

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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## THE LIFE-BOAT FLEET

Motor Life-boats, 142 :: Pulling & Sailing Life-boats, 20

LIVES RESCUED

from the foundation of the Institution in 1824  
to February 28th, 1939 - - - -

66,142

## The Great Gale of 23rd November, 1938.

ON 23rd November, 1938, the severest gale since the great gales of the winter of 1929 to 1930, struck the British Isles. The wind reached a speed of 108 miles an hour. Much damage was done on land. Cattle were swept out to sea; telegraph poles, trees, hoardings and walls blown down; roofs torn off; roads flooded; a railway bridge washed away; and thirteen lives were lost.

Life-boats were launched all round the coast; on that one day there were 27 launches. Life-boats rescued 36 lives. Life-boatmen at New Brighton, Aldeburgh, and Great Yarmouth and Gorleston won six medals and four vellums for gallantry, and the Institution made rewards and other payments to life-boat crews amounting to nearly £500.

### NEW BRIGHTON.

The outstanding service of the day was at New Brighton on the Mersey. At 9.15 in the morning, news was received at the life-boat station that a fishing boat was in difficulties E.N.E. of the Crosby Light-vessel; it lies about 6½ miles from the life-boat berth. A whole west gale was blowing, with a rough sea. There were gusts of wind at 108 miles an hour. There were frequent and very heavy squalls of rain and hail.

Within eight minutes of the assembly

signal the life-boat, *William and Kate Johnston*, was away. It was then 9.55. The life-boat was drawing near to the position given about 10.30 and could see a fishing boat. She appeared to be labouring heavily in the sea. It was the *Progress*, of Hoylake, with a crew of three. At the same time, the life-boat saw a schooner drifting towards the shore with her sails blown away. She was the *Loch Ranza Castle*, of Annalong, laden with stone and carrying a crew of four.

The coxswain had to decide at once which of the two vessels was in the greater need of help. As the fishing boat was the smaller of the two, and as she was anchored and in deeper water, he decided to go to her help first. The life-boat went alongside, and after two or three attempts, rescued the three men. Shortly afterwards the fishing boat sank.

### Right in the Surf.

The life-boat then set course for the schooner. The weather had become steadily worse, and a very heavy sea was now running. The squalls were terrific, and the spindrift and spray made it very difficult to see. By this time the schooner was right among the surf. She was drifting rapidly ashore. Her crew had taken to the rigging. The surf was breaking between 200 and

300 yards from the shore, and the coxswain took in the life-boat until she was between 150 and 200 yards from the schooner. There he took soundings, headed seaward again, and let go his anchor. Those on the life-boat could see now that the *Loch Ranza Castle* had sunk. The crew were in the starboard and port rigging.

#### The Life-boat Over the Wreck.

The coxswain veered the life-boat down, with the engines working, took her over the wreck, and after several attempts, succeeded in rescuing the two men who were in the starboard rigging. The other two men were on the port side. One of them was seen to climb further up and cross over to the starboard rigging. The other was seen to get rid of his seaboots, but he remained where he was. Again the coxswain took the life-boat over the wreck and rescued the third man. From him it was learnt that the fourth was too exhausted to do anything. He was in a very critical position, and the coxswain realized that there was no way of helping him unless he could take the life-boat round under the port rigging where the man was clinging.

The rescue of the three men had taken an hour; the tide had eased; but, by this time, none of the deck fittings, not even the gunwale, were showing, and blocks, yards and rigging were falling from the masts.

#### Rescued Unconscious.

The second anchor cable of the life-boat was bent on to the cable by which the life-boat was already anchored, and the coxswain veered her down stern first, passed under the bowsprit of the wreck, and so, with the help of the engines, got right alongside the port rigging. The man by now was scarcely conscious and was quite incapable of helping himself. The coxswain kept the boat alongside the rigging and, after some very anxious minutes, the crew succeeded in getting the half-conscious man into the life-boat. There he was at once given first aid by the second motor mechanic.

The coxswain then manœuvred the life-boat clear, cut his cable, and made for the New Brighton landing stage, where she arrived at seven minutes

to one. The life-boat was down nearly three feet by the head. Her two forward compartments and the cabin were flooded. It was clear that she had been severely damaged when she was taken over the wreck to rescue the three men in the starboard rigging. The life-boat would normally have gone to her moorings, and the crew and the rescued would have been landed in the boarding boat, but in view of the damage to the life-boat, and in view, too, of the condition of the last man to be rescued (he was sixty-five years old), the coxswain decided to go alongside the landing-stage, a manœuvre calling for great skill and seamanship. It was successfully carried out and the rescued were landed.

The life-boat was taken next day to a yard at Birkenhead for repair, and there it was found that, besides much other damage, there was a hole three feet by three inches in the skin of the fore cabin, and another hole nine inches in diameter in the skin of another compartment, while the skin of a third compartment was also holed.

#### The Rewards.

It was a service in which the coxswain showed great gallantry and tenacity, and exceptional seamanship. The way in which he handled his boat after she had been damaged is worthy of the highest praise. He was admirably supported by his crew, especially by the second coxswain and the two motor mechanics. The Institution has made the following awards:

To Coxswain W. H. JONES, the silver medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To the second coxswain, J. NICHOLSON and the motor mechanic, W. GARBUTT, second-service clasps to the bronze medals for gallantry which they already hold, accompanied by copies of the votes inscribed on vellum;

To the second motor mechanic, J. MASON, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To the bowman, W. S. JONES, and the other members of the crew, J. STONALL, H. STONALL and W. DOUGLAS, the

thanks of the Institution inscribed on vellum;

To the coxswain and each member of the crew a reward of £3 in addition to the ordinary scale reward of 19s. Standard rewards to the crew, £5 14s.; additional rewards to the crew, £24; total rewards, £33 4s. 6d.

Four days after the service Mr. J. Stonall collapsed while out fishing and died of heart failure. He left a widow and two children. As he had not died on life-boat service, or as a direct result of it, his widow was not eligible for a pension, but the Institution decided to make her an allowance of fifteen shillings a week during her widowhood, and five shillings a week for each of the children until they were sixteen.

The motor life-boat, *Oldham*, of Hoylake, was also launched on the same service. It was known that the New Brighton life-boat had put out, but it was thought that in the very heavy weather the *Oldham* might also be wanted. She was launched at 11.13 A.M. and reached the Crosby Channel at 12.40. There she was hailed by the Mersey Dock tender, *Vigilant*, which told her that the crews of both vessels had been rescued by the New Brighton life-boat. She arrived back at 2.20 P.M. Rewards, £11 18s.

#### ON THE EAST COAST.

On the same day, on the east coast, a gale was blowing from the south and south-east, with very heavy seas, and barges were running helplessly before it.

At 7.56 in the morning the maroons were fired at Aldeburgh. Three barges were in distress two and a half miles north-east of the station. They were the *Grecian* and *Astrild*, of Rochester, and the *Decima*, of London. The motor life-boat *Abdy Beauclerk* was launched in nine minutes, in itself a notable feat, for the launch off the open beach at Aldeburgh is very difficult and dangerous. The life-boat went first to the *Grecian*, but her crew declined help. She then went to the *Astrild* which was riding to an anchor near Sizewell Bank. Her topsail had been blown away; she was continually swept by heavy seas; the

running rigging of the mainsail had parted; the sprit (the heavy spar which supports the mainsail) was swinging violently about; and the barge herself was sheering about so wildly that the coxswain had to make five attempts before he could get the life-boat's stem alongside the barge's rigging and the two men were able to jump aboard. The life-boat's stem was slightly damaged.

The life-boat then went to the *Decima* but she declined help and ran north; so the life-boat returned to the *Grecian* and this time her crew of two were very glad to leave her. They were rescued in the same way as the crew of the *Astrild*.

It was impossible for the life-boat to be brought ashore at Aldeburgh in the heavy seas, so she ran for Lowestoft where she arrived at 1.15 P.M.

It was a fine service, very skilfully carried out, and the Institution has made the following awards:

To COXSWAIN GEORGE E. CHATTEN, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To Lieut. D. DAY, R.N., honorary assistant secretary, and Mr. H. L. GOODSON, a member of the local committee, letters of thanks;

To the coxswain and each member of the crew a reward of £1 in addition to the ordinary scale reward of 19s. Standard rewards to the crew, £8 11s.; additional rewards to the crew, £10; total rewards to crew and helpers, £49 14s. 11d.

#### TO THE HELP OF SEVEN BARGES.

Further north on the east coast the Great Yarmouth and Gorleston motor life-boat, *John and Mary Meiklam* of Gladswood, went out to the help of no fewer than seven barges. She was out almost continuously for over eleven hours; saved two barges with their crews of four men; rescued the crews of three more barges, six men in all; and stood by two other barges.

The first call came at seven in the morning. A gale was blowing from the south-east, with a very rough sea and heavy rain. The life-boat found the sailing barge *Ailsa*, of London, about a mile south of Gorleston pier. The barge was anchored, but the anchor

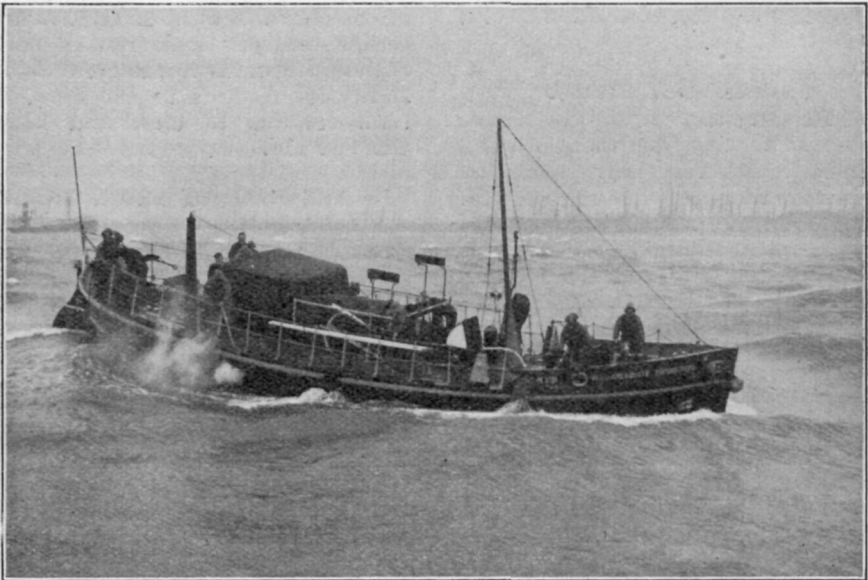
## THE NEW BRIGHTON SERVICE TO THE



*By courtesy of]*

*[Stuart Marsh, Hoylake*

**SEAS AT NEW BRIGHTON ON NOVEMBER 23rd, 1938.**



*By courtesy of]*

*[Stuart Marsh, Hoylake*

**THE LIFE-BOAT RETURNING WITH THREE COMPARTMENTS FLOODED.**

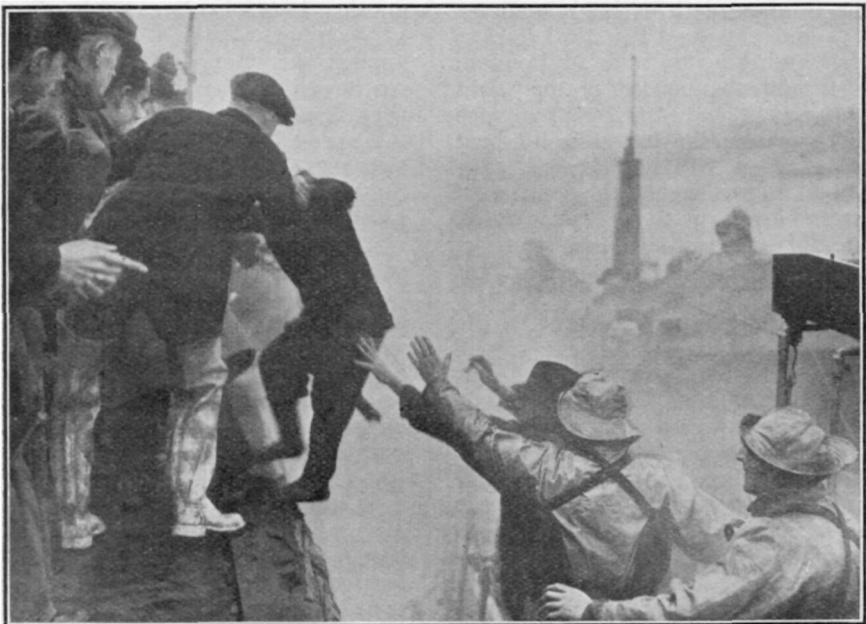
**PROGRESS AND THE LOCH RANZA CASTLE.**



*By courtesy of]*

*[Evening Express, Liverpool*

**COMING ALONGSIDE THE LANDING STAGE.**



*By courtesy of]*

*[Evening Express, Liverpool*

**LANDING THE RESCUED.**

was dragging and she was driving towards the beach, with seas breaking clean over her. A tug had got a hawser aboard her. The coxswain took the life-boat alongside; three of his crew jumped on board the barge; with their help the hawser was secured and the anchor heaved up. The tug then towed the barge in with the life-boat standing by.

The coxswain then saw another barge, the *Britisher*, of London, to the north-east of the harbour with her sails blown away. On the advice of the coxswain, the barge anchored. The life-boat then took off her two men, and, backing clear, stood by to see how the weather went. Half an hour later a tug came out. The life-boat put the two men back on the barge, with three life-boatmen to help them, and the tug's tow-rope was secured; the anchor was got up; and the barge was towed in with the life-boat standing by.

#### Running Before the Gale.

It was now eleven in the morning. The life-boat collected the six men of her crew from the two barges and no sooner was this done than the coast-guard reported other barges running north, with their sails blown away.

The life-boat left harbour again at 11.30 and spoke to the barges *Raybell* and *Royalty*, both of London. *Raybell* said she needed no help but *Royalty* was taken in tow by a tug, with the life-boat standing by. The life-boat then returned to the *Raybell*. The wind had now veered to the south-west and was blowing with increasing force.

The *Raybell* had anchored south of Gorleston pier, but her anchor was dragging and she was driving rapidly out; still the skipper said that he did not need help. He dropped a second anchor and then a third; but the barge did not hold. With the strong ebb and heavy sea the barge was driving towards the Scroby Sands.

With the three anchors failing, the skipper at last asked for help. A tug had now come out, prepared to take her in tow, if it was not too late, for the barge was now very near the sands. The life-boat coxswain told the skipper and his mate to be ready, if they failed to pick up the tow, to jump aboard the

life-boat. The men got their gear on deck, but after several attempts, they made fast the hawser from the tug.

#### The Life-boat in Pursuit.

As soon as he saw her in tow and well clear of the sands, the coxswain made for another sailing barge which had passed the harbour and was running northward with a flag in her rigging. She was the *Cetus*, of London. The life-boat followed her at full speed and came up with her abreast of Caister. The skipper told the coxswain that he had lost all his anchors, and that his barge was unmanagable. She continued to run northward and when abreast of Winterton Lighthouse, the skipper decided to abandon her. The life-boat came under her lee quarter, and the two men of the barge jumped aboard her, but the barge was being carried so rapidly to leeward that the life-boat was damaged by her; and the life-boat's crew narrowly escaped injury when she went under the barge's bowsprit.

#### A Rescue Just in Time.

It was now about three in the afternoon and the life-boat returned to Gorleston. When she was close to Britannia Pier the coxswain saw another barge in danger, the *Decima*, of London. Driving at full speed against the strong ebb and the heavy sea he reached her just as she got into the breakers on Scroby Sand. At full speed he went alongside, and the two men on board jumped into the life-boat. A few minutes later the barge was ashore on the sands.

The four men from the two barges were landed and the life-boat went to her moorings at 4.30, to learn that yet another barge, the *Una*, of Ipswich, was ashore on Yarmouth beach. It was now dark and the sea on the beach was very heavy. The coxswain anchored and dropped down to the barge. The life-boat herself struck the ground and bumped heavily. She was knocked by the seas towards the *Una*. The two men were ready. They threw their dog aboard the life-boat then jumped themselves; and the life-boat, hauling on her cable, drew out into deep water and at last reached her station at 6.30 in the evening.

**Rewards.**

It was a series of difficult services in which the coxswain showed fine initiative and seamanship, and the Institution has made the following awards:

To COXSWAIN CHARLES A. JOHNSON a second service clasp to the bronze medal for gallantry, which he won in 1922, accompanied by a copy of the vote inscribed on vellum;

To the motor mechanic, B. J. DARBY, a letter of appreciation;

To the coxswain and each member of the crew a reward of £1 in addition to the ordinary scale reward of £2 7s. 6d. Standard rewards to the crew, £23 15s.; additional rewards to the crew, £11; total rewards, £36. 2s. The services to the *Ailsa* and *Britisher* were property salvage cases.

**17 OTHER LIFE-BOATS OUT.**

Seventeen other life-boats were out on that day of gales. On the east coast at Southend-on-Sea (where the life-boat was on almost continuous service for twelve hours), Clacton-on-Sea, Southwold, Lowestoft and Skegness; on the north-east coast at Bridlington, Flamborough, Filey, Scarborough and Hartlepool; in the Isle of Wight, at Bembridge; on the south-west coast at Padstow and Barry Dock; on the east coast of Scotland at Arbroath and Gourdon; on the west coast of Scotland at Portpatrick; and on the Irish coast at Portrush. Accounts of these launches are given under "Services of the Life-boats" on pages 32 to 34 and 38.

**Silver Medal Service at Torbay.**

EARLY in the afternoon of the 9th December, 1938, the open motor crabber, *Channel Pride*, of Dartmouth, was overtaken by a sudden gale off Coombe Point, Dartmouth. She had two men on board. Her skipper decided to return at once, but the propeller was fouled by a crab pot, and this stopped the engine.

At 2.15, the crabber, with one of the men waving an oar, was seen drifting towards the cliffs by Mr. F. Hyne, gardener to Mr. Cyril Maude, the actor, of Redlap House, Dartmouth. He rushed back to the house and telephoned to the coastguard. The coastguard had already had the news, but they asked Mr. Hyne to take ropes to the cliff and to do anything possible until the life-saving apparatus arrived.

Meanwhile, the crabber had continued to drift. The two men had let go the anchor, but it would not hold. They were baling hard. Then they took off their seaboots, and lashed round themselves the inflated rubber floats used on the crab pots. It was all they could do, but they thought their last moment had come. The huge, breaking seas were dashing 50 feet up the cliffs. If the boat had struck the men would have been beaten to death at once on the rocks. From the top of the cliff Mr. Hyne was able to call to them that the life-boat

had been summoned, but so near was the crabber to the cliffs that it seemed impossible for the life-boat to reach her; and at any moment he expected to see her capsize. That she was still afloat when the life-boat arrived was due to three things: At the last moment her anchor had caught against a rock; the wind, which was blowing at 30 to 60 miles an hour from the south, veered to S.W.; and the back-wash of the seas helped to keep the boat off the cliffs.

At 2.24 the message reached the Torbay life-boat station from the coastguard at Berry Head. The crew were hurried down to the harbour in cars and at 2.40 the life-boat got away. The heavy sea was made worse by the ebb tide running against the gale. There was heavy rain and visibility was very poor.

**A Journey of Ten Miles.**

The life-boat had a journey of about ten miles before her. After she had passed Berry Head, she searched along the coast to Dartmouth, keeping near the shore, then past Coombe Point, past Redlap and three miles further along the coast to Slapton Sands where the coxswain knew that the crab pots would be. The whole time she was driving into the full force of the gale. A look-out was kept, but in the growing dusk and the heavy rain, she could see nothing of the crabber. The crabber

was showing no lights. The men on board had no electric light. Their matches were wet, and they were unable to light a lamp. The coxswain returned, again passing the crabber at Redlap, and ran towards Coombe Point.

Meanwhile, Mr. H. M. Smardon, the honorary secretary of the station, had been in constant touch with the Dartmouth coastguard at Coombe Point. News had now come that the crabber had anchored and was dragging towards the Redlap cliffs. News also came to him from Mr. Gough, of Three Beaches, that on his wireless he had heard the Niton Radio Station calling the life-boat and the life-boat calling Niton, but neither had been able to get into touch with the other. Through the coastguard, Mr. Smardon asked Niton to send out a message to the life-boat that the crabber was only 200 yards off Redlap. But though, both before the life-boat put out and after she returned, her wireless was found in perfect order, Niton could not get through to her.

Mr. Smardon knew that the crabber was dragging towards certain destruction and asked the Dartmouth coastguard to fire white star rockets, the signal, "I wish to communicate." The signal was given, but there was no response. It was fired a second time, and then the coastguard saw the navigation lights of the life-boat as she came in towards Coombe Point for information. He signalled the crabber's position to her by morse. It was then nearly five o'clock.

#### The Rescue.

After the rockets had been fired and the life-boat seen, Mrs. Maude's parlourmaid came out with electric torches and a towel soaked in paraffin and started a gorse fire on the cliff-top to guide the life-boat.

The coxswain made at once for Redlap cliffs, but in the heavy rain and the intense darkness under the 200-foot cliffs, he saw nothing. It was not until the life-boat was almost on top of her, that the bowman saw the crabber on his starboard bow. Had she been seen sooner the coxswain would have anchored and veered down to her. As he was so near he decided to go right in; put his helm hard over to bring the crabber under the lee of his port bow;

then went hard astern and brought the life-boat up all standing alongside the crabber which was lying athwart the breakers. The two men jumped aboard the life-boat. A moment later a huge breaker hit her and knocked her bow towards the shore. The coxswain did not go astern for fear of fouling his propeller on the crabber's cable. He went full speed ahead, bringing her round with her head to the seas when she was only five or six yards from the cliffs, and the seas were rebounding from them over her stern. Next moment the coxswain had to put his helm hard over again and just missed a rock awash under his starboard bow. So he brought her safely out of the breakers and reached Torbay again at 7.45.

#### The Rewards.

It was a hazardous rescue carried out with great daring, and the Institution has made the following awards:

To Coxswain W. H. H. MOGRIDGE, the silver medal, accompanied by the vote inscribed on vellum;

To the second coxswain, W. PILLAR, the bowman, F. C. SANDERS, the motor mechanic, R. T. HARRIS, the assistant motor mechanic, E. LAMSWOOD, and the other members of the crew, F. TUCKER, C. BICKFORD and F. LAMSWOOD, the thanks of the Institution inscribed on vellum.

To the coxswain and each member of the crew a reward of £2 in addition to the ordinary scale reward of £1 8s. 6d. Standard rewards to the crew, £9 19s. 6d. additional rewards to the crew, £16; total rewards, £26 13s.;

To Mr. H. M. SMARDON, the honorary secretary of the station; Mrs. CYRIL MAUDE, her gardener, Mr. HYNE, and her parlourmaid; Mr. P. F. INGRAM, who was the first to send the news to the coastguard; and Mr. N. P. GOUGH, who reported the failure of the wireless station and the life-boat to get into touch with one another, letters of thanks.

Coxswain Mogridge has now won a medal for gallantry three times. He was awarded the bronze medal in 1935, and the second-service clasp to that medal in 1937. On each occasion the members of his crew have been awarded the Institution's thanks inscribed on vellum.



## Another Bronze Medal Service at Southend-on-Sea.

THE Southend-on-Sea motor life-boat, *Greater London (Civil Service No. 3)*, which had already been out in the great gale of 23rd November, 1938, on almost continuous service for twelve hours, was again called out three days later, on 26th November, in even worse weather. It was just after three in the morning when the call came. A very heavy gale was blowing, and the coxswain described it as "the worst gale for broken water I have ever seen." There were severe rain squalls, and in the spray and the rain it was almost impossible to see the length of the boat.

From the pier-head barges had been seen in great difficulties. The life-boat went two miles to the eastward, and there, by the help of her searchlight, she found the *T.F.C.*, of Rochester, the *Glenmore*, of Rochester, and the *Lord Roberts*, of London, each with two men on board.

### Three Barges Sunk.

The life-boat went first to the *Lord Roberts*, but the crew would not leave, so she went to the *T.F.C.* The barge's decks were under water, and the crew were in the rigging. Playing his searchlight on the masthead, the coxswain ran alongside the lee rigging and took off the skipper. The barge then sheered off heavily. The life-boat went in again, and the mate was rescued.

The life-boat then went back to the *Lord Roberts*. Her crew were standing on the cabin top which was under water, but still they would not leave her. So the life-boat went on to the *Glenmore*. She too had sunk, and her crew were in the rigging. As in the case of the *T.F.C.* the life-boat twice went alongside the

lee rigging, taking off the mate, and then the skipper, who had a wooden leg.

By this time the *Lord Roberts* had sunk and her crew were at the top of the mizzen mast. The coxswain took the life-boat right over the barge, and in the hollow of a sea she struck the barge and was damaged; but the two men were rescued.

The life-boat got back to her station about 4.30 in the morning. At 7.45 she again went out to search for a vessel reported in distress but could find nothing and returned at nine o'clock.

It was a series of services very skilfully carried out in the worst of weather, in the dark, and in exceptionally difficult and severe conditions. In recognition of the skill of coxswain and crew the Institution has made the following awards:

### The Rewards.

To COXSWAIN SIDNEY H. B. PAGE the second-service clasp to the bronze medal which he already holds and a copy of the vote inscribed on vellum. Coxswain Page won the bronze medal on 2nd June, 1938, when the life-boat went out to five vessels in one day. He is only the second life-boatman in the past thirty years to win two medals in one year;

To the second coxswain, W. A. DEER, the bowman, H. G. MURRELL, and the assistant motor mechanic, R. H. SANDERS, the thanks of the Institution inscribed on vellum;

To the coxswain and each member of the crew a reward of 10s. in addition to the ordinary scale reward of £2 7s. Standard rewards to the crew, £18 16s.; additional rewards to the crew, £4 10s.; total rewards, £28 7s. 3d.

## Life-boat Days in 1938.

DURING 1938 life-boat flag days were held by 772 of the 1,072 branches of the Institution, seven fewer than the record number of 1937. The amount collected on those days was £43,839 which was the largest total since 1930,

and an increase on 1937 of £365. The number of people who contributed was 5,648,000, which is 381,000 more than in 1937. The average contribution was  $1\frac{1}{4}$  of a penny, a slight decrease on 1937.

## Rescue from a Shelled Steamer.

### Spanish Ship attacked off Cromer.

SHORTLY after three in the afternoon of 2nd November, 1938, the coastguard at Cromer reported flashes and gun fire at sea. The firing shook the windows, and people, who crowded to the cliffs, could see the flashes. With binoculars, a large steamer also could be seen about ten miles north of Cromer, with an armed vessel about a mile from her. There was no distress signal, and the life-boatmen stood by at the boathouse on the pier. The firing ceased about 4.15, but it was not until 4.40 that any message was received.

#### "Heave To or I Fire."

Then a wireless message sent out by the British steamer, *Monkwood*, picked up by a resident at Lowestoft, and confirmed by the Humber Radio a few minutes later, reached the Cromer life-boat station through the coastguard. It was to the effect that an auxiliary cruiser was firing at a Spanish steamer ten miles north of Cromer lighthouse. The cruiser was flying the signal, "Heave to or I fire." The steamer appeared to be severely damaged by the shell fire.

She was, as was discovered later, the *Cantabria*, of Santander, of over 5,000 tons, belonging to the Spanish Government. After unloading a cargo of timber from Russia in the Thames, she had left the Thames the night before for Immingham. The auxiliary cruiser was flying the flag of General Franco. She was the *Nadir*.

#### The Life-boat Alongside.

At 5.5. P.M., half an hour after sunset, the No. 1 Cromer motor life-boat, *H. F. Bailey*, was launched, to see if her help was needed. A moderate west breeze was then blowing, with a moderate sea. About six o'clock the life-boat spoke the steamer *Glenshiel* and her captain pointed out the position of the attacking ship. The life-boat made for her. She reached her half an hour later and then found the *Cantabria*, which had no lights showing. The two steamers were only two

lengths apart. As the life-boat approached, the *Cantabria* signalled with a small torch. The life-boat went alongside and found that of the forty or more people who had been on board, there were now only the master, his wife and two children, and one member of the crew. The rest of the passengers and crew had left in two boats. One had been picked up by the *Nadir*, and the other by the British steamer *Pattersonian*, on her way from the Tyne to London.

#### The Steamer Heeling Over.

Some twenty shells had fallen on or near the *Cantabria*, and although no one had been injured, several of the shells had hit the hull. The steamer had a heavy list to starboard, and all the time that the life-boat was alongside she was heeling over. Before the last of the five people had been taken off she was pressing so heavily on the life-boat that five of the latter's stanchions and her guard chain on the port side had been broken. The life-boat, however, got safely away and reached Cromer again at 8.15.

The *Pattersonian*, according to her captain's report had come on the scene at 4.30. The *Cantabria* made a distress signal, and as the *Pattersonian* approached her the *Nadir* manœuvred in an attempt to prevent it. A collision was only just avoided. The *Pattersonian* took on board eleven of the *Cantabria's* crew, who had put off in one of her boats, and then continued her journey towards Great Yarmouth.

At 9.40 the coastguard reported to the Great Yarmouth and Gorleston life-boat station that the steamer was in Yarmouth Roads and wanted to land eleven men of the *Cantabria's* crew. It was not known if any of them were wounded or hurt. At 9.50 the motor life-boat, *John and Mary Meiklam of Gladswood*, was launched, taking with her Dr. G. H. Buncombe, a member of the life-boat committee, in case medical help was needed. A moderate westerly breeze was blowing with a moderate sea. The life-boat

SOME OF THE RESCUED.



By courtesy of]

[H. H. Tansley, Cromer

**FROM THE SPANISH STEAMER CANTABRIA.**

Coxswain Henry Blogg is shaking hands with the *Cantabria's* captain. The captain's wife and children and one member of his crew are on his left.

(See opposite page.)



By courtesy of]

[Stuart Marsh, Hoylake

**FROM THE PROGRESS AND THE LOCH RANZA CASTLE AT NEW BRIGHTON.**

(See page 1.)

took off the eleven men and landed them. They were taken to the Sailors' Home and the life-boat returned to her station, arriving at 11 P.M.

A letter of appreciation was sent by the Institution to Coxswain Henry

Blogg and the Cromer crew. A letter of appreciation was also sent by the Inspector of H.M. Coastguard, East Anglian Division.

Rewards: Cromer, £26 9s. 6d.; Great Yarmouth and Gorleston, £25 4s.

## Disaster at St. Ives.

### Seven Life-boatmen Lost.

THREE minutes before two in the morning of 23rd January, 1939, the honorary secretary of the St. Ives life-boat station was rung up by the district officer of coastguard, who told him that a vessel was in a dangerous position two miles N.N.E. of Cape Cornwall. Cape Cornwall is eleven miles along the coast from St. Ives in the direction of Lands End. A W.N.W. gale of exceptional violence was blowing, with a very heavy sea. The life-boat would have to travel the eleven miles against the gale.

Five minutes later the district officer again rang up suggesting that the life-boat should not be launched until it was learned if the Sennen Cove life-boat, which was six miles on the other side of Cape Cornwall, could put out. Sennen Cove cannot be launched during the two hours on either side of low water. The tide was low, and the answer came back from Sennen Cove that the launch was impossible. At that the coxswain said at once, "We're off," and at 2.30 he fired the assembly signal. Twenty minutes later the life-boat had been launched. Over eighty helpers took part in the launch.

#### "More Help Needed."

At 4.20 the coastguard at Clodgy Point saw red flares a mile out at sea. They meant, "More help needed." The coastguard rocket life-saving appliances at St. Ives were ordered out and sent right round St. Ives Bay to Godrevy Point, on the leeward side of the bay. The Porthreath appliances, from the other side of Godrevy Head, were also summoned. At the same time a message was sent to the Penlee life-boat station, on the south coast of Cornwall, nearly thirty miles away, calling out the life-boat. She was launched at 5 A.M.

St. Ives waited for nearly three hours more, and then, just after seven o'clock in the morning, came the message that the life-boat had been wrecked on the rocks near Godrevy lighthouse and that, of her crew of eight men, only one was alive.

What had happened during those four hours since the life-boat had put out we know from the survivor, William Freeman.

