

# THE LIFE-BOAT.

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## THE LIFE-BOAT FLEET

Motor Life-boats, 145 :: Pulling & Sailing Life-boats, 17

### LIVES RESCUED

from the foundation of the Institution in 1824

to 15th June, 1939 - - - - - 66,237

## The Duke of Kent's Presidential Address

### A Record Year.

I AM sorry to say that we meet to-day under the shadow of two disasters. Just three months ago the motor life-boat at St. Ives went out in the middle of the night in a gale of exceptional severity. She capsized, and was washed up on the rocks with only one man of her crew of eight alive. Many of us here to-day must feel that tragedy almost as a personal loss, for Coxswain Cocking and four others of those seven men of St. Ives were with us on the platform just a year ago to receive medals for gallantry.

### A Second Disaster.

And now has come another disaster. Only last Saturday the motor life-boat at Cullercoats, on the coast of Northumberland, when she was out on exercise in a gale, capsized in the surf. There were ten men on board, and six of them lost their lives. Among the six was Commander Blakeney Booth, a naval officer who for six years had been the honorary secretary of the station. To the widows and children and families of those brave men I offer the heart-felt sympathy of all who are here to-day, and of the whole life-boat service.

What the Institution can do to mitigate the sorrow and suffering of such

tragedies it does, and does at once. From the day of the disaster at St. Ives it pensioned the widows, children and other dependent relatives of the seven men, as if those men had been sailors, soldiers or airmen killed in action. In the case of the men of Cullercoats, it will do the same.

### 3,500 Lives Saved—One Lost.

Such disasters remind us of the perils which are always present round our coasts. When the St. Ives life-boat capsized it was just ten years since the disaster at Rye Harbour, which was the last major accident involving the loss of life to any of our life-boatmen. During those ten years life-boats have been launched over 3,600 times. Over 30,000 life-boatmen have been out in them, and they have rescued over 3,500 lives. During that time only one life-boatman has lost his life, and his death was not due to any accident to the life-boat, but was an act of deliberate self-sacrifice.

Those are remarkable figures. Year after year, four, five or six hundred lives are rescued, without a life being lost. Then disaster comes, and we remember with a shock that those dangers have been present all the time. It is the triumphant success with which our life-boats and their crews surmount

them again and again which makes it easy for us to forget them.

#### **A Year of Outstanding Achievement.**

Were it not for those two disasters we should be very happy to-day in recalling a year of outstanding achievement. Two years ago I was able to announce at this meeting that there had been more calls for the help of the life-boats than ever before. I do not think that any of us expected to see that record broken, but the number of launches in 1938 has easily surpassed the number in 1936. It is a remarkable fact that the need for the life-boats is not diminishing, but increasing. We can honestly say that an efficient service is as important, if not more so, to-day than ever before in our history of 115 years.

Last year the Institution gave rewards for the rescue of 673 lives. That is a figure of which we must all feel very proud. And in these times of international anxiety I am sure we can be particularly glad that the life-boat service has gone to the assistance of the shipwrecked of all nations. Of those 673 lives, 124 were from foreign vessels.

#### **Gallantry on all Coasts.**

It is hard for us sitting in this hall to realise how much lies behind that simple statement "673 lives rescued". But presently we shall see some of the life-boatmen themselves. There are over forty with us this afternoon, the largest number that has ever come to this meeting. They have come from all parts of our coast, from England, Scotland, Ireland and Wales. They are all men who have been given special awards for outstanding services. There will be several among them who have been here before, and I should specially like to welcome Coxswain William Mogridge of Torbay. (*Great applause.*) Twice already I have presented medals to him, and he is here to-day to receive yet a third award for gallantry. (*Renewed applause.*)

#### **Shore-boat Rescues.**

Besides these men of our life-boat crews, we have with us five other men to whom the Institution has awarded medals or vellums. To them also I want to give a very cordial welcome.

