed to get under her lee. At the master's request, two life-boatmen boarded the *Salerno*, and the life-boat ran out an anchor from her. With the help of this anchor the *Salerno* was refloated on the flood tide. She went on her way, and the life-boat returned to her station at 9.15 A.M.—Property Salvage Case.

Baltimore, Co. Cork.—During the afternoon of the 7th September, 1938, a man put out in the small sailing boat *Zephyr*. He did not return when expected. The weather had become bad, and anxiety was felt for his safety. At 10.15 P.M. the motor life-boat *Shamrock* put out to search for him. A strong, squally, N.E. breeze was blowing, with a rough sea and showers of rain. At 12.45 A.M. she found the *Zephyr* sheltering in a creek in Cape Clear Island. The life-boat took the man on board and towed the *Zephyr* back to Baltimore. She returned to her station at 2.30 A.M.—Rewards, £11 4s.

Selsey, Sussex.—At about 2.35 P.M. on the 8th September, 1938, the coast-guard reported that a small boat with two men on board had been blown to sea from Bracklesham Bay. A moderate N.E. breeze was blowing, with a moderate sea. The new motor life-boat *Canadian Pacific* was launched at 2.45 P.M., and found the small boat about five miles W. by S. of Selsey Bill. She towed her back to Selsey, and returned to her station at 5.30 P.M.—Rewards, £5 17s. 6d.

Shoreham Harbour, Sussex.—During the afternoon of the 9th September, 1938, a small boat carrying two men and a seven-year-old girl capsized about three-quarters of a mile off Shoreham beach. A moderate northerly breeze was blowing, with a moderate sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 3.24 P.M. Meanwhile, John Bumstead, a sixteen-year-old boy, showing great courage and presence of mind, put off in a canoe, jumped into the sea, and tried to get the girl into the canoe. It upset, but righted again, and he got the girl on board. He then helped the two men to keep afloat until another man came out in a small dinghy and took them on board. He was still in the water when the life-boat arrived, rescued him, and took the two men from the dinghy and the girl from the canoe. On her way back, she picked up another small boat with one man on board. He too, was in difficulties, following the loss of an oar. The life-boat returned to her station at 4.25 P.M.—Rewards: Life-boat, £5 2s. 6d.; shoreboat, inscribed wrist-watch to John Bumstead, and the sum of 5s. to the man in the dinghy.

Ramsgate, Kent.—At 10.13 P.M. on the 13th September, 1938, the coast-guard reported having received a message from the Brake Light-vessel that a motor vessel was aground half a mile east of North Goodwin Buoy. A gentle breeze was blowing and the sea was smooth. The reserve motor life-boat *The Brothers*, doing relief duty at Ramsgate, was launched at 10.18 P.M., and found the motor vessel to be the *Tempo*, of Groningen, bound for Ipswich. She stood by, and the *Tempo* refloated,

unaided, shortly after midnight. The life-boat returned to her station at 12.44 A.M.—Rewards, £10 11s.

Lowestoft, Suffolk.—At 4.10 A.M. on the 15th September, 1938, the coastguard reported a vessel aground on Newcome Sands. The motor life-boat *Agnes Cross* was launched at 4.40 A.M. A strong N.E. breeze was blowing, and the sea was heavy on the sands. The life-boat found the trawler *Excellent*, of Boulogne, aground on the west ridge of the sands, rolling heavily and bumping. She anchored and veered down, but the master said that he did not want to leave his ship and would wait until daylight. The life-boat stood by, and at 8.30 A.M. a tug arrived and made fast to the trawler. She towed her off at 10 A.M. The life-boat remained with the vessels until they were clear of the sands, and returned to her station at 10.45 A.M.—Rewards, £19 19s. 6d.

Lowestoft, and Kessingland, Suffolk.—On the afternoon of 16th September, 1938, the coastguard reported that he had seen the sailing boat *Sea-gull*, of Lowestoft, capsized about three miles south of the harbour entrance. A fresh south breeze was blowing, with a rough sea. The Lowestoft motor life-boat *Agnes Cross* was launched at 3.7 P.M. Meanwhile five Kessingland men, all members of the late life-boat crew, had also launched, with great difficulty owing to the swell, a small motor fishing boat. They arrived first and found one man clinging to the boat's mast, and another about one hundred yards away. They rescued them and made for Lowestoft. The Lowestoft life-boat towed in the capsized boat.—Rewards: Lowestoft life-boat, £16 7s. 6d.; Kessingland shoreboat, £3 2s. 6d. and 15s. for fuel used, broken mast and fares.

Ramsgate, Kent.—At 6.27 A.M. on the 16th September, 1938, the coastguard telephoned that the Brake Light-vessel had reported that the barge *Oceanic*, which was near her, had a man on board dangerously ill, and that the skipper wanted to get him ashore as soon as possible. There was no wind, and the sea was smooth. The temporary motor life-boat *The Brothers* was

launched at 6.41 A.M., and found that the man had met with an accident and that his left thumb had been torn off. She landed him at the harbour, where an ambulance was waiting, and returned to her station at 7.15 A.M.—Rewards, £5 8s.

St. Mary's, Isles of Scilly.—At about midnight on the 16th September, 1938, it was learned that a man—a member of the local committee—was very ill with appendicitis, and that it was important that he be taken to hospital at Penzance immediately. The steamer which serves the islands was at Penzance, and as there was no other suitable boat available, it was decided to use the motor life-boat *Cunard*. She was launched at 12.16 A.M. on the 17th. A strong S.W. wind was blowing, with a rough sea and rain showers. The life-boat reached Penzance at 5 A.M. and landed the patient. She left for home again at 7.30 A.M. and got back to her station at 12.45 P.M.—Expenses met by the local medical emergency fund.

Rosslare Harbour, Co. Wexford.—During the afternoon of the 19th September, 1938, the local motor fishing boat *Patriot* went to the Black-water Light-vessel to fetch a man ashore. As, when she was due to return, a strong southerly breeze was blowing, with a rough sea and squalls of rain, the reserve motor life-boat *J. B. Proudfoot*, on temporary duty at Rosslare, put out at 5 P.M. She met the *Patriot* about three miles S.W. of the light-vessel, making very heavy weather and shipping a lot of water. She escorted her into harbour, and returned to her station at 9.25 P.M.—Permanent paid crew: Rewards, £1 19s.

Whitby, Yorkshire.—During the morning of the 19th September, 1938, anxiety was felt for the safety of two local fishing cobs—the *Comrade* and the *Royal Empire*—which were at sea. A dense fog had settled and there was a heavy swell. The No. 1 motor life-boat *Mary Ann Hepworth* put out at 10 A.M., and found the *Comrade* about two and a half miles south. She escorted her back to harbour and then put off again. She met the *Royal Empire*

about three-quarters of a mile off shore, escorted her in, and returned to her station at 11.30 A.M.—Rewards, £5 9s.

Great Yarmouth and Gorleston, Norfolk.

—In the afternoon of the 23rd September, 1938, the coastguard reported that the St. Nicholas Light-vessel was firing and flying signals calling for the life-boat's help. A light S.S.E. breeze was blowing, with a heavy swell on the sands, and the weather was hazy. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 3.40 P.M., and went to the light-vessel. There she learned that the signals were for a small vessel which appeared to be ashore in broken water, away to the eastward. The life-boat found her to be the yacht *Veryan*, bound, with a crew of three, from Holland to Harwich. She was not actually aground, but was in a dangerous position. The coxswain advised the master to put about, and the life-boat escorted her into a safe position. The life-boat returned to her station at 6.10 P.M.—Rewards, £9 13s.

Longhope, Orkney.—Early on the morning of the 29th September, 1938, a wireless message was picked up by a coast watcher stating that a vessel was ashore at Brims Ness, Hoy. No signals of distress could be heard nor could any vessel be seen ashore. The information was confirmed and the motor life-boat *Thomas McCunn* was launched at 4.45 A.M. The weather was foggy, with a moderate S.S.E. wind and moderate sea. Under Berry Head to the west of Torness the life-boat found the Grimsby steam trawler *Worsley* ashore, but in no immediate danger. With the flood tide, however, came a heavy swell, and the trawler's crew, nine in number, were rescued by the life-boat, which returned to her station at 1 P.M. The *Worsley* became a total wreck.—Rewards, £7 11s.

Wick, Caithness-shire.—At 6.42 P.M. on the 29th September, 1938, the coastguard reported that an aircraft had come down in the sea and was firing rockets for help. After calling out the life-boat, the coastguard, in view of the urgency of the case, asked the Danish motor fishing boat *Max Georg* also to go to the rescue. A

fresh S.S.E. breeze was blowing, with a choppy sea, and the weather was foggy. The motor life-boat *Frederick and Emma* was launched at 6.52 P.M., and found the R.A.F. flying-boat *Walrus L.2237* about twenty yards off Helman Head. She carried a crew of four and had been bound from Gosport to Scapa Flow. The *Max Georg* had arrived just before her, and had lowered, and was preparing to man, a small boat. The life-boat rescued one man by means of her breeches-buoy and then went alongside the sea-plane and took off the other three. She got the sea-plane in tow, but after about half an hour the line parted and the sea-plane capsized and sank. The life-boat returned with the rescued men at 8.30 P.M.—Rewards: Life-boat, £8 1s.; shoreboat, £5, and 12s. 6d. for fuel used.

Aldeburgh, Suffolk.—At about 11 A.M. on the 30th September, 1938, the coastguard reported a motor launch broken down two and a half miles E.N.E. of Sizewell. About half an hour later she hoisted a signal of distress, and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 11.40 A.M. A moderate south-easterly breeze was blowing, with a moderate sea. The life-boat found the motor cruiser *Black Bess*, of Oulton Broad, with one man on board, at anchor. Her engines had broken down and the man asked for help. Two life-boatmen were put on board and the life-boat towed the *Black Bess* to Harwich. She returned to her station at 8.20 P.M.—Property Salvage Case.

New Brighton, Cheshire.—At 1.30 P.M. on the 2nd October, 1938, a small boat near the edge of the Burbo Bank in the Rock Channel was seen to be flying a distress signal. A fresh, squally west breeze was blowing, with a moderate and rising sea. The No. 1 motor life-boat *William and Kate Johnston* put out at 1.42 P.M., and found the converted ship's boat *Kestrel*, of Liverpool, adrift in the channel. Two men were on board. The life-boat towed her into New Brighton, and returned to her station at 2.15 P.M.—Rewards, £6 18s.

Southend-on-Sea, Essex.—At 10.15 A.M. on the 2nd October, 1938, the coxswain saw from the boat-house that

several fishing boats were in trouble between Southend Pier and the Mid Shoebury Buoy. Some of them ran for shelter. The sea was very rough, with nearly a gale blowing from the south and heavy rain squalls. At 10.30 A.M. the motor life-boat *Greater London* (Civil Service No. 3) was launched. She found a large motor fishing boat near Mid Shoebury Buoy, with her rudder carried away and her engine broken down. A large open boat was astern, and its crew had gone on board the motor boat. The life-boat anchored in a heavy broken sea and took on board the crews of both boats, seventeen in number, and took the two boats in tow. She brought them in and returned to her station at 1 P.M. One of the life-boatmen was injured when the anchor fell and struck his foot.—Rewards, £7 14s. 6d.

Margate, Kent.—On the morning of the 2nd October, 1938, a rowing boat belonging to Westgate, with two men on board, was seen to be in difficulties about half a mile N. of the S.E. Margate Buoy. She was being blown out to sea by a southerly gale, with a choppy sea and heavy rain squalls, and was in danger of foundering. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 11.15 A.M. She took the men into the life-boat and towed their boat to the shore at Westgate. When she returned to her station the coxswain was told that a yacht was being blown out to sea off the Walpole Rocks and the life-boat went off again at 12.15 P.M. She found the yacht *Engadine*, of Margate, with four people on board. The life-boat took them off, took the yacht in tow, and returned to Margate Harbour at 1.20 P.M.—Rewards, £9 8s.

Ramsgate, Kent.—Four small fishing boats manned by fifteen men left harbour at 7 A.M. on the 2nd October, 1938. By ten o'clock a whole S.W. gale was blowing, with a very rough sea. The boats were unable to make harbour, and were in danger of foundering. The motor life-boat *The Brothers* was launched at 10.5 A.M., picked up the boats and towed them safely back to harbour. But for her help it is probable that they and their crews would have been lost. The life-boat

returned to her station at 10.45 A.M., just as the coastguard reported that a boat, with five boys on board, was drifting towards Ramsgate from Deal. She put out again, but found that the boat had been taken in tow by a Deal motor boat. She finally got back to her station at 11.45 A.M.—Rewards, £8 1s. 6d.

Fleetwood, Lancashire.—At 5.30 P.M. on the 2nd October the police reported that flares had been shown by a motor boat. A strong S.W. gale was blowing, the sea was rough, and there was a terrific rain storm. The motor life-boat *Frederick H. Pilley* was launched at 5.45 P.M. The engine was in charge of the assistant mechanic, as the mechanic had been called up for naval service. She found a motor boat ashore on the stonewall of the east bank of the River Wyre, but her help was not needed, as the people on board could wade ashore. As she was returning, she was signalled by the auxiliary yacht *Manx Girl*, of Ramsey, which was in distress in the river. The five people on board were taken off by the life-boat and landed in the harbour. Owing to the bad weather, the life-boat could not be rehoused until the following morning.—Rewards, £15 14s. 6d.

Yarmouth, Isle of Wight.—At 5.5 P.M. on the 3rd October, 1938, information was received at the life-boat station, through the police, that *Topmast No. 3*, a pontoon pile driver of Southampton, which was at work in connexion with a sewer to the west of Lymington Pier, had broken adrift and was burning flares for help. A strong squally W.S.W. gale was blowing, with very rough seas and rain. The motor life-boat *S.G.E.* was launched at 5.20 P.M. She found the pontoon partly submerged by the heavy seas breaking on board. Anchor was dropped to windward and the life-boat veered down. She rescued the seven men on board, landed them at Lymington, and returned to her station at 8.5 P.M. This was a very good service and a letter of thanks was sent to the coxswain and crew. A subscriber to the Institution made it a special donation in recognition of this service.—Rewards, £11 14s.

Margate, Kent.—On the night of the 3rd October the coastguard telephoned to the life-boat station that information had been received from the Tongue Light-vessel that a vessel was dragging her anchor and making signals of distress. A south-westerly gale was blowing, with a very rough sea and heavy rain squalls. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 9.15 P.M., and at about 10.30 P.M. came up with the 2,000-ton auxiliary yacht *Westward*, of London, with twenty people on board. She was near the Shingles Patch Sand. At the request of the captain the life-boat went to the Tongue Light-vessel and sent a message for a tug, and then returned to stand by the *Westward*. At 5.30 A.M. the tug arrived, and the life-boat returned to her station, arriving at 7 A.M. The owner of the yacht paid a tribute to the "wonderful seamanship" of the life-boat's crew, but said that her help had not been needed. For this long and arduous service an increase in the usual money award on the standard scale was granted to each member of the crew. Standard rewards to crew, £15; additional rewards to crew, £4 10s. Total rewards, £23 5s. 6d.

Ramsgate, Kent.—At about 5.35 P.M. on the 3rd October, 1938, a message was received from the East Pier that two picket boats from H.M.S. *Franklin*, which was lying in Margate Roads, had left harbour to return to her, but had got into difficulties and were signalling for help. A heavy S.S.W. gale was blowing, with a very heavy sea and rain. The motor life-boat *The Brothers* on temporary duty at the station was launched at 5.53 P.M. and escorted the boats to the *Franklin*. She returned to her station at 7.56 P.M.—Rewards, £16 14s.

Arbroath, Angus.—At about 5.20 P.M. on the 3rd October, 1938, it was noticed that the S.S. *Florence*, of Liverpool, which had anchored earlier in the afternoon off the harbour entrance, was in difficulties. She was a vessel of 120 tons, carrying a crew of seven, and bound laden with coal from Bo'ness to Arbroath. The weather had suddenly got worse, and a southerly

gale carried the *Florence* on to the rocks. The motor life-boat *John and William Mudie* was launched at 5.25 P.M. and the fishing boats *Floreat II* and *Helen Cargill* also put out. Efforts to tow the steamer off the rocks were unavailing and the fishing boats put back to harbour. The *Florence* was hard on the rocks, and her crew, seven in number, were rescued by the life-boat, which also took off their belongings. They were landed and handed over to the care of the Shipwrecked Mariners' Society. The life-boat was rehoused at 6.30 P.M.—Rewards, £15 11s. 6d.