#### The First Capsize.

As she left the shelter of St. Ives Head she met a very heavy sea. She kept well clear of the headland to avoid the heavier seas and strong flood tide closer in, and turned westward. She was then running almost in the teeth of the gale. When about one and a half miles N.N.E. of Clodgy Point, the boat sheered as she came down a sea. The next struck her on her starboard bow, and she capsized. She was a self-righting life-boat, and she righted herself in a few seconds. When she righted herself, four of the eight men on board were missing, Coxswain Thomas Cocking, the acting bowman, William Barber, the signalman, John Thomas, and one of the crew, Edgar Bassett. William Freeman, who was forward, was in the water before he knew what had happened, but he kept hold of the gunwale and two of the other men dragged him on board again.

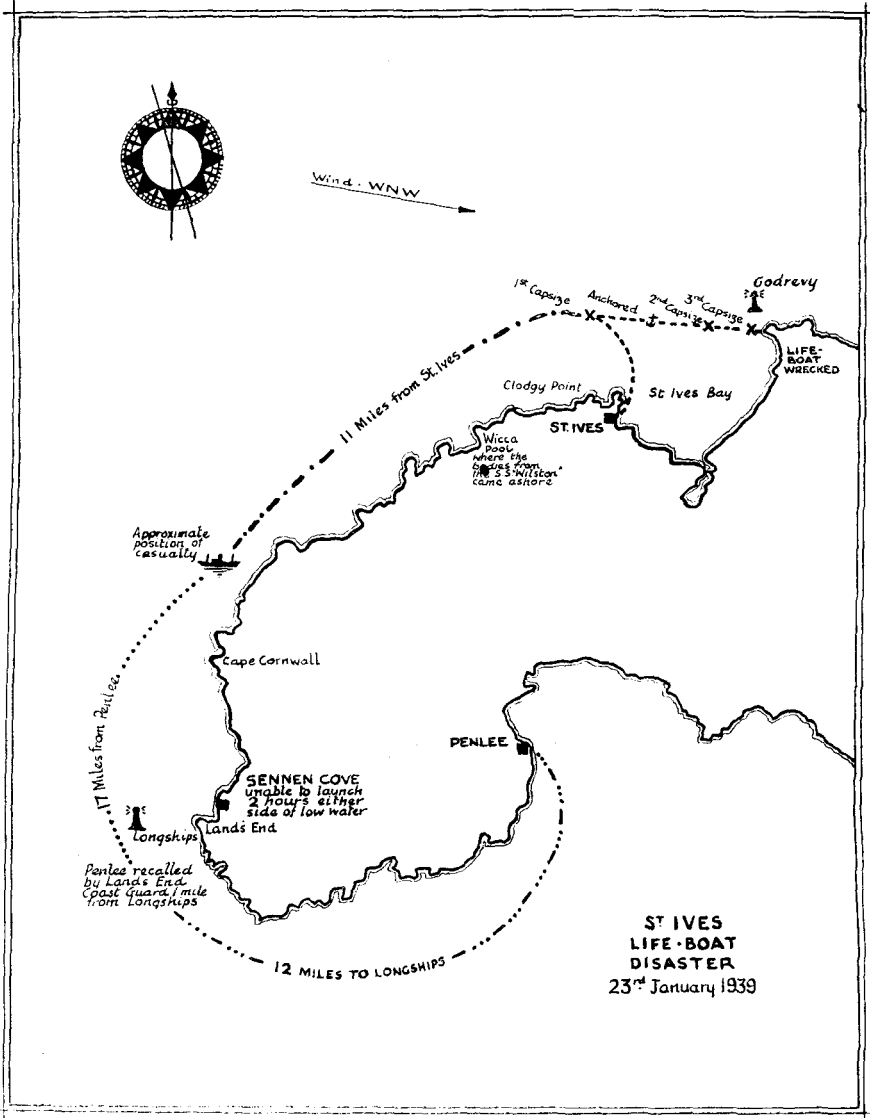
#### Propeller Fouled.

The engine had shut off when the life-boat capsized, as it is designed to do. Before the motor mechanic restarted it and any attempt could be made to pick up the missing men, some of the boat's gear, which had been washed partly out of her, was cut away for fear that it would foul the propeller.

The mechanic then restarted the engine without difficulty, but when he put in the gear, the engine stalled. He restarted it again. Again it stalled. The engine was working, but the propeller must have been fouled. The

sail, to keep the life-boat head to wind and sea, but with half the crew gone it was beyond their power.

While they were at anchor they burned the red flares, "More help needed," which were seen by the coast-



astern gear was then put in; attempts were made to clear the propeller, and the ahead gear was once more put in. Again the engine stalled.

The four men then dropped the anchor and veered out all the cable. They then attempted to step the mizzen mast and, with the help of the mizzen

guard. They also switched on the searchlight, and burned a white flare. They saw the coastguard's answering rocket.

Meanwhile, the life-boat was sheering about. A great strain was put on the cable. It was a new one; it had not previously been used; but the strain

was so great that it parted, and the life-boat drifted to leeward across the mouth of the bay.

#### The Second Capsize.

As she drifted, the mechanic again started the engine. It stalled again. Again he started it, but again it stalled. The boat continued to drift. When she was two-thirds of the way across the bay, a great sea struck her as she was beam on to it, and capsized her a second time. When she righted herself, the motor mechanic, Richard Stevens, who was forward, was missing.

William Freeman, who was under the canopy above the engine controls had jammed one hand in the railing below the canopy. With the other he had grasped the starting handle. When the boat capsized, the pressure of the air trapped under the canopy was sufficient to keep the water out. Even when he was upside down, with the keel of the boat above him, his face was not under water.

#### The Third Capsize.

There were now only three men aboard, and the life-boat continued to drift towards Godrevy. The men were all aft. As she came close to the rocks, Matthew Barber, the bowman, who was acting as second coxswain, shouted, "Look out, a big sea coming." For the third time she was capsized. When she righted herself only William Freeman was on board. Matthew Barber and the assistant mechanic, John Cocking, had gone. He felt them go past him, but he never saw them again.

Three minutes later the life-boat struck the rocks near Godrevy. She was thrown on a fairly level ledge, her stern towards the shore. As the sea receded, William Freeman crawled out and made his way on all fours along the rocks. A sea overtook him, but it did not knock him over. He scrambled up a gap in the cliff, took off his water-logged boots, and made his way to Godrevy Farm. There he was taken in by Mr. and Mrs. Delbridge and put to bed. He was cut and much bruised. Mr. Delbridge then cycled to Hayle. From there he telephoned to Camborne for a doctor, and then telephoned the news of the disaster to the coastguard at St. Ives. It was from

the coastguard that the life-boat station learned, at five minutes past seven, four and a quarter hours after the boat had put out, that she was smashed on the Godrevy rocks with only one of her crew alive.

As soon as the coastguard received the news they started to search the coast for the bodies of the seven other men. The Penlee life-boat was off Lands End, twelve miles from her station at 7.20. There she was signalled by the coastguard to return as her services were no longer needed.

#### At the Scene of the Disaster.

Immediately the news of the disaster reached the headquarters of the Institution, Captain R. L. Hamer, R.N., the deputy chief inspector of life-boats, went down to St. Ives with the inspector of machinery and the chief draftsman (hull) and there met the southern district inspector, Lieut.-Commander H. L. Wheeler, R.N. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, went down the same day, provided with funds to relieve any immediate necessities among the families of the men who had lost their lives.

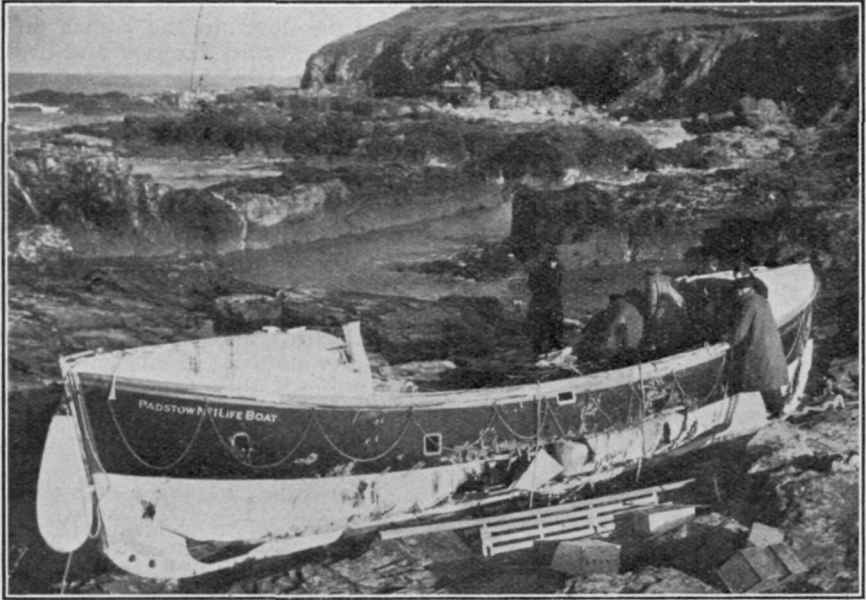
The wrecked life-boat was at once placed under guard and was examined the next day. She was on one of the reefs of rock immediately to the south of Godrevy Island. She had been driven through a narrow gully and left well above high-water mark. From the marks on the rocks and the damage to the boat it was evident that she had, at one time, been keel up on the rocks. From the place where she lay it was impossible to remove her by land or by sea, and she had been so severely damaged that she was beyond economical repair.

The engine was not damaged. It was started without difficulty. The propeller was dented, but nothing was found foul of it. The engine was removed, and later the remains of the hull were burned.

#### The Inquest.

Four of the bodies had come ashore, almost at once, Coxswain Thomas Cocking, his son, John Bassett Cocking, Matthew Barber and William Barber. The inquest on

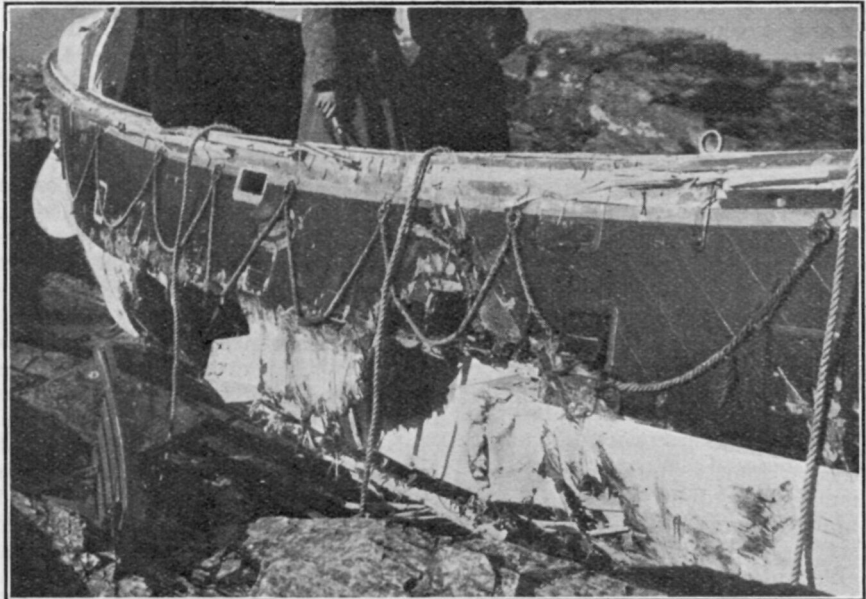
THE WRECK OF THE ST. IVES LIFE-BOAT.



By courtesy of]

[Studio St. Ives, Ltd.

The life-boat's air-cases can be seen protruding from the broken hull and scattered on the rocks.



By courtesy of]

[Studio St. Ives, Ltd.

The life-boat was the *John and Sarah Eliza Stych*, of Padstow, temporarily stationed at St. Ives

them was held on 25th January and was attended by the secretary, the deputy chief inspector of life-boats and the district inspector of life-boats. The verdict was "Death by misadventure". The funerals were held next day, the secretary, the deputy chief inspector of life-boats and the district inspector of life-boats, representing the Institution. Nearly all the men of St. Ives were present, and life-boatmen and fishermen from all round the Cornish coast.

In the end all the bodies were given up by the sea, the last of the seven on the 10th February.

#### The Men.

The seven men who lost their lives were:

THOMAS COCKING, aged 65, the coxswain;

MATTHEW STEVENS BARBER, aged 32, bowman and acting second coxswain;

WILLIAM BRYANT BARBER, aged 37, acting bowman, the brother of Matthew;

RICHARD QUICK STEVENS, aged 36, the motor mechanic;

JOHN BASSETT COCKING, aged 38, assistant motor mechanic, son of the coxswain;

JOHN THOMAS, aged 42, signalman;

EDGAR BASSETT, aged 29.

Coxswain Cocking had been a member of the crew for many years. He was appointed bowman in 1919, second coxswain a year or two later, and coxswain in 1928. On the 31st January, 1938, he won the Institution's silver medal for gallantry for rescuing the crew of the steamer *Alba*, of Panama. He was a coxswain of long experience, and all who knew him at St. Ives described him as a natural leader, a man who did not know what fear was. No man, they said, could have stopped him taking his boat to sea, and his crew would follow him, as they did, to death.

Of the other six men who were drowned, four, Matthew Barber, William Barber, John Bassett Cocking and John Thomas also took part in the service to the *Alba*, were awarded the Institution's bronze medals for gallantry, and came to London with Coxswain Cocking in 1938, to receive their medals from the Duke of Kent.

The survivor, William Freeman, aged 36, is a fisherman. He had not been out in the life-boat on service before. He came down to the launch on the morning of 23rd January and insisted on taking the place of a regular member of the crew who was preparing to go out although he was ill.

#### Messages of Sympathy.

The Duke of Kent, K.G., president of the Institution, sent the following telegram of sympathy to Mr. E. L. Guppy, the honorary secretary of the station:

"Deeply regret to hear of disaster to St. Ives life-boat resulting in loss of seven lives. Please convey my deepest sympathy to relatives of those who gave their lives in the performance of their duty."

Many other messages of sympathy were received—from other branches of the Institution, from foreign life-boat services, and one from the wife of the captain of the s.s. *Alba*, in Hungary.

#### The Mystery of the Ship in Distress.

What ship it was that was in distress off Cape Cornwall will never be certainly known. It is possible that she got out of danger and went on her way. Or she may have been the 3,000-ton Glasgow steamer *Wilston*, with a crew of over 30 men. The *Wilston* had left Newport, Monmouthshire, on the evening of 21st January, bound for the Mediterranean. Two days after the wreck of the life-boat, wreckage began to come ashore at Wicca Cove, some six miles to the east of Cape Cornwall, a life-buoy with the *Wilston's* name on it, and bodies of men who were identified as members of her crew.

#### Pensions.

The seven men were all married, and besides the seven widows there are eight children, and one of the widows is expecting a child. On the day of the disaster it was announced that, as from that day, the Institution would give pensions, and allowances for the children, on the same scale as if the men had been sailors, soldiers or airmen killed in action. It has also given pensions and allowances to other dependent relatives who would not, under the pension scheme for the



armed forces of the Crown, be entitled to receive them.

The pensions will amount to over £600 a year.

The Institution has paid all funeral expenses, and has given to the widows the money awards for the launch. These amount to £4 14s. a man. In addition to this reward on the standard scale, the Institution has given a special reward of £10 to William Freeman. The total rewards to crew and launchers amount to £88 2s.

#### **Bronze Medals.**

The Institution has also awarded its bronze medal for gallantry to William Freeman, and bronze medals posthumously to the seven other men. Freeman's medal is accompanied by a copy of the vote inscribed on vellum, and special certificates have been awarded to the widows, recording that their husbands died on service. The vellum and certificates have been signed by H.R.H. the Duke of Kent, K.G., President of the Institution.

Special letters of thanks have been sent to Mr. E. Leigh Guppy, the honorary secretary of the station, to the coastguard, the police, the St. John Ambulance Association, Mr. and Mrs. Delbridge, who took in William Freeman, and others who helped.

#### **The Mayor of St. Ives' Fund.**

The Mayor of St. Ives opened a fund to supplement the pensions given by the Institution, and the *Western Morning News*, of Plymouth, also opened a fund. The response was immediate and very generous. Though it was intended that the appeal should be confined to the West Country, contributions have come from all over Great Britain and a few from Ireland. There have been many gifts of £30, £40 and £50 each. An old age pensioner sent a three-penny bit. Cornish towns have contributed very generously, Leeds, through its Lord Mayor, has sent £100, and many Ladies' Life-boat Guilds have also contributed. The outstanding gift has been £511 raised by ladies of the Ladies' Life-boat Guild of Falmouth. The total response is about £9,500.

#### **Gifts to the Institution.**

The Institution has received gifts amounting to over £100 for the de-

pendents of the men who lost their lives, and these have been sent on to the Mayor of St. Ives. It has also received gifts amounting to nearly £200 to its own funds in sympathy for the disaster. The largest of these gifts to the Institution was £52 10s. from the Civil Service Life-boat Fund. Another came from Wells Cathedral, and several came from schools.

#### **The Record of the Station.**

A life-boat was established at St. Ives in 1840. Its life-boats have been launched on service 129 times. They have rescued 434 lives. Until 23rd January, 1939, not a life had been lost from among its crews.

#### **The Last Disaster.**

The last life-boat disaster was just over ten years ago, when, on the 15th November, 1928, the Rye Harbour life-boat, returning from service, capsized in the surf and all the 17 men of her crew were drowned. In the ten years between these two disasters—from the beginning of 1929 to the end of 1938—life-boats have been launched on service 3,613 times. Over 30,000 life-boatmen have been out in them. They have rescued 3,503 lives, and during that time only one life-boatman has lost his life, and his death was not due to any accident to the life-boat. The man was Coxswain Robert Patton, of Runswick, who, in attempting to help a crippled man from the wreck into the life-boat, was dragged overboard and crushed between the life-boat and the wreck. Since 1850 one life has been lost for approximately 170 lives rescued. During the past ten years one life has been lost—and that through no mishap but by deliberate self-sacrifice—for 3,503 lives rescued.

#### **Memorial Services.**

On the Sunday following the disaster, 29th January, a memorial service was held in St. Ives Parish Church, and the sermon was preached by the Bishop of Truro (Dr. J. W. Hunkin, O.B.E., M.C.).

Three days later a memorial service was held in the Wesley Methodist Church, St. Ives. The service was conducted by the Rev. J. Opie Urmson, and the singing was led by the combined choirs of the Methodist Churches of St.

Ives. Among those present were the Mayor of St. Ives, the Mayor of Penzance, the vicar of St. Ives, an adjutant of the Salvation Army, representatives of the St. Ives life-boat station, the St. Ives Ladies' Life-boat Guild, the Shipwrecked Fishermen and Mariners'

Royal Benevolent Society, and many St. Ives societies. The Institution itself was represented by its deputy-chairman, the Hon. George Colville. Addresses were given by the Rev J. Opie Urmson, the Mayor of St. Ives, the Mayor of Penzance, and Mr. Colville.

#### MR. COLVILLE'S FUNERAL ADDRESS.

"I have come here to-night as the representative of the committee of management of the Royal National Life-boat Institution.

"We are met in grief and in pride. The men whom we mourn were loved by many of you; respected by you all; and held in high esteem by the Life-boat Service. Now their names are known everywhere in the British Isles. From all parts messages of sympathy have come to us. They have come also from other countries—from the life-boat services of France, Holland, Denmark, Norway and Germany, from the men in those countries who endure the same hardships, face the same risks, and, in the end, may also give their lives.

"By those few minutes of disaster in that gale ten days ago, the lives of many of you have been completely changed. Even on this solemn occasion I do not wish to intrude on the grief of the mothers, wives and children who are bereaved. But I would ask you to remember that we all share your sorrow; and that the men and women of the Life-boat Service all round the coasts of Great Britain and Ireland are with you in sympathy at this moment.

"Nothing can take away the burden of your sorrow, but I hope that it may be made lighter by your pride in the courage and self-sacrifice of the men you have lost.

"Greater love hath no man than this that a man lay down his life for his friends."

"These men of St. Ives did more even than to lay down their lives for their friends. They risked them many times, and in the end they laid them down, for strangers whose only claim upon them was that they were in peril.

"In doing this they carried on the great tradition of the Life-boat Service. One hundred and fifteen years ago, when the Service was founded, it was resolved that the people of all nations should be succoured, when in peril

on our coasts, in war and in peace. From that high ideal the Service has never faltered, and those who have served it best are those who have not hesitated even to give their lives for it.

"These seven men of St. Ives have joined the noble company of life-boatmen who have died on service. They themselves, and their families and their friends, have paid a heavy price in serving that ideal; but I ask you to remember not only the heavy sacrifice, in brave men lost, but what that sacrifice has achieved.

"Over 66,000 lives have been rescued from shipwreck round these shores since the Life-boat Service came into being. That is the number of lives actually saved. When you think also of their families, that figure of 66,000 represents an incalculable number of men, women and children who, by our Life-boat Service, have been saved from suffering and sorrow. I would ask you, even in your sorrow, to think with pride and thankfulness of the tens of thousands who, by the courage and sacrifice of our life-boatmen, have been spared the sorrow which is yours.

"The names of those seven men whom we mourn are permanently engraved in the records of this town. They are engraved also in the records of the Life-boat Service. They will be held in honour by all their comrades of the Service, and by all who reverence the achievements of brave men.

"To-night I thank God for their courage, and I pray God to comfort all who mourn for them.

"If something is done to make a larger life-boat a possibility, you can rely on the Royal National Life-boat Institution supplying you with one.

"Let us offer also our heartfelt sympathy to the relatives of the 31 men of the *Wilston*, wrecked at our gate, to succour whom, it may well be, the St. Ives life-boat was launched."

## The Problem of Launching at St. Ives.

The first St. Ives life-boat was built locally and was stationed there in 1840. In 1860 she was replaced by a pulling and sailing life-boat of the self-righting type built by the Institution, and up to 1933 the life-boats stationed at St. Ives were of this type.

In 1933 the Institution replaced the pulling and sailing life-boat by a motor life-boat, also of the self-righting type. It was 35 feet 6 inches by 9 feet 3 inches, with a 35 h.p. engine, the *Caroline Parsons*, one of the light type, weighing seven tons, designed for launching off a carriage on the beach.

### The Capsize in 1938.

This boat capsized on January 31st, 1938, when drawing away from the *Alba*, after rescuing her crew of 23 men. She righted herself at once, and her crew got aboard her again. Of the 23 men of the *Alba* 18 were rescued a second time, but five were washed away and drowned. The life-boat was then carried on to the rocks, and the 27 men on board got safely ashore. The life-boat herself was, up to that moment, undamaged, but it was impossible to do anything with her, and the gale and tides carried her over the rocks and broke her beyond repair. Her engine, which was undamaged, was taken out of her, a number of her fittings were removed, and the remains of the boat were burnt.

Shortly afterwards she was temporarily replaced by one of the two life-boats stationed at Padstow, the *John and Sarah Eliza Stych*, built in 1931. This life-boat was of the same light self-righting type as the boat destroyed, 35 feet 6 inches by 8 feet 10 inches, with a 35 h.p. engine. She was the boat which was wrecked on 23rd January, 1939.

At the inquest on the St. Ives life-boatmen, and in the press, the complaint was made that the light self-righting type of life-boat was unsuitable to the heavy seas to be met once the life-boat was beyond the shelter of St. Ives Bay. The various schemes which had been proposed in the past for improving the harbour at St. Ives were also recalled and the need for carrying out some such scheme was

again pressed upon the Government. Before the wreck of the life-boat, the Institution realized that a larger and heavier type would be better, but in its choice it was limited by the launching conditions in the harbour, which dries at low tide.

The question of what type of life-boat should be placed at St. Ives was very carefully examined after the capsizing of the life-boat in January, 1938. It was discussed with the St. Ives crew, by the chief inspector of life-boats, the superintendent engineer and the surveyor of life-boats. The crew were anxious to have a larger boat. The Institution was willing to provide one if it were practicable. Such a boat, the coxswain suggested, could lie afloat off the old breakwater, the crew to board her by means of a motor boarding boat. A motor boarding boat was laid down, and the Institution was prepared to send a reserve motor life-boat of the 45 feet Watson cabin type, weighing over 20 tons, for a period on trial. Before this had been done however the coxswain and crew had come to the opinion, after watching a strong gale from the north one night, that it was not possible to keep the life-boat at moorings owing to the difficulty of getting out to her at low water.

### A Life-boat Specially Designed.

The Institution then decided to design a new self-righting life-boat, which like the previous life-boat would be launched off a carriage, but to modify the design to meet the wishes of the coxswain and crew. This boat was to have more beam and to be lower in the water. She was laid down last year, and is due to be completed in June, 1939.

As it was impracticable to keep a large life-boat at moorings, the possibility of building a slipway down which such a boat could be launched was considered at the end of 1938, and a careful survey was made of the coast in the neighbourhood of St. Ives. Numerous points were visited but no suitable site was found. The only possible place was inside the old pier which is outside the harbour, but here, even if it were possible to launch down

a slipway at all states of the weather and tide, the life-boat could only be rehoused in calm weather. In bad weather she would have to enter the harbour, where she would be a prisoner when the tide was low, or else she would have to run for Padstow or Penzance, both 30 miles away.

It was then decided to keep to a boat of the light type, to be launched off a carriage, but to improve the launching by providing a motor caterpillar tractor. A deputation of the St. Ives crew was taken to Skegness to see one of these tractors in action, and

decided in favour of it. That was the position when the life-boat was wrecked.

Should the harbour now be improved by the building of a breakwater, it is probable that a site could be provided where a life-boat could be launched in shelter down a slipway in all tides and weathers, and should these harbour works be carried out the Institution would take immediate steps to provide St. Ives with a heavier type of life-boat and to build a boathouse and slipway. The cost would probably be from £25,000 to £30,000.

### Awards to St. Ives for the Service to the *Alba*.

By a strange coincidence the Hungarian Minister in London was notified by his government on the day of the disaster at St. Ives of the awards which it had made to St. Ives for the service to the *Alba* in January, 1938. Though the *Alba* was registered at Panama and her owner was Swiss, she had a number of Hungarians among her crew. The mayor of St. Ives was awarded the Order of Merit of Hungary, and Coxswain Thomas Cocking the Cross of the Order of Merit. These and the other awards were presented on 31st January by Mr. A. Beechman, M.C., the

Member of Parliament for St. Ives.

At the first Investiture of the year, at Buckingham Palace, on 14th February, 1939, the King presented to Sergeant Horace Osborn, Constable George Appleton, Constable Leslie Jones and Constable Noel Wilkinson, all of the Cornwall Constabulary, the King's Police Medal for their gallantry at the wreck of the *Alba*. When the life-boat was washed ashore, with the crew of the life-boat and the rescued crew on board, all four policemen went into the sea to help get the men from the life-boat to the rocks.

### At Padstow on 23rd January.

On the same day on which the St. Ives motor life-boat was wrecked, the motor life-boat, *Princess Mary*, at Padstow, Cornwall, was damaged on service. She is the heaviest life-boat in the Institution's fleet.

At five minutes past two in the morning, just eight minutes after the honorary secretary at St. Ives had been rung up by the coastguard, the Padstow station was also rung up. The message from the coastguard was that distress flares could be seen about a mile north of Trevoze Head. The life-boat put out in a W.N.W. gale, with exceptionally heavy seas and ground swell, and heavy squalls of rain. She found the ex-mine-layer *Medea* just outside the harbour. The *Medea* had parted

from her tug and was drifting towards Doom Bar.

As she tried to get alongside, the life-boat was buried by a very heavy sea. It washed overboard a ventilator, a life-buoy and several fenders, and damaged the electric lighting system, putting it out of action. The position of the *Medea* was now such that it was not practicable for the life-boat to reach her, so the coxswain signalled with his hand flashing lamp to the coastguard of Stepper Point asking him to call out the rocket life-saving appliances. He had lashed a small torch to his compass and put out to sea, to wait for the tide to rise. The mine-layer drifted over the bar, and three of the four men on board her were

rescued by the rocket appliances from the shore. The fourth man was drowned.

Meanwhile the life-boat remained at sea until high-water. As she was coming in she was swept by three successive heavy seas which filled the canopy, washed a spare drogue and another life-buoy overboard, and knocked both the coxswain and the

second coxswain from the wheel. The life-boat was out for five hours.

The Institution made a reward of £1 to the coxswain and each member of the crew in addition to the ordinary scale reward of £2 7s. each. Standard rewards to crew (of whom four are full-time employees) £9 8s.; additional rewards to crew, £8. Total rewards, £22 10s. 4d.

### A Fine Service at Rosslare Harbour.

ABOUT eight in the morning of 20th December, 1938, the life-boat watchman at Rosslare Harbour, County Wexford, reported that he could see a schooner apparently at anchor near Splaugh Rocks. An easterly gale was blowing, with a very rough sea. The weather was so cold that the water mains ashore were frozen, and there were heavy snow squalls. A little later the squalls cleared for a moment, and it could be seen that the sails of the schooner were in ribbons. She was flying no signals of distress, but as it was clear that she was in a position of great danger the reserve motor life-boat, *J. B. Proudfoot*, was launched at ten minutes past nine. Mr. W. J. B. Moncas, the secretary of the station, went with her.

#### Alongside the Schooner.

Forty minutes later the life-boat reached the schooner and found her to be the *M. E. Johnson*, of Dublin. She was lying at anchor in the narrow channel between the Splaugh Rocks and the shoals of the Carrick Rocks. The seas were breaking heavily on the shoals. The tide was running at over three knots.

The coxswain hailed the schooner. At first there was no reply, and then all that happened was that a small boy looked over the rail. He disappeared, and as there was no other sign of the crew, the coxswain took the life-boat alongside. It was a feat of great difficulty, needing considerable skill, for the schooner was sheering about very badly. There was still no sign of the crew, so two of the life-boatmen jumped aboard the schooner and secured the life-boat. They were

followed by Mr. Moncas and the second coxswain.

The schooner was badly damaged. The galley and ship's boat had been washed away. The fore-top stay-sail was the only sail which had not been blown away. The running gear had all unrove itself and the blocks were swinging and flying about. The seas were going right over the schooner's bows, and at times her decks were knee deep in water.

There were on board the master, his wife, a man and a boy. When the schooner had been off the Longships three days before, the bottom had dropped out of the coal box; all the paraffin on board had been used up; and the only hot food they had had for three days was one cup of coffee each. They were so exhausted with cold, hunger and fatigue that they could do nothing to help themselves, and the master's wife could not stand.

Everyone thought that the schooner was sinking, but at the master's request the life-boatmen let out more cable, and afterwards she rode much better. The four people were then taken into the life-boat and brought ashore, and the life-boat reached Rosslare Harbour again at 11.30. a.m.

#### The Rewards.

This was a service carried out very skilfully, in difficult circumstances, and in exceptionally cold weather, and the Institution has made the following awards:

To Coxswain JAMES WICKHAM, who has twice won the Institution's silver medal for gallantry, its thanks inscribed on vellum;

To MR. W. J. B. MONCAS, secretary of the station, a letter of thanks;

To the crew a letter of appreciation;

To the coxswain and each member of the crew a reward of £2. Two of the crew were volunteers and these were awarded the £2 in addition to the reward of 19s. each on the ordinary scale. The coxswain and the other five are members of the permanent paid crew. Total rewards, £18 2s. 6d.

#### The Schooner Salvaged.

The schooner, although so badly damaged, did not sink, and at ten on the morning of the next day the life-boat took her master back to her and

life-boatmen went on board to pump her free from water. She returned to her station at 3.15 in the afternoon. Next day, 22nd December, she again left the harbour at 11.30 in the morning to put food and oil on board and returned at two in the afternoon. On the 23rd she put out for the third time at eight in the morning and returned an hour later. Just after two in the afternoon she again went out, helped to get the schooner clear of the rocks, and then, helped by a motor vessel, towed her into harbour. She returned to her station that afternoon at 6.15. The four launches on the 21st, 22nd and 23rd were a property salvage case.