Three of them are Scottish—father, son and grandson (*Applause*), three generations who went out together to the rescue. The other two are Irishmen, who went out in a leaking canoe to the help of bathers being carried out to sea. (*Applause.*) We are proud of our life-boatmen. (*Hear, hear.*) We are equally proud of those others, like these five men, who, untrained and with such instruments as they find to hand, are ready to go at once to the rescue. The records of the Institution are full of such examples of courage and resource in unexpected emergency from all parts of our coasts. (*Applause.*)

#### **Finance—An Appeal.**

I want now to say one word about finance. Last year was the busiest we have ever had in the building yards. Thirty-seven motor life-boats were under construction. As a result more money was spent by the Institution than in any other year. I am glad to say we also raised more money than ever before, but nevertheless our expenditure exceeded our income by a very considerable sum. This is not as it should be, because it curtails very severely our activities.

The life-boat service is one which should not have to consider whether it can afford to undertake this or that alteration. It is a service devoted to the saving of human lives, and I know you will agree with me that it should be carried on entirely unfettered. I am not advocating extravagant expenditure, or thoughtless waste—far from it—but I feel most strongly that we should never have to weigh the saving of a life against our financial ability to fulfil our purpose. (*Hear, hear.*) Only when the whole cost of the service in one year has been fully met by the contributions of that year can we say that our purpose is achieved.

#### **The Help of Mayors.**

In that endeavour I am sure that we shall have the support of the heads of all our towns. The mayors and mayoresses of nearly fifty boroughs are sitting on this platform with me. They have come from all parts of Great Britain, from St. Ives in Cornwall to Nairn in the north of Scotland. I know that they, as well as our many other generous

supporters, will spare no effort to bring success to our endeavours. (*Applause.*)

#### Very Happy Memories.

For four years I have presided at these meetings. In a few months I shall be going to other duties overseas. During my absence the Duke of Portland, who for fifty years has been a vice-president of the Institution, has kindly promised to take my place and act as President. I know that in his hands the Royal National

Life-boat Institution will continue to flourish.

I shall take with me to Australia very happy memories of these meetings, and of the gallant men that I have met in this hall. I shall look forward to presiding here again when I return. (*Applause.*) Meanwhile, you may all be sure that, while I am away, my warm interest and best wishes will always be with the life-boat service in its work round the shores of this country. (*Great applause.*)

## Cullercoats Disaster.

### Six Lives lost in a Capsize on a Practice Launch.

JUST after two in the afternoon of 22nd April, the Cullercoats motor life-boat *Richard Silver Oliver* was launched on exercise. She is a boat of the light Liverpool type, 35 feet 6 inches by 10 feet 3 inches, weighing seven tons with her crew and gear on board, with one screw, driven by a 35 h.p. engine. She went to Cullercoats in 1937.

On board her were:

Lieut.-Commander Lionel Edward Robin Blakeney-Booth, R.N., honorary secretary of the station.

Kenneth Leslie Biggar, aged 16, the stepson of Commander Blakeney-Booth and a naval cadet.

Coxswain George Brunton.

Second-Coxswain John Redford Armstrong.

The motor mechanic, John Leonard Abel.

The assistant motor mechanic, John Heddon Scott.

The bowman, Jacob Chisholm Brunton.

John William Smith, the Institution's district engineer.

Andrew Oliver Tweedy, life-boatman.

James Gilbert Carmichael, life-boatman.

A moderate north-easterly gale was blowing, with a rough sea, and a spring flood was running.

The life-boat went northwards until she was off St. Mary's Island. She then returned towards Cullercoats, running before the wind with her drogue out. She passed Cullercoats and made for

Tynemouth Pier, where there was a very nasty sea, aggravated by the backwash from the pier and the rocks. Here the life-boat, turning inshore, made for Cullercoats again, with the wind on her starboard beam. There was a heavy sea breaking and the life-boat was so close in shore that the coastguard believed that she was closing to make a signal. It seems probable however that the honorary secretary and the coxswain, pleased with the behaviour of the life-boat, and certain that she would weather any seas, were deliberately putting her through the very heavy breaking water off Sharpness Point as a final test before they came in.

#### "Stand by Lads."

She was going at full speed about 300 yards from the shore, and was just off Sharpness Point, with the seas abeam, when the coxswain called out: "Stand by lads." An enormous sea had reared up. The coxswain put the helm hard over, but before it could bring the life-boat head on, the sea had struck her on the beam and broken the full length of the boat. She was thrown right over and drifted towards the shore. It was then just after three o'clock.