Stornoway, Isle of Lewis.—At about 10.15 P.M. on the 4th October, 1938, a message was received from Bayble Island that a small rowing boat, with five young men on board, had put off to some trawlers which were anchored close inshore, and had not returned when expected. A moderate westerly gale was blowing, with a moderate sea and squalls of rain. It was decided to send out the motor life-boat *William and Harriot* to make a search, but before she set off the Fishery Cruiser *Vigilant*, which was moored at the quay, intercepted a wireless message from the trawler *Carisbrooke*, of Grimsby, that a small boat had capsized near her early in the evening, and that only one of the occupants had been rescued. It was thought that this man might need medical help, and the life-boat put out at 11 P.M. She landed him, and returned to her station at 1.25 A.M.—Rewards, £11 14s.

The Mumbles, Glamorganshire.—Shortly after 8 A.M. on the 4th October, 1938, the coastguard reported a vessel ashore at Kenfig Sands. She was the M.V. *Regina*, of Rotterdam. A strong W. gale was blowing, with squalls and a very heavy ground swell. At 8.30 A.M. the motor life-boat *Edward, Prince of Wales*, was launched. Owing to the heavy seas and the shallow water she was unable to take off the *Regina's* crew, and returned to her station at 9.40 A.M., but could not be rehoused. The *Regina's* crew remained on board until the weather moderated, and later unsuccessful attempts were made to refloat her.

At 12.45 P.M., in response to another call, the life-boat put out again, with a small boat in tow and packages of food aboard for about forty Royal Engineers of the Territorial Army, who were at the Mumbles Fort, but unable to get ashore owing to the bad weather. The food was landed by the small boat on the lee of the island, and the life-boat finally returned at 3.15 P.M. The military authorities expressed their appreciation of the help given by the life-boat, and sent a donation to the Institution and a gift to the crew.—Rewards, £15 9s.

Scarborough, Yorkshire.—In the evening of 8th October, 1938, information was received from the coastguard that a vessel was ashore to the north of Scalby Ness. The motor life-boat *Herbert Joy II* was launched at 7.45 P.M. A strong southerly wind was blowing, with a moderate sea and heavy rain squalls. The life-boat found the drifter *Rambler Rose*, of Banff. She carried a crew of ten and was bound for Yarmouth for the herring fishing. As the master did not want help, the life-boat returned ashore, arriving at 9 P.M. Later the wind increased and veered to the S.W. The life-boat put out again at midnight and went back to the *Rambler Rose*, which was pounding slightly. She stood by until the drifter refloated on the rising tide and then escorted her to Scarborough, arriving at 3 A.M.—Rewards, £40 0s. 6d.

Pwllheli, Caernarvonshire, and Barmouth, Merionethshire.—The Abersoch coastguards reported to the Pwllheli life-boat station at 12.10 in the morning of the 4th October, 1938, that a vessel was dragging her anchors in St. Tudwalls Roads. A westerly gale was blowing, with a very rough sea and showers of rain and hail. The coxswain was warned, and the honorary secretary went to the beach to keep watch, as the land obscured the vessel from the look-out, but he was forced to go back by the driving sand. Watch was then kept from the boat-house, and at 1.45 A.M. flares were seen. The motor life-boat *William MacPherson* was launched at 2.15 A.M. and searched along the supposed track of the vessel, but she could not find her, and returned to

harbour at 7.45 A.M. At 8.45 A.M. news from Criccieth reported the vessel—she was the s.s. *River Humber*, of Bristol—to be off Mochras Point. Putting out again at 9.30 A.M., the life-boat found the vessel steaming backwards and forwards, trailing her anchor and cable, which she could not heave in, as her windlass was out of order. Escorted by the life-boat, the *River Humber* reached St. Tudwalls Roads at 1.40 P.M. and the life-boat returned to harbour at 2.30 P.M.

At Barmouth information about the *River Humber* was received at about eight in the morning, when the coastguard look-out reported that a small steamer was ashore in Mochras Bay. The gale had brought down the telephone lines, and it was impossible to get news from Pwllheli. The pulling and sailing life-boat *Jones-Gibb* put out at 8.40 A.M. and reached Mochras Bay at noon. She could find no trace of the steamer, and returned to her station at 3 P.M.

A letter of thanks was sent to the honorary secretary at Pwllheli, Mr. B. V. Howell, and to the Pwllheli coxswain and crew.—Rewards, £27 0s. 6d.

In view of the long and arduous search made by the Barmouth pulling and sailing life-boat, in a gale reported to be one of the most severe in living memory, a letter of thanks was sent to the coxswain and crew and an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to the crew, £14 5s.; additional rewards to the crew, £18 15s. Total rewards, £35 2s. 6d.

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

Torbay, Devon.—6th September, 1938. A search was made for a boy reported to be missing on a bathing float, but he had got ashore.—Rewards, £2 3s. 6d.

Cloughy, Co. Down.—7th September, 1938. Signals were seen flying from the South Rock Light-vessel, but they were found to be for a tender to bring a sick man ashore.—Rewards, £10 2s. 6d.

Bembridge, Isle of Wight.—12th September, 1938. A flying-boat from South Africa had come down on account of fog, but she did not need help.—Rewards, £5 9s.

Newhaven, Sussex.—13th September, 1938. A search was made for an overdue fishing boat, but she came in unaided.—Rewards £11 7s. 6d.

Dungeness, Kent, and Hastings, Sussex.—15th September, 1938. A steamer had reported that an aeroplane had come down in the sea, but nothing could be found.—Rewards: Dungeness, £11 3s. 6d.; Hastings, £17 10s. 6d..

Eyemouth, Berwickshire.—17th September, 1938. A motor vessel was flying a "not under control" signal, but she was taken in tow by a drifter. The branch president, Sir Christopher Furness, Bt., went out in the life-boat.—Rewards, £7 18s. 6d.

Ramsgate, Kent.—18th September, 1938. A trawler reported having seen a sailing yacht in difficulties, but nothing could be found.—Rewards, £13 4s. 6d.

Angle, Pembrokeshire.—20th September, 1938. A Royal Air Force flying-boat had crashed, and a search was made for two men who were missing from her, but without result.—Rewards, £15 8s. 6d.

Lowestoft, Suffolk.—22nd September, 1938. The police reported that an aircraft had come down in the sea. The life-boat found an oil patch and dragged with grappling irons for a sunken aeroplane, but could find nothing.—Rewards, £16 7s. 6d.

Arbroath, Angus.—22nd September, 1938. Red flares had been reported from the Bell Rock Lighthouse, but nothing could be found to account for them.—Rewards, £13 8s.

Ramsgate, Kent.—25th September, 1938. Two boys had been reported missing in a small boat, but they were found fishing from the pier.—Rewards, £15 14s.

Ramsgate, Kent.—26th September, 1938. A small boat had got into difficulties off the foreshore, but managed

to make a safe landing.—Rewards, £8 1s. 6d.

Lowestoft, Suffolk.—27th September, 1938. Large patches of smoke had been reported, but no vessel in need of help could be found.—Rewards, £15 2s. 6d.

St. Peter Port, Guernsey.—27th September, 1938. Very lights had been reported near the Hanois Lighthouse, but nothing could be found.—Rewards, £9 1s.

Berwick-on-Tweed, Northumberland.—30th September, 1938. An aeroplane had been reported down in the sea, but she had, in fact, only been flying low. Capt. D. H. Gibsons, D.S.O., R.I.N., honorary secretary of the branch, went out with the life-boat.—Rewards, £7 6s. 6d.

Southend-on-Sea, Essex.—30th September, 1938. A small boat had been reported missing, but the boat returned unaided.—Rewards, £20 18s. 6d.

Barrow, Lancashire.—2nd October, 1938. A boat was in difficulties, but she got to the shore before help could reach her.—Rewards, £17 2s. 6d.

Donaghadee, Co. Down.—2nd October, 1938. It had been reported that a disabled motor boat had been carried out to sea, but the boat got to Belfast unaided. Great help was given the life-boat by the military searchlights at Grey Point and Kilroot.—Rewards, £17 1s. 6d.

Aldeburgh, Suffolk.—2nd October, 1938. Rockets had been reported three miles away, but nothing could be found.—Rewards, £44 3s.

Poole and Bournemouth, Dorset.—3rd October, 1938. Signals had been made by a yacht, but it was found that she was only signalling to another yacht.—Rewards, £31 0s. 6d.

Southend-on-Sea, Essex.—3rd October, 1938. A small sailing boat had been reported in distress between Warden Point and the Nore, but nothing could be found.—Rewards, £9 17s.

Barry Dock, Glamorganshire.—4th October, 1938. A steamer had sent a wireless message for help, but when the life-boat, with Mr. A. C. Jones, the honorary secretary, in charge, arrived she found that help was not then needed.—Rewards, £11 5s. 3d.

Southend-on-Sea, Essex.—4th October, 1938. A barge had sunk at Hole Haven Point, but another vessel rescued the crew of two from the rigging.—Rewards, £15 15s. 6d.

Great Yarmouth and Gorleston, Norfolk.—7th October, 1938. A fishing smack had been reported as disabled, but she could not be found. She was eventually towed to safety by a trawler.—Rewards, £28 19s.

Dungeness, Kent.—7th October, 1938. The Belgian trawler *Renaissance* had been disabled by a wire which had fouled her propeller, but another trawler took her in tow.—Rewards, £16 13s.

Shoreboat Services.

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

September Meeting.

Clacton-on-Sea, Essex.—On the 15th May, 1938, an outboard motor boat capsized about two hundred yards off shore and four and a half miles west of Clacton. A slight S.S.E. breeze was blowing, with a choppy sea and a heavy lop on shore. The Clacton motor life-boat was called out, but meanwhile Mr. G. E. Lee, a chartered surveyor, put off single-handed in a 10-foot rowing boat. He found that four men were clinging to the upturned boat and that a fifth had managed to swim ashore. At considerable risk he got the four men aboard his boat and took them ashore.—Reward, A framed letter of thanks.

Limerick.—On the 14th June, 1938, a man took a number of children on the River Shannon in a motor boat. One of them, his son, aged 2½, fell into the water. The man dived in and brought him to the surface, but became exhausted and had to release him again. The child was drowned. Meanwhile the motor boat, with its engine stopped, had drifted away. Thomas Long, a boy of ten, one of the passengers in the boat, managed to start the engine, and took the boat back to the man in the water. He then threw out an oar. The man seized it, and with the help of Long, got back on board. He was very exhausted, immediately became unconscious, and did not regain consciousness until the next day.

Thomas Long showed courage and great presence of mind.—Rewards, An inscribed wrist-watch and the sum of £1.

Newhaven, Sussex.—At 11.45 A.M. on the 19th June, 1938, a message was received that the motor boat *Lady Clare*, of Seaford, was in distress off Seaford. A moderate breeze was blowing, with a slight sea. The life-boat coxswain and the motor mechanic put out in their trawler *Our Boys* with three other men. They found that the *Lady Clare's* engine had broken down, and that she was drifting ashore. They towed her into harbour.—Rewards, £1 17s. 6d., and £1 for use of boat and fuel.

Bridlington, Yorkshire.—At about 7 P.M. on the 25th June, 1938, it was reported that shouting had been heard at sea south of Bridlington. A west breeze was blowing, with a choppy sea. The life-boat coxswain and the assistant motor mechanic, who were securing their speed-boat in the harbour, immediately put out. Three miles south of Bridlington they found a swamped canoe and an unconscious man in the water, hanging on to a rope from the canoe. They rescued him, used artificial respiration on the way back, and landed him at the jetty, where an ambulance was waiting. He was taken to hospital and eventually revived.—Rewards, 15s., and 3s. for fuel used.

Porthcawl, Glamorganshire.—At about 4.30 P.M. on the 27th June, 1938, two men put off in a small rowing boat. They lost a rowlock and the boat became unmanageable. A moderate west gale was blowing, with a moderate sea. The boat was seen to be in danger by the coastguard watchman, who informed two boatmen. These men put off in a rowing boat. At great risk they got the boat in tow, towed her for three hundred yards, broadside on to the sea, until they reached the lee of the eastern wall, and there took the two men off, landing them at the Dock Basin.—Rewards, £2.

Lowestoft, Suffolk.—At 2 A.M. on the 30th June, 1938, while on duty at the Pilot Station, two men saw flares and heard shouts for help. The night was dark, with a very rough sea, ebbing tide, and a strong S.S.E. wind. They put out in the 25-foot pilot motor boat and found the motor fishing boat *Terry*, of Lowestoft, at anchor between two submerged groynes with her engine disabled. She had failed to make the harbour and was within fifty yards of broken sea-defence works and submerged rocks. At great risk the two men took her in tow and brought her into the inner harbour.—Rewards, £2, and 6s. for fuel used.

Abersoch, South Caernarvonshire.—A small sailing boat capsized at about 5 P.M. on the 8th July, 1938, near Sand Spit Buoy, and the three occupants, a man, his wife and their five-year-old son, were thrown into the water. Three boatmen, one of whom was second coxswain until the closing of the life-boat station, were out in an auxiliary cutter. They went at once to the rescue, and found the man and woman clinging to the upturned keel of their boat and supporting the boy. With some difficulty they got them into the cutter and took them ashore.—Rewards, £1 2s. 6d.

Lynmouth, Devon.—At about 4.30 P.M. on the 11th July, 1938, signals flashed with a mirror were seen coming from a small cove under Foreland Point, and through binoculars two people could be seen, completely cut off by the rising tide. As they could

not be reached from shore, the honorary secretary of the life-boat station sent off the coxswain and four other members of the life-boat crew in a motor boat, with a dinghy in tow. A strong W. breeze was blowing, with a heavy sea on shore, and it was found impossible to land. The motor boat was taken in as close as possible and instructions were shouted to the two people how to get to a spot above high water. This they did, and waited there until the tide ebbed, when they were able to return to Lynmouth along the beach, arriving at 11 P.M.—Rewards, £1 5s., and 3s. for fuel used.

Donaghadee, Co. Down.—Early in the afternoon of the 13th July, 1938, the life-boat assistant motor mechanic and another man, who were off the Copeland Islands in a motor fishing boat, saw a small rowing boat flying a signal of distress. An offshore breeze was blowing, with a slight sea and a strong ebb tide. The men found five boys in the boat, all exhausted by their attempts to row ashore. They took the boys on board and towed their boat into Donaghadee.—Rewards, 15s., and 5s. for fuel used.

Scarborough, Yorkshire.—Shortly after 9 P.M. on the 13th July, 1938, the coastguard reported that a canoe was in difficulties in the North Bay, and asked that a motor boat should be sent out, as the bathing service boat was high and dry. Four men put off in a motor coble. They found that the canoe had got on to the rocks and that her crew of two had been able to carry her over the rocks to the shore.—Rewards, £1, and 5s. for fuel used.

Craster, Northumberland.—On the 14th July, 1938, while engaged in fishing five miles east of Dunstanborough Castle, the motor fishing yawl *Faithful*, of Sea Houses, fouled her propeller with a line and could only go astern. The weather was fine, with a W.S.W. breeze and a moderate sea. The skipper attempted to get inshore by going astern and was fairly successful. About 1.30 P.M. he hoisted a signal in the hope of getting a tow from a passing steamer. The steamer did not stop, but the motor fishing

coble *Our Girls II*, with a crew of two, put out from Craster Harbour and towed the *Faithful* in.—Rewards, 15s., and 3s. 6d. for fuel used.

Hastings, Sussex.—A small sailing boat with two men on board capsized in broken water off the harbour arm, at about 4.40 P.M. on the 19th July, 1938. A light S.W. breeze was blowing, with a choppy sea. Five men put off in a motor boat, rescued the men and towed their boat ashore.—Rewards, £1 17s. 6d., and 1s. for fuel used.

Portrush, Co. Antrim.—During the afternoon of the 21st July, 1938, the coastguard reported to the life-boat station that a lady had telephoned that a small pleasure boat had capsized at the western end of Mill Strand. As the accident was in shallow water, it was decided that a motor boat would be more suitable than the life-boat, and the motor boat *Trevor* was despatched with a punt in tow. She found that the two occupants of the small boat had managed to reach the shore. Meanwhile, a pilot boat and a fishing boat had also been despatched, by the coastguard, from Portstewart, as the exact position of the accident was not known. Each of the three boats was manned by three men.—Rewards, £2 5s., and 5s. to each of the three boats for fuel used.

Cemaes, Anglesey.—On the night of the 27th July, 1938, a man alone in the fishing boat *Sylvia*, of Cemaes, was drifting seawards with his engine disabled and his boat waterlogged. Darkness was approaching and the sea was rough, with a moderate southerly gale blowing. Four men manned a 30-foot motor boat, picked up the disabled boat and towed her back to Cemaes Harbour.—Rewards, £3, and 5s. for fuel used.

St. Sampson's, Guernsey.—On the night of the 29th July, two men put out in a motor boat after a sailing boat had been reported to be in distress.—Rewards, £1 10s., and 2s. 6d. for fuel used.