### A Dangerous Launch at Gourdon.

ON 17th December, 1938, a S.E. by E. gale was blowing at Gourdon, Kincardineshire, with flurries of sleet. An extremely heavy sea was running, and was breaking heavily far outside the harbour. Half an hour after midday a message came from the coastguard that a vessel was in distress. The motor life-boat, *Margaret Dawson*, was launched quarter of an hour later. In the sea that was running it was most difficult and dangerous for the life-boat to get out. She was flung about like a cork in the heavy surf. At one time she was nearly on end; at another she was broadside on to the breaking seas; and a local surf boat was launched to be ready in case any of her crew were swept overboard before she had left the harbour. After the harbour was cleared the life-boat had still to pass through a very narrow passage between rocks. But Coxswain Milne handled her throughout with splendid seamanship; he never lost control; and he

brought her safely to the open sea.

Very soon afterwards news reached the life-boat station that there was no vessel in distress. What had been reported as a rocket at sea was in fact a rocket fired at Montrose aerodrome. The life-boat was at once recalled, but it was impossible for her to make Gourdon Harbour again. She ran for Stonehaven, ten miles away, and arrived there at 3.15. There again Coxswain Milne showed his fine seamanship by bringing the life-boat safely in.

The Institution has shown its appreciation of a launch so skilfully carried out in such dangerous conditions by making the following awards:

To Coxswain GEORGE MILNE, its thanks inscribed on vellum;

To the coxswain and each member of the crew a reward of £1 in addition to the ordinary scale reward of 19s. Standard rewards to crew, £6 13s.; additional rewards to crew, £7; total rewards, £40 11s. 7d.

### Help from Golf Clubs.

DURING 1938 seventy-six golf clubs held competitions in aid of the life-boat service and contributed £280 11s. 9d.

Ten more clubs held competitions than in 1937 and £58 more was contributed. The same appeal has been made to golf clubs for 1939.

## A Gallant Rescue in the Moray Firth.

ON the morning of 27th January, 1937, the Russian steamer *Kingissepp*, of Leningrad, was anchored about a mile off the harbour of Nairn on the Moray Firth. An easterly gale was blowing, with a rough sea. A boat was seen to put off from the steamer. She had three men on board, and it was learnt later that she was attempting to make Nairn in order to get medical help for one of the crew who had been injured.

It was seen that she could not make the harbour, and the harbour-master intended to telephone to the life-boat station at Cromarty, some ten miles away on the other side of the Firth, but it was soon realized that help could not come in time from Cromarty, for the boat was being swept past the harbour entrance by the wind and sea towards Fearn Rocks, about a mile to the westward. If she got among the breakers, it was certain she would be wrecked, with loss of life. Her crew could only be saved if a boat went to the rescue at once, and Mr. George A. Ralph, with his son and grandson, put out in his 48-foot motor fishing boat, *Barbara*.

It was then about 10 o'clock. A heavy sea was breaking on the bar at the harbour entrance; there was a risk in attempting to cross it; but Mr. Ralph successfully accomplished it. Meanwhile the *Kingissepp's* boat was drifting westward. The *Barbara* got out to sea and reached her only just in time. The boat was already inside the Fearn Rocks, and on the edge of the heavy broken water on the shore.

Mr. Ralph skilfully manoeuvred the *Barbara*, bringing her head to seaward, and then went stern-first down to the

boat. He did so at great risk of his own boat being swept ashore by the surf. He took the three men on board the *Barbara*; got their boat itself in tow; and brought them safely to their ship.

The captain of the *Kingissepp* then asked Mr. Ralph to pilot him to Invergordon. This Mr. Ralph did, and the injured man was at once put on shore and taken to the Royal Northern Infirmary at Inverness. It was impossible for the *Barbara* to attempt to enter Nairn harbour before the sea that was running, and she remained at Invergordon until the following afternoon.

This gallant rescue was carried out in the middle of a period of twelve days of continuous gales on the north-east coast of Scotland, the worst within living memory, during which the Aberdeen motor life-boat was out on three services for nearly forty hours. It was only at the end of April, 1938, that the rescue was brought to the notice of the Institution, and there was then delay in getting the full particulars, as Mr. Ralph had just left Nairn on a voyage to the West Indies.

The Institution has now made the following awards:

To Mr. George A. Ralph, the bronze medal for gallantry, accompanied by a copy of the vote of the medal inscribed on vellum and framed, £2, and £1 for fuel used;

To Mr. Ralph's son, Mr. George Ralph, the thanks of the Institution inscribed on vellum and £2;

To Mr. Ralph's grandson, Mr. George Ralph Grenier, the thanks of the Institution inscribed on vellum and £2.

## A "Fishing Fleet" Calendar.

READERS of *The Life-boat* will be familiar with the name of Mr. H. Jenkins, the photographer of Lowestoft, as a number of his fine photographs of life-boat work, which he has generously allowed the Institution to use, have

appeared in *The Life-boat*. Mr. Jenkins has published a "Fishing Fleet" calendar for 1939. For each month the picture is a study of the fishing fleets. It is a beautiful collection of photographs of ships and the sea.

## A Record Year.

THE life-boat service broke two records in 1938. Its life-boats were launched to the rescue more often, and they saved or helped to save from destruction more boats and vessels, than ever before in its history of 115 years.

Life-boats were launched 485 times to the help of vessels in distress. That is 17 more launches than in 1936, the next busiest year. It is an average of over nine launches a week.

Life-boats saved or helped to save from destruction 88 vessels and boats. That is twice as many as in 1937, and the largest number on record. They also helped in various ways another 250 vessels and boats.

### A Very Busy Summer.

Not only was it the busiest year but the busiest summer in the Institution's history. There were more launches in each of the months June and August than ever before, and the total number of launches for the five summer months from the beginning of May until the end of September was the record number of 186. That is over eight launches a week, only one launch a week less than for the whole year. The busiest month was November with 59 launches. The quietest month was March with 24.

The Institution gave rewards for the rescue of 673 lives during the year. That is 149 more than in 1937, and the largest number rescued since 1923.

Up to the end of 1938 the Institution had given rewards for the rescue from shipwreck round the coasts of Great Britain and Ireland of 66,099 lives. That is an average of eleven lives a week for 115 years.

### Services to Foreign Vessels.

Life-boats helped 24 foreign vessels belonging to 11 different countries; rescued 124 lives from them; and saved or helped to save 11 of the vessels. They were also called out to the help of 19 other foreign vessels, but their help was not needed. Of the 24 to which help was given six were French, four Dutch, three German, two Danish, two Greek, two Finnish, and one each from Norway, Sweden, Belgium, Spain

and Panama. Thirty-two lives were rescued from the six French vessels, and two of the vessels were saved; 28 lives from one of the two Greek vessels, and the vessel was saved; 18 lives from the Panama vessel; and 15 from one of the Finnish vessels.

### Services to Yachts and Motor Boats.

The year was notable for the large number of services to yachts and motor boats. Life-boats went out to the help of 91, which was 30 more than in 1937. Fifty-three were sailing yachts and 38 were motor yachts and motor boats. They saved or helped to save 27 of them; helped in various ways 25 others; and rescued 88 lives from them. That is 38 lives more than in 1937.

### Services to Fishing Boats.

The year was no less notable for the large number of lives rescued from fishing boats. Life-boats were launched to the help of fishing boats 135 times. They rescued 216 lives from them. They saved or helped to save 30 of the boats. That is more than twice as many lives as in 1937, and three times as many boats.

### Launches to Aeroplanes.

The year also showed the increasing call made on the life-boat service by flying. There were 24 launches to aeroplanes reported in distress. Help was given to three of them and four lives were rescued from another aeroplane. During the past eight years there have been 89 launches to aeroplanes, so that of that total for eight years more than a quarter of the launches were in 1938.

### Twenty-seven Medals for Gallantry.

Twenty-seven medals in all were won for gallantry, three times as many as in 1937. One silver and eight bronze were awarded to St. Ives, Cornwall; one silver and three bronze to New Brighton, on the Mersey; one silver and one bronze to Tenby; one silver to Torbay; seven bronze to Galway Bay on the west coast of Ireland; two bronze to Southend-on-Sea; one bronze to



Aldeburgh; and one bronze to Great Yarmouth and Gorleston. Coxswain Sidney Page of Southend-on-Sea, who twice won the bronze medal, is only the second man in thirty years to win two medals in one year.

One other medal was awarded for a shoreboat service at Nairn in Scotland, which took place in 1937.

#### **Thirty-seven Motor Life-boats under Construction.**

It was a record year for the service in another way. Thirty-seven motor life-boats were being built during the year, the largest number there has ever been in one year. Twelve were completed and eleven were sent to the coast, seven for England, two for Scotland and two for Ireland. Eight of them replaced motor life-boats, two

replaced pulling and sailing life-boats, and one was sent to the new station established at Tobermory (Isle of Mull). The other stations to which the new boats went were Selsey (Sussex), Yarmouth (Isle of Wight), Salcombe (Devon), Whitby (Yorkshire), Newbiggin (Northumberland), New Brighton (Cheshire), Appledore (Devon), Wick (Caithness-shire), Arklow (Co. Wicklow) and Kingstown (Co. Dublin). The twelfth boat is for Poolbeg (Co. Dublin), where she will replace a pulling and sailing life-boat as soon as the alterations to the station have been finished. \*

At the end of the year there were 140 motor life-boats and 23 pulling and sailing life-boats, making a fleet of 163 life-boats round the coasts of Great Britain and Ireland.

### **Commander E. D. Drury, O.B.E., R.D., R.N.R.**

ON 31st December, 1938, Commander E. D. Drury, O.B.E., R.D., R.N.R., retired from the service of the Institution, having been chief inspector of life-boats since August, 1930.

Commander Drury, whose early years were spent within sound of the life-boat maroons on the Cornish coast, and in the Isle of Man, was educated at Merchant Taylor's School, whence he went to sea at an early age. He served in sail and steam, and was awarded an American medal for saving life in the St. Lawrence River. In August, 1908, at the age of thirty, he was appointed district inspector of life-boats. He was posted to the Western District, where he served until called up as a Lieutenant, R.N.R., on the outbreak of War in 1914. He was in the Black Sea, in Syrian waters, at Gallipoli, in the Grecian Archipelago, and later at Constantinople and in the Sea of Azov. In 1917 he was promoted commander and given command of H.M.S. *Empress*. He was twice mentioned in despatches and awarded the O.B.E.

On returning to the Institution in 1920, he was posted to the Northern District, where he served until called to London in 1928, to deputize for Commander Stopford Douglas, the deputy chief inspector of life-boats, who had been taken ill, and whose illness ended

fatally in September of that year. Commander Drury then became deputy chief inspector, and on the retirement of Captain H. F. J. Rowley two years later he was selected for the post of chief inspector.

The period of his tenure of that post, while not perhaps so full of new developments as that of his predecessor, has been one of steady and, latterly, of rapid progress in the modernization of the life-boat fleet. At the outset of his term, economy in the constructional programme was a clear necessity, in view of the grave financial situation which culminated in 1931; but his early years saw the design of the 35-foot 6-inch Liverpool type of motor life-boat and the 41-foot Beach type, while a start was made on the design of the light 32-foot Surf motor life-boat, the first of which type went to the coast in 1936.

#### **50 New Motor Life-boats in eight years.**

In 1935 the programme for full mechanization of the fleet was approved, and since that date the building of new life-boats has proceeded rapidly. When Commander Drury became chief inspector the fleet consisted of 90 motor and 104 pulling and sailing life-boats; when he retired, there were 140 motor

and 23 pulling and sailing boats on service.

No chief inspector has ever exercised such close personal supervision over the details of life-boat construction, and his visits to the building and repairing yards were regular and frequent, and always useful.

The work of the chief inspector's office must necessarily be carried out mainly from headquarters, but it is no reflection on the manner in which Commander Drury dealt with this side of his task to say that he was always happiest when on the coast. As a district inspector, he had gained, and retained to the end of his service, the friendship of the Western and Scottish committees and crews; and during his chief inspectorship he visited every station in the four countries. He could,

therefore, speak from personal experience of the local conditions at each. Many times he was fortunate enough to be able to go out in life-boats on service. He knew the conditions the life-boatmen have to face, and, while they respected his knowledge and judgment, he in his turn appreciated and admired their seamanship and their courage.

He made many friends among the officials of the foreign life-boat societies. His services were recognized in a cordial letter from the Board of Trade, and by a special resolution of the committee of management. For his retirement, he has chosen his native county of Cornwall, and in the many active years that he should still have before him the life-boat stations on that dangerous coast will not be far away, and will certainly be always in his thoughts.

### The New Chief Inspector of Life-boats.

COMMANDER DRURY has been succeeded as chief inspector of life-boats by Lieut.-Commander P. E. Vaux, D.S.C., R.N., inspector of life-boats for the Eastern district.

Commander Vaux was educated at the Royal Naval Colleges of Osborne and Dartmouth, and joined the Navy as a midshipman in 1913. He was promoted to lieutenant in 1917. He served during the war in H.M.S. *Lion* in the actions at Heligoland and Dogger Bank, in H.M.S. *Warspite* in the battle of Jutland, and in H.M.S. *Iphigenia*, as first-lieutenant and navigating officer, in the attack on Zeebrugge. For his share in this last engagement he was awarded the Distinguished Service

Cross. In 1919 he served in coastal motor boats with the North Russian Relief Force, and was mentioned in despatches. He retired from the Navy in 1920 at the age of 24 and entered the service of the Institution in March, 1921, as inspector of life-boats for the Irish district. While serving in the Irish district he won the Institution's bronze medal for gallantry in February, 1926, for landing on an island off the west coast of Ireland, in search for men shipwrecked from the trawler *Tenby Castle*.

Commander Vaux was transferred from the Irish to the Eastern district in 1929, and remained there until he took up his duties as chief inspector at the beginning of 1939.

### Life-saving by the Coastguard in 1938.

IN 1938 the coastguard organization took action in 944 cases in which vessels or aircraft were either observed or reported to be in distress or to be overdue round the coasts of Great Britain and Northern Ireland. This is three times as many cases as in 1937.

The rocket life-saving apparatus companies took action on 62 occasions

and rescued 54 persons.

The Board of Trade shield for the most meritorious service performed by a rocket life-saving apparatus company during the year was won by the Porthcawl company in Glamorganshire for the rescue of the crew of the Dutch steamer *Regina*, which went ashore on Kenfig Sands on 4th October.

## Services of the Life-boats.

Reported to the November and December, 1938, and January, 1939  
Meetings of the Committee of Management.

### Launches 128. Lives rescued 180.

#### November Meeting.

**Southend-on-Sea, Essex.**—On the 2nd June, 1938, the motor life-boat, as reported on page 551 of *The Life-boat* for October, rescued seven people from a yacht and two barges, and the thanks of the Institution inscribed on vellum was awarded to the coxswain. The award has now been increased to the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum. (A full account of the services and details of the rewards is given on page 581 of *The Life-boat*; see December, 1938.)

**Holyhead, Anglesey.**—On the night of the 8th October, 1938, the *City of Bradford I*, doing temporary duty at Holyhead, went out in a gale to the steamer *Kyle Prince*, of Liverpool, and rescued her crew of nine.—Rewards, The thanks of the Institution inscribed on vellum to Coxswain Richard Jones and the motor mechanic, Gilbert E. Barrs, a letter of thanks to the honorary secretary of the station, Lieut. L. A. C. May, R.N., and a reward of £1 to the coxswain, motor mechanic and each of the other six members of the crew, 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.

**Donaghadee, Co. Down.**—At about 2.20 A.M. on the 9th October, 1938, the coastguard at Orlock Head telephoned that a small vessel about a mile and a half N.E. of the Head was burning distress signals. She was the motor boat *Mercedes*, of Donaghadee, with the life-boat coxswain and four other men on board. She had put out during the previous evening for the coxswain to offer his services as a pilot to a tramp steamer. The steamer had not wanted help, and the *Mercedes* was returning to Donaghadee when her engine broke

down. The motor life-boat *Civil Service No. 5* was launched at 2.40 A.M., with the second coxswain in command. A moderate to strong westerly breeze was blowing, with a rough sea and showers of rain. The life-boat found the *Mercedes* off Lighthouse Island, towed her back to harbour, and returned to her station at 4 A.M.—Rewards, £13 7s. 6d.

**Rosslare Harbour, Co. Wexford.**—At 1.20 P.M. on the 10th October, 1938, a telephone message was received from the inspector of the Coast Life-Saving Service at Dublin that the *Lucifer* Light-vessel was flying distress signals. A moderate to fresh westerly breeze was blowing, with a heavy swell. The reserve motor life-boat *J. B. Proudfoot*, which was on temporary duty at Rosslare, put out at 1.40 P.M., and found that the master of the light-vessel wanted a sick man landed. The life-boat took him ashore and returned to her station at 6.50 P.M.—Expenses paid by the Irish Lights Commissioners.

**St. Mary's, Isles of Scilly.**—At about 6.15 P.M. on the 12th October, 1938, a doctor, a member of the local life-boat committee, asked for the life-boat to be launched to take to Penzance a young man who was suffering from acute appendicitis. The steamer serving the islands was over at the mainland, and the doctor said that the case was too urgent to wait for her. The motor life-boat *Cunard* was launched at 6.45 P.M., and left for Penzance with the patient at 7 P.M. A very strong S.W. breeze was blowing, with a rough sea, and the weather was thick. The life-boat reached the mainland at 11.30 P.M. The patient was taken to hospital and an operation immediately and successfully performed. The life-boat sailed again at midnight and arrived at her station at 4.40 A.M.—The expenses of this service were met from the local medical emergency fund.

**Falmouth, Cornwall.**—During the afternoon of the 15th October, 1938, the St. Anthony coastguard reported a motor yacht on fire about two miles south of Portscatho. The wind was light and the sea smooth. The motor life-boat *B.A.S.P.* was launched at 4.10 P.M., but before she reached the yacht—the *Redhead*, bound for London—the people on board had taken to the yacht's dinghy and had been picked up by a motor boat. The life-boat took them ashore and returned to her station at 5.10 P.M.—Rewards, £9 19s. 6d.

**Skegness, Lincolnshire.**—During the morning of the 16th October, 1938, nine Sea Scouts, from a Borstal Institution, with a scoutmaster, left Hunstanton in their motor boat for Boston. Soon afterwards the boat's engine broke down and the boys took to the oars. The sea was then smooth. They managed to get within a mile of the *Lynn Well* Light-vessel, but they were then exhausted and could get no farther. The light-vessel launched a boat in answer to their signals, and this boat took them in tow. The master of the light-vessel feared that a gale was coming up and sent a message for help. The coastguard passed it to the life-boat station, and the motor life-boat *Anne Allen* was launched at 7.5 P.M. She found that seven of the boys had been taken on board the light-vessel and most of them were suffering from seasickness. They were quite unable to row their boat. The life-boat took them on board and towed the boat to Boston, returning to her station at 4.20 A.M.—Rewards, £18 18s.

**Aldeburgh, Suffolk.**—During the afternoon of the 27th October, 1938, the local fishing boat *Ploughboy*, with two men on board, was caught at sea by bad weather. A moderate and increasing N.E. gale was blowing, with a very rough sea. The motor life-boat *Abdy Beauclerk* was launched at 5 P.M. During the launch she was hit by a big sea, and the coxswain was thrown against the edge of the cockpit, injuring a knee. She found the *Ploughboy* completely swamped. Two life-boatmen jumped on board to help get her gear in, and the life-boat then towed her back to Aldeburgh. She returned to

her station at 6.20 P.M.—Rewards, £33 11s. 6d.

**Barra Island, Hebrides.**—During the night of the 31st October, 1938, a whole south-westerly gale sprang up, and the steamer *Kyle Rona*, of Glasgow, which was at anchor in the bay, lost one of her anchors and was in danger of being driven on the rocks. A very heavy sea was running. The steamer's danger was seen and the motor life-boat *Lloyd's* was launched to her help at 11.45 P.M. She stood by her all through the night. Next morning the storm abated and the *Kyle Rona* was able to steam to Castlebay Pier. The life-boat returned to her station at 9.30 A.M., having been at sea for nearly ten hours.—Rewards, £20 9s.

**Cromer, and Great Yarmouth and Gorleston, Norfolk.**—On the 2nd November, 1938, the Cromer life-boat rescued five from the Spanish steamer *Cantabria*, which was slowly sinking after being shelled by an armed auxiliary cruiser flying the flag of the Spanish insurgents. Eleven of the *Cantabria's* crew were picked up by the steamer *Pattersonian* and were landed by the Great Yarmouth and Gorleston motor life-boat.—Rewards : Cromer, A letter of appreciation to the coxswain and crew and £26 4s. 6d.; Great Yarmouth and Gorleston, £25 4s. (For full account of the service, see page 10.)

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

**Whitehills, Banffshire.**—8th October, 1938. White flares had been reported, but all that was found was a trawler with very bright lights.—Rewards, £15 12s.

**Portpatrick, Wigtownshire.**—9th October, 1938. The Norwegian steamer *Dixie* was in trouble through the failure of her engine off the Antrim coast, but a breakdown in communications prevented the news reaching the Donaghadee life-boat station. Portpatrick was therefore called out, but the *Dixie* was able to make for Dublin without help.—Rewards, £13 7s. 6d.

**Southend-on-Sea, Essex.**—11th October, 1938. A destroyer had reported through Sheerness that a motor boat was in difficulties, but she must have gone on her way, as she could not be found.—Rewards, £19 1s.

**Ballycotton, Co. Cork.**—At about 5.30 P.M. on the 12th October, 1938, the No. 1 man at the Gyleen coast life-saving station telephoned that a large steamer was near a very dangerous shoal of rocks and appeared to be trying to get clear. A strong S.W. breeze was blowing, with a very heavy swell, and there was a very thick fog; visibility was practically nil. At about 6 P.M. another report came from Gyleen that the steamer had again approached the rocks, but had then disappeared in the fog. The motor life-boat *Mary Stanford* was launched at 6.18 P.M. and reached the approximate position about an hour later.

She searched in the bay for about two hours, but found nothing, and the coxswain decided to go to Cork for further information. He steered the life-boat in by listening to the fog signals from Poer Head and Rochespoint lighthouses. She met the Cork pilot boat, but could get no news, and secured alongside her. At 2.30 A.M. on the 13th the fog lifted slightly, and the life-boat left for home. Visibility became very bad again, but the coxswain skilfully found his way to Ballycotton, and the life-boat arrived there at 5.45 A.M., to hear that soon after she had set out on the previous evening the steamer *Gunhild*, of Copenhagen, had steamed slowly into Cork harbour. Attempts had been made to recall the life-boat, but had failed.

A letter of appreciation was sent by the Institution to Coxswain Patrick Sliney, and an increase in the usual money award on the standard scale was granted to him and to each member of the crew—Standard rewards to crew, £13 2s. 6d.; additional rewards to crew, £4. Total rewards, £17 15s.

**Llandudno, Caernarvonshire.**—13th October, 1938. Shouts for help had been heard off Llandullas, but though the life-boat searched all night, she could find nothing. Later three boys in a boat were picked up in the Mersey.—Rewards, £30 7s. 3d.

**Walmer, Kent.**—13th October, 1938. Flashes had been reported at sea between South Foreland and Dover Harbour, but nothing could be found to explain them.—Rewards £36 6s. 9d.

**Boulmer, Northumberland.**—20th October, 1938. A rocket had been reported off Seaton Point, but no trace of a vessel in distress was found.—Rewards, £17 7s.

**Angle, Pembrokeshire.**—23rd October, 1938. A steamer with defective steering-gear had run aground in Jack Sound, but her crew were landed by small boat from the shore.—Rewards, £15 17s. 6d.

**Ramsgate, Kent.**—23rd October, 1938. A motor boat, with a fishing party on board, had not returned when expected, but it made Margate safely.—Rewards, £15 14s.

**Appledore, Devon.**—26th October, 1938. The Finnish steamer *Alca*, of Mariehamn, had inadvertently burnt a red flare when signalling for a pilot. She did not want help from the life-boat.—Rewards, £16 1s.

**Walton and Frinton, Essex.**—30th October, 1938. A fishing boat with three on board had capsized, but two coastguards rescued one man who was clinging to her. His two companions could not be found.—Rewards, £11 15s.

**Torbay, Devon.**—30th October, 1938. A sailing dinghy had capsized, throwing two boys into the sea, but they managed to get ashore.—Rewards, £14 9s. 6d.

**Stromness, Orkney.**—At about 12.30 P.M. on the 2nd November, 1938, the Kirkwall coastguard reported that the Danish schooner *Nordstjernen*, of Marstal, was dismasted and drifting helplessly, ten miles north of Noup Head, Westray, and about forty miles from Stromness. A whole west gale was blowing, with a very heavy sea. The motor life-boat *J.J.K.S.W.* was launched at 12.50 P.M. and reached the position given at about 6 P.M. She could find no trace of the schooner, but continued searching until, at 2 A.M. next morning,

she received a wireless message from Wick Radio that the schooner had been picked up by a trawler which was towing her to Pierowall, Westray. The life-boat sheltered under the lee of Papa Westray until daylight, and returned to her station at 1.30 P.M. She had been at sea for nearly twenty-five hours. A letter of thanks was received from the Danish government. A letter of appreciation was sent by the Institution to the coxswain and crew, specially mentioning the mechanic, who had stayed in the cabin working the radio for over six hours, and an increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards: Standard rewards to crew, £30 4s.; additional rewards to crew, £18. Total rewards, £49 4s.

#### December Meeting.

**Portrush, Co. Antrim.**—At 4.21 A.M. on the 9th November, 1938, the coast-guard telephoned the life-boat honorary secretary that a fishing boat was signalling for help off Ramore Head. A S.W. wind was blowing, with a moderate, but increasing sea. The tide was setting westward, and there was a danger of the boat, with her crew of two, being carried seawards. The motor life-boat *T.B.B.H.* was launched at 4.45 A.M. with the honorary secretary, Mr. W. R. Knox, M.M., J.P., on board. She found the boat, with her rowlocks broken, and brought her into Portrush Harbour at 5.15 A.M.—Rewards, £14 9s. 6d.

**Arbroath, Angus.** — At 11.30 P.M. on the 16th November, 1938, the police reported that the lighthouse tender *Pharos* was to land a sick light-keeper from the Bell Rock. A strong W.S.W. wind was blowing, and the sea was too rough for the boat of the *Pharos* to come ashore so the help of the life-boat was asked for. The motor life-boat *John and William Mudie* was launched at 12.5 A.M. on the 17th November, and when the *Pharos* was sighted at 5.15 A.M. put out to sea. She returned at 6 A.M. with the sick man. Owing to the state of the tide the life-boat had to be moored in the harbour until 8 P.M. when she was rehoused. The Northern

Lighthouse Board sent their thanks for the life-boat's help.—Rewards, £14 9s. 6d.

**Ilfracombe, Devon.**—Shortly after 3 P.M. on the 18th November, 1938, a southerly wind was rapidly rising to a gale, with a rough sea. Three rowing fishing boats could be seen at sea by the coastguard, and at 3.30 P.M. the motor life-boat *Rosabella* was launched. She found the *Pamela*, with a man and his two young sons on board, off Rillage Point, seas were breaking over her and she was partly filled with water. The two boys were taken on board the life-boat and the *Pamela* taken in tow. The life-boat then made for the *Water Lily*, which, with a crew of two, was about a mile farther to the east. Her crew were exhausted, and she was also taken in tow. The third boat was able to get in without help. The life-boat with the two boats and their crews of five reached Ilfracombe Harbour at 4.40 P.M.—Rewards, £21 3s. 3d.

**Gourdon, Kincardineshire.** — In the afternoon of the 18th November, 1938, a sudden south gale sprang up, with a rough sea and heavy rain. A boat which came in reported that the small local fishing yawl *May Queen*, with a crew of three, was coming towards Gourdon and would be in danger if she attempted to make the harbour with the tide ebbing rapidly. At 4.15 P.M. the motor life-boat *Margaret Dawson* was launched, being away in five minutes from the firing of the maroons. She found the *May Queen* and advised her to run before the gale for Stonehaven. Escorted by the life-boat the *May Queen* reached Stonehaven safely at 6.20 P.M. The life-boat herself remained at Stonehaven for the night and reached her station again at 10.30 next morning.—Rewards, £22 17s. 9d.

**Southend-on-Sea, Essex.**—At about 1 P.M. on the 19th November, 1938, information was received from the R.N. Shore Signal Station that a motor yacht was in distress, bearing south, midway between Southend pierhead and Sheerness. A light S.W. wind was blowing and the sea was smooth. The motor life-boat *Greater London*

IN THE GREAT GALE OF NOVEMBER 23rd, 1938.

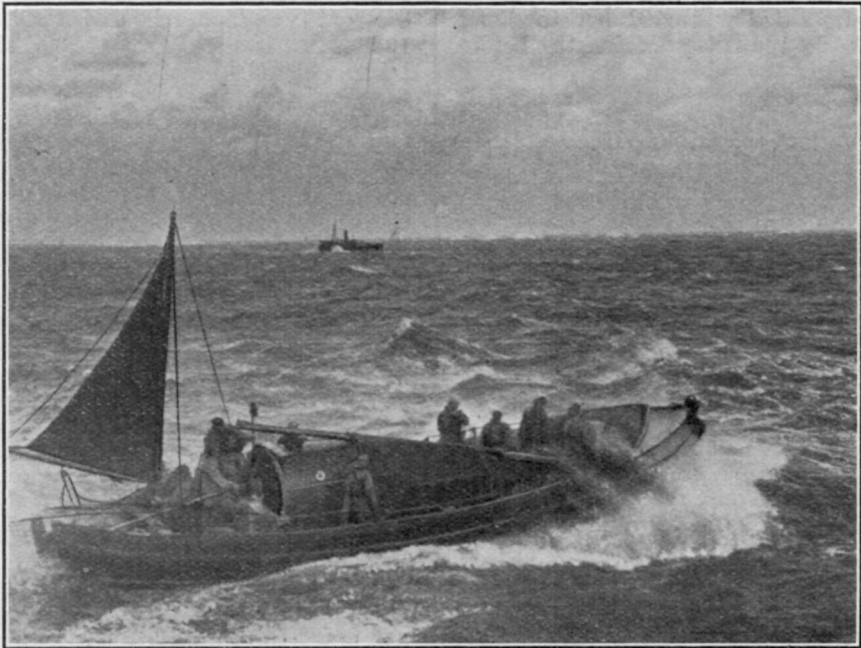


*By courtesy of]*

*[D. C. Thompson & Co., Ltd., Dundee*

**PUTTING OUT AT ARBROATH.**

*(See page 33.)*



*By courtesy of]*

*[H. Jenkins, Lowestoft*

**PUTTING OUT AT LOWESTOFT.**

*(See page 38.)*

(*Civil Service No. 3*) was launched at 1.25 P.M. She found the motor yacht *Dawn*, of Southend, with her engine broken down. Two men and a woman were on board. The life-boat took the *Dawn* in tow and brought her to Southend Pier at 2.30 P.M. The owner made a donation to the funds of the Institution.—Rewards, £10 16s.

**Great Yarmouth and Gorleston, Norfolk.**

—At 10.53 A.M. on the 20th November, 1938, several small motor boats with angling parties were out to the north of the harbour. The S. by W. wind was increasing and the sea was getting up. The boats were kept under observation and the life-boat crew assembled. At 12.45 P.M. the motor life-boat *John and Mary Meiklam of Gladswood* was launched. The sea on the bar was very heavy. Two of the boats were advised not to approach the harbour until the life-boat had rounded up the other boats. The life-boat then went to the boat *I'll Try* which was abreast of Wellington Pier with her engine stopped. She had six people on board. The life-boat took her in tow. She then took in tow the *Edward and Ernest* which also had six people on board. *I'll Try* parted her tow and drifted some distance north before the life-boat could pick her up again. On approaching the bar the lifeboat took on board the passengers from the *Edward and Ernest*, and then, waiting her opportunity, towed both boats safely into the harbour at 3 P.M.—Rewards, £13 14s.

**Lerwick, Shetlands.**—At 3.10 P.M. on the 21st November, 1938, news was received from Quarff Post Office that a young man had gone out fishing in a small rowing boat in the forenoon and had not returned. A moderate N.W. breeze was blowing, with a very heavy swell. The motor life-boat *Lady Jane and Martha Ryland* was launched at 3.26 P.M. and found the small boat in Quarff Bay several miles to the south of Lerwick. She took her in tow and brought her into Lerwick Harbour at 4.30 P.M.—Rewards, £6 13s.