Of the ten men on board, all of whom were wearing their life-belts, only four came ashore alive. The bowman, J. Brunton, was thrown clear and struggled ashore almost unconscious. J. W. Smith, the district engineer, and the two life-boatmen,

Andrew Tweedy and James Carmichael, were all under the life-boat. Smith struck out, and came to the surface some five yards to leeward. He struggled towards the stern of the boat, climbed up over the propeller and tunnel and clung to her bottom. He was washed off; regained his hold; was washed off a second time; made for the shore; and knew no more until he found himself in the infirmary.

Tweedy was under the life-boat, with ropes round his legs. They dragged him down, but he kicked his legs free, came to the surface alongside the boat, hauled himself aboard and clung there until she was washed ashore.

Carmichael was also under the boat. He came up alongside; seized hold of two scupper holes; and with a hand from Tweedy climbed on to the boat and came ashore with her.

The bowman, Jacob Brunton, came up to find himself ten feet to the weather side. He could see Tweedy, Carmichael and Smith on the bottom of the boat, but she swung away from him. He took off his oilskins and boots and swam for the beach in King Edward's Bay. He touched bottom and was then hit by a heavy sea. He was brought ashore unconscious.

#### Rescues from the Shore.

The capsize was seen at once from the shore. Police and ambulances were hurried down, and the police rang up all the doctors in Tynemouth and the Tynemouth life-boat station. The Tynemouth life-boat was launched at 3.15 and ten minutes later was off Sharpness Point. She cruised round for half an hour, but meanwhile police and others had rescued the four survivors, wading or swimming through the surf towards the life-boat as she drifted in to King Edward's Bay, dragging the men ashore, giving them artificial respiration, and getting them to the ambulances.

The life-boat came ashore in the bay, and the six bodies were all washed ashore in the bay or on the rocks to the south of it. It was then not quite 3.30, less than half an hour after the life-boat had capsized.

#### The Inquest.

At the inquest, which was held on 4th May, the survivors, except the bowman, Jacob Brunton, who was still in hospital, gave evidence. They were agreed that right through the exercise the life-boat had behaved well, and that the sea which capsized her was of exceptional size, a sea to which no life-boat, of whatever size, could have stood up if it took her abeam.

The survivors, and eyewitnesses ashore thought that the life-boat when she capsized, was dangerously close to the shore; but both the coxswain and honorary secretary were excellent seamen, men of long experience. In taking her where they did they must have been satisfied that she could safely meet the breaking seas. The only explanation of the disaster—based on the evidence of the survivors—is that the life-boat was caught by a combination of several seas, which built themselves up into a single sea of exceptional size so suddenly that the coxswain had no time to luff up to meet it.

Sharpness Point is normally a dangerous place. In addition to the seas breaking over the point there is a strong tide-rip and a confused back-wash from the rocks and from Tynemouth Pier. Even then in the weather on that day, which was not out of the ordinary, there was nothing to make the place exceptionally dangerous for the life-boat. With the building up of that big wave, so near to her that there was no time to meet it head on, she was caught by a sudden combination of circumstances which, with the weather as it was on that day, would seldom occur to a boat going through the surf by Sharpness Point.

The verdict of the inquest was: "Accidentally drowned by the capsizing of the life-boat."

#### Institution's Action.

Immediately the news of the disaster reached headquarters, Commander P. E. Vaux, D.S.C., R.N., the chief inspector of life-boats, Colonel A. D. Burnett Brown, M.C., T.D., the deputy secretary, with the inspector of machinery and a surveyor of life-boats left for Cullercoats. They arrived

there next morning and were joined by Commander G. R. Cousins, D.S.C., R.N., the district inspector of life-boats. The life-boat was examined where she lay in the sand in King Edward's Bay, at high water mark. She had already been got on an even keel. She was not much damaged. There was too much sea running that day to attempt to get her back to her station, but on the next day, 24th April, she was cleared of sand and taken down the shore over skids. Anchors were laid out and at flood-tide she returned to her station. It had been intended that the Tynemouth motor life-boat should tow her, but her engine was undamaged, and she returned under her own power with the Tynemouth life-boat standing by.

Meanwhile the chief inspector and deputy-secretary had been to see the four survivors, three of whom were in hospital. They had visited the families of the men who had lost their lives, and had arranged for the immediate payment of pensions to these families, and of weekly allowances to survivors, so that there might not be, even temporarily, any financial distress.