(For a full account see St. Peter Port in "Services of the Life-boats" on page 586.)

Padstow, Cornwall.—At about a quarter to two on the afternoon of the 1st August, 1938, when a man and his three sons were returning from fishing they were caught in a heavy thunder-storm about a mile north of Stepper Point. After a squall they saw two men in the water, and close by them the small sailing boat *Elfeda*, of Padstow, which had capsized. They took the two men on board and towed their boat to Hawkers Cove.—Rewards, £1, and 2s. 6d. for fuel used.

Fowey, Cornwall.—On 1st August, 1938, ten small yachts, which were returning from Par Regatta, were caught in a severe storm. Seven of them got into safety, but the other three capsized. One man was picked up, other men swam ashore, but there was no news of the crew of the third yacht. At 3 P.M. the honorary secretary of the life-boat station sent off the coxswain and three other members of the crew in a motor boat. About an hour later it was learned that the missing men had swum ashore near Polkerris. The motor boat returned at 6.30 P.M.—Rewards, £2 10s., and £1 1s. for use of boat.

Scarborough, Yorkshire.—At 8.30 P.M. on the 1st August, 1938, the life-boat coxswain and two other men, who were out in the fishing boat *Sceptre*, saw the motor keel boat *Better Hope* on fire. They at once got in their trawl and went to her help, and her crew of three jumped into the *Sceptre*. The burning boat was then taken in tow to harbour, where the fire was extinguished by the local fire engine.—Rewards, £1 2s. 6d., and 5s. for fuel used.

Port Isaac, Cornwall.—At about 5.30 P.M. on the 3rd August, 1938, three men were out in a motor boat in Port Isaac Bay, about one mile N.E. of Port Gaverne, when they saw a motor boat capsize about four hundred yards away. They went to the help of the four men of the capsized boat, who were struggling in the water, picked them up, and landed them at Port Gaverne.—Rewards, 15s., and 1s. for fuel used.

Teignmouth, Devon.—On the afternoon of the 4th August, 1938, a boat-

man, who was out in a motor launch at the mouth of the harbour, saw a small rowing boat drifting with a man on board, waving his oar for help. There was a heavy swell. The boatman then found that another man, who had fallen overboard while trying to recover a lost oar, was in the water, clinging to the oar. The boatman rescued him and then brought the small boat into harbour. A light easterly wind was blowing with a heavy swell and an ebbing tide.—Rewards, 7s. 6d.

Filey, Yorkshire.—At 3.15 P.M. on the 8th August, 1938, a lady reported to the coastguard that a small boat had capsized off Hunmanby Gap. The information was passed to the life-boat station. There was a dense fog, and the second coxswain, in the absence of the honorary secretary, decided to send out three motor cobsles. They searched, but found nothing, and returned at 5 P.M. It was learned later that a canoe had been in difficulties, but that the two men on board had got ashore.—Rewards, £4 15s. 6d., and 6s. to each of the three boats for fuel used.

Scarborough, Yorkshire.—At 7.30 A.M. on the 10th August, 1938, the coastguard reported distress signals about three miles to the south of Scarborough. The sea was smooth, with an ebbing tide, but the weather was thick. It was decided that it was unnecessary to use the life-boat, and a motor coble went out manned by four men. The cargo boat *Etal*, of London, bound for Scarborough, was found on the rocks, but she did not need help, as the mate had gone ashore in the ship's boat to get the help of local pilots.—Rewards, £2, and 5s. for fuel used.

Porthdinllaen, Caernarvonshire.—During the afternoon of the 19th August, 1938, two visitors in a rowing boat got into difficulties about a mile off Morfa Nevin Beach. A moderate W.S.W. breeze was blowing, with a moderate sea. Two men put off in an outboard motor dinghy, and at some risk, picked up the rowing boat and towed it into safety.—Rewards, 15s., and 2s. for fuel used.

New Quay, Cardiganshire.—At 6.15 P.M. on the 22nd August, 1938, the coastguard reported that a small outboard motor boat had broken down and was drifting to sea about seven miles west of New Quay Head. The honorary secretary of the life-boat station sent out two men in a motor boat. Some time later it was learned that the small boat had drifted ashore at Llangranog and that the men on board were safe.—Rewards, 15s., and 3s. for fuel used.

Teignmouth, Devon.—At midday on the 25th August, 1938, the small rowing boat *Shrimp*, with two men on board, capsized on Teignmouth Bar. A light east breeze was blowing and the sea was rough on the bar. A man who was at sea in a motor boat, with passengers on board, saw the accident and rescued the two men, one of whom had to be revived by artificial respiration.—Rewards, 7s. 6d., and 2s. for fuel used.

Portrush, Co. Antrim.—During the afternoon of the 25th August, 1938, a bather got into difficulties off White Rocks. The coastguard reported to the life-boat coxswain, who put off with three other men in a motor boat. They were recalled, as the bather had been rescued from shore.—Rewards, £1, and 4s. 6d. for fuel used.

Ballycotton, Co. Cork.—On the night of the 29th August, 1938, three men, crossing Ballinamona Bog to Garryroe, were cut off by the incoming tide. News was received from the Civic Guard, and at about 8.30 P.M. the honorary secretary of the life-boat station sent off the coxswain and the second coxswain in a rowing boat. They searched the many banks in the bog at some risk, for the entrance to the bog from the sea is very shallow, and the water runs in fast, but they found nothing. They returned to Ballycotton at 11 P.M., to learn that the three men had swum ashore.—Rewards, £1 5s.

Shoreham Harbour, Sussex.—On the 9th September, 1938, a small boat capsized, and also a canoe which had put out to its help. The four people

on board them were rescued with the help of a man in a dinghy.—Rewards, an inscribed wrist-watch to John Bumstead, who had gone out in the canoe, and 5s. to the man in the dinghy.

(For a full account see Shoreham Harbour in "Services of the Life-boats" on page 594.)

Redcar, Yorkshire.—At about 8.35 P.M. on the 12th September, 1938, the Marske coastguard telephoned that a boy, who had just landed in a dinghy, had reported having seen a canoe, with three on board, being carried out to sea about a mile and a half off Marske. A gentle west breeze was blowing, with a slight sea. Two motor boats put out to make a search—one manned by the Redcar coxswain and the assistant motor mechanic, and the other by Mr. W. M. Friskney, the honorary secretary of the Teesmouth station, the coxswain and another man. They were out for about two hours, but found nothing, and no one was reported missing from this part of the coast.—Rewards, letter of thanks to Mr. Friskney, £1 10s. to the four other men, and 8s. for fuel used.

Shoreham Harbour, Sussex.—Late on the night of the 12th September, 1938, the coastguard reported that someone in a boat about a quarter of a mile off shore was waving a lamp. The sea was calm. On the instructions of the honorary secretary of the life-boat station, the coxswain put out in his own motor boat, and found that the persons in the boat were signalling and shouting to another boat some distance off.—Rewards, 6s.

October Meeting.

Bettystown, Co. Meath.—On the evening of 21st June, 1938, two women bathers were carried seaward on a rubber mattress. They were both rescued, but one of them could not be revived.—Rewards, the thanks of the Institution inscribed on vellum, a letter of thanks, and £2 5s.

(A full account of this rescue appears on page 584.)

Cadgwith, Cornwall.—At 3.18 P.M. on the 29th July, 1938, the coastguard

informed the honorary secretary of the life-boat station that a small pulling boat was in difficulties one mile east of Cadgwith and was being carried by wind and tide towards Blackhead. A moderate S.W. wind was blowing, with a moderate sea. It was decided to send out a motor boat instead of the life-boat, and the motor fishing boat *Longwaters* put off. She found the small boat with the four men on board exhausted, and towed her to Cadgwith.—Rewards, £1 10s.

Selsey, Sussex.—On the 18th August, 1938, two women bathers got into difficulties, and two men put off in a rowing boat and rescued one.—Rewards, £1.

(For a full account see Selsey in "Services of the Life-boats" on page 593.)

Salcombe, Devon.—At 8 P.M. on the 21st August, 1938, the coastguard reported to the life-boat coxswain that a small motor boat with her engine broken down was making distress signals half a mile south of Prawle Point. A moderate N.W. breeze was blowing, with a choppy sea. In preference to launching the life-boat the coxswain, accompanied by two other men, put off in his motor fishing boat. After some search they found the boat, which had by then been blown a considerable distance off-shore. They took off the man and the boy who were on board and towed the boat back to Salcombe. By their prompt action the coxswain saved their lives, for their boat was not seaworthy and was rapidly being driven out into the Channel.—Rewards, £1 10s., and 3s. 6d. for fuel used in addition to a local gift of £1.

Watchet, Somerset.—During the evening of the 26th August, 1938, two Dutch women visitors, who were on a ledge at the foot of the cliff, were cut off by the incoming tide. The ledge is covered at high water during spring tides. As the sea was smooth and there was very little wind, it was not considered necessary to launch the life-boat, but the second coxswain and two other men put out in a rowing boat, and brought the women ashore.—Rewards, £1 2s. 6d. in addition to a local gift of 5s.

Lynmouth, Devon.—During the morning of the 11th September, 1938, a man and two women, who were walking along the rocks to the west of Lynmouth, were cut off by the rising tide. They took refuge on a rock, which was soon surrounded. A fresh N.W. breeze was blowing, with a choppy sea. An incoming boat brought the news and the second coxswain of the life-boat put out in his motor boat with another man. There was a big wash of sea round the rocks, and it was only with much difficulty and at some risk that they rescued the three people, who undoubtedly owed their lives to the promptness of their rescuers, for soon afterwards the rock was completely covered.—Rewards, 15s., and 2s. for fuel used.

Kessingland, Suffolk.—On the 16th September, 1938, a small open sailing boat capsized and her crew of two were rescued by a motor fishing boat.—Rewards, £3 2s. 6d., and 15s. for fuel, broken mast and bus fares.

(For full account see Lowestoft and Kessingland in "Services of the Life-boats" on page 595.)

Bull Bay, Anglesey.—During the afternoon of the 17th September, 1938, two men put out from Amlwch to test the engine of their small motor boat *East Mouse*. A strong W.N.W. breeze was blowing, with a rough sea. The engine broke down, and owing to the state of the sea and the strong ebb tide, the men were unable to make headway with their oars. The boat was carried past Bull Bay Point and out to sea. Mr. Joseph Jones was told, and at once put off in his motor boat. He got a line aboard the *East Mouse* and towed her back to Bull Bay in a waterlogged condition. In doing so he ran some risk, and it needed very good seamanship to carry out the rescue single-handed. The *East Mouse* sank at her moorings next day.—Rewards, £1.

Wick, Caithness-shire.—On the 29th September, 1938, a motor boat put off when a flying-boat was in distress.—Rewards, £5, and 12s. 6d. for fuel used.

(For a full account see Wick in "Services of the Life-boats" on page 596.)

Llandudno, Caernarvonshire.—At about 3.30 P.M. on the 2nd October, 1938, the life-boat coxswain was informed that the fishing boat *Dorothy*, of Llandudno, was flying signals of distress about three-quarters of a mile outside the bay. A strong S.W. breeze was blowing, with a rough sea. The coxswain went down to the beach and found that two members of the life-boat crew had just put off in a 16-foot rowing boat. They found that the crew of three in the fishing boat could not manage her, and were having a very rough time. They towed the boat ashore.—Rewards, £1 5s.

Whitby, Yorkshire.—During the afternoon of the 9th October, 1938, the coastguard reported that two small pulling boats south of the harbour were unable to get in owing to the strong west wind and choppy sea. The life-boat coxswain and another man put off in his motor fishing coble and met one boat just outside the piers coming in safely. They found the other close to Saltwick Nab, half full of water and rapidly driving towards the rocks. The three young men on board were very exhausted. The coxswain towed the boat back to harbour, and by his prompt help saved the lives of the three men.—Rewards, £1 5s., and 3s. for fuel used.

Douglas, Isle of Man.—At 11 P.M. on the 11th September, 1938, it was learned at the life-boat station that six Scouts had gone out in a whaler during the early morning and had not returned. The life-boat crew were assembled, but a message was then received that the boat had put in to Groudle. A later message said that she had left again for Douglas, and the coxswain, accompanied by Mr. W. Cunningham, J.P., the chairman of the branch, and six life-boatmen, put out in a motor boat. A moderate to strong west breeze was blowing, with a slight sea, and the weather was thick. The motor boat met the whaler off Groudle, being towed towards Douglas by another motor boat. She helped with the tow, and the three boats arrived at Douglas at 1.30 A.M.—Rewards, a letter of appreciation to Mr. W. Cunningham, £3 10s. to the other seven men, and 5s. for fuel used.

The Cardinal Archbishop of Westminster's Appeal for the Life-boat Service.¹

THE Institution has received a personal letter from His Eminence the Cardinal Archbishop of Westminster (the Most Rev. Arthur Hinsley, D.D.), commending to Catholics the appeal of the life-boat service. It is dated 25th June, 1938.

"Most willingly do I commend to the generosity of Catholics the appeal of the National Life-boat Institution. The work which the members of that Institution have done in the past and are ever ready to do, to succour those who have been placed in peril of their lives by reason of their work upon the

high seas, so vital a necessity to us island dwellers, should commend itself to all and not only to those who actually live upon our coasts. We all depend upon sea transport for our subsistence, and those engaged in such transport have a very real claim upon our charity, so that when they are in danger they can rely upon the most efficient means being at hand to help them in their dire need.

"I trust, therefore, that your appeal for this worthy cause will have a ready and generous response."

¹ An appeal by the Archbishop of Canterbury appeared in the June number of *The Life-boat*.

The Chief Rabbi's Appeal for the Life-boat Service.

THE Institution has received a personal letter from the Very Rev. the Chief Rabbi, Dr. J. H. Hertz, Ph.D., expressing the hope that the Jews of Great Britain will respond generously to the appeal of the life-boat service. It is dated 1st July, 1938.

"The fact that up to last year no less than 65,668 lives were saved by the Royal National Life-boat Service should make every English man and woman your debtor; and I trust that the Jews of Great Britain will respond generously to your Appeal."

A New Life-boat Film.

A YEAR ago the Institution had a sound film made which showed the building of a motor life-boat, from the felling of teak and mahogany logs in Burma and Honduras up to the arrival of the completed boat at her station. Another sound film has now been made showing the work of the Institution on the coast. It has music and a running commentary and is called "The Story of the Life-boat." The film opens with a life-boat in a heavy sea. It then shows some of the earlier life-boats: *The Original*, the first life-boat of all, built in 1789; a self-righting life-boat built in the middle of the nineteenth century; the launch of a pulling and sailing life-boat of the self-righting type; women launchers hauling up a life-boat; men at the oars. Then the film shows one of the steam life-boats, of which the first was built in 1888, and so comes to the motor life-boat fleet.

The Dover motor life-boat is seen at sea, and there is a shot of her engines. After this come launches of motor

life-boats by hand from a carriage, by tractor, and down a slipway. These launches are followed by life-boatmen in London, and the Duke of Kent, President of the Institution, is seen talking to them after presenting medals.

Then comes a rescue from shipwreck. Fishermen are seen launching their own boat; a storm gets up; the fishing boat is seen flying distress signals. The coastguard sees her, and calls up the life-boat station; the maroon is fired; the crew run down; the life-boat is launched in a rough sea. She approaches the fishing boat; a line is thrown and a buoy passed; and the man on board is hauled through the sea into the life-boat. Then the life-boat is seen returning to shore and signalling the news of the rescue.

The film has been produced by Mr. William Pollard, with Mr. John Shaw Jones at the camera, and the commentary is by Mr. Neal Arden. It is the standard size, 35 mm., and takes ten minutes to show.

Life-boat Pavilion at the Empire Exhibition, Scotland.

THE Empire Exhibition, Scotland, 1938, at Bellahouston Park, Glasgow, was closed at the end of October. The Institution had its own pavilion¹ where it exhibited the motor life-boat of the 46-foot Watson cabin type which had been built on the Clyde for the new station at Tobermory, models of life-boats from 1789 up to the present time, its own medals for gallantry, and medals awarded to it by foreign life-boat societies, a chart of life-boat stations round Great Britain and Ireland, and photographs of the life-boat service in action.

During the six months visitors to the pavilion put in the collecting boxes £1,053 19s. 6d., and they bought life-boat books, souvenirs and postcards to the value of £432 13s. 6d., so that the gross takings were £1,486 13s.

There were 20,461 life-boat souvenirs sold, 1,071 life-boat books, and 2,286

¹ A preliminary article on the Life-boat Pavilion appeared in *The Life-boat* for June, 1938.

postcards. The most popular souvenirs were the pencils, of which 11,987 were sold. Next came the toy figures of a life-boatman, 2,460, and next the toy motor life-boats, 2,000. Some 35,000 life-boat leaflets were distributed free.