**Portrush, Co. Antrim.**—At 7.46 A.M. on the 21st November, 1938, information was received from the coast-

guard that a vessel was aground at the River Bann. A slight W. wind was blowing, with a choppy sea and strong tide. The motor life-boat *T.B.B.H.* was launched at 8 A.M., and at Portstewart Bay, near the entrance to the River Bann, she found the s.s. *Redthorn*, of Goole. The *Redthorn* was laden with coal and bound from Garston to Coleraine, carrying a crew of seven. She had refloated, but was making water badly. Escorted by the life-boat the steamer succeeded in reaching Portrush Harbour, but later she sank. The life-boat returned to her station at 9.5 A.M.—Rewards, £7 6s. 6d.

**Scarborough, Yorkshire.**—Early in the morning of the 23rd November, 1938, a strong S.S.E. gale arose, with a rough sea and heavy rain. The two motor cobsles *Hilda* and *Kingfisher* were at sea to the northward, and in great danger of being swamped. The motor life-boat *Herbert Joy II* was launched at 7.30 A.M. She found the *Kingfisher* about three miles away and escorted her to harbour. Going out again she found the *Hilda* four miles to the northward and escorted her home, arriving at 10.12 A.M. The life-boat was not rehoused until, at 12.30 P.M., it was learnt that a Filey boat, which had not been accounted for, was safe.—Rewards, £20 11s.

**Skegness, Lincolnshire.**—At 1.53 P.M. on the 23rd November, 1938, the coastguard reported that a vessel was showing signals of distress about two and a half miles E.S.E. of Skegness Pier. A whole S.W. gale was blowing, with a very heavy sea. The motor life-boat *Anne Allen* was launched at 2.24 P.M. and found the steam drifter *Dusty Miller*, of Yarmouth, fishing out of Boston, in a sinking condition. She had a crew of three on board. The heavy seas had stove in some of her planking and the engine-room was flooded. A small steamer was near, but in the heavy sea could do nothing to help. The life-boat took off the crew and reached her station again at 4.10 P.M. The coxswain described it as one of the worst trips he had ever had. A letter of thanks was received from the rescued crew. A letter of appreciation was sent by the Institution



to the branch, and an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to the crew, £6 13s.; additional rewards to crew, £3 10s. Total rewards, £12 8s.

**Gourdon, Kincardineshire.**—Early in the morning of the 23rd November, 1938, the Gourdon fishing fleet put out to sea in fair conditions of weather. At 7.45 a strong E.S.E. breeze sprang up, increasing later to gale force and bringing with it a rough sea with heavy rain. The motor life-boat *Margaret Dawson* was launched at 12.20 P.M. and stood by at the harbour entrance until all the boats had got in safely. She returned to her station at 2.30 P.M.—Rewards, £15 15s. 6d.

**Bridlington, Yorkshire.**—On the morning of the 23rd November, 1938, a heavy gale sprang up from the south bringing a rough sea and rain squalls. The fishing fleet was at sea. The motor life-boat *Stanhope Smart* was launched at 8.40 A.M. to stand by. The district inspector, Lieut.-Commander P.E. Vaux, D.S.C., R.N., who was at the station, went out with her. She escorted a number of fishing boats into harbour, and also helped the steam drifter *Hall Mark*, by lending her a man as a pilot. She returned to her station at 3.50 P.M.—Rewards, £9 18s.

**New Brighton, and Hoylake, Cheshire.**—On the 23rd November, 1938, the New Brighton No. 1 motor life-boat rescued the crew of three of the fishing boat *Progress*, of Hoylake, and the crew of four of the auxiliary schooner *Loch Ranza Castle*, of Annalong. The Hoylake life-boat was also launched, but her services were not required.—Rewards: Medals, clasps, and vellums, with money awards amounting to: New Brighton, £33 4s. 6d.; Hoylake, £11 18s.

(For a full account see "The Great Gale of 23rd November, 1938" on page 1.)

**Filey, and Flamborough, Yorkshire.**—Early in the morning of the 23rd November, 1938, fourteen local fishing cibles put out from Filey. The wind got up suddenly, and at 7.15 a whole S. gale was blowing, with a

rough sea and torrential rain. The regular crew of the Filey life-boat was at sea, but a scratch crew was got and the pulling and sailing life-boat *Thomas Masterman Hardy* put out in case her help should be needed. As the cibles had gone in various directions a message was sent to Flamborough, and the No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 8.40 A.M. The Flamborough boat escorted in two cibles, and returned to her station at 1.15 P.M. The Filey boat helped the remainder in, and got back to her station at 1.20 P.M. A letter of appreciation was sent to the Filey crew by the Institution, and an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to Filey crew, £12 7s.; additional rewards to crew, £6 10s.; total rewards, £22 12s. Flamborough rewards, £15 17s. 6d.

**Arbroath, Angus.**—The local fishing fleet put out during the early morning of the 23rd November, 1938, in fine weather. Later on a S.E. wind sprang up and rapidly increased to gale force. The sea grew very rough, with heavy rain, sleet and hail. Three boats returned to harbour. At 10.15 A.M. the motor life-boat *John and William Mudie* was launched, in case any of the others should need her help. She met one boat about four miles off and escorted her in, and then put out again and stood by until the remainder of the fishing fleet had crossed the bar. She was moored in the outer harbour at 2.30 P.M. and reoused later. Rewards, £7 6s. 6d.

**Portpatrick, Wigtownshire.**—Shortly after 4 A.M. on the 23rd November, 1938, the coastguard telephoned that Corsewall lightkeepers had reported a vessel apparently in distress near Milleur Beacon. A S.W. gale was blowing, with a rough sea, and the weather was thick, with rain. The motor life-boat *Jeanie Speirs* put out at 4.30 A.M. Owing to very bad visibility and the rugged nature of the coast she had great difficulty in finding the vessel—the steamer *Nora*, of Liverpool, bound light from Girvan for Creetown—which had gone aground about one mile N.E. of Corsewall

Lighthouse; but she was guided in by the searchlight of the coastguard's L.S.A. Company which was trained on the *Nora*. The life-boat stood by for several hours while efforts were made to refloat the *Nora*. These were unsuccessful, and it became apparent that she was doomed. The life-boat then went alongside and rescued her crew of five. Shortly afterwards the *Nora* heeled over and became awash. The life-boat returned to her station at 1.20 P.M., having been on service for nine hours.—Rewards, £20 7s. 6d.

**Hartlepool, Co. Durham.**—On the 23rd November, 1938, the steamer *Catherine Hawksfield*, on passage from the Tyne to Dover, picked up the motor boat *Gypsy*, sixteen to twenty miles S.E. of Hartlepool. The *Gypsy* was towing the former Newbiggin life-boat to Goole. Her crew were in distress from exposure, and her engine had broken down. The steamer put into Tees Bay and called for the Hartlepool motor life-boat *Elizabeth Newton* to take charge of the *Gypsy* so that she could go on her way. The life-boat was launched at 10.45 P.M. and found three men on board the *Gypsy* in a state of collapse. One of them had been washed overboard, but had got back into the boat again. Two life-boatmen were put on board and the life-boat towed the *Gypsy* into harbour. She returned to her station at midnight. The old Newbiggin life-boat was found drifting some days later and taken to Hull.—Rewards, £17 5s.

**Aldeburgh, Suffolk.**—On the 23rd November, 1938, the motor life-boat rescued the crews, four in number, of the two barges *Astrild* and *Grecian*.—Rewards: Bronze medal, letters of thanks, and monetary awards amounting to £49 14s. 11d.

(For a full account see "The Great Gale of November 23rd, 1938", page 3.)

**Great Yarmouth and Gorleston, Norfolk.**—On the 23rd November, 1938, the motor life-boat helped to save the barges *Ailsa* and *Britisher*, with their crews numbering four; rescued the crews, four men in all, of the barges *Cetus* and *Decima*; stood by the barges *Royalty* and *Raybell*, and rescued the

crew of two of the barge *Una*.—Rewards: Bronze second service clasp, letter of appreciation, and money rewards amounting to £36 2s.

(For a full account see "The Great Gale of 23rd, November, 1938," on page 3.)

**Southend-on-Sea, Essex.**—During the morning of the 23rd November, 1938, the barge *Neepawa*, of Rochester, was seen to be in distress a quarter of a mile east of the pier. A whole S.S.W. gale was blowing, with a very rough sea and squalls of rain. The motor life-boat *Greater London* (*Civil Service No. 3*) was launched at 9.45 A.M. She found that the barge had sunk and that her crew of two had got into her small boat. She rescued them and landed them on the pier at 10.10 A.M. At about noon a message came that a fishing boat was in distress off Chapman Sands. The life-boat put out again at 12.10 P.M. and found the fishing boat *Audrey*, with one man on board exhausted. She rescued him and towed the *Audrey* back to the pier. She then learned that the lighter *Elmsdale* had sunk off Southend, and that the only man on board had launched a small boat. When the life-boat arrived the boat was nearly full of water, and the man was very exhausted. The life-boat rescued him and returned to the pier at 2 P.M. Owing to the state of wind and sea it was impossible to house or moor the life-boat. At 2.45 P.M. the pier watchman reported that the schooner *Westward* was dragging her anchor east of the pier. The life-boat went to her, but found that she had put out another anchor and did not need help. She returned to Southend and was moored at 4 P.M. At 5.20 P.M. the Warden Point lookout telephoned that a motor barge was driving before the gale. The life-boat put out yet again at 5.40 P.M., but although she searched for some hours could find no trace of the barge. She returned to her station at 9.30 P.M. and was rehouse at 10.10 P.M. She had been on almost continuous service for nearly twelve hours. The owner of the *Neepawa* made a donation to the Institution.—Rewards, first launch, £9 17s.; second launch, £9 12s. 6d.; third launch, £20 8s.

IN THE GREAT GALE OF NOVEMBER 23rd, 1938.



By courtesy of]

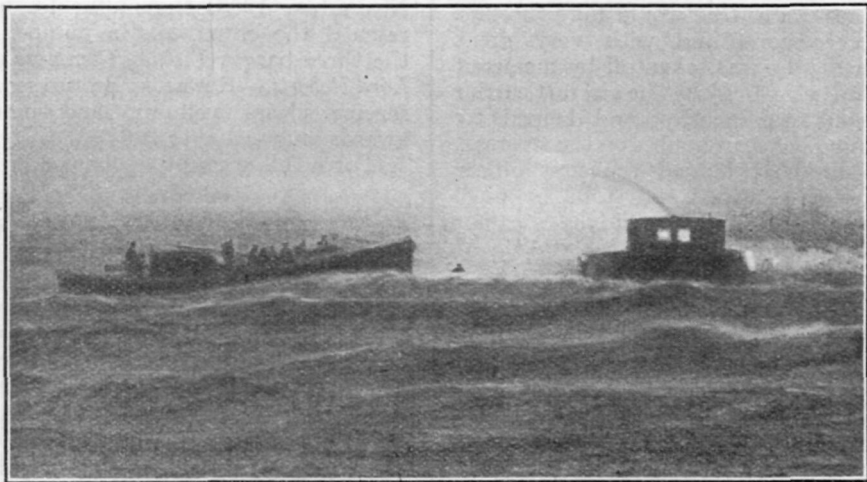
[Skegness Standard

**ON BOARD THE SKEGNESS LIFE-BOAT.**

The sinking steam-drifter *Dusty Miller*, from which the life-boat rescued the crew of three, is on the right. On the left is a Dutch oil tanker. She gave the life-boat a lee.

From a photograph by the motor-mechanic, Percy Grunnill

(See page 32.)



By courtesy of]

[Planet News

**A RESCUE AT SOUTHEND-ON-SEA.**

The sinking lighter *Elmsdale* is on the right. The one man on board had taken to a small boat. It can be seen, nearly full of water, ahead of the life-boat.

(See opposite page.)

**Lowestoft, Suffolk.**—At 7.15 A.M. on the 25th November, 1938, the life-boat assistant motor mechanic saw a vessel aground on Newcombe Sands. There was a heavy swell on the sands, and the sea was moderate, with a freshening S.S.E. wind. The motor life-boat *Agnes Cross* was launched at 7.25 A.M. and found the s.s. *Dunleith*, of Poole, with a crew of ten, on passage from Portsmouth to Edinburgh. She had gone ashore at 5 A.M. in a fog. At the master's request the life-boat stood by. Three times the steamer refloated and grounded again. Eventually she got outside the sands and the life-boat escorted her clear and brought her to the North Roads. Her master then reported that she was not making water and thanked the life-boat. The life-boat reached her station again at 9 A.M.—Rewards, £19 0s. 6d.

**Plymouth, Devon.**—At 1.18 A.M. on the 26th November, 1938, a message was received from the King's Harbour Master that it had been reported to him that a vessel was sounding her siren and was apparently in distress inshore. A whole S.W. gale was blowing, with a very rough sea. The motor life-boat *Robert and Marcella Beck* put out at 1.34 A.M.; and found the steamer *Jellicoe Rose*, of Liverpool, on the rocks in Jennycliff Bay. Her master asked the coxswain if he would take the first officer ashore, and with very great difficulty he was taken off by means of the breeches buoy. The aircraft carrier *Furious* was nearby, and helped by training her searchlights on the steamer. The life-boat landed the first officer and then returned and stood by until tugs arrived and towed the steamer clear. She returned to her station at 6 A.M.—Rewards, £13 11s. 6d.

**Weymouth, Dorset.**—At 2.56 A.M. on the 26th November, 1938, the coast-guard reported that the Greek steamer *Panachrandos*, of Andros, which was in Portland Roads, was drifting towards the shore. A west gale was blowing, with a heavy sea. The motor life-boat *William and Clara Ryland* was launched at 3.15 A.M., and found the steamer about three miles outside Portland Breakwater. She was then under

steam and the life-boat escorted her to a safe anchorage in Weymouth Bay. She returned to her station at 5.30 A.M.—Rewards, £13 2s. 6d.

**Selsey, Sussex.**—The motor life-boat *Canadian Pacific* was launched at 12.30 A.M., on the 26th November, 1938, as flares had been seen some miles S.S.E. A whole W.S.W. gale was blowing, with a very heavy sea and rain. The life-boat found the motor vessel *Assurity*, of London, making very heavy weather, about a mile and a half west of the Owers Light-vessel. She had not enough power to make headway against wind and sea. The life-boat stood by until 4 A.M., and then escorted her into the shelter of St. Helen's Roads, Isle of Wight. Owing to the very bad weather the life-boat could not be rehoused and went to Portsmouth. She arrived there at 8 A.M., after seven and a half hours at sea in exceptionally bad conditions. The Institution sent a letter of appreciation to the branch and an increase in the usual money award on the standard scale was granted to each member of the crew.—Standard rewards to crew, £18 16s.; additional rewards to crew, £4 10s.. Total rewards, £36 3s. 5d.

**Southend-on-Sea, Essex.**—On the 26th November, 1938, the motor life-boat rescued the crews, six in number, of the three barges *T.F.C.*, *Glenmore* and *Lord Roberts*.—Rewards: Bronze second service clasp, vellums, and money awards amounting to £28 7s. 3d.

(For a full account see page 9.)

**Ramsgate, Kent.**—At about 4.45 A.M. on the 26th November, 1938, the coast-guard reported that a vessel about a mile N.E. of the Brake Light-vessel was burning flares. A S.S.W. gale was blowing, with a heavy sea. The reserve motor life-boat *The Brothers* was launched at 5.10 A.M., and found that the sand sucker *Agivey*, of London, had broken away from a tug which had had her in tow and was wallowing in big seas. The life-boat stood by until the tug picked her up again, and returned to her station at 8.28 A.M.—Rewards, £14 16s. 9d.

**Arklow, Co. Wicklow.**—On the 28th November, 1938, the trawler *Roaming*, of Arklow, with a crew of three, lost her rudder while fishing in Courtown Bay. She made for Arklow with the flood tide, using trawl boards for steering, and sending up flares. Another fishing boat, manned by a crew of five, went to her help, but was unable to get her into harbour as she grounded on the bar. After the fishing boat had had two of her crew thrown into the sea in their efforts to help the *Roaming*, she went into Arklow, and reported to the life-boat coxswain. The weather was clear, with a rough sea on the bar and a S.W. wind. The motor life-boat *Inbhear Mor* was launched at 8.30 P.M. and helped the *Roaming*, which had drifted off the bar, into harbour, arriving at midnight.—Rewards, shore-boat, £2 10s., with £5 for loss of fishing and 3s. 4d. for fuel used; life-boat, £16 9s. 6d.

**Eastbourne, Sussex.**—The motor life-boat *Jane Holland* was launched at 1.20 P.M. on the 1st December, 1938, as the coastguard had reported that the *Royal Sovereign* Light-vessel was flying the International Code Signal "U.S."—"May I land my sick." She was also firing rockets. The life-boat reached the *Royal Sovereign* at about 2 P.M. and found that one of her crew was very ill. She took him off and brought him ashore at 3.45 P.M. He was sent straight to hospital. It is a coincidence that forty-seven years ago to the day—1st December, 1891—the Eastbourne life-boat brought ashore an injured man from the same light-vessel. The Elder Brethren of the Trinity House made a contribution of £20 towards the rewards granted.—Rewards, £21 14s.

**Peel, and Port Erin, Isle of Man.**—On the night of the 1st December, 1938, information from the coastguard was received at both life-boat stations that the tank steamer *Pass of Ballater*, of London, was in distress and needed tugs. A moderate W.N.W. gale was blowing, with a heavy sea. The Peel motor life-boat *Helen Sutton* was launched at 8.55 P.M., and five minutes later, the Port Erin motor life-boat

*Ethel Day Cardwell*. They found the steamer several miles to the westward of the island. Her engine had broken down. The life-boats stood by until about 4 A.M. when tugs arrived from Belfast. They got the *Pass of Ballater* in tow and the life-boats left for their stations, Peel arriving at 4.40 A.M. and Port Erin at 6.15 A.M. An increase in the usual money award on the standard scale was granted to each member of the two crews.—Standard rewards to crews: Peel £15.; Port Erin, £15.; additional rewards to crews: Peel, £4; Port Erin, £4 10s. Total rewards: Peel, £28 9s.; Port Erin, £22 11s.

**Hoylake, Cheshire.**—At about 6.40 P.M. on the 4th December, 1938, the coastguard reported that flares of distress had been seen to the N.W. A light westerly wind was blowing, with a moderate swell. The motor life-boat *Oldham* was launched at 7.7 P.M. and found the fishing boat *Lily*, of Liverpool, stranded and water-logged, about one and a half miles from the boat-house. She rescued the crew of three and got back to her station at 9.20 P.M.—Rewards, £25 19s. 6d.

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

**Torbay, Devon.**—7th November, 1938. A fishing boat had lost her propeller and burned flares, but a trawler took her in tow.—Rewards, £14 9s. 6d.

**The Mumbles, Glamorganshire.**—8th November, 1938. A fishing party in a motor boat had burned flares when their engine failed, but they managed to get ashore without help.—Rewards, £14 17s.

**Tobermory, Isle of Mull.**—9th November, 1938. A rocket had been seen about three miles away but nothing was found.—Rewards, £13 2s. 6d.

**Walton and Frinton, Essex.**—10th November, 1938. A steamer had run ashore on the Inner Gabbard, but got off without help.—Rewards, £21 7s. 6d.

**Ilfracombe, Devonshire.**—At about 1.35 P.M. on the 11th November, 1938, the coastguard reported that a passing steamer, going east, was flying a signal indicating aircraft in distress. A squally S.S.E. breeze was blowing, with a moderate sea. It was decided that the Ilfracombe motor life-boat *Rosabella* should search from Bull Point to Heddon Mouth. The tide was at dead low water, but she was got away smartly at 2.17 P.M., and searched for some hours. She could find no trace of aircraft or aircraft wreckage. She was recalled by signal, and returned to her station at 7.55 P.M.

Earlier in the day the life-boat coxswain, second coxswain, and Mr. C. R. Pedder, a member of the local committee, put out in a motor boat after receiving a report from the coastguard that an aeroplane was believed to have come down into the sea at Woody Bay. After searching unsuccessfully for about two hours they returned at 12.20 P.M.—Rewards: life-boat, £71 5s.; shoreboat, £1, and a letter of thanks to Mr. Pedder.

**Fowey, Cornwall.**—16th November, 1938. A fishing boat had gone ashore at Mevagissey, but the crew were rescued by another boat and from the shore.—Rewards, £13 2s. 6d.

**Boulmer, Northumberland.**—16th November, 1938. A fishing boat, which had had trouble with her lines, was late in returning, but she got in unaided.—Rewards, £9 10s.

**Stromness, Orkneys.**—19th November, 1938. A steam trawler had stranded at Skea Skerries, Westray Firth, but got off and was beached at Rousay.—Rewards, £24 3s. 3d.

**Aldeburgh, Suffolk.**—20th November, 1938. A steamer was flying the "Not under control" signal, but lowered the signal, and went on her way.—Rewards, £22 14s. 6d.

**Filey, Yorkshire.**—22nd November, 1938. A drifter had run aground at Filey Brig, but refoated and was taken in tow by motor cobs.—Rewards, £32 3s. 6d.

**Bembridge, Isle of Wight.**—23rd November, 1938. A motor vessel had stranded at Lee-on-Solent, but her crew were rescued by ropes from the shore.—Rewards, £8 9s.

**Lowestoft, Suffolk.**—23rd November, 1938. A barge was driving before the gale, but she got out of danger and went on her way. Another barge had been reported in distress near Gorleston, but it was learned from the St. Nicholas Light-vessel that the crew had already been rescued.—Rewards, £53 19s.

**Southwold, Suffolk.**—23rd November, 1938. A barge had appeared likely to go ashore, but she did not need help. Another barge had been reported drifting, but could not be found.—Rewards, £42 7s. 6d.

**Barry Dock, Glamorganshire.**—23rd November, 1938. The French schooner *Ideal* had gone ashore at Colhugh Beach, but her crew were rescued from the shore by the coastguard rocket life-saving appliances.—Rewards, £20 6s. 6d.

**Padstow, Cornwall.**—23rd November, 1938. A steamer had been reported in distress twenty miles off Trevose Head, but she hauled down her signal and steamed away.—Rewards, £4 7s. 6d.

**Clacton-on-Sea, Essex.**—23rd November, 1938. A small tank steamer, with her engine broken down, had dragged her anchor near the West Sunk Sands, but she did not need help.—Rewards, £24 19s.

**Portrush, Co. Antrim.**—23rd November, 1938. A boat had been reported in distress, but nothing could be found and it was thought that what was taken for a distress signal was probably lightning.—Rewards, £14 9s. 6d.

**Portpatrick, Wigtownshire, and Donaghadee, Co. Down.**—24th November, 1938. An aeroplane had been reported down in the sea, but she had made a safe landing. The pilot sent a letter of thanks.—Rewards: Portpatrick, £10 8s. 6d.; Donaghadee, £19 3s.

AT BRIDLINGTON.



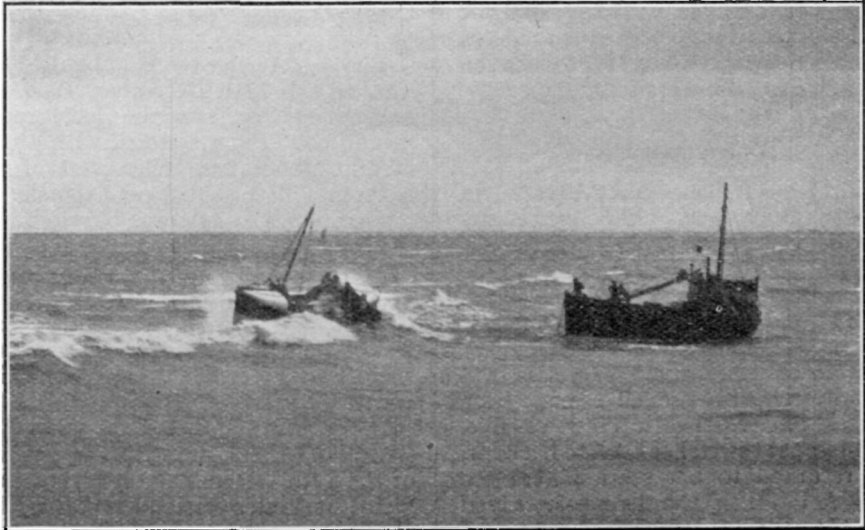
*By courtesy of]*

*[Alfred H. Ason, Bridlington*

**IN THE GREAT GALE OF NOVEMBER 23rd, 1938.**

The life-boat standing by while one keel-boat tows in another.

*(See page 33.)*



*By courtesy of]*

*[A. Smith, Bridlington*

**TOWING IN A FISHING BOAT ON DECEMBER 23rd, 1938.**

*(See page 44.)*

**Wells, Norfolk.**—26th November, 1938. A vessel had been reported in distress off the Lynn Well Light-vessel, but nothing could be found. She may have been a derelict drifter from which the Skegness life-boat had rescued the crew three days before.—Rewards, £28 12s. 3d.

(See Skegness "Services of the Life-boats", page 32.)

**Barmouth, Merionethshire.**—On the morning of the 26th November, 1938, the coastguard reported a vessel ashore off the Dysinni River. A W.N.W. gale was blowing, with a rough sea. The pulling and sailing life-boat *Jones-Gibb* was launched at 8.50 A.M., but some time later it was learned that there was no one on board the vessel, a sand hopper, which presumably had broken away from a tow. The life-boat was recalled by flares and returned to her station at 1.20 P.M. A letter of thanks was sent to the honorary secretary, Capt. G. B. Piggott, who went by car to the scene of the wreck; twenty miles away. An increase in the usual money award on the standard scale was granted to each member of the crew and the helpers on shore.—Standard rewards to crew and helpers, £14 18s. 6d.; additional rewards to crew and helpers, £7 17s. 6d. Total rewards, £23 8s. 6d.

**Aberdeen.**—4th December, 1938. A fishing boat was reported to be in difficulties, but she made Stonehaven without help.—Rewards, £11 6s. 3d.

#### January Meeting.

**Peel, Isle of Man.**—At 5.10 P.M. on the 5th December, 1938, the coastguard reported flares six miles N.N.E. of Peel. A strong and freshening S.W. breeze was blowing, with a rough sea. The motor life-boat *Helen Sutton* was launched at 5.30 P.M., and found the local motor fishing boat *Manx Lad* in difficulties. Her propeller had been fouled. She carried a crew of five. The life-boat towed her back to harbour, and returned to her station at 10.40 P.M. A letter of thanks was received from the owner.—Rewards, £23 18s. 6d.

**Torbay, Devon.**—On the 9th December, 1938, the crew of two of the motor

crabber *Channel Pride*, of Dartmouth, were rescued.—Rewards: Silver medal, vellums and monetary awards amounting to £26 13s.

(For a full account of this service see page 7.)

**Stromness, Orkney.**—During the night of the 9th—10th December, 1938, the Grimsby steam trawler *Rinovia*, homeward bound from fishing, and carrying a crew of nineteen, ran aground at Rusk Holm, Isle of Eday. Her signals of distress were seen by the coast-watcher at Eday and he reported by telegram to the Kirkwall coastguard. News was received at the life-boat station at about 12.15 A.M., and the motor life-boat *J.J.K.S.W.* was got away at 12.40 A.M. A strong S.E. breeze was blowing, with a moderate sea, and the weather was showery. The life-boat reached the *Rinovia* at 5 A.M., and found a drifter standing by. At the request of the *Rinovia's* master the life-boat stood by, and later, with some difficulty owing to the very strong tide, ran out an anchor from her, and took on board a hawser. At high tide the life-boat towed while the *Rinovia* hauled on her winch, and the *Rinovia* was refloated. The life-boat then made for her station, which she reached at 4 P.M. She had been on service for over fifteen hours.—Property Salvage Case.

**Girvan, Ayrshire.**—At about 11.25 A.M. on the 11th December, 1938, the harbour-master saw the local motor fishing boat *Peggy Gordon*, with a crew of two, about two miles west of the harbour, flying distress signals. A moderate S.S.E. gale was blowing, with a moderate sea. The motor life-boat *Lily Glen—Glasgow* was launched at 11.50 A.M. and found that the *Peggy Gordon* had lost her propeller. She towed her back to harbour, and returned to her station at 1 P.M.—Rewards, £7 3s.

**Barrow, Lancashire.**—In the evening of the 12th December, 1938, the coastguard at Walney Island reported that a vessel appeared to be ashore about one and a half miles N.W. of Walney lighthouse. She was burning flares. A moderate south breeze was blowing,



with a moderate swell. The motor life-boat *N.T.* was launched at 8.10 P.M. and found the vessel to be the motor drifter *Linnet*, of Banff, bound, in ballast, for Fleetwood. She could not get alongside as the water was too shallow, but, at the request of the *Linnet's* master, stood by for some hours until the *Linnet* refloated. She was making water, so the life-boat escorted her into Fleetwood, and returned to her own station at 4 A.M. next morning. She had then been at sea for nearly eight hours.—Rewards, £15 7s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**

—At 2.50 A.M. on the 13th December, 1938, the coastguard reported that a vessel about two miles E. by N. from Britannia Pier was thought to be ashore. A light, and increasing, S.E. breeze was blowing, with a moderate swell, and the weather was foggy. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 3 A.M., and found the Dutch motor vessel *Kaapfalga*, of Heiloo, aground on Scroby Elbow. She carried a crew of seven, and was bound, laden, for London. She did not want any help at the moment, and the life-boat drew off into deeper water and anchored. At daylight a Dutch tug arrived. The life-boat sounded round and guided the tug into the most favourable position, and then helped make connection between her and the *Kaapfalga*. She then sounded for the best water, and the tug began towing. The *Kaapfalga* eventually refloated at 3.15 P.M. The life-boat escorted her into Yarmouth Roads, and returned to her station at 5.15 P.M., having then been at sea for over fourteen hours.—Property Salvage Case.

**Barra Island, Hebrides.**—During a whole S.E. gale on the morning of the 15th December, 1938, the steamer *Dorothy*, of Glasgow, dragged her moorings in Castlebay Harbour and was driven on to the rocks on the west side of the harbour. She was in ballast, and carried a crew of four. A very heavy sea was running, and the weather was very cold. The motor life-boat *Lloyd's* put out at 7.45 A.M., got the *Dorothy* off the rocks and took her in

tow. Her bottom was found to be damaged and she was beached. But for the life-boat's help she would have been totally wrecked. The life-boat returned to her station at 10.45 A.M.—Property Salvage Case.

**Scarborough, Yorkshire.**—On the morning of the 16th December, 1938, watch was kept by the life-boat coxswain and the coastguard from 8.30 A.M. onwards as the motor fishing boat *Courage* with a crew of five, which had gone out fishing the night before had not returned. The weather was stormy with a very rough sea and a strong S.E. wind. Shortly after 1 P.M. the boat was seen making for harbour in a very heavy sea. The motor life-boat *Herbert Joy II* was launched at 1.30 P.M., found the *Courage* a mile to the northwards, and escorted her home, arriving at 2.10 P.M.—Rewards, £20.

**Peel, Isle of Man.**—At 6.40 P.M. on the 17th December, 1938, flares were seen four miles W.N.W. of Peel. An E.S.E. gale was blowing, with a very rough sea, and visibility was very poor. The motor life-boat *Helen Sutton* was launched at 7.15 P.M. and found the motor fishing boat *Cicely*, of Castletown, with a crew of four, seven miles W.N.W., with her engine broken down. She had hoisted a small sail but it would not get her to land. The life-boat towed her into harbour, and returned to her station at 11 P.M. This was a good service, and a letter of thanks was sent to the crew and helpers. A letter of thanks was received from the owner.—Rewards, £22 14s.

**Fraserburgh, Aberdeenshire.**—On the 18th December, 1938, at 1.24 P.M., the coastguard reported that the steam trawler *Lord Wakefield* was making for harbour where there was not sufficient water. A heavy sea was running, with a strong S.E. wind and hail showers. When signalled not to enter harbour the trawler asked for a boat to land a sick man. The motor life-boat *John and Charles Kennedy* was launched at 2 P.M. and put a doctor on the trawler. She then took off the sick man and brought him ashore, arriving at 3 P.M.—Rewards, £7 6s. 6d.