#### **Pensions and Compensation.**

There are three widows, and five children under sixteen; and as from the day of the disaster they are receiving pensions and allowances as if the men had been sailors, soldiers, or airmen killed in action. The Institution has also paid all funeral expenses.

To survivors it made allowances, while in hospital, equal to their weekly earnings, and has given them compensation for loss of clothes and money for medical comforts.

#### **The Mayor's Fund.**

The Mayor of Tynemouth at once opened a fund to supplement the pensions and allowances of the Institution, and that fund now amounts to over £1,100.

#### **The Funerals.**

It was the wish of the relatives that there should be no joint funeral or memorial service, and that the separate funerals should be private. These funerals were held on 25th April, three days after the disaster, and were attended by the representatives of the Institution.

#### **Awards.**

To those who helped from the shore the Institution has made the following awards:

To JAMES W. CARSS, and JOHN F. MILLIONS, Constables in the County Borough of Tynemouth Police Force, and to Mr. J. J. INGLEDUE, of Newcastle-on-Tyne, for their gallantry in swimming or wading out, helping two of the survivors, and rescuing several of the bodies, inscribed silver watches and framed letters of thanks.

Letters of thanks were sent to: MR. C. E. TODD, honorary secretary of the Tynemouth Life-boat Station;

THE OFFICER COMMANDING TYNE FIRE COMMAND, making reference to GUNNERS C. H. BOXER, T. E. COOK, G. RYMER, and PRIVATE WHELAN, R.A.M.C.;

THE BOARD OF TRADE, thanking the DIVISIONAL INSPECTOR OF COASTGUARD and all coastguards at the Tynemouth station;

THE CHIEF CONSTABLE OF THE COUNTY BOROUGH OF TYNEMOUTH POLICE FORCE thanking ACTING INSPECTOR SCOTT, POLICE CONSTABLES BELL, PURDUE, ROBINSON and LINKLATER, and DRIVER G. THOMPSON;

DR. GRAHAM, DR. STONIER, DR. WEIDNER, DR. DOUGLAS MARTIN, DR. PHILLIPS, MRS. McCONNEL, J.P., MRS. CARRUTHERS, MRS. BERTORELLI, MR. JOHN SMITH, and MR. FRANK CROSSLAND, all of whom helped in the rescue or in reviving and caring for the rescued.

### **Gifts of Biscuits and Chocolates.**

THE Institution has received gifts of biscuits from Messrs. Peek Frean, Huntley & Palmer, McVitie & Price and W. & R. Jacob, and of chocolate

from Messrs. Rowntree, Cadbury and Fry.

These are the emergency rations carried by all life-boats.

## The Light Type of Motor Life-boat.

### Problems of the Three Capsizes.

By LIEUT.-COMMANDER P. E. VAUX, D.S.C., R.N., Chief Inspector of Life-boats.

THREE motor life-boats have capsized in the space of fifteen months. In each capsized lives were lost.

The St. Ives life-boat capsized on 31st January, 1938. She had rescued 23 men from a steamer which had stranded in a heavy surf. She was caught broadside on by a breaking sea at that moment of great danger when she had drawn clear of the wreck and was fully exposed to the seas, before her coxswain had had time to bring her head on to them. She righted herself at once and all her crew got aboard her again. Of the 23 rescued men, 18 were rescued for the second time, but five were drowned.

#### Two Capsizes this Year.

Then, on 23rd January of this year, the St. Ives life-boat (another boat of the same type as the first) capsized. This time it was in deep water. She sheered as she came down the side of a big sea, and the next sea turned her over. She righted herself at once, her engine was undamaged, but her propeller was fouled. Because of that her crew could not get her under control again. She capsized three times and righted herself each time, but at each capsized some of her crew were lost. In the end she was washed ashore with only one man alive of the eight who had been on board.

The third capsized was on 22nd April of this year. The Cullercoats life-boat was completing an exercise launch in a moderate gale, with a heavy sea. The coxswain had brought her close inshore to test her. She was caught broadside on by an exceptional sea—two or three seas meeting and suddenly piling up into one—and the coxswain had no time to luff up to meet it. Of the ten men on board, six lost their lives.

The two St. Ives boats were self-righting; the Cullercoats was a Liverpool boat, which does not self-right; but all three were of the light, shallow draft type, weighing, with crew and gear on board, about seven tons, and with a draft aft of 28 inches, built

for launching off a carriage on the open beach.