It is interesting to recall that the Tobermory boat is not the first life-boat to take part in an exhibition in Glasgow. Glasgow held its first international exhibition in 1888, the year after Queen Victoria's golden jubilee. The *Glasgow Herald*, in the Empire Exhibition supplement which it published just before this year's exhibition was opened, had an article by a visitor to that first exhibition. The article began: "On a summer forenoon, all but fifty years ago, I stood beside a life-boat that was mounted in the main avenue of the International Exhibition at Kelvingrove Park. I was very young, I was very excited, and I saw the aged Queen pass by."

Generous Scottish Ladies.

Gifts and Legacies of £92,392 in Eleven Years.

A REMARKABLE feature of life-boat appeals during recent years has been the number of gifts for building motor life-boats for the Scottish coast received from ladies in Scotland. Since the beginning of 1928 nine such gifts have been received, amounting to £71,216. Five of these gifts, amounting to £38,216, have come from Glasgow.

The first of them was from Mrs. A. J. Fairlie, of Glasgow, a gift of £4,758, to be added to a legacy of £1,019, received in 1917 from Mrs. Fairlie's mother, Lady Richmond, to provide the motor life-boat stationed at Troon, Ayrshire, in 1929.

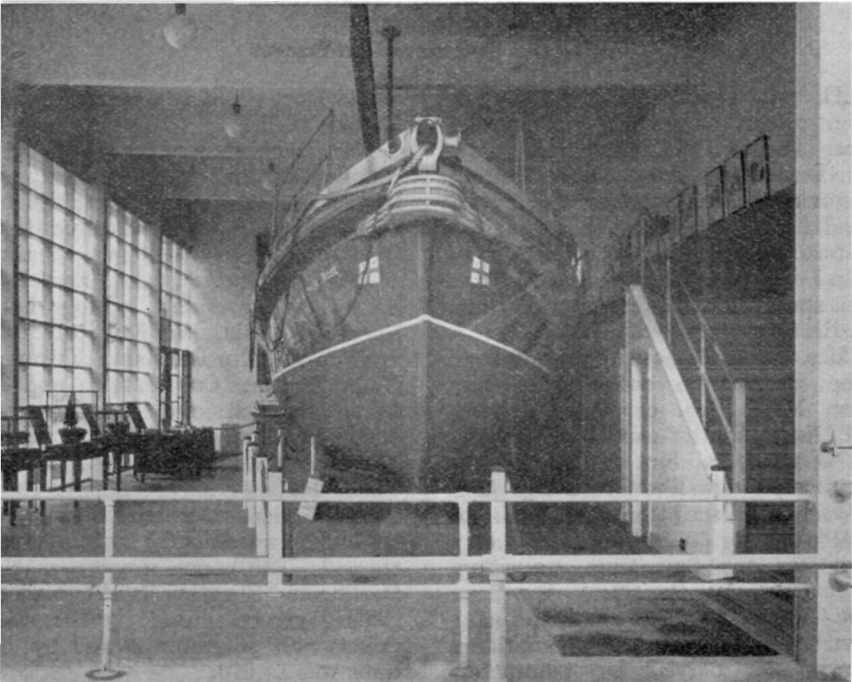
Then came a gift from Mrs. Lawrence Glen, of Glasgow, who gave £4,500 to build the motor life-boat stationed at Girvan, Ayrshire, in 1931.

Three more gifts provided three life-boats which went to the coast in 1935. These were a gift of £11,000 from Miss M. D. Rankin, of Glasgow, for the life-boat at Aith, in the Shetlands, a gift

of £8,958 from Miss E. Sinclair, of Glasgow, who died in June of this year, for the life-boat at Portaskaig, Argyllshire, and an anonymous gift of £7,000 from a Scottish lady, received through Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's consulting naval architect, for the life-boat at Broughty Ferry, Dundee.

In 1937 a motor life-boat was built for Port Patrick, Wigtownshire, out of a gift of £10,000 from Miss Paterson, of Paisley.

In the present year three more motor life-boats for the coast of Scotland have been under construction, all three the gifts of Scottish ladies. The first is a boat for the station which has just been established at Tobermory, Isle of Mull. This is the boat which has been at the Life-boat Pavilion at the Empire Exhibition at Glasgow. She has been built out of a gift of £8,000 from Miss Margaret Lithgow, of Tobermory, who died in June of this year.



LIFE-BOAT PAVILION AT THE EMPIRE EXHIBITION, SCOTLAND, 1938.

A motor life-boat for Peterhead, Aberdeenshire, which has been laid down this year, will be built out of a gift of £9,000 just received from Mrs. Park Barry, of Glasgow, and the larger of the two motor life-boats which are being built for Montrose, Angus, is provided out of an anonymous gift of £8,000, from two Scottish ladies, received, like the gift for the Broughty Ferry life-boat, through Mr. J. R. Barnett.

These are the nine gifts amounting to £71,216. In addition three life-boats have been provided during the same time, and two other life-boats partly provided, out of legacies from Scottish ladies. The motor life-boat stationed at Arbroath, Angus, in 1932 was built out of a legacy of £3,332 from the late Misses I. and E. Mudie, of Dundee. The motor life-boat stationed at Gourdon, Kincardineshire, in 1936 was provided out of a legacy of £10,000 from the late Mrs. M. H. Dawson,

of Bridge of Allan. The motor life-boat stationed at St. Abbs, Berwickshire, in 1936 was provided out of a legacy of £803 from the late Mrs. Isabella Forrest, of Glasgow, and a gift of £2,000 from the executors of the late Miss Annie Ronald, of Paisley.

The motor life-boat stationed at Port Patrick, Wigtownshire, in 1929, and since replaced by another boat, was in part provided out of a legacy of £4,139 from the late Mrs. A. Colquhoun, of Glasgow, and the motor life-boat stationed at St. Ives, Cornwall, in 1933, the life-boat which was wrecked on a gallant service early this year, was in part provided out of a legacy of £1,000 from the late Miss Caroline Parsons, of Edinburgh.

These legacies, all received since the beginning of 1928, amount to £21,174, so that the total of special gifts and legacies for the provision of life-boats received from Scottish ladies during the past eleven years is £92,392.

A Royal Film Première.

H.R.H. the Duchess of Kent Present.

H.R.H. THE DUCHESS OF KENT was present on 2nd November, 1938, at the Odeon Theatre, kindly lent by Mr. Oscar Deutsch (chairman and managing director of Odeon Theatres, Ltd.), at a special film performance in aid of the Life-boat Service, organized by the Central London Women's Committee, and a special film committee, of which Mrs. Bertram Abel Smith was chairman and Mrs. Alfred Bossom, vice-chairman.

The programme consisted of the Odeon News Reel of recent events, Walt Disney's latest cartoon in colours, *The Whalers*, a film in colours of Jerusalem, a new film *The Story of the Life-boat* (a description of it will be found on page 607), which was being shown for the first time, and then a new film by the Marx Brothers, *Room Service*, which was also being shown for the first time. The national anthem was played by trumpeters

of the Royal Military School of Music, Kneller Hall.

The Duchess was received by Sir Godfrey Baring, Bt., chairman of the Institution, and Mr. Oscar Deutsch. Sir Godfrey Baring presented to her the Hon. George Colville, vice-chairman of the Institution, the Duchess of Sutherland, president of the Ladies' Life-boat Guild, the Duke of Sutherland, Mr. Philip Reisman, chairman of Radio Picture Corporation, and Mrs. Oscar Deutsch, and the Duchess of Sutherland presented Mrs. Bertram Abel Smith and Mrs. Alfred Bossom.

Miss Rhona King and Master Tommy Sopwith then presented to Her Royal Highness two dolls (the gift of Messrs. Harrods, Ltd.), one dressed as Grace Darling and the other as a life-boatman.

The amount raised by the sale of tickets and programmes and by donations was £1,070.



By courtesy of]

WELCOMING THE KING.

[The Topical Press Agency

The Weymouth motor life-boat, among other vessels, greeting the King when he arrived at Weymouth on June 20th, 1938, on a visit to the fleet



By courtesy of]

[Daily Sketch

H.R.H. THE DUCHESS OF KENT AT THE LIFE-BOAT FILM PREMIÈRE.

Being presented with dolls dressed as Grace Darling and a life-boatman.

(See opposite page.)

Naming Ceremonies of Eight Motor Life-boats.

EIGHT motor life-boats have been named during 1938, two on the coast of Devon, at Salcombe and Appledore, two on the Irish coast, at Arklow and Dun Laoghaire, and the other four at Yarmouth, Isle of Wight, Whitby, Yorkshire, Peel, Isle of Man, and Barry Dock, Glamorganshire.

Yarmouth, Isle of Wight.

The motor life-boat which was stationed at Yarmouth, Isle of Wight, in 1936, was destroyed last year in a fire at the building yard at Cowes, when she was being overhauled. Another boat of the same type was completed and sent to the station this year. She is of the Watson cabin type, 46 feet by 12 feet 9 inches. On service, with crew and gear on board, she weighs about 20 tons. She is divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40-h.p. Diesel engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $8\frac{1}{4}$ knots and she carries enough fuel to travel about 200 miles at full speed without refuelling. She carries a crew of eight, and in rough weather can take ninety-five people on board. She has a line-throwing gun, and electric searchlight, is lighted throughout with electricity, and is fitted with wireless.

She has cost about £8,400, and has been given the same name as the destroyed life-boat. The names of the donors of that boat have been inscribed in her, the late Mr. D. Altschul, of London, the late Miss H. Gartside, of Holmfirth, Yorkshire, and the late Mr. J. E. C. Edmunds, of Newport, Isle of Wight.

The naming ceremony took place on April 12th at the building yard of Messrs. Samuel White at Cowes. The Institution was represented at the ceremony by Commander Henry Strong, R.D., R.N.R., a member of the committee of management. The life-boat was dedicated by the Rev. Charles Paterson, chaplain to the Royal Yacht Squadron, and Lady Baring named her *S.G.E.*

Whitby, Yorkshire.

A new motor life-boat was stationed at Whitby this year, replacing another motor life-boat. She is of the Watson type, 41 feet by 11 feet 8 inches. On service, with crew and gear on board, she weighs just over 15 tons. She is divided into eight water-tight compartments and is fitted with 145 air-cases. She has twin screws, driven by two 35-h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just over 8 knots, and she carries enough petrol to be able to travel about 120 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take fifty people on board. She has two cockpits, a line-throwing gun and an electric searchlight, and is lighted by electricity.

She has cost about £6,600, and has been named *Mary Ann Hepworth*, in gratitude for a gift from Mr. W. W. Hepworth, of Hessle, near Hull.

The naming ceremony took place on June 27th with Mr. Kenneth McNeil, J.P., chairman of the Whitby Urban District Council, presiding. Mr. Hepworth himself was unable to be present, and Sir Godfrey Baring, Bt., chairman of the Institution, in presenting the life-boat to Whitby on his behalf and on behalf of the Institution, expressed the Institution's thanks to him for his generous gift. The life-boat was received by Captain R. W. Milburn, chairman of the branch, and the Marquess of Normanby welcomed her to Whitby. She was dedicated by the Rev. Canon Sykes, M.A., assisted by the Rev. Ivor J. Robertson, M.A., D.D., and the Marchioness of Normanby then named her *Mary Ann Hepworth*.

A vote of thanks to the Marchioness was proposed by Captain W. W. Milburn and seconded by Captain A. D. Milner. The singing of the hymns was led by the choir of the Missions to Seamen, accompanied by the band of the Whitby branch of the British Legion.

Peel, Isle of Man.

A new motor life-boat for Peel was stationed there in 1937, replacing a pulling and sailing life-boat. She is of the light Liverpool type, for launching off the open beach. She is 35 feet 6 inches by 10 feet 3 inches, and weighs only 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board, she can free herself in twelve seconds. She has one screw, driven by a 35-h.p. engine in a water-tight engine-room. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $7\frac{1}{2}$ knots, and she carries enough petrol to be able to travel 100 miles, at full speed, without refuelling. She carries a crew of seven and can take thirty people on board in rough weather.

She has cost £3,637 and is a gift from the executors of the will of the late Mrs. Helen C. Sutton, of London.

The naming ceremony took place on June 28th in a downpour of rain. His Honour the Deemster W. P. Cowley, J.P., vice-president of the branch, was in the chair. The life-boat was presented to Peel, on behalf of the donors and the Institution, by Lieut.-Commander G. R. Cousins, D.S.C., R.N., district inspector of life-boats, and was received by His Honour the Deemster W. P. Cowley, J.P. His Excellency Vice-Admiral the Hon. William Spencer Leveson-Gower, C.B., D.S.O., Lieutenant-Governor, welcomed the life-boat to the Isle of Man and presented certificates of service, awarded on their retirement, to Coxswain James Cannon and Bowman Charles Moore. He also presented a certificate won by a Peel girl in the life-boat essay competition for elementary schools.

The Bishop of Sodor and Man (the Right Rev. William Stanton Jones, D.D.) dedicated the life-boat, assisted by the vicar of Peel, the Rev. E. L. Morris, L.Th.

The Lieutenant-Governor then named the life-boat *Helen Sutton*, in the absence of Lady Rose Leveson-Gower, a sister of the Queen, who was unable to be present owing to the death of her mother, the Countess of Strathmore. After a vote of thanks had been

proposed by Captain Kinley, chairman of the branch, and seconded by Captain Richard Trenam, M.B.E., M.C., the district organizing secretary for the North-West of England, the life-boat was launched.

Barry Dock, Glamorganshire.

A new motor life-boat was stationed at Barry Dock in 1937, replacing another motor life-boat. She is a 41-foot Watson motor life-boat, as described in the account of the naming ceremony at Whitby, and has cost £6,459. She has been built in part out of a legacy from the late Mr. T. D. Evans, of Malpas, near Newport, Monmouthshire.

The naming ceremony took place on July 16th in the presence of about 2,000 people. The Right Hon. the Earl of Plymouth, P.C., G.B.E., C.B., president of the branch, was in the chair. The new boat was presented to the Barry Branch on behalf of the donor and the Institution by Captain Vivian M. Lewis, M.C., the organizing secretary for Wales, and was received by Mr. E. V. Swallow, chairman of the branch. The Bishop of Llandaff (the Right Rev. Timothy Rees, M.C., B.A.) dedicated the life-boat, assisted by the Rev. D. Evans, L.D., and the Rev. J. Mydyr Evans.

Mrs. Patrick Munro then named her *Rachel and Mary Evans*.

A vote of thanks to Lord Plymouth, the Bishop of Llandaff and Mrs. Patrick Munro was proposed by Mr. C. B. Griffiths, O.B.E., J.P., chairman of the Barry Urban District Council, and seconded by Mr. Dudley Howe, J.P., deputy chairman of the Council. The life-boat was then launched.

The singing of the hymns was led by the St. Baruch's Church Choir, Barry Island, accompanied by the Barry Silver Band, and the Barry Sea Cadets sold programmes and made a collection on behalf of the branch.

Salcombe and Hope Cove, Devon.

A new motor life-boat was stationed at Salcombe this year, replacing another motor life-boat. She is of the 46-foot Watson cabin type, as described in the account of the naming ceremony at Yarmouth, Isle of Wight, but she has

certain important modifications made to suit her for working over the dangerous Salcombe Bar. She is of lighter draft, but, owing to her other modifications, she weighs over $21\frac{1}{2}$ tons, a ton and a half more than the standard type. She has whale-backs forward and aft, instead of a flat deck, to throw off the water. Her after-shelter has been carried forward to cover the engine-room. This has been done partly to give added strength to meet the blow of the seas and partly to shed the water quickly. She has been given a strong stern frame below the rudder to protect it from damage should she strike the bar, and the steering-gear is provided with an auxiliary tiller, which can be quickly shipped should the wheel be damaged. She has cost about £8,600 and has been built in part out of a legacy from the late Mrs. Marie Parkhouse, of Cricklewood, Middlesex, who left the money to provide a motor life-boat on the south coast of Devonshire.

The naming ceremony took place on September 5th in the presence of many hundreds of townspeople and visitors, many of them joining in the service from boats in the harbour. Mr. Ernest Capel-Cure, president of the branch, was in the chair, and Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. Mr. Capel-Cure accepted the boat on behalf of the branch, and she was dedicated by the Bishop of Crediton (the Right Rev. W. F. Surtees, M.A.).

Mrs. Arthur Reed, an honorary life-boat governor of the Institution, and president of the Exeter Ladies' Life-boat Guild, then named the life-boat *Samuel and Marie Parkhouse*.

Votes of thanks were proposed and seconded by Mr. F. Murch, chairman of the Salcombe Urban District Council, Mr. A. Head, chairman of the Kingsbridge Urban District Council, Mr. Arthur Reed, J.P., M.P. for the City of Exeter, and a member of the committee of management of the Institution, and Mr. W. G. Cooke, chairman of the branch.