**Teesmouth, Yorkshire.**—At 12.45 A.M. on the 18th December, 1938, the coastguard reported that a trawler was ashore in a bad position near North Gare Breakwater, and was making distress signals. She was the steam trawler *Matabele*, of Hull, and had a crew of eighteen on board. A moderate to strong S.E. breeze was blowing, with a rough sea. It could be seen that two tugs and a pilot cutter were standing by near the *Matabele*, but in the heavy seas they were not able to send boats away to her, and the motor life-boat *J. W. Archer* was launched at 2 A.M. She rescued the eighteen men, took them to Middlesbrough, and returned to her station at 5 A.M.—Rewards, £23 7s.

**Yarmouth, Isle of Wight.**—At about 10.10 P.M. on the 18th December, 1938, the coastguard reported distress signals in the Solent, off Yarmouth. A moderate east gale was blowing, with a very rough sea, and the weather was very cold. The motor life-boat *S.G.E.* put out at 10.35 P.M. and found the barge *Youngarth*, of London, dragging her anchors and in danger of drifting into the pier. She was bound with a cargo of cement from Newport for Weymouth, and had a crew of two on board. Big seas were sweeping over her decks. The life-boat ran alongside and was thrown against the barge, receiving some damage to her planking. She rescued the men and returned to her station at 11.20 P.M.

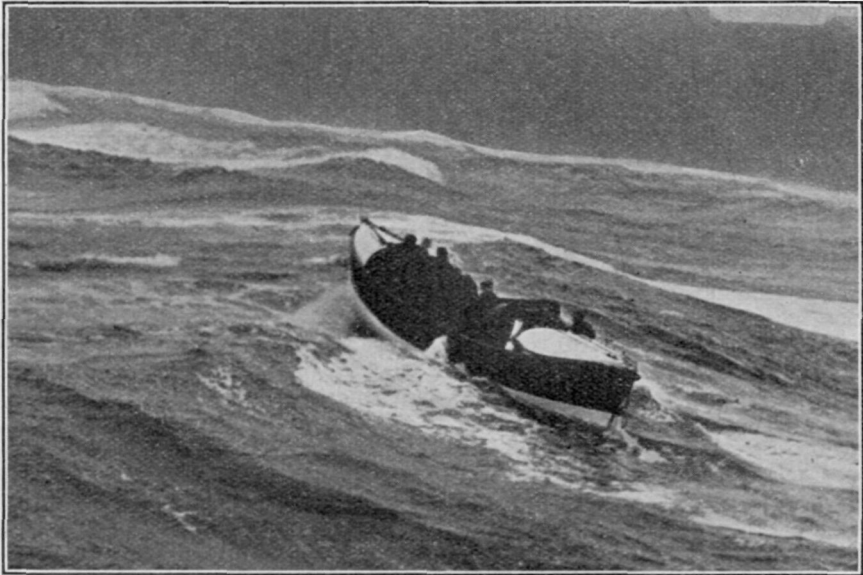
On the following day the life-boat put out again at 4.45 P.M. with the two men, put them on board the barge again and then helped them to get her into harbour. The life-boat returned to her station at 6.45 P.M.—Rewards: first service, £11 14s.; second service, Property Salvage Case.

**Sennen Cove, Cornwall.**—On the 18th December, 1938, the French schooner *Bretonne*, of Treguier, was sheltering in Whitesand Bay from a S.E. gale. She carried a crew of five and was bound with a cargo of coal from Cardiff to Douarnenez. At 7.35 P.M. she burned flares, and at about 8.5 P.M. the motor life-boat *The Newbons* was launched. She found that the *Bretonne* had parted one cable, the other anchor

was dragging, and she was leaking badly. A heaving line was thrown to the crew and with some difficulty they were got into the life-boat. The line was then cut and the life-boat returned to her station at 9.45. Owing to the low tide, she could not be rehoisted until 11.30 P.M. This service was smartly carried out in rough breaking seas on a bitterly cold night. The *Bretonne* disappeared during the night and it was assumed that she had foundered. A letter of thanks was sent by the Institution to the crew and helpers.—Rewards, £20 12s.

**Broughty Ferry, Angus.**—Shortly before 9 A.M. on the 19th December, 1938, information was received from the pilot cutter and the coastguard that a vessel was in distress a quarter of a mile E.N.E. of the Abertay Light-vessel. A strong wind was blowing, with snow showers and a heavy sea. The vessel was the Finnish three-masted sailing barque *Alastor*, of Hango, on passage, light, from Plymouth to Mariehamn with a crew of fifteen. She was in a very dangerous position. The motor life-boat *Mona* was launched at 9.2 A.M. and the pilot cutter and the Dundee Harbour tug also went to the vessel. The life-boat transferred a pilot from the cutter to the barque, and carried a hawser to her from the tug. The barque was then towed to safety. The life-boat returned ashore at 1.15 P.M.—Rewards £6 12s.

**Anstruther, Fifeshire.**—During the morning of the 19th December, 1938, it was learned that the boatman who took stores to May Island had been unable, owing to bad weather, to make the trip for five days, and that the twenty-eight people on the island had only one day's rations left. A moderate E.S.E. breeze was blowing, with a rough sea, and the weather was very cold, with snow. It was decided to send the motor life-boat *Nellie and Charlie*. Provisions were put on board, and she was launched at 11.25 A.M. She went to the lee of the island into comparative shelter and the stores were put ashore. She returned to her station at 2 P.M. The people on the island expressed great gratitude for the life-boat's help.—Rewards, £9.



*By courtesy of]*

*[J. F. Seaman, Scarborough*

**MEETING HEAVY SEAS.**  
At Scarborough on December 16th, 1938.  
(See page 41.)



*By courtesy of]*

*[Fox Photos and G. W. Stone, Gorleston*

**COMING IN WITH TWO BOATS IN TOW.**  
The Great Yarmouth and Gorleston life-boat on November 20th, 1938.  
(See page 32.)

**St. Mary's, Isle of Scilly.**—At about 9.30 A.M. on the 22nd December, 1938, it was learned that a dredger was in difficulties near the Spanish Ledges and wanted a pilot. A N.E. gale was blowing, with sleet and snow showers, and the sea was rough. A pilot would not go in his own boat and at 9.45 A.M. the motor life-boat *Cunard* was launched with him on board. She found the dredger *Foremost 18*, of St. John, N.B., bound from Newfoundland for Southampton. Another pilot had reached her a few minutes earlier. He asked the life-boat to stand by until he could get the dredger under control. Eventually the dredger was taken into St. Mary's harbour and the lifeboat returned at noon.—Rewards, £7 11s.

**Bridlington, Yorkshire.** — At about 1.40 P.M. on the 23rd December, 1938, a motor fishing vessel was seen making heavy weather south of Bridlington. A strong, squally, east breeze was blowing, with a rough sea. The vessel showed no signals, but was making very poor progress, and the motor life-boat *Stanhope Smart* was launched at 2.30 P.M. She found the vessel to be the *Prospecto*, of Bridlington, in ballast, with a crew of six. Her engine had broken down. She was helpless and in danger of driving ashore. At the request of her master the life-boat towed her into Bridlington harbour, and returned to her station at 3.30 P.M.—Property Salvage Case.

**Whitby, Yorkshire.**—At 6 A.M. on the 23rd December, 1938, seven motor fishing boats left harbour on the ebb tide. The very heavy seas of the previous few days had moderated. When the tide began to flow the sea got up again very fast, and rough cross seas began to break between Rock Buoy and the pier ends. A fresh S.E. wind was blowing. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at 1.30 P.M. and escorted each vessel from the Bell Buoy to the harbour entrance. Most of the boats shipped seas on their way in. The life-boat returned ashore at 3.30 P.M.—Rewards, £8 5s. 6d.

**Wick, Caithness-shire.**—At about 1 P.M. on the 23rd December, 1938, a

very heavy ground swell got up in Wick Bay and seas were frequently breaking across the harbour entrance. The fishing fleet was at sea, and as the entrance became more dangerous the motor life-boat *City of Edinburgh* was launched at 2 P.M. She was on service until 4.45 P.M. escorting the fishing boats into harbour.—Rewards, £7.

**Portrush, Co. Antrim.**—At 12.22 A.M. on the 27th December, 1938, information was received from the coastguard that a ship was ashore at Greencastle. A moderate W.N.W. wind was blowing, with heavy squalls of rain and a choppy sea. The motor life-boat *T.B.B.H.* was launched at 12.35 A.M. and found the steam trawler *Cevic*, of Fleetwood, ashore on shelving rocks. She had on board a crew of ten, with a cargo of fish, and was bound from Moville to Fleetwood. The life-boat stood by the trawler until she refloated on the rising tide and then escorted her to Moville. She returned to her station at 12 noon. The owners, The Cevic Steam Fishing Company, sent a letter of thanks and made a gift of £20 to the life-boat crew.—Rewards, £24 12s. 6d.

**Cromer, Norfolk.**—The motor life-boat *H. F. Bailey* was launched at 2.25 A.M. on the 27th December, 1938, as information had been received from the coastguard that the 2,100 ton Finnish steamer *Otto H*, of Pori, was aground at Eccles, between Haisborough and Palling. A moderate N.W. breeze was blowing, with a smooth sea, increasing later. Visibility was poor. The life-boat found *Otto H* on the outer bank, about two hundred yards off the beach. She stood by until daybreak, and then passed ropes from her to a tug. At about 9.15 A.M. the steamer was towed off and went on her way. As conditions were unsuitable for getting the life-boat on to her slipway at Cromer she made for Gorleston, arriving there at 12.20 P.M. She returned to her station on the 29th December.—Property Salvage Case.

**Scarborough, Yorkshire.**—Some of the local motor fishing boats were caught at sea by bad weather on the 2nd January, 1939. A N.E. breeze was

blowing, with a rough sea. The *Eagle* came in and reported that the boats still at sea were in danger of being swamped. The motor life-boat *Herbert Joy II* was launched at 11.45 A.M. and made three trips to the N.E. to escort in the *Hilda*, *Reliance* and *Courage* in turn. She returned to her station at 2.20 P.M.—Rewards, £19 14s. 6d.

**Flamborough, Yorkshire.**—During bad weather on the morning of the 2nd January, 1939, it was reported that one of the local motor fishing cobsles was at sea. A N.E. gale was blowing, with a very rough sea and squalls of sleet. The motor life-boat *Elizabeth and Albina Whitley* was launched at 10.50 A.M., and found the coble, the *Pioneer*, with a crew of three, about one and a half miles north of North Landing. She had just cut away from her gear. The life-boat went alongside and life-belts were thrown to the fishermen. She then escorted her in. The life-boat returned to her station at noon.—Rewards, £15 13s.

**Redcar, and Teesmouth, Yorkshire.**—At about 9.45 A.M. on the 2nd January, 1939, the coastguard at Marske telephoned that a motor fishing vessel was in distress four miles north-east of Huntcliffe. She was the *Success*, of Whitby, with a crew of four. Her engine had broken down. A strong N.E. breeze was blowing, with a rough sea and squalls of hail. The Redcar motor life-boat *Louisa Polden* was launched at 10.25 A.M., and the Teesmouth motor life-boat *J. W. Archer* at 10.30 A.M. The *Louisa Polden* arrived first and found the *Success* riding to a single anchor. Her main cable had parted and she was dragging. Her crew did not wish to abandon her, and the Redcar life-boat stood by until the bigger Teesmouth life-boat arrived. Teesmouth then took the *Success* in tow. The Redcar life-boat returned to her station at 12.35 P.M., and the Teesmouth life-boat, after towing the *Success* to Hartlepool, returned to her station at 3.15 P.M.—Rewards: Redcar, £9 17s.; Teesmouth, Property Salvage Case.

**Whitby, Yorkshire.**—Early in the morning of the 2nd January, 1939, a

number of fishing boats went to sea. At about 8.30 A.M. a N.E. gale sprang up and the sea became rough, broken and dangerous between the pier ends and the Rock Buoy. At 9.30 A.M. the motor life-boat *Mary Ann Hepworth* was launched, manned by a scratch crew, with the second coxswain of the No. 2 pulling life-boat in charge. The regular members of the crew were at sea in the fishing boats. Some of the boats had a bad time, but by 2 P.M. all the boats, fourteen in number, had reached safety escorted by the life-boat.—Rewards, £7 6s. 6d.

**Ballycotton, Co. Cork.**—At 8 P.M. on the 2nd January, 1939, the life-boat coxswain saw a flare about three miles south of Ballycotton Light. A moderate W.N.W. breeze was blowing with a heavy swell. The s.s. *Innisfallen* was in sight and as several boats were fishing it was at first thought that the flare was to indicate that drift nets were being used. As the flares continued the motor life-boat *Mary Stanford* was launched at 8.45 P.M. and found the motor drifter *Pre-eminent*, of Ballycotton, with a crew of four, towing the motor drifter *Yankee Girl*, of Ballycotton. The *Yankee Girl* had struck a large shoal of herrings, and while the crew were hauling their nets abroad the water had rushed through the exhaust and disabled the motor. She was still taking in water through her exhaust and was almost level with the water. With the life-boat escorting them, the boats got safely in at 10.20 P.M.—Rewards: lifeboat, £13 11s. 6d.; *Pre-eminent*, £2 10s., with £3 for loss of fishing, and 2s. 6d. for fuel used, together with a letter of thanks to her owner.

**The Humber, Yorkshire.**—At 6 A.M. on the 3rd January, 1939, the watchman at the life-boat station reported a steam trawler aground on the Trinity Sands. A N.W. breeze was blowing, with a slight sea. Watch was kept on the trawler, which was the *Spaniard*, of Hull, bound for the White Sea fishing grounds with a crew of sixteen. She was in no immediate danger, but the owners, who had been informed of the position, asked that the life-boat should go out and stand by. At 11.45

A.M. the motor life-boat *City of Bradford II* was launched, went to the trawler, and put on board the owner's representative. Shortly afterwards the trawler was refloated, with the help of a tug, and the life-boat returned to her station at 12.50 P.M.—Property Salvage Case.

**Lowestoft, Suffolk.**—On the morning of the 3rd January, 1939, the sailing boat *Roustabout*, of Lowestoft, left harbour with a crew of four. At 11.30 A.M. the life-boat coxswain, who had gone to the coastguard lookout, saw the boat drifting towards the Inner Shoal of the Newcome Sands, with the crew signalling for help. A strong N.N.W. wind was blowing, with a rough sea. The motor life-boat *Agnes Cross* was launched at 11.35 A.M., and went alongside the sailing boat. The crew jumped into her. Their sailing boat went adrift but the life-boat picked her up and brought her in. The rescued, who had had a narrow escape from being drowned, expressed their thanks. The life-boat was re-moored at 12.35 P.M.—Rewards, £20 18s. 6d.

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

**Portrush, Co. Antrim.**—3rd December, 1938. A sand dredger had run aground, but her crew of six got safely ashore.—Rewards, £12 8s. 3d.

**Ramsgate, Kent.**—9th December, 1938. A motor boat had broken down, but she did not need help as she was being taken safely into Broadstairs by the wind and tide.—Rewards, £8 1s. 6d.

**Newhaven, Sussex.**—14th December, 1938. A fishing boat had been in difficulties, but she was towed in by another fishing boat.—Rewards, £14 17s.

**Rosslare Harbour, Co. Wexford.**—15th December, 1938. A steamer was dragging her anchors in bad weather, but later her anchors held again, and she no longer needed help.—Permanent paid crew: Rewards, £3 3s. 9d.

**Gourdon, Kincardineshire.**—17th December, 1938. A rocket had been seen; but it was learned later that there was no vessel in distress.—Rewards, vellum and monetary awards amounting to £40 11s. 7d.

(For a full account of this launch see page 22.)

**Lowestoft, Suffolk.**—20th December, 1938. A motor vessel had been seen drifting with a distress signal flying, but she was able to go on her way.—Rewards, £24 14s. 6d.

**Cromarty.**—20th December, 1938. A fishing vessel had burned flares, but she made Burghead Harbour with the help of another fishing boat.—Rewards, £13 2s. 6d.

**Salcombe, Devon.**—23rd December, 1938. A small vessel had been reported to be making morse signals for help, but no vessel in need of help could be found.—Rewards, £15 9s.

**Blyth, Northumberland.**—23rd December, 1938. Anxiety had been felt for a fishing boat, but she was found by the life-boat fishing, and in no need of help.—Rewards, £8 5s. 6d.

**The Humber, Yorkshire.**—26th December, 1938. A steam trawler had run ashore on the Middle Binks, but she floated on the rising tide without help.—Permanent paid crew: Rewards, 18s.

**New Brighton, Cheshire.**—27th December, 1938. A boy had been reported adrift in a collapsible canoe, but could not be found.—Rewards, £13 11s. 6d.

**Flamborough, Yorkshire.**—27th December, 1938. At about 11 P.M. the coastguard reported to the life-boat station that three rockets had been seen between Bampton lookout and Speeton coastguard station. A northerly gale was blowing, with a very heavy sea breaking right across the mouth of the landing. The tide was at three-quarter ebb and it was only with great difficulty that the motor life-boat *Elizabeth and Albina Whitley* was got away through the great

breakers. The life-boat made a search, during which two men were knocked down and injured by a big sea which broke on board. She could find nothing. It was impossible to land at Flam-borough, and after sheltering in Filey Bay the life-boat was eventually beached there with the help of the Filey life-boatmen, at 9 A.M. on the 28th. She returned to her station on the morning of the 29th December. This was an arduous launch and search, and a letter of appreciation was sent to the coxswain and crew.—Rewards, £58 16s.

**Southend-on-Sea, Essex.**—29th Decem-

ber, 1938. The Swedish steamer *Britannia*, of Gothenburg, had stranded, in calm but foggy weather, and did not need help.—Rewards, £10 1s. 6d.

**Portrush, Co. Antrim.**—31st December, 1938. A steamer had run aground, but her crew were rescued from the shore by the coastguard rocket life-saving appliances.—Rewards, £7 6s. 6d.

**Clacton-on-Sea, Essex.**—2nd January, 1939. A flying-boat had been reported down and in distress, but later it was learned that she was safely at anchor, and the life-boat was recalled by wireless.—Rewards, £16 5s. 6d.

## Shoreboat Services.

For which Rewards were given at the November and December, 1938, and January, 1939, Meetings of the Committee of Management.

### November Meeting.

**Whitstable, Kent.**—At about 11.30 A.M., on the 2nd October, 1938, the sailing dinghy *Wana*, of Whitstable, with one man on board, capsized about half a mile off Swale Cliff Rock. A moderate to fresh, squally, south breeze was blowing, with a rough sea and heavy rain. Mr. T. Harman, a fisherman, who was fishing near-by in his motor boat, saw the accident. He at once slipped his lines and went to the rescue. At some risk he got the man, who was in a very exhausted condition, out of the water and landed him at Tankerton.—Rewards, £1, also 2s. for fuel used.

### December Meeting.

**Nairn.**—On the 27th January, 1937, George A. Ralph, his son, and grandson, rescued three of the crew of a Russian steamer.—Rewards: Bronze medal, vellums and monetary awards amounting to £7.

(For a full account of this service see page 23).

**Boulmer, Northumberland.**—At about 3 P.M. on the 14th November, 1938, a large R.A.F. aeroplane was seen to crash into the sea one and a half miles south of Boulmer in Alnmouth Bay. The weather was fine, the sea smooth, and the tide low. Twelve men, mostly

life-boatmen, manned two fast, powerful cobsles, which were lying afloat, and reached the scene shortly before an R.A.F. launch from Amble. Wreckage was found by dragging, but it could not be got to the surface. The crew of the plane, two in number, were lost.—Rewards, £12, with £1 for use of boats, 16s. for fuel used, and 3s. for a helper on shore.

**Withernsea, Yorkshire.**—On the afternoon of the 2nd August, 1938, two women, visitors from Hull, who were bathing in a choppy sea off the groyne at the end of the South Promenade, Withernsea, got into difficulties. Two men swimmers put out to help. One man succeeded in saving one woman, but the other man was drowned. Two young men of Withernsea, a van driver, aged 19, and a shop assistant, aged 16, were on the beach with their rowing boat. A woman told them of the bather in difficulties about 100 yards out, and they at once put off. With some difficulty, and at the risk of upsetting their boat in the choppy sea, they got her on board. She became unconscious, but was revived on shore.—Rewards, £1 10s.

**Whitby, Yorkshire.**—At about 9 A.M. on the 25th November, 1938, information was received from the

honorary secretary of the Runswick life-boat station that the motor fishing boat *Venus*, of Whitby, was in difficulties, with her engine broken down, off Staithes. A strong S.S.W. offshore wind was blowing with a moderately rough sea. Four men put out in the 46-foot motor fishing boat *Endeavour*, and found the *Venus* about one mile off Runswick Bay in danger of being blown out to sea. They took her in tow and brought her into Whitby Harbour.—Rewards, £2, and 6s. for fuel used.

**Barmouth, Merionethshire.**—During the great gale on the 23rd November, 1938, a message reached the coastguard from Arthog post office that the station-master at Arthog had been marooned by the floods on the railway, not far from the station, and was in danger of being drowned. The Great Western Railway asked for help. The life-boat coxswain said that a punt could be sent and he asked for a lorry. This was sent as near to the quay, which was also flooded, as was possible, and the railway company also got a spare engine ready. The punt left the quay about 11.30 in the morning in charge of Mr. T. Morris, a member of the coastguard, and his nephew Mr. W. Morris, the life-boat motor mechanic and the coxswain's son. The lorry took them as far as the railway station, and from there the engine took them as far as the south end of the Barmouth Viaduct. It could not go any farther, so the two men launched the punt here and rowed it to Barmouth Junction. There they landed, carried the punt across the station, launched it in a field beside the railway and rowed to the place where the station-master was marooned. It was then very nearly three hours since they had set out. By this time the water had begun to go down and they arrived to find that a policeman and a farmer, roped together, had succeeded in wading to the station-master and rescuing him.—Rewards, £1.

**Lynmouth, Devon.**—On the 11th November, 1938, three men put off in a motor boat as an aeroplane had been

reported down in the sea.—Rewards, £1, and a letter of thanks.

(For a full account see Ilfracombe, "Services of the Life-boats," page 38.)

**Walton-on-Naze, Essex.**—On the morning of the 11th November, 1938, a youth launched a rubber canoe, hoisted sail and went south. The coastguard considered that he was in danger, as there was a heavy swell, with a S.S.E. breeze blowing, and reported to the life-boat honorary secretary. The life-boat coxswain and three other men put off in a 17-foot rowing boat, and as the sea was increasing they took the youth aboard and towed the canoe to safety.—Rewards, £1 10s.

**Campbeltown, Argyllshire.**—At about 11 A.M. on the 18th November, 1938, three men in the small motor fishing boat *Mary*, of Campbeltown, were caught by a rising southerly gale with a choppy sea when returning to harbour. The boat's engine was flooded by the sea and she was driven towards the shore near Trench Point. Men on watch for her saw that she was in distress, and four men in the 42-foot motor fishing boat *Pioneer* put out to her help. They had some difficulty, and ran some risk, in getting a rope aboard the *Mary*, and towed her in.—Rewards, £1 10s., and 3s. for fuel used.

#### January Meeting.

**Drummore, Wigtownshire.**—During the afternoon of the 14th November, 1938, the steamer *Ben May* sprang a leak and sank in East Tarbert Bay. Her crew of five took to the ship's boat, and at the request of the coastguard, three men put out in a motor fishing boat and towed them into Drummore Harbour.—Rewards, £1 10s., and 3s. for fuel used.

**Arklow, Co. Wicklow.**—On the 28th November, 1938, five men while out in their fishing boat rendered help to the trawler *Roaming*, of Arklow.—Rewards, £2 10s., with £5 for loss of fishing, and 3s. 4d. for fuel used.

(For a full account see Arklow "Services of the Life-boats," page 37.)



## The Archbishop of Wales' Appeal.<sup>1</sup>

THE Institution has received from the Archbishop of Wales a personal letter commending the work of the Institution to the clergy and members of the Church in Wales. It is dated 23rd January, 1939:

"I hope that both the clergy and the members of the Church in Wales will always remember the claims upon their sympathy, help and generosity of the Life-boat Service.

Our Welsh life-boatmen have a long

record of heroic and successful endeavour. They have rescued nearly 5,000 lives, men and women of all nations, and their gallantry is a national possession of which we should all be proud.

They have deserved, and I am sure they have, the admiration and gratitude of every man and woman in Wales, and I should like to see every man and woman in Wales show that gratitude by giving their personal help to the Life-boat Service."

<sup>1</sup> Letters from the Archbishop of Canterbury, the Cardinal Archbishop of Westminster and the Chief Rabbi were published in *The Life-boat* for June and December, 1938.

## From a Life-boat Collector.

The following letter has been received from a lady who for over fourteen years has been a collector for one of the Institution's branches:—

"I wish to assure you that all my efforts on behalf of your great cause have been well repaid by the friendships I have made, and the kindness I

have received from so many people in the course of collecting; people I might not have met, and friendships I might have missed otherwise.

"I am now an old woman, but hopeful that I may carry on for a bit and leave someone to take my place when I am called away."

## Service.<sup>1</sup>

A rocket signal somewhere out to sea,  
 A vessel dragging down upon the land,  
 Mayhap the fishing fleet in jeopardy,  
 Swift on the tidings is the life-boat manned.  
 A modern ark up-borne on stormy seas,  
 Buoyant with hope, devotion at the helm,  
 By faith and courage served—and such as these  
 That never watery threat can overwhelm—  
 She forges bravely onwards through the spume,  
 An unseen Presence walks the waves again,  
 And once again to fisher folk has come  
 The call that bids them fishers be of men.

E. NEWGASS.

<sup>1</sup> Copyright by E. Newgass.

## Centenaries of Life-boat Stations.

### Presentation of Vellums at Dover, and at Wexford and Rosslare Harbour.

Two life-boat stations celebrated their centenaries in 1938: Dover, Kent, and Wexford and Rosslare Harbour, Co. Wexford. In each case a vellum was presented by the Institution, signed by the H.R.H. Duke of Kent, K.G., as President, expressing the Institution's appreciation for the voluntary work of the officers and committee of the station and the devotion and courage of the life-boat crew. Sixty-three centenary vellums have now been presented.

#### Dover, Kent.

A station was established in 1837 by the Dover Humane Society, and a 37-foot life-boat, built by Elvin, of Dover, was stationed at Townsend. In 1853 the Dover Humane Society decided to place a new boat at the station. The Institution contributed to the cost, and the boat was built by Clarkson, of London, of a material which he had patented, composed of alternate layers of laminae, canvas, cork and wood, fastened to each other with marine glue. In 1855 the life-boat was taken under the management of the Institution, and was replaced by a new boat in 1858.

The station was closed in 1914, owing to the difficulties in manning the boat. It was reopened in 1919, and the steam life-boat *James Stevens No. 3* was stationed there. It was closed again in 1922. In 1929 it was reopened with the present motor life-boat, *Sir William Hillary*, a life-boat specially designed, with nearly twice the speed of any other life-boat on our coasts, in order to protect not only the steamer but the aeroplane traffic across the straits. The station has had altogether nine life-boats.

Before 1858 there is no record of launches and lives rescued. Since 1858, when the first life-boat built by the Institution was stationed at Dover, there have been 76 launches on service and 104 lives have been rescued.

On May 28th the centenary vellum was presented to the Mayor of Dover by Colonel R. J. P. Wyatt, M.C., the

organizing secretary for the South-East of England, and was accepted by the Mayor to be hung in a prominent position in one of the public rooms at the Town Hall.

#### Wexford and Rosslare Harbour.

A station was established by the Institution at Rosslare, Co. Wexford, in 1838, as the result of a request by the Inspector-General of Coastguard. The Corporation of Wexford granted £30 towards the expenses of the establishment. The first life-boat was one transferred from Newcastle, Co. Down. She was replaced by a new boat in the following year.

The early records of the station are incomplete, but it appears to have been closed for some time after 1851 until 1858. In that year a small life-boat was stationed there. In April, 1859, the American immigrant ship *Pomona* was wrecked near Rosslare, with the loss of 386 out of the 409 people on board. In the following November a second station was established. The first was known as Rosslare Fort No. 2 and the second as Wexford No. 1.

In 1896 a station known as Rosslare Harbour was opened, and Rosslare Fort No. 2 was closed in the following year.

In 1921 a motor life-boat, with a permanent crew, was stationed at Wexford (Rosslare Point), and in the same year the Rosslare Harbour station was closed.

During December, 1924, and January, 1925, severe gales, with very heavy seas, overwhelmed the station on the point. It had to be abandoned, and it was eventually washed away. The life-boat was then kept at Wexford itself until 1927, and in that year the present station was opened at Rosslare Harbour.

Altogether these stations have had thirteen life-boats. Since 1850 they have been launched on service 310 times and have the splendid record of 738 lives rescued from shipwreck.

Two gold, twenty-one silver and one

bronze medal for gallantry have been awarded by the Institution. In 1914 the King of Norway awarded silver medals to Coxswain Edward Wickham, Mr. James Wickham and Mr. William Duggan (who were also awarded silver medals by the Institution), for their gallantry when the Norwegian schooner *Mexico* ran ashore on South Keeragh Island. The Fethard life-boat, which went to her rescue, capsized, drowning nine of her crew of fourteen. Ten of the schooner's crew were then rescued by the Wexford life-boat from the island on which they had taken refuge, and two by the Dunmore East life-boat.

The presentation of the vellum was made to the Mayor of Wexford at the Chamber of Commerce by Commander

J. M. Upton, R.D., R.N.R., the Irish District Inspector of Life-boats, on 30th July, 1938. Among those present were Major-General B. J. C. Doran, C.B., a vice-president of the Wexford branch, ex-Coxswain Edward Wickham and Captain Boyle, son of Coxswain Marcus Boyle, who won the silver medal in 1878. The weather was bad, and Coxswain James Wickham and his crew were not present, as it was not thought safe for them to leave the station. In addition to the Mayor of Wexford and Commander Upton, the speakers were Mr. Fintan O'Connor, the Rev. J. E. Hazley, rector of Wexford, Mr. W. J. B. Moncas, the secretary of the Rosslare Harbour station, and Mr. E. McCarthy one of the honorary secretaries of the Wexford branch.

### Life-boat Exhibitions in 1938.

THE Belfast branch of the Institution had a stand at the Royal Ulster Agricultural Show on 25th-28th May. Models of pulling and sailing and motor life-boats were shown, photographs of famous coxswains and wrecks, and items in the equipment of a modern life-boat, such as the line-throwing gun, the drogue, an air-case, a searchlight, a signalling lamp, a life-belt, and the switch for cutting off the engine of a self-righting life-boat if she should capsize. Honorary workers of the Belfast branch helped to take charge of the stall and nearly 500 life-boat souvenirs of different sorts were sold.

#### Life-boat Photographs at Rotherham.

The exhibition of life-boat photographs, which has already been shown during the past three years in London, Edinburgh, Birmingham, York, Bradford, Sunderland and Leeds, was shown at the Museum and Art Gallery, Rotherham, Yorkshire, through the kindness of the Corporation, for

two months, from 30th April to 29th June, 1938. It was visited by over 10,000 people.

#### An Exhibition at Cromer.

An exhibition in aid of the Cromer branch was held on May 25th. It was arranged by Mr. H. H. Tansley, whose fine photographs of life-boat work on the East Coast have appeared in *The Life-boat*. He showed a number of his photographs of rescues by the Cromer life-boats, and films of the life-boats on service and of the naming ceremony of the two new motor life-boats by Sir Samuel Hoare, Bt., M.P., the Home Secretary, in August, 1937. There were also on exhibition models of life-boats lent, among others, by Coxswain Henry Blogg, and Grace Darling's oar lent by Sir Edward Meyerstein. A demonstration of life-saving by breeches-buoy was given by the Cromer coast-guard. The exhibition was opened by Lord Suffield, president of the branch.

### From a Fancy-Dress Dance at Sea.

AT a fancy-dress dance held on board the T.S.S. *Voltaire*, of Messrs. Lamport and Holt, during a cruise, one of the passengers appeared as a life-boatman.

He borrowed from the purser the life-boat collecting box which is always on board the Lamport and Holt liners and collected £5 4s. 5d.