It is inevitable that these three capsizes, coming within little more than a year, should cause fears about this light type of life-boat; but to see these three disasters in proportion, we must take them with the record of the type.

Including the three life-boats which capsized, there have been on the coast forty-three of these light boats, twenty-two of them self-righters and twenty-one Liverpool boats. They have been launched on service 439 times, and they have rescued 357 lives. That is an impressive record.

The boats which capsized were of a type proved in every sort of weather on hundreds of services. At the same time, it is true that if we could alter the coasts of the British Isles, so that at every life-boat station we could have deep water close inshore and could launch the life-boat down a slipway at all states of the tide, we should have only the heavy types, boats like the Watson cabin type, weighing twenty tons, with a draft of 50 inches. Since, however, we cannot alter our coasts the shallow draft type, which is light enough to be launched off a carriage or skids into the sea, irrespective of the state of the tide, is essential. Without it large parts of the coast would be unprotected.

#### The Problem of Weight and Draft.

Weight and draft are the great problems. The most difficult task which the Institution has had since motor power was first used early in the century has been to design a type of life-boat which, even with the weight of an engine on board, would still be light enough to handle on our flat beaches and still of sufficiently shallow draft to enable her to be launched off those beaches, and which would, at the same time, still be strong enough to stand the knocks which a life-boat must get. The Institution was experimenting for nine years with that problem. Until those experiments

were completed it was impossible to use motor power at a large number of stations.

The light type is essential. We cannot do without it, but can we improve it? Certainly we can. There is no finality in boat design, and our consulting naval architect and our technical officers are working hard on the problem of improving the stability and general characteristics of the various types of life-boat. They are never satisfied. No one can claim to have reached perfection. The sea does not alter. Man has not conquered nature. To save life it is necessary to risk life.

#### A Balance of Qualities.

The life-boat is a wonderful thing, but like any other type of craft it is a compromise.

Every type has some special quality. The Thames barge, for example, is designed to take the maximum cargo; to work in shallow water; to stay upright if aground. Hence, she has lee-boards and is hard chined. The sailing trawler has a low free-board for the easy working of her fishing gear. The racing yacht has a big keel to enable her to carry plenty of sail.

It is the same with all the different types of craft. Each is designed for some special purpose. And of all craft the life-boat is the most difficult to design, for her business is to go deliberately, and in the worst of weather, to positions which the seaman, with the best aids of navigation, spends his life afloat in endeavouring to avoid like the plague.

The life-boat must be strong enough to bump on an outlying shoal. She must be able to work in broken water on a lee shore. She may actually have to land on the deck of a ship-wrecked vessel, when there is no other way of taking off the crew. Her requirements, therefore, are legion, and for every quality added something has to be sacrificed, a price has to be paid. The best we can achieve is that balance of qualities best suited to all the circumstances in which the life-boat will have to work and the weather which she is most likely to have to face.

Bearing in mind those facts, there are two important matters of policy to be considered for the improvement

of the light shallow draft type. The first is the choice between single screw and twin screw. The second is the choice between the self-righting type and the type which will not right herself, but which is less likely to capsize.

On the face of it, it would seem that two engines and twin screws must be twice as good as one; but this is not so. In return for the greater security which two engines and twin screws give, other things have to be sacrificed. The single engine, single screw boat is not only lighter by nearly half a ton, but the weight is more central and lower. The single screw being in the centre line of the boat, and therefore lower, gets a better grip of the water when the boat is rolling heavily. The single screw makes steering and manœuvring easier. The single screw needs only one tunnel. With two tunnels the boat has broader quarters and offers a little more surface to following seas so that she is a little more liable to broach to.

#### Twin Screw Instead of Single Screw.

For those reasons the Institution has, up to the present, built these light boats with a single screw, but every boat has carried a centre-board and a full set of sails so that, in the event of any failure of engine or screw, she could be got under sail. In theory that is sound; in practice there may be great difficulties. It was so in the case of the St. Ives life-boat last January. Four men were lost at the first capsizing. When the life-boat righted herself, with her propeller fouled, the four still on board found it beyond their power to step the mast. If we strike a balance of qualities, it is probably better to make these sacrifices I have mentioned in order to have a second engine, if one should fail, and a second screw, if one should be fouled. For the future these light motor life-boats for launching off the beach will be built with two engines and twin screws.