The singing of the hymns was accompanied by the Kingsbridge Silver Prize Band.

Appledore, Devon.

A new motor life-boat was stationed at Appledore this year. She has replaced another motor life-boat and is of the 46-foot Watson cabin type, with modifications on the standard type, similar to those in the Salcombe life-boat, already described, to suit her for working over the dangerous Appledore Bar.

She has cost about £8,600, and has been built out of a gift from Mr. Gordon Armstrong, of Beverley, Yorkshire, in memory of his wife who died in the spring of last year when they were on a cruise. Mrs. Armstrong was a Devonshire woman, and it is at Mr. Armstrong's request that his gift has been used to provide a motor life-boat on the Devonshire coast.

The naming ceremony took place on September 21st, with Captain the Hon. Denys Scott, president of the branch, in the chair. The Mayor of Bideford opened the proceedings. Mr. Gordon Armstrong himself presented the life-boat to the Institution and after the boat had been described by Commander E. D. Drury, O.B.E., R.D., R.N.R., the chief inspector of life-boats, Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution, received her, thanked Mr. Armstrong for his generous gift and formally handed the life-boat to the branch. She was received by Captain the Hon. Denys Scott, and the Bishop of Exeter (the Right Rev. C. E. Curzon, D.D.) dedicated her. The Rev. H. C. A. S. Muller, M.A., R.N., vicar of Appledore, and the Rev. A. Brockett, pastor of the Appledore Congregational Church, also took part in the religious service.

Mr. Gordon Armstrong then named the life-boat *Violet Armstrong*.

A vote of thanks to Mr. Armstrong was proposed by Brigadier-General R. C. Boyle, C.B., C.M.G., chairman of the branch, and seconded by the Rev. A. Green, chairman of the Northam Urban District Council.

Arklow, Co. Wicklow.

A new motor life-boat was stationed at Arklow this year, replacing another motor life-boat. She is of the 41-foot Watson type, already described in the

account of the naming ceremony at Whitby. She has cost £6,506 and has been built out of the general funds of the Institution.

The naming ceremony took place on August 24th, the Earl of Wicklow, chairman of the branch, presiding. Mr. T. L. M. Fuge, the district organizing secretary for Ireland, presented the life-boat to the branch on behalf of the Institution, and she was received by Mr. Robert Tyrrell, the honorary secretary of the branch. Mr. Michael Tyrrell welcomed her on behalf of the people of Arklow and County Wicklow.

Mr. Granville Proby, patron of the branch, then named the life-boat *Inbhear Mor*.

Votes of thanks were proposed and seconded by the Very Rev. M. Behan, P.P., the Rev. W. Carroll, Mr. T. P. Kavanagh, chairman of the Arklow Harbour Commissioners, and Mr. William Cleary, chairman of the Arklow Urban District Council.

There was no service of dedication, as the life-boat had already been blessed by the parish priest, and a service had been held in one of the Protestant churches on the morning of the naming ceremony.

Dun Laoghaire, Co. Dublin.

A new motor life-boat was stationed at Dun Laoghaire this year, replacing another motor life-boat, the *Dunleary*. She is of the 46-foot Watson cabin type, as described in the account of the naming ceremony at Yarmouth, Isle of Wight. She has cost about £8,600 and has been built out of the general funds of the Institution.

On August 24th the new life-boat was blessed by the Rev. Canon Boylan,

P.P., in the presence of members of the Borough Corporation and representatives of the branch, with Sea Scouts and members of the C.Y.M.S. forming the guard of honour.

The naming ceremony was held on October 1st, with Mr. Gerald Byrne, chairman of the branch, presiding, supported by the Lord Mayor of Dublin (Alderman Byrne, T.D.), and members of the Dun Laoghaire Corporation. Two days before the ceremony, the agreement about Czechoslovakia between Great Britain, France, Germany and Italy, which prevented the outbreak of war, had been signed at Munich, and in presenting the life-boat to the branch on behalf of the Institution, Lieut.-Colonel C. R. Satterthwaite, O.B.E., the secretary of the Institution, said: "At a time when, under God's providence, the shadow of a very great calamity appears to have passed, is it not fitting that we should be dedicating a life-boat to the service of all humanity—a fitting and glorious emblem of the cause of peace between the nations?"

Mr. C. S. McNeill, the honorary secretary of the branch, accepted the life-boat, and Mr. John P. Dooge, P.C., chairman of the Dun Laoghaire Borough Council, welcomed her on behalf of the people of Dun Laoghaire.

Mrs. Gerald Byrne then named the life-boat *Dunleary II*.

Votes of thanks were proposed and seconded by Captain W. H. Davis, R.D., R.N.R., inspector of Irish Lights, Lieut.-Commander R. Shiel, R.N.R., harbour-master at Dun Laoghaire, Mrs. J. C. Cathcart, honorary secretary of the Dun Laoghaire Ladies' Life-boat Guild, and Mr. T. L. M. Fuge, district organizing secretary for Ireland.

A Subscriber's Last Gift.

MRS. BERTHA WADSWORTH, of Hampstead Garden Suburb, London, who died on 11th August at the age of 77, had been a subscriber to the Institution for twenty years. By her express wish no flowers were sent to the funeral, and friends were asked to

send instead donations to the life-boat service. Ten such gifts were received, amounting to £13, and Mrs. Wadsworth's daughter, besides making one of these special gifts, has become a subscriber to the Institution in her mother's place.

Latvian Award to Portaskaig.

On the night of 26th October, 1936, the Latvian steamer *Helena Faulbaums*, of Riga, was caught in a sudden very severe storm near Jura Sound on the west coast of Scotland. The weather was very thick, with rain showers, and the sea was very heavy. The steamer was driven on the rocks of the Island of Beul-nan-uamh and foundered in a few minutes. Her S O S had been picked up, but the gale was so severe that all the land lines were down, and it was impossible to telegraph or telephone it to the life-boat station at Portaskaig, Argyllshire. It was broadcast by the British Broadcasting Corporation and eventually got through to Portaskaig in the early hours of October 27th. Coxswain Peter MacPhee was ill in bed, but, against his doctor's orders, he decided to take out the motor life-boat *Charlotte Elizabeth* himself, and she put out at 1.30 A.M. She reached the scene of the wreck, thirty miles away, at 9 A.M., to find that sixteen of the steamer's crew of twenty had been drowned. The other four, although badly hurt, had managed to scramble on to the rocks. With great difficulty the life-boat rescued them by means of the breeches-buoy and landed them at Crinan, on the mainland. She reached her station again at seven that evening. She had been out for 17½ hours.

Eleven bodies were washed ashore and were buried in Kilchattan cemetery on the neighbouring island of Luing. There, on June 5th, 1938, His Ex-

cellency the Minister for Latvia in London, Mr. Charles Zarine, unveiled a memorial in the cemetery. Sheriff A. M. Chalmers, of Oban, represented the Secretary of State for Scotland, and Mr. Duncan MacIndeor, the honorary secretary of the Portaskaig branch, with the Portaskaig coxswain and crew, represented the Institution. The ceremony opened with a service in the Luing church at Achafolla. After the service Mr. R. M. Marshall, the Latvian Consul in Glasgow, on behalf of the Latvian Shipowners' Association, presented an oak lectern to the church, and Mr. T. Phelan, of Liverpool, presented to the church, on behalf of Mr. Maxsis Faulbaums, of Riga, the owner of the steamer, a Communion Cup and Plate which were replicas of those in the British church at Riga.

The congregation then went to Kilchattan Cemetery, and there the Latvian Minister unveiled a granite memorial-stone to the men of the *Helena Faulbaums*, who had lost their lives. After the unveiling he presented the decoration of the Latvian Order of the Three Stars to Coxswain Peter MacPhee, of Portaskaig, and to others who had helped the four rescued men.

Many wreaths were placed on the memorial. The Portaskaig life-boat lay in the Sound of Shuna, in full view of the cemetery, and a vessel flying the Latvian flag visited the Island of Beul-nan-uamh and dropped a wreath in the sea.

Two Life-boat Broadcasts.

THE Hastings motor life-boat was one of the thirty-two life-boats which were launched during the exceptional gales at the end of May and the beginning of June, and was out for five hours in the worst weather conditions she had ever experienced. The second-coxswain, George Moon, was in command, as the coxswain was at sea, and on June 4th he spoke of his experiences that night on the wireless in the National Programme in the feature "In Town To-night."

On 5th October, the day after a very severe gale had swept across Great Britain and Ireland, Captain E. S. Carver, R.D., R.N.R., superintendent of stores, and formerly eastern district inspector, spoke on the wireless in the National Programme in the radio magazine "The World Goes By." His subject was "Memories of Great Gales," and he described the service to the s.s. *Hopelyn*, in 1922, in which he took part, winning the Institution's silver medal for gallantry.

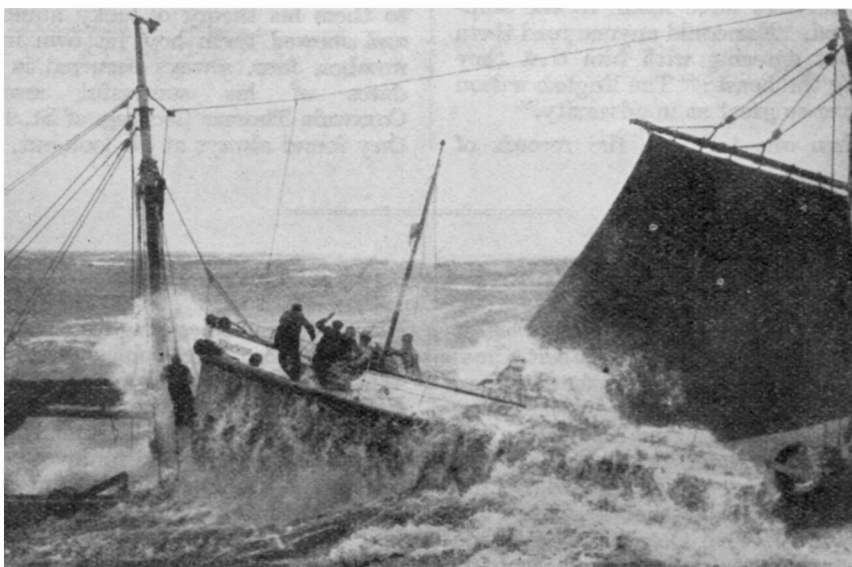


By courtesy of]

A LATVIAN AWARD TO SCOTLAND.

[“Daily Record,” Glasgow

Mr. Charles Zarine, the Latvian Minister in London, presenting to Coxswain Peter MacPhee, of Portaskaig, the decoration of the Latvian Order of the Three Stars. (See opposite page.)



By courtesy of]

[Noord-en-Zuid-Hollandsche Reddingmaatschappij

A DUTCH LIFE-BOAT RESCUE.

The Scheveningen motor life-boat *Zeemans'loop* rescuing nine men of a Scheveningen fishing boat, 9th October, 1938. The Secretary of the North and South Holland Life-saving Society writes: “This was one of the finest and riskiest rescues we ever had. The life-boat had to operate between the wreck and the mole—a distance of twenty-five yards. Although our *Zeemans'loop* was smashed on the fishing boat she sustained practically no damage at all.”

Reviews.

Abandon Ship, by Vice-Admiral Gordon Campbell, V.C., D.S.O. Hodder & Stoughton. 7s. 6d.

Heroes of British Life-boats, by Gerda Shairer and Egon Jameson. Harrap. 7s. 6d.

THOSE who read Admiral Campbell's *Brave Men All* will equally enjoy this new book of his. There are no life-boat rescues in it, but his five stories are all of wrecks in different parts of the world. They belong to the second half of the eighteenth and the early years of the nineteenth century—the years just before the establishment of the first life-boat services. In those days, shipwreck brought in its train other and even more terrible dangers and sufferings; attacks by pirates, slavery and, even on the coasts of Europe, struggles with wreckers more intent on plundering the abandoned ship than helping the shipwrecked. No one could read Admiral Campbell's five stirring tales without being conscious all the time of the immeasurable difference which the life-boat services have made to the shipwrecked. Nor could anyone read them without agreeing with him that they justify the boast: "The English nation is never so great as in adversity."

When one turns to the records of

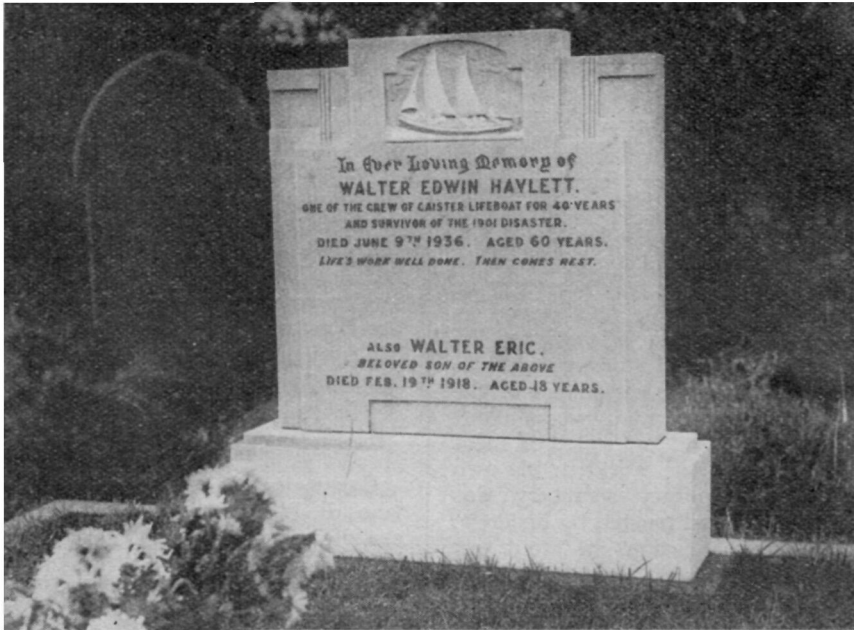
rescues as well as wrecks, one finds the same greatness in adversity, but a new spirit of humanity.

Mrs. Shairer's and Mr. Jameson's lively book is about life-boatmen and their work on the east and south coasts. Among the famous services they describe are those to the *Georgia*, *Sepoy* and *Monte Nevoso* by the Cromer life-boat, the *Isabo* by the St. Mary's, Isles of Scilly, and the *Taycraig* by Sennen Cove. They have a chapter, too, on the Caister disaster in 1901, one of the most memorable examples in the history of our life-boats of "greatness in adversity." They have visited the stations; they have talked to the coxswains; and they tell a number of tales of life-boatmen's experiences at sea which are not to be found among the records of the Institution. They give, too, their impressions of the men themselves. Coxswain Henry Blogg, of Cromer, they found so "gentle and restrained" in manner that he reminded them of a clergyman. Coxswain Spurgeon, of Lowestoft, expounded to them his theory of lucky numbers, and showed them how his own lucky number, four, always occurred in the dates of his successful rescues. Coxswain Thomas Cocking, of St. Ives, they found always at his look-out.

Coxswain Robert Cross: A Correction.

IN the last issue of *The Life-boat* it was said that Coxswain Robert Cross of the life-boat station on the Humber, whose portrait appeared on the cover, had joined the crew in 1906, when the station was under the control of the Humber Conservancy Board. Coxswain Cross writes that he joined the crew on the 11th October, 1902, when the station was still under the control of the Hull Trinity House. He served in it for six years, and then left it and bought a share in a herring drifter. In 1909 he went out with the life-boat at Flamborough to the help of several

Flamborough cibles caught in a sudden gale. Two of the cibles were lost. With one of them went down Coxswain Cross' brother and the brother's two sons. It was after this tragedy that Coxswain Cross decided to devote himself to the life-boat service, and when the opportunity came in 1912, he sold his fishing boat and returned to the station at Spurn Head as the Institution's coxswain. Thus his total service to date is thirty-two years, six of which he has served as a member of the crew and twenty-six as the Institution's coxswain.