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

### Thursday, 10th November, 1938.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions:—

Mr. C. V. Thomas, C.A. . . . .	1,500	0	0
R.N.D. . . . .	40	0	0

Accepted the tender of Messrs. William Moss & Sons, Ltd., amounting to £43,636, providing for the completion of the new buildings and fittings at Elstree Life-boat Depôt within thirty-three weeks.

Resolved that the Lytham St. Anne's station be closed.

Produced a report on air-raid precautions proposed for Life-boat House and resolved that the Secretary and Chief Inspector be directed to consider the question of the sending away of important documents to some safe place in a future emergency.

Resolved that in the event of a future emergency instructions for the move of the office and essential equipment to the new depôt at Elstree be given on the authority of the chairman or vice-chairman of the Emergency Committee.

Paid £28,636 1s. 7d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£155 3s. 3d. to pay the rewards for life-boat services;

£250 17s. 6d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 27-30);

£5 16s. 6d. for the assemblies of crews, etc.;

£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;

£19 11s. to men for injury in the life-boat service at Aldeburgh, Newbiggin, Rhyl and Southend.

Voted £30 on account of additional rewards to the crews of the Ballycotton, Holyhead and Stromness life-boats.

Voted £1 2s. to pay the reward for a shore-boat service at Whitstable, account of which appears on page 47.

### Thursday, 8th December, 1938.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the Flamborough No. 2 station be closed forthwith.

Resolved that the Dungeness No. 2 station be closed on the 31st March, 1939.

Decided that the services of Engineer-Captain A. G. Bremner, O.B.E., R.N., Superintendent Engineer, be retained for a further period of one year after 1st January, 1940.

Reported that Vice-Admiral Sir Noel F.

Laurence, K.C.B., D.S.O., had accepted appointment as an *ex-officio* member of the committee of management upon being appointed Admiral Commanding Reserves in succession to Vice-Admiral Sir Studholme Brownrigg.

Resolved that the warmest thanks of the Committee of Management be accorded to Commander E. D. Drury, O.B.E., R.D., R.N.R., for his distinguished and valuable services to the Institution, extending over thirty years, as district inspector, deputy chief inspector and chief inspector of life-boats, and that this committee express their deep regard for Commander Drury, both as an officer of the Institution and as a friend.

Decided that the motor life-boat at present at Lytham St. Anne's be replaced by a reserve motor life-boat, and that the possibility of retaining the station be further investigated.

Reported the receipt of the following special contributions:—

Mr. Herbert Kenchington, F.R.I.B.A. . . . .	50	0	0
Anonymous . . . . .	50	0	0
Mr. William Gibson, deceased— donation from executors to Dundee branch . . . . .	50	0	0

Paid £20,394 18s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£576 18s. to pay the rewards for life-boat services;

£502 12s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 30-40);

£14 10s. 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;

£23 3s. to a woman helper for injury in the life-boat service at Lynmouth.

Voted £80 7s. 6d. on account of additional rewards to the crews of the Aldeburgh, Barmouth, Filey, Great Yarmouth and Gorleston, New Brighton, Peel, Port Erin, Selsey, Skegness and Southend-on-Sea life-boats.

Voted £29 18s. to pay the rewards for the Barmouth, Boulmer, Campbeltown, Lynmouth, Nairn, Walton-on-the-Naze, Whitby and Withernsea shoreboat services, accounts of which appear on pages 47 and 48.

### Friday, 30th December, 1938.

Paid £28,977 4s. for sundry charges in connexion with the construction of life-boats, life-boathouses and slipways, etc., and the maintenance of life-boat stations.

**Thursday, 12th January, 1939.**

Sir GODFREY BARING, Bt., in the chair.

Resolved that the invitation of the German Life-boat Society to the Fifth International Life-boat Conference to be held in Bremen in 1940 be accepted, and that the Board of Trade be informed that the Institution hope that, as at former conferences, the Board of Trade will be represented.

Reported that Mr. Stanley J. Aubrey had been re-elected chairman of Lloyd's and so continued as an *ex-officio* member of the committee of management.

Reported the receipt of the following special contributions:—

King George's Fund for Sailors	1,000	0	0
Mr. A. J. Grave, deceased, donation from executors	200	0	0
Cunard White Star Line, Ltd., collections on board the company's vessels	75	0	0

Paid £27,419 3s. 9d. 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:—

£312 17s. 6d. to pay the rewards for life-boat services;

£240 12s. 7d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 40-47);

£14 9s. for assemblies of crews, etc.

£13 5s. 1d. for services previously reported;

£327 3s. 3d. 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, Rhoscelyn, Runswick, Rye Harbour, St. Andrew's, Troon and Whitby.

£98 17s. 6d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Falmouth, Lowestoft, Moelfre, Newbiggin, Newburgh, Newhaven, Port St. Mary and Teesmouth.

Voted £23 on account of additional rewards to the crews of the Gourdon and Torbay life-boats.

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

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

Voted a compassionate grant of £26 to John Kelly, a survivor of the Fethard Life-boat disaster of 1914, who is now in ill-health and poor circumstances.

Voted a special compassionate allowance of 15s. a week, together with 5s. a week for each of two children, to the widow of James Stonall, a member of the crew of the New Brighton life-boat, who died suddenly four days after an arduous life-boat service on 23rd November, 1938.

Voted £9 6s. to pay the rewards for the Arklow and Drummore shoreboat services, accounts of which appear on page 48.

**Member of the Institution's Staff Killed:**

A member of the Institution's staff, Mr. Thomas Edgar Langridge, was killed last Christmas morning. He was cycling along a snow-bound road in Wembley, near his home, when he collided with a motor car. Two hours later he died in hospital from

a fractured skull. Mr. Langridge was on the staff of the storeyard at Poplar. He was twenty-four years old, and had been in the service of the Institution nearly ten years. He was married only a few months before his death.

**Halfpennies and Farthings.**

For the eighth year running the Institution received at Christmas, from a lady in Hampstead, a gift of all the halfpennies she has collected during the year. Her collection for 1938 was 552. This was 182 more than in 1937. Another collection, of 120 halfpennies,

has come from a lady in Haslemere, her third collection during the year. The Institution has also received two collections of farthings, one of 480 from a lady at Brockenhurst, Hampshire, and the other of 360 from the children of a Sunday School at Chelmsford.

## Awards to Coxswains and Life-boatmen.

### Certificates of Service and Pensions.

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

WILLIAM MATTHEWS, 20 years coxswain and  $4\frac{1}{2}$  years second coxswain of the Beaumaris life-boat.

THOMAS M. HORN,  $10\frac{1}{2}$  years coxswain,  $8\frac{1}{2}$  years second coxswain and  $11\frac{1}{2}$  years signalman of the Exmouth life-boat.

WILLIAM CURTIS,  $9\frac{1}{2}$  years coxswain and 3 years second coxswain of the Hastings life-boat.

ANGUS MCEACHRAN,  $7\frac{1}{2}$  years coxswain and 4 years second coxswain of the Campbelltown life-boat.

RICHARD MARTIN,  $7\frac{1}{2}$  years coxswain and  $9\frac{1}{2}$  years bowman of the Minehead life-boat.

WILLIAM C. CORIN,  $7\frac{1}{2}$  years coxswain,  $\frac{3}{4}$  years second coxswain, 5 years bowman and 27 years a member of the crew of the Coverack life-boat.

WILLIAM H. JONES, 7 years coxswain and  $11\frac{1}{2}$  years second coxswain of the New Brighton life-boat.

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

SAMUEL B. PARKER, 17 years second coxswain,  $14\frac{1}{2}$  years bowman and  $6\frac{1}{2}$  years a member of the crew of the Great Yarmouth and Gorleston life-boat.

DAVID PHILLIPS, 16 years second coxswain and 27 years a member of the crew of the Angle life-boat.

WILLIAM WALKER, 11 years second coxswain and 37 years a member of the crew of the Margate life-boat.

WILLIAM T. JONES, 8 years second coxswain,  $5\frac{1}{2}$  years bowman and 11 years a member of the crew of the Holyhead life-boats.

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

FRED HARRIES, 7 years bowman and 25 years a member of the crew of the Tenby life-boat.

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

WILLIAM J. THOMAS,  $6\frac{1}{2}$  years second coxswain,  $3\frac{1}{2}$  years bowman and  $18\frac{1}{2}$  years a member of the crew of the Beaumaris life-boat.

JOSEPH STEPHENS, 54 years a member of the crews of the Cadgwith and The Lizard life-boats:

WILLIAM HOOPER, 34 years a member of the crew of the Tenby life-boat.

JAMES CROCKFORD,  $26\frac{1}{2}$  years a member of the crew of the Tenby life-boat.

WILLIAM ALLCHORN, 20 years a member of the crew of the Eastbourne life-boat.

FRANCIS H. WILEY, 20 years a member of the crew of the Cadgwith life-boat.

ELIAS GALISHAN,  $17\frac{1}{2}$  years a member of the crew of the Beaumaris life-boat.

## Awards to Honorary Workers.

### Honorary Life-Governor.

The following have been appointed HONORARY LIFE-GOVERNORS of the Institution and have been presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duke of Kent, K.G., President of the Institution.

Mr. WILLIAM BERTRAM, O.B.E., J.P., has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which he has given to the life-boat service at Dunbar and Skateraw for upwards of fifty years, for over forty of which he has been the honorary secretary of the station.

Mr. H. P. F. DONEGAN has been elected an Honorary Life-Governor of the Institution in recognition of the valuable help which he has given to the life-boat service as honorary secretary of the City of Cork branch for the past twenty-five years.

### Thanks of the Institution on Vellum.

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

Mr. THOMAS W. GOMM, on his retirement after twenty-seven years as honorary secretary of the Margate station.

The family of Capt. DAVID REES, who died after forty-seven years as honorary secretary of the New Quay (Card.) station.

Mr. THOMAS KENT RIDLER, on his retirement after thirty-seven years as honorary secretary of the Minehead station.

Major H. R. HILDYARD, on his retirement after twenty-three and a half years as honorary secretary of the Hythe and Dymchurch station.

### Gold Badge.

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

Mrs. MAY BURTON, president, Ladies' Life-boat Guild, Beaumaris branch.

Mrs. GRACE TURNER, honorary secretary, Kingston-on-Thames branch.

Alderman W. J. DIXON, member of committee and previously chairman, Berwick-on-Tweed branch.

Mr. CHARLES DOWNEY, honorary secretary, City of Limerick branch.

Mrs. MAUD E. FENTON-JONES, honorary secretary, Ladies' Life-boat Guild, Clacton-on-Sea branch.

Mr. LIONEL H. FRANCEYS, honorary treasurer, Blackpool station branch.

Major H. R. HILDYARD, honorary secretary, Hythe and Dymchurch station branch.  
 Mrs. K. BEVAN JOHN, honorary secretary, Ladies' Life-boat Guild, Llanelly branch.  
 Mrs. TOM LISLE, worker, Cullercoats branch.  
 Miss ANNIE TONKS, president, Sutton Coldfield branch.

#### Binocular Glass.

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

Mr. T. A. COOLE, Port Erin;  
 Mr. W. L. JARVIS, Falmouth;  
 Dr. J. R. W. RICHARDSON, Dover;  
 Mr. FRANK RUDDOCK, Courtmacsherry;  
 Alderman CHARLES E. TATHAM, Blackpool;  
 Mr. W. H. S. TRIPP, Sunderland.

Also to:

Major WILFRED LLOYD, honorary treasurer, Dunmore East; and  
 Mr. ROBERT CROSS, coxswain, The Humber.

Captain F. HOLLINGSWORTH has been awarded a WRISTWATCH, with inscription, in recognition of his valuable services as honorary secretary, Newbiggin.

#### Aneroid Barometer.

The ANEROID BAROMETER, with inscription, has been awarded to Dr. E. LEVERTON-SPRY for his valuable services as honorary secretary of the Porthoustock station for 26 years.

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

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

Mrs. JESSIE E. ADDISON, honorary secretary, Ladies' Life-boat Guild, Holyhead branch.  
 Mrs. ETHEL ASHWORTH, honorary secretary, Ladies' Life-boat Guild, Ashton-under-Lyne branch.  
 Mr. ALFRED BROWN, honorary assistant secretary, Southend-on-Sea branch.  
 Mrs. W. F. CARTER, honorary secretary, Bromsgrove branch.  
 Mrs. IRENE CLEMENT, honorary secretary, Wadebridge district, Padstow branch.  
 Mrs. RICHARD DAVIES, chairman and previously honorary secretary of the Menai Bridge Ladies' Life-boat Guild.  
 Miss FLORENCE N. EDEN, life-boat day worker, Forest Hill.  
 Mrs. T. E. FIELD, honorary secretary, Skelmanthorpe and Scissett branch.  
 Mr. WILLIAM P. FULTON, honorary secretary, Isle of Bute branch.  
 Miss LILIAN R. FURNEAUX, organiser of life-boat day, Forest Hill.  
 Mr. BERT A. F. GAUNT, honorary secretary, Wednesbury branch.  
 Mrs. M. D. GILES, honorary secretary, Ladies' Life-boat Guild, Newport (Mon.) branch.  
 The HEADMASTER, STAFF, SENIOR PREFECTS and PUPILS of the Grammar School, Glossop, for collecting funds for the Institution in Glossop.

Mrs. CORA HALE, honorary collector, Hornsey branch.

Mrs. T. HIMSWORTH, J.P., honorary secretary, Ladies' Life-boat Guild, Dundee Branch.

Captain H. E. HOLME, R.N., honorary secretary, Boxmoor and Hemel Hempstead branch.

Miss MARION JOHNSTON, honorary treasurer and previously honorary secretary, Wimbledon branch.

Mrs. MABEL H. LEE, honorary treasurer, Watchet branch.

Lady MARR, honorary secretary, Ladies' Life-boat Guild, Sunderland branch.

Mrs. E. MASON, honorary secretary, Ladies' Life-boat Guild, Carnforth branch.

Miss EIRLYS MORRIS, worker, Barmouth branch.

Miss MATTIE R. MURRAY, honorary secretary, Ladies' Life-boat Guild, Gourcock branch.

Mrs. WINIFRED PETERS, honorary secretary, Ladies' Life-boat Guild, Berwick-on-Tweed branch.

Miss FANNY M. POLE, honorary secretary, Neath Ladies' Life-boat Guild.

Mrs. DORA E. PURSLOW, member of committee, Sutton Coldfield branch.

Mr. R. J. RAYNER, F.C.A., honorary auditor, Southend-on-Sea branch.

Miss FRANCES J. RISHTON, honorary collector, Ladies' Life-boat Guild, City of Liverpool branch.

Mr. F. S. SEXTON, honorary treasurer and life-boat day organiser, Ashford, Middlesex, branch.

Mrs. GEORGINA M. SIMPSON, honorary secretary, Ladies' Life-boat Guild, Bamber Bridge branch.

Mrs. ANNIE J. SMITH, honorary secretary, Ladies' Life-boat Guild, Ince-in-Makerfield branch.

Mrs. W. H. SPINNEY, worker, Hythe and Dymchurch branch.

Mrs. MARY STEPHENS, honorary secretary, Kington branch.

Mrs. A. E. TOMASIN, honorary secretary, Ladies' Life-boat Guild, Ryde branch.

Miss MABEL C. UPTON, worker, Colleshill district, City of Birmingham branch.

Miss ISABEL YABSLEY, honorary organiser, Chiswick.

#### Record of Thanks.

The RECORD OF THANKS has been awarded to the following:

Mr. STANLEY AIREY, worker, Leeds branch.  
 Miss EDITH M. E. CLARKE, honorary secretary, Irthlingborough branch.

Mr. W. A. T. CLARKE, honorary secretary, Loughborough branch.

Mrs. IRENE CLAYTON, worker, Leeds branch.

Miss ELIZABETH H. GOODALL, honorary secretary, Shepshed branch.

Miss ELIZA J. HEARN, worker, Bridgnorth branch.

Mrs. OLIVER KNOWLES, honorary secretary, Pocklington branch.

Mrs. CHARLES LAYWOOD, honorary secretary, Doncaster branch.

Mrs. E. MAUDE McALISTER, worker, City of Belfast branch.

Mrs. EMILY NIXON, honorary treasurer, Ladies' Life-boat Guild, Rhyl branch.

Mrs. ANNA M. PEMBOROUGH, worker, Leeds branch.  
 Mrs. E. A. PESTERFIELD, honorary secretary, Outwood and Stanley branch.  
 Miss MARGARET POWER, honorary secretary, Cobham branch.  
 Miss NORMA PRICE, honorary secretary, Upton-on-Severn branch.  
 Mrs. REBERTA PUGH, honorary secretary and previously member of committee, Ladies' Life-boat Guild, Rhyl branch.  
 Mr. JOHN ROBERTS, honorary treasurer, Llanfairfechan branch.

Mrs. VIOLET ROWLANDSON, honorary secretary, Budleigh Salterton Ladies' Life-boat Guild.  
 Mr. JOHN STEAD, worker, Leeds branch.  
 Miss GERTRUDE THOMPSON, worker and member of committee, Dewsbury branch.  
 Mr. P. C. TOWNER, honorary secretary, Southborough branch.  
 Mrs. W. A. B. WHELL, honorary secretary, Lostwithiel district, Fowey branch.  
 Mrs. H. E. WILTSHIRE, honorary secretary, Calne branch.  
 Miss HILDA M. WRIGHT, honorary secretary, Loughborough branch.

## News from the Branches.

1st October to 31st December, 1938.

### Greater London.

Film première attended by H.R.H. the Duchess of Kent at the Odeon Theatre, Leicester Square. (A full account appeared in the last issue of *The Life-boat*.)

BATTERSEA.—The Rev. P. H. Jones, C.B.E., R.N. (ret.), appointed chairman in succession to Mrs. Mills.

BEXLEYHEATH.—Bring-and-buy sale and physical training display, with short address by the district organizing secretary.

BROMLEY.—Address by Mrs. Tucker, honorary secretary, to St. Mark's Church Women's Fellowship.

BURNT OAK, EDGWARE.—Annual meeting on 25th January, County Councillor Mrs. Grey-Skinner, chairman, presiding. Speaker: the district organizing secretary. Efforts of the past year: Life-boat day, dances, entertainments. Amount collected in 1938 £210, an increase of £52 on 1937.

CHIPSTEAD.—Mrs. Swallow appointed honorary secretary in succession to Mrs. Phillips.

CHISLEHURST.—Address by Sir Godfrey Baring, Bt., chairman of the Institution, to the Wives' Fellowship, at Throwleigh, Shepherd's Green (by kind permission of Mrs. Leighton, honorary secretary). Entertainment at Chislehurst cinema.

CLAPHAM.—Whist drives.

HACKNEY.—Life-boat dance, attended by the Mayor and Mayoress.

HAMMERSMITH.—The branch has suffered a severe loss by the death of Mr. J. H. Derbyshire, a member of the committee who gave valuable services at the branch's annual swimming galas.

ILFORD.—Ladies' Life-boat Guild meeting. The Mayoress presented with badge of office as president. Mrs. Elborne, deputy Mayoress, and Mrs. Billington elected vice-presidents. The Mayor's father, Mr. J. G. Farman was in the service of the Institution

for 41 years and on his retirement became honorary secretary of one of its branches.

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

ST. ALBANS & DISTRICT.—Life-boat dance.

ST. PANCRAS.—Lantern lectures by Mr. C. W. Lawrence, assistant secretary. Mr. Lawrence has resigned the assistant secretaryship on receiving an appointment with the London City Mission. Lantern lectures by Mr. Leckie.

SOUTHEND & DISTRICT.—Concert and presentation by Mr. Henry Channon, M.P., to Coxswain Page of the second-service clasp to his bronze medal for gallantry, and of the Institution's thanks recorded on vellum to second coxswain William Deer, bowman H. G. Murrell, and assistant motor mechanic R. Sanders for a service to three barges on 26th November. Dance at Canvey Island.

TWICKENHAM.—The Mayor appointed president. Mrs. Jarvis appointed honorary secretary in succession to Mr. Berkeley Moir, A.R.I.B.A., Mrs. Harris appointed honorary assistant secretary.

WALTHAMSTOW.—Mr. E. J. Collins appointed honorary secretary in succession to Mr. Boxall. Carol singing.

WATFORD.—Life-boat day. Life-boat films shown.

WELLING.—Whist drives.

WOOLWICH.—Special meeting attended by the Mayor, chairman. Address by the district organizing secretary. A committee of 16 members elected representing 12 organizations in the Borough. Address to the Rotary Club by the district organizing secretary.

Lectures at East Ham and Ilford by Mr. E. G. Kempster. Lectures to the Home Service association of the Wandsworth & District Gas Company at Epsom, Sutton, Wimbledon, Worcester Park and Kingston, and to the Alnwick and District Association.



**North-West of England.**

**ACCRINGTON.**—Annual meeting on 6th December, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, dance and opera collections. Amount collected in 1938, £176, an increase of £31 on 1937.

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

**ADLINGTON.**—Whist drive.

**APPLEBY.**—Bridge and whist drive at the house of Mrs. Baker-Courtenay.

**BARROW.**—Annual meeting on 23rd November, the Mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, dance, whist drives. Amount collected in 1938, £303, an increase of £61 on 1937.

Annual dance, bridge and whist drives, arranged by the Ladies' Life-boat Guild.

**BLACKBURN.**—Annual meeting on 15th November, the Mayoress, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1938, £145, an increase of £20 on 1937.

**BURY.**—Benefit performance at Regal Cinema.

**CLITHEROE.**—Dance.

**CROMPTON AND SHAW.**—Children's fancy dress dance.

**DUKINFIELD.**—Annual whist drive and dance. Miss Haigh and Mrs. J. H. Beard appointed joint honorary secretaries in place of Mrs. N. Cooke, now joint honorary treasurer.

**FLEETWOOD.**—The branch has suffered a severe loss by the death of Mr. W. Hodgkinson, one of the oldest members of its committee.

Fifth annual hot pot supper and entertainment to the life-boat crew.

**FORMBY.**—Mr. John Andrew, who has died at the age of 73, was second coxswain for sixteen years and coxswain for nine years, retiring in 1919, when the station was closed. He was awarded a pension and a certificate of service.

**HINDLEY.**—Annual whist drive and dance. Two life-boat film shows by Mr. L. Gregory at Argyle Street Council school.

**HOLLINGWORTH.**—Beetle drive and social.

**HORWICH.**—Annual whist drive and dance.

**HYDE.**—Address to members of the Gee Cross Circle Methodist Chapel with slides.

**KENDAL.**—Annual meeting on 6th December, Mrs. G. H. Whitaker, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drive. Amount collected in 1938, £181, an increase of £8 on 1937.

**KIRKBY LONSDALE.**—Life-boat films, with collections, at Kirkby Lonsdale Cinema.

**LANCASTER.**—Annual meeting on 24th November, the Mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: House-to-house collection. Amount collected in 1938, £215.

**LEYLAND.**—American tea at Worden Hall, by kind permission of Mrs. H. Trevor Wanklyn.

**LEIGH.**—Address by the district organizing secretary to the members of the Round Table Rotary Club.

**LIVERPOOL.**—Collections on H.M.S. *Liverpool*. Presentation by Colonel J. G. B. Beazley, deputy chairman, of the statuette of a life-boatman awarded by the Institution to Miss F. J. Rishton, president of the Calderstones Ladies' Life-boat Guild.

**LYMM AND HEATLEY.**—Card evening.

**LYTHAM.**—Annual meeting of Ladies' Life-boat Guild on 7th November, Mrs. W. Milligan, honorary secretary, in the chair. Speaker: The district organizing secretary. Amount collected in 1938, £91.

Mrs. S. Watson appointed honorary treasurer.

**MANCHESTER, SALFORD AND DISTRICT.**—Annual meeting on 24th November, the Lord Mayor, president of the branch, in the chair, supported by the Mayor and Mayoress of Salford, the Chairmen of the Urban District Councils for Sale, Knutsford and Denton; Mr. V. R. Kenny, M.B.E., Regional Director General Post Office; Mr. P. M. Oliver, C.B.E., branch honorary secretary; and Mrs. H. Bayfield, president, Chorlton-cum-Hardy and Manley Park district Life-boat committee. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1938, £2,639.

Annual dinner and social evening, in special celebration of the Grace Darling centenary, at which the coxswain and members of the Blackpool and Fleetwood life-boat crews were present. Mr. P. M. Oliver, C.B.E., honorary secretary, presided, supported by the Mayor and Mayoress of Salford. Speakers: Mrs. Henry Bronnert, honorary secretary of the Ladies' Life-boat Guild and president of the Didsbury district Life-boat Guild committee; Councillor Harold Quinney, chairman of the gentlemen's life-boat committee; and the district organizing secretary. Prizes were presented by Miss Nellie Wallace and Wee Georgie Wood, the variety artistes.

Cunard White Star Limited Cruise reunion dinner and dance at which the coxswains and members of the Blackpool, Fleetwood and New Brighton life-boat crews were present.

**AUDENSHAW.**—Benefit performance at the Odeon Cinema by kind permission of Odeon Cinemas, Limited.

**CHORLTON - CUM - HARDY.**—The branch has suffered a severe loss by the death of Mrs. H. Bayfield, president of the Ladies' Life-boat Guild.

**CRUMPSALL.**—Annual whist drive.

**DENTON.**—Annual bring-and-buy sale and whist drive, opened by Miss Ann Penn, the B.B.C. impressionist and mimic.

**NEW MOSTON.**—Annual dance. Dinner and dance at which Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District branch, presided, supported by Councillor Hague.

**PRESTWICH.**—Chrysanthemum and budgerigar show, organized by Mrs. H. W. Horrocks, honorary secretary of the Ladies' Life-boat Guild committee. The show was opened by Mrs. Wolstenholme, J.P., of Walshaw, and Councillor A. Naylor, J.P., chairman of the Prestwich Urban District Council presided. The Cycle Queen of Great Britain attended by kind permission of Riding's Stores, Ltd.

**SALFORD.**—Address by the branch secretary to members of the Windsor Institute.

**URMSTON.**—Annual dance and whist drive.

**WALKDEN, WORSLEY AND DISTRICT.**—Special meeting on 15th November. Mrs. Dixon appointed honorary secretary in succession to Mrs. Higginbottom. Annual dance and whist drive.

**WHALLEY RANGE.**—Whist drive, organized by Mrs. R. Millner, president of the Life-boat Guild committee.

**MARYPORT.**—Annual social and entertainment given by the Ladies' Life-boat Guild to the life-boat crew. Miss F. Gillespie appointed honorary secretary of the Ladies' Life-boat Guild in succession to the late Miss Leighton.

**MORECAMBE AND HEYSHAM.**—Annual meeting on 24th November, the Mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, fishermen's concerts, dance and beetle drive. Amount collected in 1938, £315, an increase of £74 on 1937.

American tea, arranged by the Ladies' Life-boat Guild.

**NORTHWICH.**—Special meeting on 16th November, Mrs. Gillbert in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. Gillbert; honorary treasurer, Mrs. B. M. Thornton; honorary secretary, Mrs. L. Hinton. Treasure hunt and puzzle competition. Address to the members of Weaverham Women's Institute.

**OLDHAM.**—Annual dance.

**ORRELL.**—Annual whist drive.

**POYNTON.**—Annual meeting on 17th November, Mrs. Cecil Bentham, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, dance and whist drive. Amount collected in 1938, £53, an increase of £10 on 1937.

Mrs. E. Rains elected honorary treasurer in place of Mrs. P. Lees.

**RADCLIFFE.**—Whist drive.

**RAMSBOTTOM.**—Annual meeting on 19th December, the chairman of the Ramsbottom Urban District Council presiding. Amount collected in 1938, £88, an increase of £8 on 1937.

**ROMILEY.**—Annual meeting on 22nd November, Mrs. Kinsey, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day and military whist drive. Amount collected in 1938, £44, an increase of £2 on 1937.

Whist drive.

**RUNCORN.**—Special meeting on 16th November at the house of Mrs. N. A. Boswell, Commander W. L. Rossiter, R.D., R.N.R., presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, Mrs. J. Beck; honorary treasurer, Mrs. McCulloch; joint honorary secretaries, Mrs. C. R. Rooke and Mrs. F. M. Fraser.

**ST. HELENS.**—Annual meeting on 2nd December, the Mayor in the chair. Speaker: The district organising secretary. Efforts of the past year: Appeal by the Mayor, exhibition of arts and crafts, whist drive. Amount collected in 1938, £78, an increase of £67 on 1937.

**SANDBACH.**—Annual meeting on 9th November. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1938, £32.

**SOUTHPORT.**—Annual meeting on 8th December, the Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drives, bring-and-buy morning coffee sale. Amount collected in 1938, £259.

Mrs. F. Whittaker appointed chairman in the place of Mrs. G. H. Hibbott.

Bring-and-buy morning coffee sale, organized by Mrs. Claff.

**STOCKPORT.**—Annual whist drive and dance.

**TOTTINGTON.**—Jumble sale.

**WALLASEY.**—Annual meeting on 3rd November, Mrs. John Williams, chairman, presiding in the absence of the Mayor. Speaker: Mr. W. W. Harris, J.P., vice-chairman and honorary secretary of the New Brighton committee, and honorary secretary of the Port of Liverpool branch. Whist drive and dance.

**WARRINGTON.**—Annual meeting on 30th November, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bring-and-buy sale. Amount collected in 1938, £206.

**WESTHOUGHTON.**—Annual meeting on 30th November, Councillor W. Lowe, chairman of the branch, presiding. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1938, £25, an increase of £2 on 1937.

Whist drive.

**WIGAN AND STANDISH.**—Annual meeting on 7th December, the Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, bridge and whist drive. Amount collected in 1938, £174, an increase of £32 on 1937.

**WORKINGTON.**—Annual dances.

#### North-East of England.

**ALNMOUTH AND BOULMER.**—Annual meeting of the Ladies' Life-boat Guild.

**BEDLINGTON.**—Whist drive.

**BERWICK-ON-TWEED.**—Annual meeting on 23rd November, the Mayor presiding. Efforts of the past year: Life-boat day. Amount collected in 1938, £127.

Dance and whist drive at Spittal.

**BLYTH.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £16.

Whist drive and dance.

**BRIDLINGTON.**—Bridge and whist drive.

**CONISBOROUGH.**—Bridge drive.

**DARLINGTON.**—The branch has suffered a severe loss by the death of Alderman George R. Young, who was its honorary secretary from 1911 to 1933, and from 1933 until his death, its chairman. He was awarded the life-boat picture in 1921, and in 1934, the gold badge which is only given for distinguished honorary services.

Bridge and whist drives.

**DONCASTER AND DISTRICT.**—Dance at Bentley.

**FILEY.**—Annual meeting on 2nd December, Mr. R. M. Robson presiding. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1938, £248, an increase of £57 on 1937.

**GATESHEAD.**—Bridge drives.

**HALIFAX.**—Annual meeting on 27th January, the Mayor presiding. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1938, £307.

**HARROGATE.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £179.

**HAUXLEY AND AMBLE.**—Bridge and whist drive.

**HECKMONDWIKE.**—Bridge and whist drive.

**HOLMFIRTH.**—Whist drive and dance.

**HUDDERSFIELD.**—Annual meeting of the Ladies' Life-boat Guild on 2nd December. Amount collected in 1938, £272, an increase of £9 on 1937.

**KEIGHLEY.**—Bring-and-buy sale.

**KIRKBURTON.**—Bridge drive and dance.

**LEEDS.**—Collection at the Empire. Dance. Bring-and-buy sale. Whist drive and dance at Headingley.

**MARKET WEIGHTON.**—Whist drive.

**MEXBOROUGH.**—Bridge drive.

**NEWCASTLE - UPON - TYNE.**—Bridge drive.

**NORTH SUNDERLAND.**—The station has suffered a severe loss by the death of Mr. M. R. Norris who had been its honorary secretary for 10 years. Both his father and grandfather served in the life-boat, and his family had been associated with the station for 70 years.

**NORTHUMBERLAND.**—County life-boat ball.

**REDCAR.**—The station has suffered a severe loss by the death of Captain J. T. Shaw. He had been the honorary secretary for 19 years and in 1931 was awarded inscribed binoculars by the Institution.