Of the three motor life-boats which capsized two were self-righting and one was a non-self-righter. If all three had been self-righting it would have been asked at once why we did not abandon the self-righting type, just

as after the capsizing ten years ago of the Rye Harbour pulling and sailing life-boat, which was a non-self-righter, it was asked why were not all life-boats self-righting. But the arguments for and against the two types remain just the same.

The self-righting life-boat has the big advantage that she rights herself if she capsizes. But to get this quality she differs from the non-self-righting type in having more freeboard and higher endboxes at bow and stern. That is to say she has the disadvantage of exposing a greater surface to wind and seas. Also her beam is less than that of the non-self-righting type, and the result is that she is not quite so stable. The non-self-righting type, being lower in the water, having a broader beam and having low endboxes, is easier to handle and is a stiffer boat. But once she has capsized she remains bottom up.

For the first thirty years of the Institution's history there were no self-righting life-boats. For the next forty years they were nearly all self-righters. Then, in 1886, the disaster at Southport, when the self-righting life-boat capsized and did not self-right, led to the whole question being re-examined.\* Since then the policy of the Institution has been to abandon the self-righting principle in the case of the larger types of life-boat, but to use it, though not exclusively, in the case of the smaller types. To-day, of the 162 life-boats in our fleet, 125 are non-self-righting and 37 are self-righting.

#### The Record of Capsizes.

Since 1852 the Institution has kept complete records of capsizes. During those eighty-seven years, up to and including the two capsizes this year, there have been 90 capsizes of self-righting life-boats with a loss of 156 lives. There have been 10 capsizes of non-self-righting life-boats with a loss of 72 lives. No argument can be based on the fact that there have been nine times as many capsizes of self-righters as of non-self-righters, for the reason that during the greater part of that

time there have been many more self-righters than non-self-righters in the fleet.

What is interesting is the number of lives lost in relation to the number of capsizes. On four occasions self-righting life-boats capsized, but did not right themselves, and they lost 53 lives. In using the figures to compare the two types of boat it is fair to leave out those four cases in which the self-righters were not self-righters. We get, then, these figures. In 86 capsizes of self-righters 103 lives were lost. That is little more than one life lost in each capsizing. In 10 capsizes of non-self-righters, 72 lives were lost. That is over seven lives in each capsizing. Moreover, of those 86 capsizes of self-righters, 50 were without any loss of life.

#### Steady Improvement.

The choice between the two is largely a matter of personal preference. At the same time the Institution is steadily improving the self-righting type, and getting rid of those points in its design which make it inferior to the non-self-righting. The first of the modern light self-righting motor lifeboats, after the building and testing of two experimental boats, was completed in 1929. She was 35 feet 6 inches by 8 feet 10 inches. As new boats of the type have been built we have increased the beam, first to 9 feet 3 inches, and then to 9 feet 6 inches. It will now be 9 feet 10 inches, only 5 inches less than the beam of the non-self-righter.

The free board of the deck has been reduced to the same as in the non-self-righting type. The height of the endboxes has been reduced by a foot. They still remain 3 inches higher at the bow and 7 inches at the stern than the non-self-righters. To compensate for this loss of buoyancy above it will be necessary to have increased weight below in order to provide greater leverage to turn the boat over again when she has capsized. We are proposing to use water-ballast, which is extra weight to the keel, added after the boat is afloat. It has long been used successfully in pulling and sailing life-boats. A self-righting boat with these improvements was laid down last year.

\* The St. Annes life-boat, also a self-righter, capsized in the same service but what happened to her was never known for all her crew were drowned.



In this way we hope in the end to have a light life-boat which will self-right if capsized but will not be more liable to capsize than the non-self-righter.

#### The Risk Always There.

But the risk of capsizing is always there. None of our heavy types has capsized, but that is not to say that they could not be capsized. It cannot be said of any boat, nor indeed of any vessel, that in no circumstances could she be capsized. The risk is always there; and it is necessarily greater in the types of life-boat which must not only be light but of shallow draft, in order to be launched off a carriage.

All that we can do—and it is being done—is to get such a balance of qualities in these boats as will make that risk as small as possible.