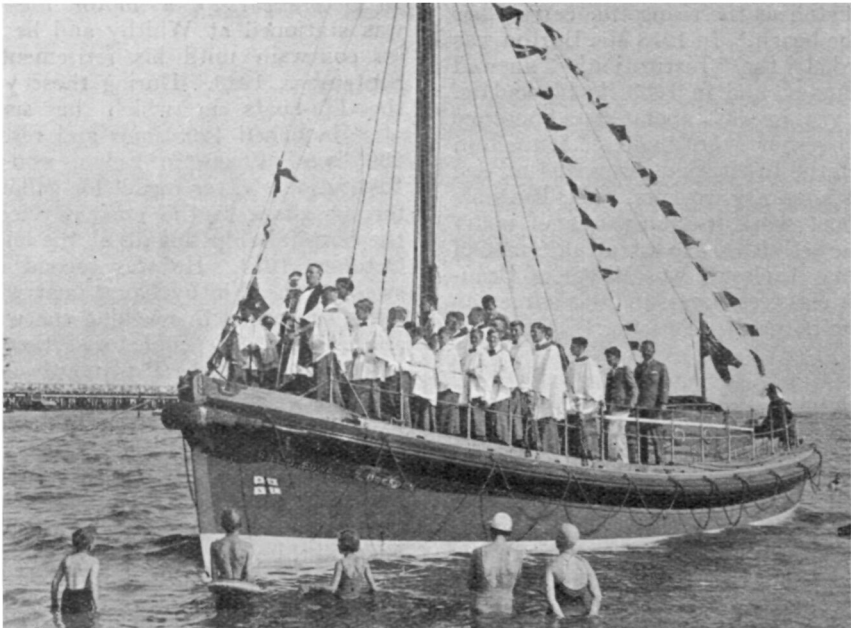


By courtesy of]

[W. Mason, Great Yarmouth

A LIFE-BOATMAN'S TOMB-STONE.

One of the survivors of the Caister disaster in 1901



By courtesy of]

[H. L. Smerdon, Clacton-on-Sea

A RELIGIOUS SERVICE ON A LIFE-BOAT.

The annual service at Clacton-on-Sea, Essex.

Obituary.

Mr. James Hartley Burton, Beaumaris.

By the death of Mr. James Hartley Burton on 16th May, at the age of eighty-one, the Institution has lost an outstanding honorary secretary. He became the honorary secretary of the Penmon, Anglesey, station in 1906, and when that station was closed in 1915 he became honorary secretary at Beaumaris, so that he had served as an honorary secretary of a station for thirty-two years. He brought to his life-boat work a wide experience of the sea, for he had spent many years afloat in small vessels, and had sailed on most of the oceans of the world in his own yachts. No honorary secretary was more esteemed and trusted by his crew, and on many occasions he went out in the life-boat on service. In 1909 he and the coxswain were both awarded the Institution's silver medal for their very brave attempts to rescue the crew of three of the ketch *William*, of Liverpool, which was driven ashore in a whole gale. The life-boat was out for fifteen hours, and she herself was driven ashore in the attempts to get alongside the ketch as the rising tide carried her up the beach. In 1918 Mr. Burton was awarded the Institution's aneroid barometer, and in 1933 its binoculars. Last year he was appointed an honorary life-governor, the highest distinction which the Institution can confer on one of its honorary workers. Mr. Burton's life-boat work was only one of many public activities. He was an alderman of County Anglesey, was Mayor of Beaumaris eighteen times, and was a freeman of the borough.

Alderman Joseph Crookes Grime, Manchester, Salford and District.

By the death on 30th June, at the age of sixty-four, of Alderman Joseph Crookes Grime, O.B.E., J.P., during his year of office as Lord Mayor of Manchester, the Institution has lost a very generous and active friend. As Lord Mayor he was president of the branch, and, in his private capacity, he was chairman of its executive committee. He had for many years been associated

with the work of the branch, and he recalled that his first duty, at the beginning of his public career, was to organize a cycle carnival for the old Life-boat Saturday Fund, which was closed in 1911. He attended the North-Western Conference at Blackpool less than a fortnight before his death, and the last of his many kindnesses to the service was to entertain to dinner the Blackpool, Fleetwood and Lytham St. Anne's crews; but he was too ill himself to be present.

Coxswain Richard Eglon, Whitby.

Coxswain Richard Eglon, of Whitby, who died on 18th September at the age of eighty-five, had had a long and distinguished career in the life-boat service. He had been an officer of life-boats for thirty-one years. He served as bowman at Upgang from 1892 to 1894, and then as second coxswain from 1894 to 1899. For the next twenty years he was second coxswain of both the Whitby life-boats, and then their coxswain for a year. In October, 1920, a motor life-boat was stationed at Whitby and he was its coxswain until his retirement in September, 1923. During those years the life-boats in which he served were launched 122 times and rescued 236 lives. Coxswain Eglon, won the Institution's silver medal for gallantry for his share in the great service to the hospital ship *Rohilla* at the end of October, 1914. He was second coxswain of the Whitby No. 2 boat which twice succeeded in reaching the wreck and rescued 35 people, and then he acted as pilot to the Tynemouth motor life-boat when she put out, after all the efforts of other pulling and sailing life-boats had failed, and rescued the 50 people still on the wreck. In 1920 he was awarded the Institution's thanks inscribed on vellum when, as coxswain, he rescued 16 lives from the five-masted schooner *Cap Palos*, of Vancouver, which was drifting helpless in a whole gale with a terrific sea. On his retirement he was awarded a coxswain's certificate of service, a pension and a special gratuity.

Mr. H. C. Whitehead, Appledore.

Mr. H. C. Whitehead, of Appledore, who died on October 20th, had been for thirty years one of the most devoted and successful station honorary secretaries. He became honorary secretary of the Appledore station in 1901, and held that post until 1931, when ill health compelled him to retire. Even then he did not cease to take an active interest in the work of the station. He became its honorary treasurer in 1931, and its president as well in 1934, and he was still its president at the time of his death. In 1911 he was awarded the Institution's binocular glass, and in 1929 he was appointed an honorary life-governor, the highest distinction which it can confer on its honorary workers. On his retirement in 1931 he was awarded the Institution's thanks inscribed on vellum.

Alderman Thomas E. Purdy, Colwyn Bay.

By the death on 26th October, at the age of seventy-nine, of Alderman Thomas E. Purdy, J.P., president of the Colwyn Bay branch, the Institution

has lost one of its oldest and most distinguished honorary workers. For many years he worked in Manchester for the Life-boat Saturday Fund, and when that fund was taken over by the Institution in 1911 he was awarded the Institution's thanks inscribed on vellum. When he retired from business and settled in Colwyn Bay he took up the reorganization of its branch, and became its honorary secretary in 1912. When he went to Colwyn Bay the branch was contributing under £50 a year. Last year it contributed £278. During Mr. Purdy's association with it, it collected over £8,000. He became its president in 1931. In 1920 he was awarded the Institution's gold badge, and in 1929 he was appointed an honorary life-governor, the highest distinction which the Institution can confer on an honorary worker. In 1934 Mrs. Purdy also was awarded the gold badge. Mr. Purdy did much other public and charitable work, and was an alderman of the Denbighshire County Council and a Justice of the Peace.

Life-boat Books and Articles.

In October, 1936, and 1937, supplements were published with *The Life-boat* giving particulars of books, and also articles in periodicals, which dealt with the life-boat service or in which the service was mentioned. All which could be traced were included. There are almost certain, however, to be more.

The Institution is anxious that its records of such books and articles should be as complete as possible, and the Secretary would be very grateful to any readers of *The Life-boat* who would be so kind as to let him know of any such books or articles in their possession.

The Chief Inspector of Life-boats.

COMMANDER E. D. DRURY, O.B.E., R.D., R.N.R., the chief inspector of life-boats, will retire, under the age limit, on 31st December, 1938, and will be succeeded as chief inspector

by Lieut.-Commander P. E. Vaux, D.S.C., R.N., the eastern district inspector. An article on Commander Drury's career will appear in the next number of *The Life-boat*.

The Portrait on the Cover.

THE portrait on the cover is of Coxswain William Reuben Parr, of Blackpool, who was appointed coxswain in April, 1935. He is the third Parr in suc-

cession to serve as coxswain. A Parr has been in command of the Blackpool life-boat for the past thirty-two years.

Hannah Denham.

IN April, 1926, the Institution awarded its gold badge, given only for distinguished honorary services, to Miss Hannah Denham. She had then been for many years a bed-ridden cripple in the incurable ward at the Westminster Hospital. She was able to sit up and knit, and during seven years she had collected in the ward nearly £30 for the life-boat service. The badge was presented at a special ceremony at the hospital by the Viscountess Bertie of Thame, chairman of the London Women's Committee, in the presence of the vice-chairman and several governors of the hospital.

Two years later the Prince of Wales, President of the Institution, after attending the annual meeting, paid a

private visit to Miss Denham and thanked her for all that she had done for the life-boat service.

Some time afterwards Miss Denham was moved to Eastbourne. There, as Mrs. Astley Roberts, president and chairman of the Eastbourne Ladies' Life-boat Guild, wrote, "she never ceased collecting." At the beginning of July 1938, Mrs. Astley Roberts came home one evening to find waiting for her a message that Miss Denham was dying and that she was very anxious to see her and have her life-boat collecting box opened. Mrs. Astley Roberts went round at once; saw her; opened her box; and was able to tell her that there was £2 in it. Miss Denham died at eight o'clock next morning.

Awards to Coxswains and Life-boatmen.

Certificates of Service and Pensions.

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

THOMAS CROWLEY, 31½ years coxswain and 1½ years second coxswain of the Fenit life-boat.

WILLIAM LINKLATER, 8 years coxswain and 9½ years bowman of the Stromness life-boat.

The COXSWAIN'S CERTIFICATE OF SERVICE, and a GRATUITY in lieu, at his own choice, of a pension, have been awarded to:

THOMAS BYRNE, 6½ years coxswain, one year second coxswain and 8 years bowman of the Wicklow life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE, a PENSION, and a GRATUITY have been awarded, under the Institution's old pension scheme, to:

WILLIAM G. HUDSON, 20 years motor mechanic of the Whitby life-boat.

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

DAVID INGRAM, 10½ years second coxswain and one year bowman of the Girvan life-boat.

The LIFE-BOATMAN'S CERTIFICATE OF SERVICE, and a GRATUITY in lieu, of

his own choice, of a pension, have been awarded to:

PATRICK MOORE, 3½ years second coxswain, 7½ years bowman, and 19½ years a member of the crew of the Howth life-boat.

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

ALEXANDER YOUNGSON, 7 years coxswain of the Newburgh life-boat.

JOHN H. MARLEY, 7 years bowman and 32 years a member of the crew of the Lynmouth life-boat.

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

Lieut. ARTHUR RICKARDS, R.N.R., 2 years coxswain and 13 years a member of the crew of the North Berwick life-boat. (The station was closed in 1925.)

GEORGE BROWN, 43 years,

WILLIAM ARMSTRONG, 42 years,

WILLIAM R. ARMSTRONG, 42 years, members of the crew of the Newbiggin life-boat.

HENRY M. BONIFACE, 19 years a member of the crew of the Eastbourne life-boat.

JAMES J. HOBBS, 14 years a member of the crew of the Yarmouth, Isle of Wight, life-boat.

Summary of the Meetings of the Committee of Management.

Wednesday, 31st August, 1938.

PAID £29,787 9s. 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 the life-boat stations.

Included in the above was:—

£20 12s. 8d. 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.

Thursday, 15th September, 1938.

The HON. GEORGE COLVILLE in the chair.

Decided that the new premises at Elstree be named the Institution's Depot.

Resolved that in the event of mobilization for war an emergency committee be formed, with full powers to act in all matters on behalf of the Institution.

Reported the receipt of the following special contributions:—

Anonymous	100	0	0
Cunard White Star Line—donation from charitable collections on the Company's vessels	50	0	0
Mr. J. G. Hammond	25	0	0

Paid £15,384 15s. 0d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£301 5s. 2d. to pay the rewards for life-boat services;

£505 17s. 7d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 585 to 594);

£5 14s. 0d. for assemblies of crews, etc.;

£358 5s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, Troon and Whitby.

£99 5s. 0d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Moelfre, Newhaven, Port St. Mary, and Rhyl.

Voted £45 18s. 0d. on account of additional rewards to the crews of the Clacton-on-Sea, Ferryside, Galway Bay, and Weymouth life-boats.

Decided that the weekly allowance now being paid to George Thomson, a life-boatman of Buckie, who was permanently injured while on service in the life-boat in January, 1937, be continued until March, 1939.

Voted the gratuity of £43 15s. 0d., to which the late Coxswain J. Taylor, of Tynemouth,

would have been entitled, to his widow, who was in straitened circumstances.

Voted £46 17s. 6d. to pay the rewards for the Abersoch, Ballycotton, Bridlington, Cemaes, Clacton-on-Sea, Craster, Donaghadee, Filey, Fowey, Hastings, Limerick, Lowestoft, Lynmouth, Newhaven, New Quay, Padstow, Porthcawl, Porthdinlaen, Port Isaac, Portrush, Redcar, St. Sampson's, Scarborough, Shoreham, and Teignmouth shoreboat services, accounts of which appear on pages 601 to 605.

Thursday, 13th October, 1938.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the Hauxley station be temporarily closed immediately upon the arrival of the motor life-boat to be sent to Amble on trial.

Resolved that the Newburgh station be temporarily closed.

Reported that the Poolbeg station had been temporarily closed.

Reported that the Emergency Committee had met and decided that, in the event of mobilization for war, in view of the fact that the Secretary and the Deputy Secretary would be called up for service, Mr. Charles Vince, Publicity Secretary, be appointed Acting Secretary in their absence; and that the Chief Inspector be asked to continue in office as long as necessary.

Reported the receipt of the following special contributions:—

"Q.Q."	500	0	0
Miss A. Hall	40	0	0
Mr. Arthur W. Folks	26	5	0

Paid £47,905 6s. 10d. 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:—

£311 18s. 6d. to pay the rewards for life-boat services;

£448 12s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 594 to 601);

£14 8s. 0d. for the assemblies of crews, etc.;

£25 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;

£6 10s. 0d. to a man for injury in the life-boat service at Caister.

Voted £23 5s. 0d. on account of additional rewards to the crews of the Barmouth and Margate life-boats.

Voted £25 6s. 0d. to pay the rewards for the Bettystown, Bull Bay, Cadgwith, Douglas, Kessingland, Llandudno, Lynmouth, Salcombe, Selsey, Watchet, Whitby and Wick shoreboat services, accounts of which appear on pages 605 and 606.

News from the Branches.

1st August to 30th September.

Greater London.

BEDDINGTON, WALLINGTON AND CARSHALTON.—Entertainment at Beddington, with addresses by the Mayor, Miss Roberts, honorary secretary, and the district organizing secretary.

BEXLEYHEATH.—The branch has suffered a severe loss by the death of Mr. F. J. L. Fish, its late president.

Annual meeting on 3rd October, Mrs. Ford Sadler, M.B.E., chairman of the branch, presiding. Speaker: The district organizing secretary. Amount collected in 1938, £98, an increase of £24 on 1937. The Mayor elected president.

Social afternoon, the Mayor presiding. Speaker: Captain E. S. Carver, R.D., R.N.R., superintendent of stores.

Mrs. Jensen appointed honorary treasurer in succession to Mrs. Bex.

BROMLEY.—Addresses to Keston Women's Institute by Captain Basil Hall, R.N. and Mrs. Tucker, honorary secretary.

CLAPHAM.—Annual meeting on 14th October, Mrs. Callingham in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, garden fête, whist drives. Amount collected in 1938, £458.

Whist drive.

Mrs. Callingham appointed chairman in succession to Mrs. Clarke.

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

HAREFIELD.—House-to-house collection. Mrs. Tarleton, president of the branch, at home to members of the Guild.

HAYES.—Annual meeting on 20th October. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, supported by Mr. J. Harris. Efforts of the past year: Whist drives, life-boat day. Amount collected in 1938, £123.

"Keep fit" classes.

HORNSEY.—Mrs. Powell appointed honorary secretary of the Ladies' Life-boat Guild in succession to Mrs. F. A. Notson.

HOUNSLOW.—Whist drive, organized by Miss Ankritt, honorary secretary. Whist drive at Cranford, organized by Mrs. Newman, with presentation of prizes and address by Major-General B. C. Freyberg, V.C.

KINGSTON.—Address to Rotary Club by Captain Basil Hall, R.N.

ROMFORD.—Life-boat day; life-boat films shown.

ST. ALBANS.—Life-boat day. Fourth annual balloon race. Depot-holders' meeting, the Mayor, chairman, presiding. Speaker: The district organizing secretary. Address by Miss Amy Johnson at the Rotary Club's ladies' luncheon, with collection.

SOUTHEND.—Presentation of awards for services to three vessels, on June 2nd, to Coxswain Page and the crew. (See special account on page 581.)

Life-boat day in South Benfleet and Canvey Island. Whist drive at Rayleigh. Supper and concert to the life-boat crew, Mr. Henry Potter, a member of the branch committee, presiding.

Address by Mr. N. H. Nelms to Clarence Road Baptist Church Fellowship.

STEPNEY.—Lectures to Stewart Headlam Institute, by Mr. F. A. Clarke, deputy head.

SUTTON.—Address to Rotary Club by Captain Basil Hall, R.N.