**ROTHERHAM.**—Life-boat ball.

**SCARBOROUGH.**—Whist and bridge drive.

**SEAHAM.**—Young people's dance.

**SELBY.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £58.

Bridge drive.

**SOWERBY BRIDGE.**—Whist drive and dance.

**SPENBOROUGH.**—Bridge and whist drive.

**STAMFORDHAM.**—Concert.

**SUNDERLAND.**—Mr. James M. Brown who has died at the age of 76, was second-coxswain for 13 years and coxswain for 10 years. He retired in 1916, and was awarded a pension and a certificate of service.

Dance. Christmas party.

**TYNEMOUTH.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £14.

**WAKEFIELD.**—Military whist drive.

**WEST HARTLEPOOL.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £117.

Whist and bridge drive.

**WOOLER.**—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1938, £5.

**YORK.**—Address by district organizing secretary to conservative club and York Round Table.

#### Midlands.

**BELPER.**—Life-boat film "Story of the Life-boat" shown.

**BIRMINGHAM.**—Collections at the Alexandra, Royal, and Empire theatres, at Bingley Hall Circus, at the Birmingham Ice Rink and at the West Bromwich Albion football ground. Concert arranged by Mr. S. Poynton, West Bromwich, attended by the Mayor. Life-boat balls in Botanical gardens, Edgbaston. Addresses to the Young People's Society, Smethwick; St. Andrews Women's Unionists and the Unionists of St. George's Institute, Edgbaston.

**BRISTOL.**—Life-boat ball. Lantern lecture by Mr. G. F. Igglesden, honorary treasurer, to British Legion.

**CLEETHORPES.**—Christmas fair and sherry party by kind permission of Mrs. Locking at the Cliff hotel.

**KENILWORTH.**—Whist drive.

**MATLOCK.**—Ex-Inspector Joseph Kennedy appointed honorary secretary. Address by the district organizing secretary to the Rotary Club.

**NORTHAMPTON.**—Annual meeting. Mr. C. E. D. Archer, chairman, presiding in the absence of the president, Councillor W. H. Percival, supported by Mrs. Harvey Reeves, vice-president, and Mr. C. Mobbs, vice-chairman. Amount collected in 1938, £198.

**NOTTINGHAM.**—Annual meeting. Lieut.-Commander G. J. Mackness, D.C.S., R.N., chairman, presiding in the absence of the Duke of Portland, K.G., P.C., G.C.V.O., patron, supported by the Lord Mayor, president, and the Lady Mayoress. Speaker: The district organizing secretary.

Life-boat ball.

**OLDBURY.**—Annual meeting. Mrs. M. R. Growcott, J.P., chairman, presiding. Amount collected in 1938, £44.

**RUGELEY.**—Life-boat ball.

**STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.**—Collections at the Theatre Royal, Hanley and at the Port Vale football ground. Whist drive, organized by the Newcastle Ladies' Life-boat Guild.

**WARWICK.**—Life-boat day.

**WOLVERHAMPTON.**—Life-boat ball. Address by the district organizing secretary.

Lectures at Bromsgrove and Daventry.

### South-East of England.

**ALDEBURGH.**—Presentation by the Mayor of the certificate of service awarded by the Institution to Coxswain J. Pead on his retirement.

**ATTLEBOROUGH.**—Life-boat day. Life-boat film "The Story of the Life-boat" shown.

**BEXHILL.**—Annual meeting. Rear-Admiral C. A. M. Sarel, O.B.E., R.N., chairman, presiding. Efforts of the past year: Cinema collection and golf competition. Amount collected in 1938, £139, an increase of £36 on 1937.

**BLETCHLEY.**—Whist drives.

**BOGNOR REGIS.**—Carol singing.

**BURNHAM (BUCKS).**—Branch formed. Honorary secretary, Mrs. Richardson.

**BYFLEET AND PYRFORD.**—Dance.

**CANTERBURY.**—The branch has suffered a severe loss through the deaths of the chairman, Surg.-Captain K. H. Jones, R.N., M.B., F.Z.S., and Sir Reginald T. Tower, K.C.M.G., C.V.O., a member of the committee.

**CHATTERIS.**—Life-boat day.

**CHELMSFORD.**—Christmas whist drive.

**CHICHESTER.**—Life-boat film "The Story of the Life-boat" shown, with collections.

**CHORLEY WOOD.**—Bridge party. Carol singing.

**CLACTON.**—Annual meeting of the Ladies' Life-boat Guild; Mrs. F. M. H. Coleman, J.P., president, in the chair. Speaker: Captain E. S. Carver, R.D., R.N.R., the Institution's superintendent of stores. Efforts of the past year: Life-boat day, whist drive, and church collections. Amount collected in 1938, £144.

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

The thanks of the Institution inscribed on vellum, awarded to Coxswain Charles Ellis for the rescue of seven German yachtsmen last June, presented to him by Lieut.-Commander P. E. Vaux, D.S.C., R.N., chief inspector of life-boats, at a dinner given by the Royal Ocean Racing Club.

**CLAYGATE.**—Carol singing.

**CROMER.**—Annual meeting. Lieut.-Col. F. A. G. Noel, chairman, presiding. Efforts of the past year: Life-boat day, life-boat cup competition, exhibition. Amount collected in 1938, £573.

Cinema collection.

**DORKING.**—Bridge and whist drives.

**EASTBOURNE.**—Annual meeting. Mr. Ernest Armstrong, chairman of the branch and a member of the committee of management of the Institution, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat days in Eastbourne and district, and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1938, £1,524. Certificates of service awarded by the Institution to two members of the crew, and records of thanks awarded to four honorary workers, presented by Lieut.-Col. Satterthwaite.

**EPPING.**—Whist drives at Epping and Theydon. Dance.

**ESHER.**—The branch has suffered a severe loss by the death of the honorary secretary, Mrs. Chapman.

**FOLKESTONE.**—Series of bridge parties.

**FOREST ROW.**—Branch formed. Honorary secretary, Miss I. Young.

**GREAT YARMOUTH AND GORLESTON.**—Annual meeting. Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman, presiding. Efforts of the past year: Life-boat day, badminton and tennis tournaments, a whist drive, and a golf competition, arranged by the Ladies' Life-boat Guild. Amount collected in 1938, £285, an increase of £31 on 1937.

On Armistice Day, 11th November, the motor life-boat put out, and a service in

memory of those who lost their lives at sea in the Great War was conducted on board by the vicar. Afterwards wreaths were cast on the sea.

Informal visit to the life-boat station of Sir John Simon, G.C.S.I., K.C.V.O., P.C., M.P., Chancellor of the Exchequer. Whist drive at Filby. Dance arranged by the Ladies' Life-boat Guild. Part proceeds of collection at annual fisherman's church service. Lantern lectures to schools by Lieut.-Commander Case.

**HASBOROUGH AND DISTRICT.**—Whist drive and dance at Bacton. Christmas party at Wroxham, in conjunction with the Norwich Mutual Service Club, including a whist drive and show of life-boat films.

**HASTINGS AND ST. LEONARDS.**—Annual meeting, Commander John Bray, V.D., R.N.V.R., chairman, presiding. Speaker: Mr. H. S. H. Burdett-Coutts, a member of the committee of management of the Institution. Efforts of the past year: Life-boat days at Hastings and Battle, blessing-of-the-sea service, life-boat Sunday, church collection, cinema and theatre collections. Amount collected in 1938, £625.

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

**HYTHE AND DYMCHURCH.**—Series of lantern lectures by Mr. Clayton Rickard, the honorary secretary, at which the life-boat film "Boats that Save Life" was shown.

**IPSWICH.**—Carol singing.

**KESSINGLAND.**—Whist drive and dance.

**KNEBWORTH.**—Branch formed. Honorary secretary, Mrs. Philip Kerr.

**LITTLEHAMPTON.**—Annual life-boat ball.

**LOWESTOFT.**—Annual meeting, Mr. F. Spashett, J.P., chairman, presiding. Efforts of the past year: Life-boat day. Amount collected in 1938, £224, an increase of £12 on 1937.

Dance.

**MARGATE AND HERNE BAY.**—Visit of the motor life-boat to the Tongue and Edinburgh lightships with Christmas gifts from the people of Margate, and to the Girdler lightship with Christmas gifts from the people of Herne Bay.

**RAMSGATE.**—Life-boat films "Boats that Save Life" and "Heroes of the Sea" shown to school children. Visit of the motor life-boat to the Brake lightship with Christmas gifts from the people of Ramsgate.

**RYE AND WINCHELSEA.**—A memorial service was held in Rye Harbour church for the seventeen life-boat men who lost their lives ten years ago on 15th November, 1928.

Lecture at Icklesham Women's Institute.

**ST. IVES (HUNTS).**—The branch has suffered a severe loss through the death of Mrs. G. G. Wheeler, for many years president of the whice, and a holder of the Institution's gold badge.

**SELSEY.**—Visit of the motor life-boat to the Owers lightship with Christmas gifts from the people of Bognor Regis, Chichester, and Selsey.

**SHERINGHAM.**—Annual meeting, Mr. H. E. S. Upcher, J.P., C.C., president, in the chair. Efforts of the past year: Life-boat day and exhibition. Amount collected in 1938, £263.

**SHOREHAM HARBOUR.**—Dance at Southwick.

**SITTINGBOURNE AND MILTON REGIS.**—Whist drive and dance.

**SUDBURY.**—The branch has suffered a severe loss through the death of the honorary treasurer, Sir George Whitehouse, K.C.B., J.P.

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

**TUNBRIDGE WELLS.**—"Ideal Sale." Lectures at Groombridge Women's Institute by Captain Basil Hall, R.N., and at Rusthall Women's Institute by Miss Dorothy Davies, chairman of the branch.

Competition at Nevill golf club.

**WALTON AND FRINTON.**—Annual meeting, Mr. J. W. Eagle, J.P., chairman, presiding. Efforts of the past year: Life-boat day and life-boat Sunday. Amount collected in 1938, £210.

The motor life-boat took out Christmas gifts to the Sark and Kentish Knock light-vessels from the people of Walton-on-Naze and district.

**WELLS-ON-SEA.**—Whist drive and dance. Life-boat film "The Story of the life-boat" shown.

**WORTHING.**—Mr. William Blann, who has died at the age of 78, was second-coxswain for 22 years and coxswain for 10 years, retiring in 1930 when the station was closed. He was awarded a pension and a certificate of service. Since then he had been the caretaker of the boat-house which was still left open to visitors although the station had been closed.

Lectures were also given to the Chobham Unionist Association, the Horley Townswomen's Guild, and to the Women's Institutes at Althorne, Buxted, Flimwell, Graffham, Hollingbourne, Leaden, Roding and Warfield.

Awards won in the life-boat essay competition for elementary schools were presented at Aylesbury.

### South-West of England.

**APPLEDORE.**—Annual meeting, Captain The Hon. Denys Scott, president of the branch, in the chair. Amount collected in 1938, £289, an increase of £86 on 1937.

**BATH.**—Carol singing. Lantern lecture by Mr. G. E. Farr of the Bristol Shiplovers' Society, to St. Luke's Literary Society.

**BOURNEMOUTH.**—Mr. S. J. Rees, J.P., F.R.G.S., vice-president of the branch, has been elected a Freeman of the borough of Haverfordwest, Pembrokeshire.

**BUDE.**—Annual meeting, Captain A. B. Barrow, R.N., in the chair. Amount collected in 1938, £146, an increase of £25 on 1937.

**CAMBORNE.**—Annual house - to - house collection. Jumble sale. Sacred concerts at the Scala theatre.

**CREDITON.**—Bridge drive.

**EXETER.**—Three performances of "The Two Mrs. Carrolls" by Mrs. Gamble and her company, arranged by The Viscountess Sidmouth.

**FALMOUTH.**—Annual meeting. Amount collected in 1938, £150.

Whist drive, organized by the Ladies' Life-boat Guild. Prizes presented by Mr. J. Snell, coxswain of the Falmouth life-boat.

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

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

**GOSPORT.**—Annual meeting, Colonel R. F. A. Sloane-Stanley, J.P., president of the branch, and a member of the committee of management, in the chair. Amount collected in 1938, £129, an increase of £24 on 1937.

**ISLE-OF-WIGHT.**—

**COWES.**—American tea. Annual ball and children's dance, organized by the Ladies' Life-boat Guild.

**NEWPORT.**—Address by Sir Godfrey Baring, Bt., chairman of the Institution, to the Townswomen's Guild.

**RYDE.**—Presentation of prize won in the life-boat essay competition for elementary schools, by Alderman A. Andrews, vice-chairman of the Isle-of-Wight Education Committee.

**LIZARD.**—Presentation of certificates of service awarded by the Institution to Lizard and Cadwith life-boat men.

**LYNTON AND LYNMOUTH.**—Annual meeting, Mr. H. F. Saltmarsh, president, in the chair. Amount collected in 1938, £124, an increase of £4 on 1937.

**MINEHEAD.**—Annual meeting, Lieut. H. M. Brandram, R.N.R., chairman of the branch, presiding. Amount collected in 1938, £188, an increase of £6 on 1937.

**OXFORD.**—Annual meeting, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of past year: House-to-house collection, life-boat day. Amount collected in 1938, £635.

Presentation of awards by the Institution to honorary workers.

**PAIGNTON.**—Whist drives and bridge drive, organized by the Ladies' Life-boat Guild.

**PLYMOUTH.**—Annual meeting, the Lord Mayor presiding. Amount collected in 1938, £447.

Dinner-dance, organized by the Ladies' Life-boat Guild. Collection at Plymouth Argyll Football Ground. Social at Bere Ferrers.

Mr. John H. Liscock, who died last year at the age of 91, was second-coxswain for

15 years and coxswain for 17 years, retiring in 1901, with a pension and certificate of service.

**REDRUTH.**—Jumble sale.

**SALISBURY.**—Special Sunday concert at the Regal Theatre, by the massed Royal Marine Bands of the Portsmouth Naval Command, and the Portsmouth Royal Naval Singers. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

**SEATON.**—Lantern lecture to Ryall's Court school, by the Rev. W. Robins, honorary secretary.

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

**SWANAGE.**—Lantern lectures by Mr. E. L. Millward, honorary assistant secretary.

**WATCHET.**—Annual meeting, Mr. H. K. Hole, chairman, presiding. Amount collected in 1938, £103, an increase of £9 on 1937.

**WESTON - SUPER - MARE.**—Christmas vouchers presented to life-boat crew by the Ladies' Life-boat Guild. The life-boat took out Christmas gifts to the English and Welsh Grounds lightship.

**WEYMOUTH.**—Annual meeting, Major J. H. C. Devenish, president and chairman of the branch, presiding. Amount collected in 1938, £319, an increase of £52 on 1937.

Presentations of record of thanks awarded by the Institution to Captain A. C. Denman, former branch honorary treasurer, and framed photograph from the life-boat crew to Mr. Butt, former acting honorary secretary.

Officials of the branch and crew entertained to dinner by Major Devenish.

The life-boat took out 200 Christmas parcels to the men on Shambles lightship.

Lectures to Norwich House School, Kingham, Oxon, and Bedales School, Petersfield.

### Scotland.

**ABERDEEN.**—Annual life-boat ball, attended by the Lord and Lady Provost and over 900 guests.

**ARBROATH.**—Annual meeting of the Ladies' Life-boat Guild, Lady Chapel, in the chair. Speaker: The district assistant secretary. Efforts of the past year: Life-boat day and Sunday concert.

**ARDRISHAIG.**—Visit of the Tobermory motor life-boat.

**AYR.**—Mr. John Morrison, who has died at the age of 67, was second-coxswain for over 6 years and coxswain for 25 years, retiring in 1932 when the station was closed. He was awarded a pension and a certificate of service.

**AYTON AND BURNMOUTH.**—Military whist drive, with address by the district assistant secretary. Dance at Burnmouth.

**BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.**—Annual meeting, ex-Provost James Christie, chairman, presiding. Efforts of the past year: Life-boat

days life-boat cruises, dancing displays, whist drives. Amount collected in 1938, £165.

Whist drives at Banff and Macduff, arranged by the Ladies' Life-boat Guild.

**BUCKIE.**—Variety concert, organized by the Townswomen's Guild and Mr. A. W. Thomson. Address by Mr. James Archibald, Lord Lieutenant of the County and president of the branch.

**DUMBARTON.**—Bridge and whist drive.

**DUNBAR.**—Whist drive at Innerwick, arranged by the Women's Rural Institute. Presentation by Mr. T. Wilson Fish, chairman of the branch, of Christmas gifts to the crews of Dunbar and Skateraw life-boats.

**DUNDEE.**—Concert arranged by Dundee Invalid and Cripple Children's Dramatic Society.

**DUNOON.**—Annual meeting on 13th December, Mrs. McArthur Moir, president of the Ladies' Life-boat Guild in the chair. Speaker: The district assistant secretary. Efforts of the past year: Life-boat balls and life-boat day. Amount collected in 1938, £174, an increase of £34 on 1937.

Concert at Innellan, Sir Norman Lamont, Bt., of Knockdow, presiding.

**EDINBURGH.**—Address by the Scottish organizing secretary to St. Paul's Church Mothers' Union, Mrs. R. H. Maconochie, a vice-president of the Ladies' Life-boat Guild, in the chair. Lantern lectures.

**EYEMOUTH.**—Annual meeting on 26th October, Sir Christopher Furness, Bt., president of the branch, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1938, £38.

**FORT WILLIAM.**—Annual meeting on 16th December, The Lady Hermoine Cameron of Lochiel, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat days and evening party. Amount collected in 1938, £79, an increase of £59 on 1937.

**GALASHIELS.**—Annual meeting on 12th January, the Countess of Haddington, president of the Ladies' Life-boat Guild, in the chair. Speaker: The district assistant secretary. Efforts of the past year: Daffodil day and appeal for subscriptions. Amount collected in 1938, £90, an increase of £15 on 1937.

**GIRVAN.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. J. Blair, president, in the chair. Efforts of the past year: Whist drive and dance and life-boat day.

Special meeting at which ex-Provost J. McCrindle, chairman of the branch, presented to Coxswain James McCartney the certificate of service awarded to him by the Institution. Speakers: Commander J. M. Upton, R.D., R.N.R., district inspector of life-boats, and Mr. J. Brewster, honorary treasurer of the branch.

Special meeting, ex-Provost J. McCrindle chairman of the branch, presiding. The Marquess of Ailsa, president of the branch, presented to Second-Coxswain Ingram the

certificate of service awarded to him by the Institution.

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

**GLASGOW.**—Lantern lecture by the Rev. David McQueen, M.A., to the Young People's Association of Govan Congregational Church. Lantern lectures.

**GREENOCK.**—Annual meeting on 17th November, Mr. S. M. Turnbull, presiding. Speakers: Mr. J. D. Shannon, Mr. D. M. Ferguson, Mr. Colquhoun, Mr. A. R. Stewart and the Scottish organizing secretary. Efforts of the past year: Life-boat day and lantern lecture. Amount collected in 1938, £167.

Performance of the life-boat play "Their Business in Great Waters" by the Union Street Church Dramatic Club.

**IRVINE.**—Mr. Alexander Sinclair who has died at the age of 82, was bowman of the Irvine life-boat for nearly 7 years, and coxswain for 16 years, retiring in 1914, when the station was closed. He was awarded a certificate of service and a special pension. At one time the life-boat crew was almost entirely composed of Sinclairs.

**ISLE OF BUTE.**—Annual whist drive and dance. The Marchioness of Bute, D.B.E., president of the Ladies' Life-boat Guild, in the chair. The Duke and Duchess of Montrose were present and the prizes were presented by the Duchess.

**ISLE OF ISLAY.**—Dance at Bowmore, arranged by Mrs. Fisher.

**KIRKCUDBRIGHTSHIRE.**—Annual meeting on 7th December, Sir Charles Hope-Dunbar, Bt., of St. Mary's Isle, president, in the chair. This meeting was preceded by the annual meeting of the Ladies' Life-boat Guild, the Countess of Galloway, president in the chair. Efforts of the past year: Life-boat days, house-to-house collection, concert, sale, cabaret dance, whist drive, boat card collections and lantern lectures. Amount collected in 1938, £201, an increase of £33 on 1937.

**LANARK.**—Life-boat day.

**LOSSIEMOUTH.**—Whist and bridge drive and dance.

**MONTROSE.**—Cinema matinée, organized by the Ladies' Life-boat Guild, Mrs. Macpherson Grant of Craigo, presiding. Speakers: The Countess of Airlie and Mrs. Forsyth-Grant of Ecclesgreig.

**NAIRN.**—Annual meeting on 16th November, Commander A. R. Chalmer, R.N., chairman, presiding. Efforts of the past year: Life-boat day and appeal for subscriptions. Amount collected in 1938, £50.

**PAISLEY.**—Annual life-boat service in Paisley Abbey conducted by the Rev. W. J. Baxter, M.A., of Dowanhill Church, Glasgow.

**PETERHEAD.**—Annual dance.

**RENFREW.**—Annual meeting on 7th December, Miss Lobnitz of Ross Hall, vice-president of the Ladies' Life-boat Guild, in the chair. Speaker: The district assistant

secretary. Efforts of the past year: Appeal for subscriptions. Amount collected in 1938, £35.

**TROON.**—Annual meeting on 3rd November, ex-Provost McAlister, president of the branch, in the chair. Efforts of the past year: Whist drive, joint church service, life-boat day and appeal for subscriptions. Amount collected in 1938, £157.

Whist drive.

Lectures at Johnstone, Tillicoultry, and Uddingston.

#### Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

**ABERGAVENTNY.**—A special meeting to re-organize the branch, the Mayor presiding. Speaker: The district organizing secretary. Miss G. Savegar appointed honorary secretary.

**BANGOR.**—Ladies' Life-boat Guild dinner. Guest of honour, the Lady Penrhyn. Speaker: The district organizing secretary.

**BARRY.**—Bridge and whist drive organized by the Ladies' Life-boat Guild. Prizes presented by Mrs. Richard Read.

**CAERNARVON.**—Special meeting, the Deputy Mayor presiding, to form a branch. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

**CONWAY.**—Annual meeting of the Ladies' Life-boat Guild on 10th November, Mrs. Guyse Barker, the chairman, presiding. Speakers: The Mayor and the district organizing secretary. Efforts of the past year: Appeal for annual subscriptions and life-boat day. Amount collected in 1938, £129, an increase of £7 on 1937.

Mrs. J. McGachen appointed joint honorary secretary.

**HEREFORD.**—Annual meeting on 31st January, Vice-Admiral F. P. Loder Symonds, C.M.G., J.P., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Appeal for annual subscriptions, house-to-house collections, whist drive, jumble sale. Amount collected in 1938, £43.

**LLANDYSSUL.**—Life-boat day.

**MARKET DRAYTON.**—Miss M. W. Jones appointed honorary secretary.

**NEATH.**—Bridge and whist drive.

**NEWPORT, MON.**—Annual life-boat ball, organized by the Ladies' Life-boat Guild.

**PENARTH.**—Annual life-boat ball, organized by the Ladies' Life-boat Guild.

**PONTYPOOL.**—Special meeting to re-organize the branch, Mr. H. H. Pratt, J.P., presiding. Speaker: The district organizing secretary. Mrs. Llewellyn Hughes appointed honorary secretary.

**WREXHAM.**—Special meeting, the Mayor presiding, to reform the branch. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Mrs. Arthur Davies appointed honorary secretary.

#### Ireland.

**BANGOR.**—Bridge drive.

**BELFAST.**—Life-boat ball.

**CORK.**—Annual life-boat dance. Golf competition. Presentation of prize in the life-boat essay competition for elementary schools.

**DUBLIN.**—Carol singing. Presentation of prizes in the life-boat essay competition for elementary schools.

**DUN LAOGHAIRE.**—Presentation from Irish station branches to Commander J. M. Upton, R.D., R.N.R., district inspector of life-boats, on his transfer from Ireland to the east coast of England, by Mr. J. P. Dooge, P.C., chairman of Dun Laoghaire Borough Council. Representatives from many branches attended and the speakers included the chairman and the honorary secretaries of Dun Laoghaire, Howth, Wexford, and Wicklow.

**LIMERICK.**—Presentation by the Mayor of Limerick of the wrist watch awarded by the Institution to Master Thomas Long for his gallantry in rescuing a drowning man on 14th June, 1938. Speakers: Mr. C. Downey, honorary secretary of the Limerick branch and the district organizing secretary. Golf competition.

**PORTAFERRY.**—Carol singing, organized by Miss Peggy McCleery.

### From a Working Man.

A GIFT of ten shillings has come from a working man at Southend-on-Sea in gratitude for the rescue of three men by the Southend motor life-boat *Greater London*. He had never seen the three men before, but had let them have his boat to go fishing.

He wrote: "I feel that their thanks as well as mine are due to the Life-boat Institution. I am only a working man, with a family to keep, so I cannot afford much help in the way it deserves. I am sorry I cannot make it much more."



**Services of the Life-boats of the Institution during 1938.**

1938.	Time of Launching.		Persons rescued from shipwreck.
Jan. 2.	8.17 a.m.	Fishing cobbles of Filey. Filey pulling and sailing life-boat escorted cobbles into safety.	
„ 3.	12.50 a.m.	Sailing barge <i>Melissa</i> , of London. Ramsgate motor life-boat saved barge and rescued	2
„ 4.	1.40 p.m.	Fishing boats <i>Peggy, If</i> , and <i>Billy Boy</i> , of Aldeburgh. Aldeburgh No. 1 motor life-boat saved three boats and rescued	7
„ 11.	11.30 a.m.	Motor fishing boats <i>Viper</i> and <i>Brothers</i> , of Portrush. Portrush motor life-boat saved two boats and rescued	9
„ 12.	8.20 p.m.	A motor fishing boat of Arranmore. Arranmore motor life-boat escorted boat into safety.	
„ 13.	5.45 p.m.	Boat of trawler <i>Prevail</i> , of Dublin. Poolbeg pulling life-boat saved boat and rescued	2
„ 15.	5.15 a.m.	S.S. <i>Fermanagh</i> , of Belfast. Tenby motor life-boat	8
„ 15.	7.9 a.m.	S.S. <i>George J. Goulandris</i> , of Andros. Barry Dock motor life-boat saved vessel and rescued	28
„ 15.	12.30 p.m.	S.S. <i>Suffolk Coast</i> , of Liverpool. Angle motor life-boat took a doctor out to vessel.	
„ 15.	1.55 p.m.	S.S. <i>Spero</i> , of Newcastle. St. David's motor life-boat stood by vessel.	
„ 15.	2.40 p.m.	Barra Head lighthouse boat. Barra Island motor life-boat escorted boat to safety	
„ 18.	2.46 p.m.	Fishing coble <i>Breadwiner</i> , of Holy Island. Holy Island motor life-boat escorted coble into harbour.	
„ 19.	3.27 a.m.	Fishing vessel <i>Rostellecois</i> , of Camaret. Padstow No. 1 motor life-boat	3
„ 20-21.	Midnight.	S.S. <i>Plasma</i> , of Glasgow. Kirkcudbright motor life-boat stood by vessel.	
„ 21.	3.15 a.m.	S.S. <i>Nora</i> , of Liverpool. Ramsey motor life-boat stood by vessel.	
„ 21.	3.0 p.m.	Barra Island motor life-boat took a doctor to Vatersay Island.	
„ 24.	11.7 a.m.	Thirteen fishing cobbles of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobbles into safety.	
„ 24.	4.30 p.m.	A lighter of Plymouth. Padstow No. 2 motor life-boat saved vessel.	
„ 29.	1.50 a.m.	S.S. <i>Rivelin</i> , of Liverpool. Holyhead motor life-boat escorted vessel into safety.	
„ 29.	6.30 a.m.	S.S. <i>New Verdun</i> , of Plymouth. Bembridge motor life-boat escorted vessel into safety.	
„ 30.	12.20 p.m.	Motor fishing coble <i>Comrade</i> , of Scarborough. Scarborough motor life-boat saved coble and rescued	2
„ 30.	7.24 p.m.	Steam trawler <i>Richmond Castle</i> , of Dundee. Broughty Ferry motor life-boat	8
„ 31.	4.55 a.m.	Boat of steam trawler <i>Ben Chourn</i> , of Aberdeen. Lerwick motor life-boat saved boat and rescued	4
„ 31.	7.30 p.m.	S.S. <i>Alba</i> , of Panama. St. Ives motor life-boat	18
Feb. 1.	3.36 a.m. } 9.35 a.m. f	S.S. <i>Falavee</i> , of Belfast. Campbeltown motor life-boat rescued crew and saved vessel	7
„ 8.	4.30 a.m.	Steam trawler <i>Lord Keith</i> , of Lowestoft. Lowestoft motor life-boat assisted to save vessel and rescued	10
„ 10.	12.25 p.m.	Fishing boat <i>Urgent</i> , of Cromer. Cromer No. 1 motor life-boat stood by boat.	
„ 10.	2.32 p.m.	Motor fishing vessel <i>Ivo Luc</i> , of Zeebrugge. Wick motor life-boat saved vessel and rescued	4
„ 11.	4.20 a.m.	The <i>Edinburgh</i> light-vessel. Margate motor life-boat rendered assistance.	
„ 12.	2.0 a.m.	S.S. <i>Ben Varrey</i> , of Ramsey. Douglas motor life-boat stood by vessel.	
„ 12.	10.30 a.m.	Fishing boats <i>Ina, Rejoice</i> , and <i>Margaret A. Johnson</i> , of Blyth. Blyth motor life-boat escorted boats into harbour.	
„ 12.	11.0 a.m.	Motor fishing boats <i>Endeavour, Pilot Me</i> , and <i>Success</i> , of Whitby. Whitby No. 1 motor life-boat stood by boats.	
„ 12.	12 noon.	Motor fishing boats <i>Mary Joy, Hyperion, Margaret</i> , and <i>Floreal</i> , of Scarborough. Scarborough motor life-boat escorted boats into harbour.	
„ 12.	5.15 p.m.	S.S. <i>Deerwood</i> , of London. The Humber motor life-boat escorted vessel into safety.	
„ 12.	7.35 p.m.	Motor boat <i>Salvor</i> , of Ramsgate. Ramsgate motor life-boat saved boat and rescued	3

1938.	Time of Launching.		Persons rescued from shipwreck.
Feb. 12.	5.25 p.m.	Barge <i>Chieftain</i> , of London. Walton and Frinton motor life-boat rescued 3 and saved barge	3
" 13.	8.0 a.m.		
" 12.	12.5 p.m.	Auxiliary schooner <i>Skjoldborg</i> , of Fredrikshavn. Boulmer motor life-boat rescued 7; rescued 1; and rendered assistance	8
" 12.	4.33 p.m.		
" 14.	12 noon.		
" 13.	2.30 p.m.		
" 14.	8.30 a.m.	Barge <i>Veravia</i> , of London. Dungeness No. 2 motor life-boat saved vessel and rescued	2
" 14.	9.30 p.m.	Fishing boat <i>Northern Queen</i> , of Lowestoft. Aldeburgh No 1 motor life-boat escorted boat into safety.	
" 14.	9.30 p.m.	S.S. <i>King Edgar</i> , of London. The Humber motor life-boat stood by vessel.	
" 15.	12.5 p.m.	Motor barge <i>Pacific</i> , of London. Southend-on-Sea motor life-boat	2
" 15.	4.30 p.m.	S.S. <i>Dunnet Head</i> , of Leith. Southend-on-Sea motor life-boat landed one.	
" 16.	8.0 a.m.	Motor barge <i>Pacific</i> , of London. Southend-on-Sea motor life-boat saved vessel.	
" 16.	8.0 a.m.	Boat of S.S. <i>Corton</i> , of London. Southend-on-Sea motor life-boat saved boat and rescued	5
" 17.	3.5 p.m.	Boat <i>Hagar</i> , of Barrow. Barrow motor life-boat saved boat.	
" 17.	5.30 p.m.	Auxiliary schooner <i>Kerroch</i> , of Paimpol. Shoreham Harbour motor life-boat saved vessel and rescued	6
" 18.	7.40 a.m.	Motor vessel <i>Thomas M.</i> , of London. Ramsgate motor life-boat rendered assistance.	
" 18.	9.20 a.m.	Motor fishing boat <i>Lucky Hit</i> , of Lowestoft. Lowestoft motor life-boat	5
" 19.	11.0 p.m.	Fishing boat <i>Provider</i> , of Portavogie. Troon motor life-boat rendered assistance.	
" 25.	9.37 p.m.	Steam trawler <i>Buckingham</i> , of Grimsby. Filey pulling and sailing life-boat stood by vessel.	
" 28.	11.0 a.m.	Motor fishing yawl <i>Sovereign</i> , of Dundee. Broughty Ferry motor life-boat saved boat and rescued	2
Mar. 2.	11.30 p.m.	Motor schooner <i>Solway Lass</i> , of Portmadoc. Pwllheli motor life-boat landed 2, and saved vessel.	
" 3.	1.40 p.m.	Galway Bay motor life-boat fetched honorary secretary from Island of Inishmaan.	
" 4.	6.20 a.m.	Steam trawler <i>Tranio</i> , of Milford. Galway Bay motor life-boat	11
" 5.	6.0 a.m.	Steam trawler <i>Tranio</i> , of Milford. Galway Bay motor life-boat took captain out to vessel.	
" 7.	1.0 p.m.	Steam trawler <i>Tranio</i> , of Milford. Galway Bay motor life-boat took owner out to vessel.	
" 20.	12.11 a.m.	Motor vessel <i>Confid</i> , of Rotterdam. The Humber motor life-boat stood by vessel.	
" 22.	7.45 a.m.	Motor trawler <i>Tarascon</i> , of Boulogne. Salcombe motor life-boat	15
" 23.	2.45 p.m.	Aith motor life-boat took a doctor to the island of Papa Stour.	
" 23.	7.15 p.m.	Steam trawler <i>Confide</i> , of Peterhead. Stromness motor life-boat stood by vessel.	
" 27.	8.30 a.m.	Fishing boat <i>Consort</i> , of Glasgow. Troon motor life-boat saved boat and rescued	3
" 31.	11.5 p.m.	R.A.F. Seaplane K.4199. Shoreham Harbour motor life-boat rendered assistance.	
April 4.	4.30 p.m.	Motor fishing boats <i>Lilian</i> , of North Shields, and <i>Hilda</i> , of Sunderland. Sunderland motor life-boat saved boats and rescued	4
" 5.	3.15 p.m.	Yacht <i>May Queen</i> , of Lowestoft. Eastbourne motor life-boat saved yacht and rescued	2
" 8.	4.55 a.m.	Sailing and motor yacht <i>Eleanor</i> , of Boston. Lowestoft motor life-boat saved yacht and rescued	2
" 8.	4.30 p.m.	Motor fishing boats <i>Provider</i> and <i>Pilot Me</i> , of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
" 13.	11.25 p.m.	S.S. <i>Montrose</i> , of Stockholm. Boulmer motor life-boat stood by vessel.	
" 14.	12 noon.		
" 16.	9.0 p.m.	Motor boat <i>Sirius</i> , of St. David's. St. David's motor life-boat rendered assistance.	
" 16.	11.55 p.m.	Yacht <i>Swift</i> , of West Mersea. Newhaven motor life-boat rendered assistance.	
" 18.	3.0 p.m.	Motor fishing boats <i>Pilot Me</i> and <i>Success</i> , of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
" 19.	8.30 a.m.	Seven fishing boats of Filey. Filey pulling and sailing life-boat escorted boats into safety.	