I do not think that I can sum up the

problem better than by quoting what Coxswain Henry Blogg, of Cromer—than whom no man has a greater experience or a finer record of life-saving—said after the Cullercoats disaster:

“I have been a seaman all my life, and forty-five years of it have been spent as a life-boatman. From that experience I say it is impossible to guarantee any boat against disaster. I have been lucky—never been in a disaster to a boat myself. One of our Cromer life-boats is the non-self-righting Liverpool type, the same type as the Cullercoats one that capsized. The St. Ives boat was a self-righter. That capsized, too. So what can you say? It does not matter what the type of boat is, you cannot insure against accidents. All depends on the force of the storm and the judgment of the crew.”

### A Bronze Medal Service at Blyth.

ABOUT five in the evening of 23rd December, 1938, the coastguard rang up the life-boat station at Blyth, Northumberland, to report a ship, firing rockets and blowing her whistle, about three miles east of Newbiggin Point. At 5.15 the motor life-boat *Joseph Adlam* was launched. A strong north-easterly wind was blowing, with very heavy seas. She reached the ship about six o'clock and found her to be the steamer *Skarv*, of Sunderland, with six men on board. Her boilers had given out, and her master asked for a tug.

The Newbiggin motor life-boat *Augustus and Laura* had also been called out, and arrived about the same time. One of the Blyth tugs had also gone out, but, in the heavy seas, she could not get close enough for the life-boats to be able to pass a tow-rope from her to the *Skarv*. The tug returned to Blyth, and the *Skarv* let go one of her anchors. The cable parted, and she drove before the wind and sea into Cambois Bay. She let go a second anchor, but she still dragged towards the shore.

The Blyth life-boat then closed to take the men off. The seas were very big, and she was severely buffeted. The steamer was jerking violently

on her cable; and this, and the belting round her sides, made it very dangerous for the life-boat to get alongside her in the darkness and the heavy seas. But the life-boat did it—and two of the six men on board the steamer jumped into her. A third man jumped, missed the life-boat, and fell into the sea. He fell between steamer and life-boat, and the life-boatmen who leant overboard to seize him were in great danger of being crushed between the two, but they were able to drag him safely aboard.

Just afterwards the life-boat sheered towards the steamer, and came right under her counter. Before she could get clear the counter crashed down on her, split the rudder, and broke the rudder yoke. The emergency tiller was shipped, but it was impossible for the coxswain to get the life-boat properly under control. Nevertheless, he tried several times to get alongside again and rescue the remaining three men. The life-boat was filling with green seas. There was danger of her crew being washed overboard. The coxswain had to give up the attempt.

While this had been going on the Newbiggin life-boat had returned to her station, and had tried, but without

success, to get tugs to go out, in the hope that the steamer might be saved from driving on to the beach.

Before leaving the *Skarv* the Blyth coxswain burnt a red flare, the signal "More aid required." It was now after 10 o'clock, five hours since the life-boats had first put out. At 10.18 Newbiggin set out for the second time. At 10.45 she approached the *Skarv*. The steamer was now very close inshore, in heavy broken water. The life-boat made several attempts, but could not get near her.

The Board of Trade life-saving rocket appliances from Blyth were now trying to fire lines over the steamer from the shore, and in the early hours of the next morning succeeded in rescuing the three men still on board her.

Meanwhile the Blyth crew had been standing by on shore. They had landed the three rescued men at eleven o'clock, and the work of repair was begun in

case the life-boat should be wanted again. It was still going on, and the crew were still standing by, when, at 3.30 next morning, the news came that the three remaining men had been rescued.

In recognition of the courageous and determined efforts of the Blyth coxswain and crew, the Institution made the following awards:

To COXSWAIN JOSIAH WHEATLEY, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

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

To the coxswain and each member of the crew a reward of £2 in addition to the ordinary scale reward of £2 7s. 6d. Standard rewards, £19; additional rewards, £18; total rewards, £38 10s.

To Newbiggin, a reward on the ordinary scale of £3 15s. a man; total rewards, £27 4s.

## Life-boatmen in London.

THIRTY-EIGHT life-boatmen, from English, Scottish, Irish and Welsh stations were invited to attend the annual meeting in London, on 26th April, to receive medals and vellums awarded to them for gallantry during the previous year. This is the largest number that has ever attended the meeting. It included three crews, those from New Brighton, Torbay and Galway Bay, and Mr. William Freeman, the survivor of the disaster at St. Ives on 23rd January.