WIMBLEDON.—Bridge tournament at the Clock House, kindly lent by Mrs. White-way.

Lectures at Goodmayes and South Harrow.

North-West of England.

ATHERTON.—Annual whist drive and dance.

BLACKPOOL.—Life-boat day.

BOLTON.—Fourth ladies' bowling handicap. Annual whist drive; whist drives arranged by Mrs. Kay and Mrs. Ingham.

BREDBURY.—Annual meeting on 11th October, Mrs. P. Kenyon, president and honorary treasurer of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drives. Amount collected in 1938, £59, an increase of £18 on 1937.

BRINDLE.—Annual meeting on 14th September, Mrs. G. R. Povey, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Whist drive. Amount collected in 1938, £18, an increase of £6 on 1937.

CARNFORTH.—Life-boat day. Jumble sale.

CASTLETOWN.—Annual life-boat day and fête.

CROMPTON AND SHAW.—Annual whist drive.

CULCHETH-WITH-KENYON.—Annual whist drive.

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

HEYWOOD.—Annual meeting on 25th October, the Mayoress, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drives. Amount collected in 1938, £61, an increase of £11 on 1937.

Whist drive at the house of the honorary treasurer.

HORWICH.—Annual meeting on 27th September, Councillor T. Wright, J.P.,

presiding. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, whist drive and dance, jumble sale. Amount collected in 1938, £66, an increase of £1 on 1937.

An operetta "Snowwhite and the Seven Dwarfs," given by the children of Lee Congregational Sunday School.

HOYLAKES.—Annual life-boat service at St. Hildeburgh's Church, with an appeal by the vicar of Hoylake, and collections.

INCE - IN - MAKERFIELD.—Special meeting of Ladies' Life-boat Guild on 21st September. Speaker: The district organizing secretary.

KIRKBY STEPHEN.—Life-boat day.

LANCASTER.—Bridge and whist drive.

LEYLAND.—Garden party, at Clayton Green, organized by Mrs. J. B. Cardwell.

LITTLEBOROUGH.—Annual dance.

LIVERPOOL.—Annual meeting of Ladies' Life-boat Guild, on 28th September. Speaker: The district organizing secretary.

LYMM AND HEATLEY.—Annual meeting on 29th September. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge drive. Amount collected in 1938, £99, an increase of £18 on 1937.

Mrs. N. Thomson appointed honorary treasurer in succession to Mrs. Woodhouse.

LYTHAM.—Life-boat day.

MACCLESFIELD.—Special meeting on 12th September, the Mayor, president, in the chair. Life-boat day.

MANCHESTER, SALFORD AND DISTRICT.—Address by the district organizing secretary to members of the Toc H., Mark IV.

CHEADLE HULME.—Life-boat day.

CHORLTON-CUM-HARDY.—Annual whist drive.

DENTON.—Annual meeting on 20th October, Mrs. E. A. Ashworth, president, in the chair.

DIDSBURY.—Annual dance.

GORTON.—Annual meeting on 6th October, Mr. E. Battman, chairman, presiding.

KNUTSFORD.—Annual meeting on 17th August, Mrs. Watts, J.P., president, in the chair. Speaker: The branch secretary.

Life-boat day.

PRESTWICH.—Special meeting. Life-boat day.

SALFORD.—Address by branch secretary to members of Sutton Trust Flats.

URMSTON.—Films shown, with collections, at Curzon Cinema.

WHITEFIELD.—Annual whist drive.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 6th October, Miss A. Robinson, presi-

dent, in the chair. Speaker: The branch secretary.

Flower show and sale. Collections at Belle Vue Speedway, Belle Vue Greyhound Racecourse, the General Post Office, Messrs. Lomas's Limited, Marks & Spencer, Ltd., Salford Greyhound Racecourse and White City Greyhound Racecourse.

MARYPORT.—Annual meeting in October, Captain T. Steele presiding in the absence of Lieut.-Colonel G. J. Pocklington Senhouse. Amount collected in 1938, £55, an increase of £29 on 1937.

Grace Darling Centenary tea and whist drive, organized by the Ladies' Life-boat Guild.

The branch has suffered a severe loss by the death of Miss Leighton, honorary secretary of the Ladies' Life-boat Guild for nearly sixteen years.

MIDDLETON.—Annual meeting on 12th October, the Mayor presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1938, £54.

MILNTHORPE.—Life-boat day. House-to-house collection at Levens.

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

NEW BRIGHTON.—Annual life-boat service at St. James's Church, New Brighton. The Mayor and Mayoress, members of the Council, officials and members of the branch committee attended. Preacher: The Rev. Canon A. L. J. Shields, B.A., vicar of St. Catherine's, Abercromby Square, Liverpool. The Rev. W. S. Coad, M.A., Rural Dean and vicar of St. James's, conducted the service. The lesson was read by Mr. Stuart Deacon, B.A., chairman of the branch.

PEEL.—Annual life-boat day and fête.

PORT ERIN.—Annual meeting on 19th October, Mr. H. J. Clague presiding. Efforts of the past year: Life-boat day, sacred service, sale of souvenirs, and collections in hotels, boarding-houses, etc. Amount collected in 1938, £284.

Life-boat day.

PORT ST. MARY.—Annual meeting on 26th October, Mr. J. J. Qualtrough, J.P., chairman, presiding. Efforts of the past year: Life-boat day, sacred service, concert, sale of souvenirs, and collections in hotels, boarding-houses, etc. Amount collected in 1938, £151.

Life-boat day. Annual sacred service.

PRESTON.—Special meeting on 9th September. Ladies' Life-boat Guild formed. Chairman, Mrs. Rainford; honorary treasurer, Miss Harris; honorary secretary, Miss Dennis.

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

RADCLIFFE.—Annual meeting on 31st October. Speaker: The district organizing secretary. Efforts of the past year: Whist drives. Amount collected in 1938, £42, an increase of £35 on 1937.

Mrs. A. H. Lafone appointed honorary treasurer in succession to Mrs. Gower-Jones. Ladies' bowling handicap.

RAMSBOTTOM.—Bring-and-buy garden fête at Bast House, by kind permission of Mrs. F. C. Mosley.

RAMSEY.—Life-boat day, with launch of the life-boat.

ROCHDALE.—Bring-and-buy tea at Mansfield Grange, by kind permission of Mrs. Shackleton.

ST. ANNES-ON-THE-SEA.—Life-boat day.

ST. HELENS.—Whist drive. Whist drive at the house of Dr. and Mrs. J. M. O'Keefe.

SEASCALE, AND SILLOTH.—Life-boat days.

SILVERDALE.—Life-boat day. Opening of gardens at Grey Walls, by kind permission of Mrs. Sharp.

SOUTHPORT.—Third annual whist drive and ball, organized by the Ladies' Life-boat Guild.

STOCKPORT.—Annual meeting on 10th October. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1938, £195, an increase of £46 on 1937.

Special meeting, the Mayoress in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. President, the Mayoress; chairman, Mrs. H. Shepherdson; honorary treasurer, Mrs. Marsden, honorary secretary, Miss J. Ward Oldham.

TYLDESLEY.—American tea and whist drive.

ULVERSTON.—Life-boat day.

WALLASEY.—Life-boat lantern lecture by Mr. W. W. Harris, honorary secretary of the Port of Liverpool branch, to the members of the Fifty-Fifty Club, St. Nicholas' Church, Wallasey, with collection.

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

North-East of England.

ALNMOUTH AND BOULMER.—Fête.

ALTOFTS.—Whist drive.

BAMBURGH.—Grace Darling's Centenary (a special article appeared in the October number).

BATLEY.—Life-boat day.

BERWICK-ON-TWEED.—Annual meeting of the Ladies' Life-boat Guild.

BRIGHOUSE.—Bridge and whist drive.

CAWTHORNE.—Whist drive and dance.

CONISBOROUGH, AND CULLERCOATS AND WHITLEY BAY.—Bridge drives.

DARLINGTON.—Garden party. Bridge and whist drives.

DINNINGTON.—Lecture by district organizing secretary.

DURHAM.—Bridge drive.

FILEY, AND FLAMBOROUGH.—Life-boat days.

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

HAUXLEY AND AMBLE.—Annual meeting on 26th October, Sir Leonard Milburn, Bt., chairman, presiding. Efforts of the past year: Bridge and whist drive. Amount collected in 1938, £51, an increase of £4 on 1937.

Life-boat day.

HORNSEA, HUDDERSFIELD, AND HULL.—Life-boat days.

KIRKBURTON.—Annual meeting on 19th September, Mrs. Beaumont presiding. Efforts of the past year: Life-boat day, whist drives. Amount collected in 1938, £21.

LEEDS AND DISTRICT.—Annual meeting of the Ladies' Life-boat Guild. At home. Life-boat stall at Seaman's Mission Exhibition. Collection in Empire Theatre.

Life-boat days at Boston Spa, Horsforth, and Bramham.

MARSDEN.—Life-boat day.

NEWBURN.—House-to-house collection.

NEWCASTLE.—Bring-and-buy sale. Bridge drive. Address to Newcastle Rotary Club by district organizing secretary.

NORTH SUNDERLAND.—Fête.

PATRINGTON.—Life-boat day.

POCKLINGTON.—Whist drive.

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

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

SLAITHWAITE.—House-to-house collection.

SUNDERLAND.—Garden fête. Collection in theatre. Dance.

THIRSK.—Jumble sale.

WAKEFIELD.—Life-boat day.

WASHINGTON.—Military whist drive.

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

WHITBY.—The station has lost a distinguished life-boatman by the death of ex-Coxswain Richard Eglon (see "Obituary"). Life-boat day.

WILLINGTON.—House-to-house collection.

WITHERNSEA.—Entertainment.

Midlands.

ALCESTER.—House-to-house collection.

ALFORD.—Life-boat day.

BARTON-ON-HUMBER.—Life-boat day; life-boat film "Boats that Save Life" shown.

BIRMINGHAM.—Life-boat days at Halesowen and Rubery and Rednall. Whist

drive, arranged by Mrs. Shakespear. Presentation of life-boat pictures awarded by the Institution to the head master, staff and pupils of Leigh Road School, Washwood Heath, and Ada Road School, Small Heath, and the record of thanks awarded to Mrs. Fairclough, Balsall Heath.

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

BRISTOL.—Life-boat day at Portishead.

BROWNHILLS.—Life-boat day. Special meeting, held at The Croft by kindness of Mrs. Jones. Speaker: The district organizing secretary.

CANNOCK, CHESTERFIELD, AND CLEETHORPES.—Life-boat days.

COALVILLE.—House-to-house collection.

CRADLEY HEATH AND OLD HILL, DROITWICH, AND ECCLESHALL.—Life-boat days.

GAINSBOROUGH.—Life-boat day; life-boat film "Heroes of the Sea" shown.

GLOSSOP AND HADFIELD.—House-to-house collection.

GRANTHAM, AND HEANOR.—Life-boat days.

KIDDERMINSTER.—Life-boat day at Stourport-on-Severn.

LEAMINGTON.—Annual meeting, Col. H. N. Byass, C.M.G., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1938, £286, an increase of £27 on 1937.

Films shown at the Regal and Bath cinemas.

LEICESTER.—Life-boat day.

LINCOLN.—Life-boat day, with the Institution's films shown at various cinemas.

LOUTH.—House-to-house collection.

LYE AND WOLLESCOTE.—Life-boat day.

MANSFIELD.—House-to-house collection. Life-boat film "Boats that Save Life" shown. Life-boat days at Warsop, Kirkby-in-Ashfield, and Annesley Woodhouse.

NORTHAMPTON.—Special meeting. Presentation by the Mayor of the statuette of a life-boatman awarded by the Institution to Mr. C. E. D. Archer, chairman. Speaker: The district organizing secretary.

NOTTINGHAM CITY AND COUNTY, OLDBURY, OUNDLE, RUGELEY, AND SHIRLEY.—Life-boat days.

SKEGNESS.—Life-boat day, with launch of the life-boat. Dinner-table collections at hotels.

SOUTH NORMANTON.—Life-boat day.

SPILSBY.—Annual meeting, Col. C. F. T. Swan, D.S.O., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1938, £33.

STAFFORD, AND STAMFORD.—Life-boat days.

STOKE-ON-TRENT.—Life-boat day. Annual meeting of the Hanley and Newcastle-under-Lyme Ladies' Life-boat Guilds. Speaker: The district organizing secretary.

STONE, AND STOURBRIDGE.—Life-boat days.

STRATFORD-ON-AVON.—Benefit performance at the Picture House by the kindness of the directors of the company, and under the patronage of the Mayor and Mayoress. Life-boat films shown. Speakers: The Mayor, Mr. J. H. Rowe, director of the company, and the district organizing secretary.

SUTTON-IN-ASHFIELD, AND SWADLINCOTE.—Life-boat days.

WALSALL.—Special meeting. Presentation by the Mayor of the statuette of a life-boatman awarded by the Institution to Mrs. Perry, honorary secretary, and the records of thanks awarded to Mrs. Rogers, Mrs. E. A. Brockhurst, Mrs. Alice M. Jones, and Mr. H. Woodhead. Speaker: The district organizing secretary.

WEDNESBURY.—House-to-house collection.

WELLINGBOROUGH.—Life-boat day.

WOLVERHAMPTON.—Life-boat day in Willenhall; life-boat films shown.

WORKSOP, AND WRAGBY.—Life-boat days.

South-East of England.

ALDEBURGH AND DISTRICT.—Life-boat day; life-boat film "Boats that Save Life" shown.

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

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

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

BIRCHINGTON, AND BLAKENEY.—Life-boat days.

BOGNOR REGIS.—Life-boat day, with visit of the motor life-boat from Selsey, and luncheon to the Selsey life-boat crew given by Mr. W. H. B. Fletcher, president of the branch.

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

BRIGHTLINGSEA.—Life-boat day.

BURNHAM-ON-CROUCH.—Life-boat day; life-boat film "Boats that Save Life" shown.

BURY ST. EDMUND'S.—Life-boat film "Boats that Save Life" shown, with collections.

CAISTER-ON-SEA AND DISTRICT.—Life-boat day, with *Daily Mail* treasure hunt.

CANTERBURY.—Cathedral collection. Golf competition.

CHELMSFORD.—Life-boat day. Lecture at Great and Little Leighs Women's Institute.

CLACTON-ON-SEA.—Life-boat day.

COLCHESTER AND DISTRICT.—Life-boat day; life-boat film "Boats that Save Life" shown.

CROMER, AND DISS.—Life-boat days.
DOVER AND DISTRICT.—Life-boat day. Church collection at Eythorne. Whist drive at Tilmanstone.

EASTBOURNE.—Life-boat day at Heathfield.

ELY.—Life-boat day; life-boat film "Boats that Save Life" shown.

FARNHAM.—Competition at Hankley Common golf club.

FAVERSHAM, AND FOLKESTONE.—Life-boat days.

GOODWIN SANDS AND DOWNS.—Life-boat day.

GRAYS AND DISTRICT.—Life-boat day; life-boat film "Boats that Save Life" shown.

GREAT BENTLEY AND DISTRICT.—Life-boat day.

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

HASTINGS AND ST. LEONARDS.—Life-boat day. Life-boat Sunday. Life-boatmen's church service with address by Captain A. H. Dawes. Golf competition.

HERNE BAY.—Life-boat day, with visit of the Margaté motor life-boat, and life-boat film "Boats that Save Life" shown.

HERTFORD.—Life-boat day; life-boat films "Boats that Save Life" and "Heroes of the Sea" shown.

HUNSTANTON.—Life-boat day.

HYTHE AND DYMCHURCH.—Life-boat Sunday.

IPSWICH.—Visit of the Walton and Frinton motor life-boat on regatta day.

LOWESTOFT.—Life-boat day. Address to the Rotary Club by Captain Basil Hall, R.N.

MAIDSTONE, MARCH, AND MARGATE.—Life-boat days.

MIDHURST.—Dance at Stedham. Life-boat church services at Heyshott, with collections.

NEWHAVEN.—Life-boat day at Newhaven and Peacehaven; life-boat films "Heroes of the Sea" and "Riders of the Storm" shown.

NORWICH.—"Silent appeal." Treasure hunt and dance in Civic Week.

PALLING.—Life-boat day. Fancy-dress dance.

RAMSGATE.—Life-boat day; life-boat film "Boats that Save Life" shown.

ST. IVES.—Life-boat day. Lecture at Warboys Women's Institute.

SELSEY.—Life-boat day. Golf competition.

SHERINGHAM.—Life-boat day.

SHOREHAM HARBOUR.—Annual meeting, Mr. Harold Brown, J.P., chairman, presiding. Efforts of the past year: Life-

boat day and bridge evening arranged by the Shoreham Ladies' Life-boat Guild, and life-boat day and dance arranged by the Southwick Ladies' Committee. Amount collected in 1938, £150, an increase of £11 on 1937.