1938.	Time of Launching.		Persons rescued from shipwreck.
Apl. 19.	12.40 p.m.	Barge <i>Gannet</i> , of London. Walton and Frinton motor life-boat saved barge and rescued	2
„ 22.	10.45 p.m.	Steam fishing boat <i>Pioneer</i> , of Penzance. Penlee motor life-boat rendered assistance.	
„ 23.	1.44 p.m.	Motor drifter <i>Saxon</i> , of Aberdeen. Cullercoats motor life-boat landed 3.	
„ 29.	11.38 a.m.	Motor shrimp boat <i>Violet</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boat and rescued	1
„ 29.	11.40 a.m.	Motor fishing boat <i>Noel II</i> , of Whitby. Whitby No. 1 motor life-boat saved boat and rescued	5
„ 29.	3.25 p.m.	Five motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
„ 29.	3.25 p.m.	An open fishing boat of Shoeburyness. Southend-on-Sea motor life-boat landed 3.	
May 1.	6.57 p.m.	Motor cruiser <i>Kushi</i> . Hythe motor life-boat saved boat and rescued	3
„ 4.	3.30 a.m.	Barge <i>Florence Myall</i> , of Rochester. Clacton-on-Sea motor life-boat	2
„ 7.	6.0 p.m.	Barge <i>Lady Mary</i> , of London. Walton and Frinton motor life-boat saved barge and rescued	2
„ 14.	7.28 p.m.	Aeroplane G-ADJM. Dover motor life-boat rendered assistance.	
„ 20.	10.15 a.m.	Five fishing cobbles of Staithes. Runswick motor life-boat escorted cobbles into safety.	
„ 24.	12.40 a.m.	Converted ship's life-boat of Baldoyle. Howth motor life-boat landed 9.	
„ 27.	7.20 a.m.	Fishing boat <i>Young Dick</i> , of Hull. The Humber motor life-boat rendered assistance.	
„ 29.	4.50 p.m.	Motor yacht <i>Mar-g-habi</i> , of London. Margate motor life-boat escorted yacht into safety.	
„ 29.	11.25 p.m.	Fishing boat <i>Brothers</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boat and rescued	3
„ 29.	11.25 p.m.	Fifteen fishing boats of Yarmouth. Great Yarmouth and Gorleston motor life-boat escorted boats to safety.	
„ 30.	12.35 a.m.	Yacht <i>Windspiel</i> , of Hamburg. Dover motor life-boat stood by vessel.	
„ 30.	3.40 a.m.	Yacht <i>Westwind</i> , of Bremen. Clacton-on-Sea motor life-boat rendered assistance.	
„ 30.	4.0 a.m.	Motor fishing boat <i>Maggie</i> , of Shoreham. Newhaven motor life-boat escorted boat into harbour.	
„ 30.	6.45 a.m.	Fishing coble <i>Ramleigh</i> , of Whitby. Whitby No. 1 motor life-boat escorted coble into harbour.	
„ 30.	7.20 a.m.	Fishing boat <i>G.V.H.</i> , of Great Yarmouth. Cromer No. 1 motor life-boat saved boat and rescued	2
„ 30.	8.0 a.m.	Fishing cobbles <i>Nancy</i> , <i>Dennis</i> , and <i>Brittania</i> , of Flamborough. Flamborough No. 1 motor life-boat escorted cobbles into safety.	
„ 30.	2.0 p.m.	Yacht <i>Merry Thought</i> , of Newhaven. Lowestoft motor life-boat escorted yacht into harbour.	
„ 31.	1.45 p.m.	Fishing boat <i>Peggy</i> , of New Quay. New Quay (Card.) pulling and sailing life-boat escorted boat into harbour.	
June 1.	5.10 p.m.	Motor yacht <i>Embla</i> , of Cork. Rosslare Harbour motor life-boat saved yacht and rescued	4
„ 1.	7.52 p.m.	Auxiliary yacht <i>Craignair</i> , of Lymington. Torbay motor life-boat saved yacht and rescued	2
„ 1.	8.10 p.m.	Motor cruiser <i>Redwings</i> , of Plymouth. Plymouth motor life-boat escorted boat into safety.	
„ 1.	8.10 p.m.	Motor yacht <i>Cygnnet</i> , of Dublin. Wicklow motor life-boat escorted yacht into harbour.	
„ 1.	9.24 p.m.	Auxiliary yacht <i>Monie</i> , of Southampton. Yarmouth, Isle of Wight, motor life-boat	2
„ 1.	9.44 p.m.	Four fishing boats of Hastings. Hastings motor life-boat escorted boats into harbour.	
„ 1.	11.15 p.m.	Motor yacht <i>Zaire</i> , of Poole. Poole and Bournemouth pulling and sailing life-boat landed 1.	
„ 2.	12.20 a.m.	Yacht <i>Wimpie</i> , of Southampton. Southend-on-Sea motor life-boat	2
„ 2.	1.0 a.m.	Barge <i>Glenrosa</i> , of London. Southend-on-Sea motor life-boat	3
„ 2.	1.0 a.m.	Barge <i>Audrey</i> , of London. Southend-on-Sea motor life-boat	2
„ 2.	1.0 a.m.	Motor yacht <i>Helen Mary</i> , of Southampton. Exmouth motor life-boat assisted to save yacht and rescued	2
„ 2.	4.5 a.m.	Yacht <i>Das Wappen von Bremen</i> , of Bremen. Clacton-on-Sea motor life-boat saved yacht and rescued	7

1938.	Time of Launching.		Persons rescued from shipwreck.
June	2.	5.10 a.m.	Yacht <i>Saladin</i> , of Southampton. Dover motor life-boat saved yacht and rescued - - - - - 3
"	2.	8.30 a.m.	Motor fishing boat <i>Water Lily</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat escorted boat into safety.
"	2.	2.0 p.m.	Fishing boat <i>Restless Wave</i> , of Arbroath. Arbroath motor life-boat escorted boat into harbour.
"	5.	1.46 p.m.	Yacht <i>Nirvana</i> , of Ardrossan. Dover motor life-boat saved yacht and rescued - - - - - 4
"	6.	2.35 p.m.	Yacht <i>Dozmare</i> , of Caernarvon. Moelfre motor life-boat escorted yacht into safety.
"	10.	6.45 p.m.	Schooner <i>Minnie</i> , of Peterhead. New Brighton No. 1 motor life-boat saved boat and rescued - - - - - 4
"	11.	9.40 a.m.	Motor schooner <i>Agnes Craig</i> , of Dublin. Rosslare Harbour motor life-boat rendered assistance.
"	19.	6.55 p.m.	Motor launch <i>Irene</i> , of Amble. Boulmer motor life-boat rendered assistance.
"	21.	7.10 p.m.	Motor fishing boats <i>Lizzie</i> and <i>William Cecil</i> , of Annalong. Newcastle, Co. Down, motor life-boat rendered assistance.
"	24.	2.5 a.m.	Yacht <i>Orchis</i> , of London. Ramsgate motor life-boat rendered assistance.
"	24.	6.20 a.m.	Motor crab boat <i>Iolanda</i> , of Brixham. Torbay motor life-boat rendered assistance.
"	25.	3.0 p.m.	Auxiliary yacht <i>White Wings</i> , of Cardiff. Barry Dock motor life-boat saved yacht and rescued - - - - - 4
"	27.	1.30 p.m.	Eight motor fishing cobles, of Alnmouth and Boulmer. Boulmer motor life-boat escorted cobles into safety.
"	29.	4.20 p.m.	Yacht <i>Narwhal</i> , of Blyth. Blyth motor life-boat rendered assistance.
July	3.	12 noon.	Motor boat <i>Pastime</i> , of Skippool. Fleetwood motor life-boat saved boat and rescued - - - - - 4
"	3.	3.50 p.m.	Steam drifter <i>Sailor King</i> , of Lowestoft. Wick motor life-boat rendered assistance.
"	4.	8.48 p.m.	Yacht <i>Helen</i> , of Hamble. Bembridge motor life-boat saved yacht and rescued - - - - - 4
"	13.	9.0 p.m.	Motor yacht <i>Cobra</i> , of London. Newhaven motor life-boat rendered assistance.
"	16.	4.10 p.m.	Motor yacht <i>Ocean Pride</i> , of Buckhaven. Dunbar motor life-boat saved yacht and rescued - - - - - 4
"	17.	3.11 p.m.	Motor cruiser <i>Andy</i> , of Portsmouth. Swanage motor life-boat saved boat and rescued - - - - - 2
"	17.	11.30 p.m.	Motor yacht <i>Naida</i> , of Greenock. Cloughy motor life-boat rendered assistance.
"	24.	3.15 p.m.	R.A.F. Seaplane K.9686. Port Erin motor life-boat rendered assistance.
"	24.	5.17 p.m.	Motor vessel <i>Oceana</i> , of Shoreham. Shoreham Harbour motor life-boat rendered assistance.
"	27.	11.30 a.m.	Auxiliary yacht <i>Florence II</i> , of Southampton. Exmouth motor life-boat saved yacht and rescued - - - - - 2
"	29.	11.10 p.m.	Sailing dinghy <i>Taffy</i> , of Guernsey. St. Peter Port motor life-boat saved boat and rescued - - - - - 3
"	30.	10.30 p.m.	Motor cruiser <i>Sea Spray</i> . Blackpool motor life-boat landed 5.
Aug.	1.	1.35 p.m.	Motor barge yacht <i>Betsy</i> , of Maldon. Walton and Frinton motor life-boat saved yacht and rescued - - - - - 4
"	1.	10.58 p.m.	S.S. <i>Queen of Kent</i> , of Rochester. Ramsgate motor life-boat landed 91.
"	2.	1.2 a.m.	Motor fishing boat <i>Blanche</i> , of Cleethorpes. Skegness motor life-boat landed 1.
"	3.	11.14 a.m.	Motor cruiser <i>Ray</i> , of Folkestone. Hythe motor life-boat rendered assistance.
"	4.	4.31 a.m.	Auxiliary yacht <i>Gisele Aimée</i> , of St. Malo. Weymouth motor life-boat assisted to save yacht and rescued - - - - - 3
"	4.	8.45 a.m.	A small yacht. Torbay motor life-boat escorted yacht to harbour.
"	4.	5.30 p.m.	Sailing boat <i>Chance</i> . Aldeburgh No. 1 motor life-boat escorted boat to safety.
"	5.	6.45 a.m.	S.S. <i>Esther Maria</i> , of Copenhagen. Falmouth motor life-boat rendered assistance.
"	7.	8.20 a.m.	Steam trawler <i>Capricornus</i> , of Grimsby. The Humber motor life-boat stood by vessel.
"	7.	8.24 a.m.	Motor vessel <i>John M.</i> , of London. Sheringham motor life-boat stood by vessel.

1938.	Time of Launching.		Persons rescued from shipwreck.
Aug. 9.	1.5 a.m. 1.45 p.m.	{ Dutch motor vessel <i>Frederik</i> , and the steam trawler <i>Ben Aden</i> , of North Shields. Sunderland motor life-boat stood by vessels.	
„ 11.	8.25 a.m.	Steam drifter <i>Young Mun</i> , of Lowestoft. Tynemouth motor life-boat rendered assistance.	
„ 11.	10.40 a.m.	S.S. <i>Fagerheim</i> , of Tonsberg. Cullercoats motor life-boat stood by vessel.	
„ 12.	4.35 a.m. 2.45 p.m.	} Steam trawler <i>Hood</i> , of Aberdeen. Gourdon motor life-boat stood by vessel.	
„ 12.	9.38 p.m.	Motor fishing boat <i>Victory</i> , of St. Abbs. St. Abbs motor life-boat saved boat and rescued - - - - -	2
„ 16.	3.45 p.m.	Rowing boat <i>Boy Sam</i> , of Falmouth. St. Ives motor life-boat saved boat and rescued - - - - -	1
„ 16.	6.0 p.m.	Auxiliary yacht <i>Ivernia</i> , of London. Dover motor life-boat saved yacht and rescued - - - - -	4
„ 16.	11.20 p.m.	Steam trawler <i>Nogi</i> , of London, and boat of steam trawler <i>Hatano</i> , of London. Galway Bay motor life-boat rescued 12 and 4. -	16
„ 17.	12.22 p.m.	Motor fishing vessel <i>Valkyrie II</i> , of Fraserburgh. Fraserburgh motor life-boat saved vessel and rescued - - - - -	8
„ 17.	3.40 p.m.	Rowing boat <i>Annie</i> , of Sunderland. Sunderland motor life-boat saved boat and rescued - - - - -	2
„ 19.	12.15 p.m.	A bathing float. Torbay motor life-boat - - - - -	1
„ 19.	1.5 p.m.	Yacht <i>Vera</i> , of Burnham-on-Crouch. Southwold motor life-boat saved yacht and rescued - - - - -	2
„ 19.	1.7 p.m.	Sailing yacht <i>Sunshine</i> , of Boston. Aldeburgh No. 1 motor life-boat saved yacht and rescued - - - - -	4
„ 23.	6.20 a.m.	Steam trawler <i>Polar Prince</i> , of North Shields. Cullercoats motor life-boat rendered assistance.	
„ 25.	3.17 a.m.	Yacht <i>Bryony</i> , of Southampton. Yarmouth, Islé of Wight, motor life-boat rendered assistance.	
„ 25.	7.50 a.m.	Steam drifter <i>Carry On</i> , of Lowestoft. Aberdeen No. 1 motor life-boat rendered assistance.	
„ 28.	11.8 a.m.	Auxiliary schooner <i>James Postlethwaite</i> , of Dublin. Ferryside pulling and sailing life-boat rendered assistance.	
„ 29.	2.50 a.m.	S.S. <i>Salerno</i> , of Hull. The Humber motor life-boat rendered assistance.	
Sept. 7.	10.15 p.m.	Sailing boat <i>Zephyr</i> , of Baltimore. Baltimore motor life-boat rendered assistance.	
„ 8.	2.45 p.m.	A small boat of Bracklesham. Selsey motor life-boat saved boat and rescued - - - - -	2
„ 9.	3.24 p.m.	A small boat and a canoe. Shoreham Harbour motor life-boat rendered assistance.	
„ 13.	10.18 p.m.	Motor vessel <i>Tempo</i> , of Groningen. Ramsgate motor life-boat stood by vessel.	
„ 15.	4.40 a.m.	Steam trawler <i>Excellent</i> , of Boulogne. Lowestoft motor life-boat stood by vessel.	
„ 16.	6.41 a.m.	Barge <i>Oceanic</i> . Ramsgate motor life-boat landed an injured man.	
„ 16.	3.7 p.m.	Sailing boat <i>Sea-gull</i> , of Lowestoft. Lowestoft motor life-boat saved boat.	
„ 17.	12.16 a.m.	St. Mary's motor life-boat took a sick man to Penzance.	
„ 19.	10.0 a.m.	Fishing cibles <i>Comrade</i> and <i>Royal Empire</i> , of Whitby. Whitby No. 1 motor life-boat escorted cibles into harbour.	
„ 19.	5.0 p.m.	Motor fishing boat <i>Patriot</i> , of Rosslare Harbour. Rosslare Harbour motor life-boat escorted boat into harbour.	
„ 23.	3.40 p.m.	Auxiliary yacht <i>Veryan</i> . Great Yarmouth and Gorleston motor life-boat escorted yacht into safety.	
„ 29.	4.45 a.m.	Steam trawler <i>Worsley</i> , of Grimsby. Longhope motor life-boat	9
„ 29.	6.52 p.m.	R.A.F. seaplane L.2237. Wick motor life-boat - - - - -	4
„ 30.	11.40 a.m.	Motor cruiser <i>Black Bess</i> , of Oulton. Aldeburgh No. 1 motor life-boat saved boat and rescued - - - - -	1
Oct. 2.	10.5 a.m.	Four small boats of Ramsgate. Ramsgate motor life-boat saved boats and rescued - - - - -	15
„ 2.	10.30 a.m.	Two fishing boats of Shoebury. Southend-on-Sea motor life-boat landed 17.	
„ 2.	11.15 a.m.	{ A rowing boat of Margate. Margate motor life-boat saved boat and rescued - - - - -	2
„ 2.	1.42 p.m.	{ Yacht <i>Engadine</i> , of Margate. Margate motor life-boat saved yacht and rescued - - - - -	4
„ 2.	1.42 p.m.	Boat <i>Kestrel</i> , of Liverpool. New Brighton No. 1 motor life-boat saved boat and rescued - - - - -	2

1938.		Time of Launching.		Persons rescued from shipwreck.
Oct.	2.	5.45 p.m.	Auxiliary yacht <i>Manx Girl</i> , of Ramsey. Fleetwood motor life-boat landed 5.	
"	3.	5.20 p.m.	Pile driver <i>Topmast III</i> , of Southampton. Yarmouth, Isle of Wight, motor life-boat - - - - -	7
"	3.	5.25 p.m.	S.S. <i>Florence</i> , of Liverpool. Arbroath motor life-boat - - -	7
"	3.	5.53 p.m.	Two boats from H.M.S. <i>Franklin</i> . Ramsgate motor life-boat escorted boats to safety.	
"	3.	9.15 p.m.	Schooner <i>Westward</i> , of London. Margate motor life-boat stood by vessel.	
"	4.	9.30 a.m.	S.S. <i>River Humber</i> , of Bristol. Pwllheli motor life-boat escorted vessel into safety.	
"	4.	12.45 p.m.	The Mumbles motor life-boat took food to R.E. Territorials marooned at Mumbles Fort.	
"	4.	11.0 p.m.	A rowing boat of Bayble. Stornoway motor life-boat landed 1 from a trawler.	
"	8.	10.40 a.m.	S.S. <i>Kyle Prince</i> , of Liverpool. Holyhead motor life-boat - -	9
"	8.	7.45 p.m.	Drifter <i>Rambler Rose</i> , of Banff. Scarborough motor life-boat escorted vessel into harbour.	
"	9.	2.40 a.m.	Motor fishing boat <i>Mercedes</i> , of Donaghadee. Donaghadee motor life-boat saved boat and rescued - - - - -	5
"	10.	1.40 p.m.	Rosslare Harbour motor life-boat landed a sick man from the Lucifer Lightvessel.	
"	12.	6.45 p.m.	St. Mary's, Isles of Scilly, motor life-boat took a sick man to Penzance.	
"	15.	4.10 p.m.	Motor yacht <i>Redhead</i> . Falmouth motor life-boat landed 4.	
"	16.	7.5 p.m.	A Sea Scouts' motor boat. Skegness motor life-boat rendered assistance.	
"	27.	5.0 p.m.	Fishing boat <i>Ploughboy</i> , of Aldeburgh. Aldeburgh No. 1 motor life-boat saved boat and rescued - - - - -	2
"	31.	11.45 p.m.	S.S. <i>Kyle Rona</i> , of Glasgow. Barra Island motor life-boat stood by vessel.	
Nov.	2.	5.5 p.m.	S.S. <i>Cantabria</i> , of Santander. Cromer No. 1 motor life-boat -	5
"	2.	9.50 p.m.	S.S. <i>Cantabria</i> , of Santander. Great Yarmouth and Gorleston motor life-boat landed 11 from S.S. <i>Pattersonian</i> .	
"	9.	4.45 a.m.	A small fishing boat of Portrush. Portrush motor life-boat rendered assistance.	
"	17.	12.5 a.m.	Arbroath motor life-boat landed a sick man from the Bell Rock lighthouse tender <i>Pharos</i> .	
"	18.	3.30 p.m.	Fishing boats <i>Pamela</i> and <i>Water Lily</i> , of Ilfracombe. Ilfracombe motor life-boat saved boats and rescued - - - - -	5
"	18.	4.15 p.m.	Fishing boat <i>May Queen</i> , of Gourdon. Gourdon motor life-boat escorted boat into safety.	
"	19.	1.25 p.m.	Motor yacht <i>Dawn</i> , of Southend. Southend-on-Sea motor life-boat landed 3.	
"	20.	12.45 p.m.	Motor boats <i>I'll Try</i> , and <i>Edward and Ernest</i> , of Great Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boats and rescued - - - - -	12
"	21.	8.0 a.m.	S.S. <i>Redthorn</i> , of Goole. Portrush motor life-boat escorted vessel to harbour.	
"	21.	3.26 p.m.	A small fishing boat of Quarff. Lerwick motor life-boat saved boat and rescued - - - - -	1
"	23.	4.30 a.m.	S.S. <i>Nora</i> , of Liverpool. Portpatrick motor life-boat - - -	5
"	23.	7.15 a.m.	Barges <i>Ailsa</i> and <i>Britisher</i> , of London. Great Yarmouth and Gorleston motor life-boat assisted to save vessels and rescued	4
"	23.	7.30 a.m.	Motor fishing cobses <i>Hilda</i> and <i>Kingfisher</i> , of Scarborough. Scarborough motor life-boat escorted cobses into harbour.	
"	23.	7.45 a.m.	Fourteen fishing boats of Filey. Filey pulling and sailing life-boat escorted boats into safety.	
"	23.	8.5 a.m.	Barges <i>Grecian</i> and <i>Astrild</i> , of Rochester. Aldeburgh No. 1 motor life-boat - - - - -	4
"	23.	8.40 a.m.	Twelve fishing boats of Bridlington and the steam drifter <i>Hall Mark</i> , of Buckie. Bridlington motor life-boat escorted fishing boats into harbour and rendered assistance to the drifter.	
"	23.	8.40 a.m.	Fishing cobses <i>Mary</i> and <i>Isabella</i> , of Filey. Flamborough No. 1 motor life-boat escorted cobses to safety.	
"	23.	9.45 a.m.	Barge <i>Neepawa</i> , of Rochester. Southend-on-Sea motor life-boat	2
"	23.	9.55 a.m.	Fishing boat <i>Progress</i> , of Hoylake, and schooner <i>Loch Ranza Castle</i> , of Annalong. New Brighton No. 1 motor life-boat - - -	7
"	23.	10.15 a.m.	Fishing fleet of Arbroath. Arbroath motor life-boat stood by fishing fleet.	

1938.	Time of Launching.		Persons rescued from shipwreck.
Nov. 23.	11.30 a.m.	{ Barges <i>Cetus</i> and <i>Decima</i> , of London. Great Yarmouth and Gorleston motor life-boat - - - - -	4
		{ Barge <i>Raybell</i> , of London. Great Yarmouth and Gorleston motor life-boat stood by vessel.	
„ 23.	12.10 p.m.	Fishing boat <i>Audrey</i> , of Leigh, and lighter <i>Elmsdale</i> , of London.	
„ 23.	12.20 p.m.	Southend-on-Sea motor life-boat - - - - -	2
„ 23.	12.20 p.m.	Fishing fleet of Gourdon. Gourdon motor life-boat stood by fishing fleet.	
„ 23.	2.24 p.m.	Steam drifter <i>Dusty Miller</i> , of Yarmouth. Skegness motor life-boat - - - - -	3
„ 23.	4.30 p.m.	Barge <i>Una</i> , of Ipswich. Great Yarmouth and Gorleston motor life-boat - - - - -	2
„ 23.	10.45 p.m.	Motor boat <i>Gypsy</i> , of Blyth. Hartlepool motor life-boat assisted to save boat and rescued - - - - -	3
„ 25.	7.25 a.m.	S.S. <i>Dunleith</i> , of Poole. Lowestoft motor life-boat stood by vessel.	
„ 26.	12.30 a.m.	Motor vessel <i>Assurity</i> , of London. Selsey motor life-boat stood by and escorted vessel into safety.	
„ 26.	1.34 a.m.	S.S. <i>Jellicoe Rose</i> , of Liverpool. Plymouth motor life-boat landed 1.	
„ 26.	3.10 a.m.	Barges <i>T.F.C.</i> , <i>Glenmore</i> , of Rochester, and <i>Lord Roberts</i> , of London, Southend-on-Sea motor life-boat - - - - -	6
„ 26.	3.15 a.m.	S.S. <i>Panachrandos</i> , of Andros. Weymouth motor life-boat escorted vessel into safety.	
„ 26.	5.10 a.m.	Sand sucker <i>Agivey</i> , of London. Ramsgate motor life-boat stood by vessel.	
„ 28.	8.30 p.m.	Trawler <i>Roaming</i> , of Arklow. Arklow motor life-boat assisted to save vessel and rescued - - - - -	3
Dec. 1.	1.20 p.m.	Eastbourne motor life-boat landed a sick man from the <i>Royal Sovereign</i> Light-vessel.	
„ 1.	8.55 p.m. }	S.S. <i>Pass of Ballater</i> , of London. Peel and Port Erin motor life-boats stood by vessel.	
„ 4.	7.7 p.m. }		
„ 5.	5.30 p.m.	Fishing boat <i>Lily</i> , of Liverpool. Hoylake motor life-boat - -	3
„ 9.	2.40 p.m.	Motor fishing boat <i>Manx Lad</i> , of Peel. Peel motor life-boat saved boat and rescued - - - - -	5
„ 9.	2.40 p.m.	Motor fishing boat <i>Channel Pride</i> , of Dartmouth. Torbay motor life-boat - - - - -	2
„ 10.	12.40 a.m.	Steam trawler <i>Rinovia</i> , of Grimsby. Stromness motor life-boat assisted to save vessel and rescued - - - - -	19
„ 11.	11.50 a.m.	Motor fishing boat <i>Peggy Gordon</i> , of Girvan. Girvan motor life-boat saved boat and rescued - - - - -	2
„ 12.	8.10 p.m.	Motor drifter <i>Linnet</i> , of Banff. Barrow motor life-boat stood by vessel.	
„ 13.	3.0 a.m.	Motor vessel <i>Kaapfalga</i> , of Heiloo, Holland. Great Yarmouth and Gorleston motor life-boat assisted to save vessel and rescued	7
„ 15.	7.45 a.m.	S.S. <i>Dorothy</i> , of Glasgow. Barra Island motor life-boat saved vessel and rescued - - - - -	4
„ 16.	1.30 p.m.	Motor fishing boat <i>Courage</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
„ 17.	7.15 p.m.	Motor fishing boat <i>Cicely</i> , of Castletown. Peel motor life-boat saved boat and rescued - - - - -	4
„ 18.	12.45 a.m.	Steam trawler <i>Matabele</i> , of Hull. Teesmouth motor life-boat -	18
„ 18.	2.0 p.m.	Trawler <i>Lord Wakefield</i> , of Hull. Fraserburgh motor life-boat landed a sick man.	
„ 18.	8.5 p.m.	Schooner <i>Bretonne</i> , of Treguier. Sennen Cove motor life-boat. -	5
„ 18.	10.35 p.m.	Barge <i>Youngarth</i> , of London. Yarmouth, Isle of Wight, motor life-boat - - - - -	2
„ 19.	9.2 a.m.	Sailing barque <i>Alastor</i> , of Hango. Broughty Ferry motor life-boat assisted to save vessel and rescued - - - - -	15
„ 19.	11.25 a.m.	Anstruther motor life-boat took provisions to people on May Island.	
„ 19.	4.45 p.m.	Barge <i>Youngarth</i> , of London. Yarmouth, Isle of Wight, motor life-boat took crew out to vessel.	
„ 20.	9.10 a.m.	Motor schooner <i>M. E. Johnson</i> , of Dublin. Rosslare Harbour motor life-boat - - - - -	4
„ 21.	10.0 a.m. }	Motor schooner <i>M. E. Johnson</i> , of Dublin. Rosslare Harbour motor life-boat assisted to save vessel.	
„ 22.	11.30 a.m. }		
„ 23.	8.0 a.m. }		
„ 23.	2.10 p.m. }		
„ 22.	9.45 a.m.	Dredger <i>Foremost 18</i> , of New Brunswick. St. Mary's motor life-boat stood by vessel.	

1938.	Time of Launching.		Persons rescued from shipwreck.
Dec. 23.	1.30 p.m.	Seven motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
„ 23.	2.0 p.m.	The fishing fleet of Wick. Wick motor life-boat escorted fishing fleet into harbour.	
„ 23.	2.30 p.m.	Motor fishing vessel <i>Prospecto</i> , of Bridlington. Bridlington motor life-boat saved vessel and rescued - - - - -	6
„ 23.	5.15 p.m.	S.S. <i>Skarv</i> , of Sunderland. Blyth motor life-boat - - - - -	3
„ 27.	2.25 a.m.	S.S. <i>Otto H.</i> , of Pori. Cromer No. 1 motor life-boat rendered assistance.	
„ 27.	12.35 a.m.	Steam trawler <i>Cevic</i> , of Fleetwood. Portrush motor life-boat stood by vessel.	

### SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats - - - - -	546
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	127
<b>Total of lives rescued - - - - -</b>	<b>673</b>
Persons landed from vessels on which they might have been in danger - - - - -	163
Boats and vessels which Life-boats saved or helped to save - -	88
Boats and vessels which Life-boats stood by, escorted to safety, or helped - - - - -	over 250
<b>Total number of launches, including those in which for various reasons no services were rendered - - - - -</b>	<b>485</b>

### Notice.

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

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

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

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

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