Presentation by Mr. Harold Brown, J.P., of the inscribed wrist-watch awarded by the Institution to John Bumstead, for his gallantry on 9th September, 1938 (see page 594.)

SOUTHBOROUGH AND DISTRICT.—House-to-house collections.

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

WALTON AND FRINTON.—Life-boat day. *Daily Mail* treasure hunt. Lecture at Thorpe-le-Soken Women's Institute.

WELLS-ON-SEA.—Life-boat day. Dance.

WELWYN GARDEN CITY.—Life-boat day.

WESTERHAM.—Bridge evening.

WESTGATE.—Life-boat day; life-boat film "Boats that Save Life" shown.

WISBECH.—Life-boat day.

WORTHING.—Life-boat day at Storrington. Lecture to the Sea Scouts by Mr. J. R. Aldridge, honorary secretary of the branch.

GT. YARMOUTH AND GORLESTON.—Golf competition. Tennis tournament.

Lectures were also given to the Batford Methodists Men's Rally, and to the Women's Institutes at Binfield, Bredgar, Brentwood, Copthorne, Crawley, East Chiltington, Forest Row, Goldhanger and Little Totham, Hatfield Heath, Knebworth, Merrow, Netteswell and Little Parndon, Puttenham, Seal, Steyning, Waltham St. Lawrence, West Dean, Widford and Withyham.

Awards won in the life-boat essay competition for elementary schools were presented at Farcet, Tonbridge, and Warnham.

South-West of England.

ANDOVER.—Life-boat day in Micheldever and Overton.

APPLEDORE.—The branch has suffered a very severe loss by the death of its president, Mr. H. C. Whitehead (see "Obituary").

Naming ceremony of new motor life-boat (see special report on page 614).

AXMINSTER.—Life-boat day in Colyton.

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

BASINGSTOKE.—Life-boat day in Basingstoke, surrounding district, and Odiham. House-to-house collection in Hartley Wintney and district.

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

BLANDFORD.—Life-boat day.

BODMIN.—Life-boat day, and life-boat film shown.

BOURNEMOUTH, AND BRADFORD-ON-AVON.—Life-boat days.

BRIDPORT.—Life-boat day in Bridport and surrounding district. Visit of Exmouth motor life-boat to West Bay.

BRIXHAM.—Life-boat day. Launch of the motor life-boat *George Shee*.

Annual meeting of Torbay branch, Sir Harold Clayton, Bt. chairman, presiding. Amount collected in 1938, £72, an increase of £18 on 1937.

BUDE.—Life-boat day, with visit of Clovelly motor life-boat. Annual service of "Blessing the Sea."

CADGWITH, AND COVERACK.—Life-boat days.

CLOVELLY.—Annual meeting, Mr. J. T. Moss in the chair. Efforts of past year: Life-boat day, public tea, whist drives. Amount collected in 1938, £201.

Life-boat day in Hartland.

CULLOMPTON.—Jumble sale.

DAWLISH.—Visit of Exmouth motor life-boat.

DORCHESTER (DORSET).—Special meeting. Speaker: The district organizing secretary. Life-boat day.

EXMOUTH AND BUDLEIGH SALTER-TON.—Annual meeting, Commander L. C. Holmes, chairman, presiding, supported by Admiral Sir C. Coke, president. Efforts of the past year: Life-boat day. Amount collected in 1938, £542, an increase of £59 on 1937.

Life-boat day, with launch of the motor life-boat. Dinner to members of the life-boat crew and helpers.

FOWEY.—Life-boat day in Lostwithiel and district.

GOSPORT.—Presentation of prizes in life-boat essay competition. Concert arranged by the "Good Companions."

GUERNSEY.—Life-boat day and dance.

HELSTON.—Life-boat day.

ILFRACOMBE.—Special meeting, Mr. F. C. Pilley, president of the branch, in the chair. Speaker: Commander Henry Strong, R.D., R.N.R., a member of the committee of management of the Institution. Presentation of the gold badge awarded by the Institution to Mr. R. M. Rowe.

ISLE OF WIGHT.—Life-boat days at Bembridge, Cowes (East and West), Freshwater, Newport, Ryde, Sandown, Shanklin, Totland Bay, Ventnor and all villages.

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

LOOE.—Life-boat day at Looe, Polperro and Liskeard.

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

LYMINGTON.—Life-boat day in Lyminster, Milford-on-Sea, New Milton and Barton-on-Sea.

LYNMOUTH.—Life-boat day, with parade of the life-boat, life-saving demonstration, side-shows and dance.

MINEHEAD, AND NEWQUAY.—Life-boat days.

NEWTON ABBOT.—Life-boat day in Haytor, Ilsington and Moretonhampstead.

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

PADSTOW.—Life-boat day and fête. Life-boat day in Wadebridge and district. Dance at St. Merryn.

PAIGNTON.—Annual meeting of branch and Ladies' Life-boat Guild, Mr. G. W. H. Spanton, J.P., chairman of the Urban District Council, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, collections, whist drives. Amount collected in 1938, £247.

PENZANCE.—Life-boat day.

PLYMOUTH.—Life-boat day in South Brent. Dinner to life-boat crew, given by Mrs. A. G. W. Bowen, honorary treasurer of the Ladies' Life-boat Guild.

PORThLEVEN.—Life-boat day, and visit of the Lizard motor life-boat.

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

ST. AUSTELL.—Presentation 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 Boys' School, St. Austell.

Life-boat day.

ST. IVES.—Life-boat day.

SALCOMBE, AND HOPE COVE.—Naming ceremony of the new motor life-boat (see special report on page 613). Life-boat day in Salcombe, Hope Cove and Kingsbridge.

SALISBURY.—Life-boat day in Fordingbridge and villages, Shrewton, and Wilton. House-to-house collection at Mere. Whist drives at Bemerton and Shrewton. Address to Breamore Women's Institute by the district organizing secretary.

SCILLY ISLES, SEATON, SENNEN COVE, SHAFTESBURY, AND SIDMOUTH.—Life-boat days.

SOUTHAMPTON.—Whist drive.

SWANAGE.—Life-boat day in Swanage, Wareham and district.

SWINDON.—Life-boat day in Cricklade.

TEIGNMOUTH.—The station has lost a former coxswain by the death of Coxswain T. Hitchcock. He retired in 1934, after serving for over thirty years as bowman, second coxswain and coxswain. On his retirement he was awarded a certificate of service and a pension.

TOTNES.—Life-boat day in Ashburton.

TRURO.—Life-boat day in Chaoewater, Perranporth and St. Agnes.

WATCHET, AND WELLINGTON.—Life-boat days.

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

WINCANTON.—Life-boat day.

WINCHESTER.—House-to-house collection in Ropley.

YEOVIL.—Special meeting. Speaker: The district organizing secretary. Life-boat day in Yeovil and Martock.

Scotland.

Meeting of the Scottish Life-boat Council at the Empire Exhibition, Glasgow, on 28th October, 1938, Mr. Ralph C. Cowper, J.P., vice-chairman of the council, presiding. Speakers: Captain S. J. Graham, General Manager of the Exhibition, and Captain E. S. Carver, R.D., R.N.R., the Institution's superintendent of stores. At the conclusion of the meeting a description of the new Tobermory life-boat was given to delegates in the Life-boat Pavilion, by Captain Carver.

AYR.—Life-boat day.

BANFF.—Annual meeting of the Ladies' Life-boat Guild, Mrs. More, president of the guild, in the chair. Speaker: Mrs. Hardress Waller. Efforts of the past year: House-to-house collection and whist drives. Amount collected in 1938, £80.

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

BANNOCKBURN, BATHGATE, BIGGAR, BRECHIN, BUCKHAVEN, AND BUCKIE.—Life-boat days.

CAMPBELTOWN.—Golf competitions at Carradale and Machrihanish.

CARDENDEN, CARLUKE, CLELAND, AND COATBRIDGE.—Life-boat days.

COWDENBEATH.—Whist drive.

CRIEFF.—Garden of Millhills open to public, by kind permission of Mrs. Stewart, of Millhills.

CROMARTY.—Life-boat day, with cruises by life-boat.

CULLEN.—Cruises by the Whitehills life-boat. Life-boat day.

CULROSS.—Life-boat day.

CUPAR.—Bridge drive.

DUNBAR.—Annual meeting, the Earl of Haddington, M.C., presiding. Efforts of the past year: Life-boat days and lantern lecture. Amount collected in 1938, £243.

DUNDEE.—Lantern lecture to St. George's Church Women's Guild.

DUNFERMLINE AND ROSYTH, AND DUNOON.—Life-boat days.

ELIE.—Life-boat day, with visit of Anstruther life-boat. Golf competition.

EYEMOUTH, AND FALKLAND.—Life-boat days.

FORFAR.—Life-boat ball.

FORT WILLIAM.—Life-boat days at Fort William, Kinlochleven, and Mallaig.

FRASERBURGH, AND GALSTON.—Life-boat days.

GOUROCK.—Steamer collection.

HAMILTON.—Military whist drive.

HAWICK, INVERGORDON, AND INVERNESS.—Life-boat days.

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

ISLE OF ISLAY.—Dance at Bridgend, arranged by Mrs. MacKillop.

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

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

KIRKCUDBRIGHTSHIRE.—Life-boat days at Castle Douglas, Colvend, Dalbeattie, and Kirkeudbright.

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

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

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

MONTROSE.—Special meeting, Provost Todd, chairman of the branch, presiding, at which the Earl of Airlie, K.C.V.O., M.C., D.L., J.P., presented to ex-Provost W. Douglas Johnston the vellum conferring on him the honorary life-governorship of the Institution. Among those present were the Countess of Airlie and ex-Provost Soutar.

Annual meeting of the Ladies' Life-boat Guild, on 19th October, the Countess of Airlie, president of the Guild, in the chair. Speakers: The Scottish organizing secretary and Mrs. W. A. Donald, a member of the guild. Efforts of the past year: Cinema matinée, life-boat day and dance.

MOTHERWELL, NAIRN, AND NEWMILNS.—Life-boat days.

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

PAISLEY.—Annual meeting on 27th October, Major E. H. T. Parsons, C.B.E., D.L., president, in the chair. Speakers: The Lord Saltoun, M.C., vice-chairman of the Scottish Life-boat Council, Provost Ballantyne, the Town Clerk, Mr. James Young, Mr. Halley Brown, Mr. J. O. M. Clark, Mr. Dykes Brown, and the Scottish organizing secretary. Efforts of the past year: Life-boat day and efforts by the Ladies' Life-boat Guild. Amount collected in 1938, £450.

PEEBLES.—Life-boat day.

PERTH.—Life-boat day at Newburgh.

PETERHEAD.—Sunday concert at which the life-boat film "Boats that Save Life" was shown.

PITLOCHRY, AND PORTPATRICK.—Life-boat days.

ST. ANDREWS.—Presentation by Bailie A. R. C. Bowie of certificates of service awarded to the life-boat crew on the closing of the station.

SALTCOATS.—Hostess whist drive and dance.

SELKIRK, AND STIRLING.—Life-boat days.

SUTHERLAND.—Annual meeting, the Duchess of Sutherland, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat days and dance. Amount collected in 1938, £71.

Dance at Dornoch, organized by Mrs. Booker Milburn.

TAIN, TARBERT, AND WISHAW.—Life-boat days.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERDOVEY.—Special meeting, Major O. D. Jones in the chair. Mr. J. Morris Williams elected honorary secretary. Presentations of statuettes of a life-boatman awarded by the Institution to Mr. J. Morris Williams and Miss Dora Morris, and of the record of thanks awarded to Miss Doreen Hildritch, B.A.

ABERTILLERY.—Presentation by Mrs. A. H. Dolman, president, of a prize won in the life-boat essay competition for elementary schools.

ABERYSTWYTH.—Life-boat day, with launch of the life-boat. Hotel and boarding-house dinner-table collections.

BARMOUTH.—Life-boat day, with launch of the life-boat. Hotel and boarding-house dinner-table collections.

BARRY.—Annual meeting of the Ladies' Life-boat Guild on 21st October, the district organizing secretary in the chair. Efforts of the past year: Life-boat days at Barry and Dinas Powis, two whist and bridge drives, dance at Dinas Powis. Amount collected in 1938, £101, an increase of £14 on 1937.

BORTH.—Life-boat day.

CARDIFF.—Life-boat day.

COLWYN BAY.—The branch has suffered a severe loss by the death of Alderman Thomas E. Purdy, J.P., C.C., its president (see "Obituary").

Life-boat day, house-to-house collection, cinema collections.

FISHGUARD AND GOODWICK.—Life-boat days.

CONNAH'S QUAY AND SHOTTON.—Life-boat days, cinema matinée, with address by the district organizing secretary.

HAVERFORDWEST.—Annual meeting on 10th October. Mrs. F. Middleton, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year; Life-boat day and cinema collection. Amount collected in 1938, £33.

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

KINGTON.—Life-boat day.

KNIGHTON.—Life-boat day. Presentation by Mrs. Graves of a prize won in the life-boat essay competition for elementary schools.

LLANDRINDOD WELLS.—Life-boat day. Hotel and boarding-house dinner-table collections.

LLANDUDNO.—The branch has suffered a great loss by the death of Colonel the Hon. H. Lloyd Mostyn, J.P., a member of the committee for many years.

House-to-house collection. Hotel and boarding-house collection.

LLANELLY.—Box opening at Strady Castle. Annual life-boat dance at Pembrey. Presentation by the Mayoress of prizes won in the life-boat essay competition for elementary schools.

MENAI BRIDGE.—Annual life-boat dance. Life-boat day, with sale of flowers.

MILFORD HAVEN.—Life-boat day.

NEWPORT (MON.).—The Mayor, members of the corporation and leading townspeople inspected the new Barry motor life-boat. Short cruises taken on the river.

NEW QUAY.—Life-boat day.

PENARTH.—Life-boat day. Golf open meeting, organized by the Glamorganshire Golf Club, ladies' section.

PRESTATYN.—Life-boat day. Presentation of the statuette of a life-boatman awarded by the Institution to Mr. C. B. Ellison, the honorary secretary.

RHYL.—Life-boat day, with launch of the life-boat. House-to-house collections. Hotel and boarding-house dinner-table collections.

ST. DAVID'S.—Life-boat day. Annual life-boat carnival and fête opened by Colonel and Mrs. Pim. Annual life-boat dance.

SOUTH CAERNARVONSHIRE.—Annual meeting on 27th September, Dame Margaret Lloyd George, G.B.E., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days, cinema collection. Amount collected in 1938, £132.

TENBY.—Life-boat day, with launch of the life-boat. Hotel and boarding-house dinner-table collections. Cinema collections. Sale of souvenir programmes.

Presentations of prizes won in the life-boat essay competition for elementary schools at Canon Pyon and Llanharan.

Ireland.

BALLYCOTTON, AND BALTIMORE.—Life-boat days.

BELFAST.—Presentation by the Rt. Hon. J. H. Robb, K.C., Minister of Education for Northern Ireland, of the Irish challenge shield in the essay competition for elementary schools, won by Michael Peel, of Upper Ballinderry Public Elementary School, near Belfast. Speakers: The Minister of Education and the district organizing secretary.

BRAY.—Annual life-boat dance.

CLONAKILTY, CLOUGHEY AND COBH.—Life-boat days.

CORK.—The branch has suffered a serious loss by the death of Mr. D. F. Doyle, Harbour Commissioner, for many years associated with the branch.

Annual meeting. Coroner J. J. Horgan, chairman of the branch, presiding. Speaker: The district organizing secretary. Amount collected in 1938, £429.

Life-boat day. Golf competition.

COURTMACSHERRY, AND DONAGH-DEE.—Life-boat days.

DUN LAOGHAIRE.—Naming ceremony of the new motor life-boat (see special account on page 615).

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

GREENCASTLE.—Golf competition.

GREYSTONES.—Life-boat day, followed by dance,

HOWTH.—Life-boat day. Golf competition.

KILKENNY.—Golf competition.

KINSALE.—Collection on regatta day.

LAYTON AND BETTYSTOWN.—Golf competition.

LIMERICK.—Life-boat day and annual produce sale. Golf competition.

MILTOWN-MALBAY.—Life-boat day.

MULLINGAR.—Tennis tournament.

NEWTOWNARDS, AND PORTRUSH.—Life-boat days.

ROSSLARE HARBOUR, AND ROSS-NOWLAGH.—Golf competitions.

SKERRIES.—Life-boat day.

SLIGO.—Golf competition.

TUAM, WATERFORD, WHITEHEAD, AND YOUGHAL.—Life-boat days.

Notice.

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

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

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

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

The next number of THE LIFE-BOAT will be published in February, 1939.