The Institution also invited to the meeting five men (three Scottish and two Irish), who had been awarded a medal and vellums for gallantry in rescuing life with shore-boats; and among the honorary workers who were presented with gold badges for distinguished services was Mrs. Tom Lisle, one of the band of fisherwives of Cullercoats who have carried out a life-boat collection every summer for seventeen years, and in that time have collected over £2,423.

The life-boatmen, the shore-boat rescuers, and Mrs. Lisle, were photographed and filmed outside Life-boat

House, on the morning of the day of the meeting, and were then taken for a two-hour tour of London in motor coaches. They saw the Tower, the Old Bailey, St. Paul's, the Victoria Embankment, Westminster Abbey, the Houses of Parliament, the Kensington Museums, Kensington Gardens and Hyde Park.

### Visit to the House of Commons.

After the meeting the Torbay crew visited the House of Commons for tea with Mr. A. C. Reed, M.P. for Exeter, and a member of the committee of management of the Institution, and Mr. Charles Williams, M.P. for Torquay. Mrs. Lisle, with her husband and daughter, were taken to the House by Major Sir Alexander Russell, M.P. for Tynemouth, and Coxswain George Milne, of Gourdon, by Mr. C. N. Thornton-Kemsley, M.P. for Kincardine and the West Division of Aberdeenshire.

In the evening the whole party went to the Coliseum, half of them being the guests of Sir Oswald Stoll and the others of the Institution.

As soon as the men returned home other presentations were made. At

LIFE-BOATMEN IN LONDON.



By courtesy of ]

[Fox Photos

**THE DUKE OF KENT AND MRS. TOM LISLE, OF CULLERCOATS.**



By courtesy of ]

[Topical Press Agency

**MRS. TOM LISLE AND MR. WILLIAM FREEMAN, OF ST. IVES.**

(See opposite page )

## LIFE-BOATMEN IN LONDON.



By courtesy of ]

[The Associated Press of Great Britain

## ENGLISH AND SCOTTISH LIFE-BOATMEN.

From right to left the New Brighton coxswain and crew, the coxswains of Aldeburgh and Great Yarmouth and Gorleston, the Torbay coxswain and crew, the Southend-on-Sea coxswain and three members of his crew, the Gourdon coxswain, and the three Scottish shore-boat rescuers.



By courtesy of ]

[Fox Photos]

## THREE GENERATIONS TO THE RESCUE.

Mr. George Ralph of Nairn, with his son and grandson, and Coxswain George Milne, of Gourdon.  
(See pages 82, 86, 98 and 99.)

LIFE-BOATMEN IN LONDON.



*By courtesy of*

**THE GALWAY BAY CREW**

*[Fox Photos*



*By courtesy of*

*[Topical Press Agency*

**A WELSH COXSRAIN AND HIS MOTOR MECHANIC.**

Coxswain Richard Jones, of Holyhead, with Motor Mechanic Gilbert E. Barrs, now at New Brighton,

(See pages 82 and 99.)

Nairn, Mr. George Ralph, Mr. George Ralph, junior, his son, and Mr. George Ralph Grenier, his grandson, who had received a bronze medal and vellums from the Institution, for the rescue of three Russian sailors in January, 1937, were presented by the Burgh of Nairn with a clock, and watches respectively. The presentations were made by the Provost, supported by the Earl Cawdor, president of the Nairn branch of the Institution.

At the Brixham Yacht Club, Sir Harold Clayton, chairman of the Torbay branch of the Institution, took the chair at a special meeting, supported by Mr. C. R. Edwards, chairman of the Brixham Council, and Mrs. Hay Mathey, president of the Torbay Ladies' Life-boat Guild, and Lady Clayton pre-

sented a mat, in the design and colours of the Institution's house-flag, to Coxswain William Mogridge.

The mat was a gift to the Institution from Mr. R. C. Roberts, of Oldham, and the Sudan Government's dockyard at Khartoum. It was made by him on board a steamer on the White Nile. Mr. Roberts has made several cushions in the style of the Sudanese leather-work for presentation to the coxswains who had carried out the finest service of the year.\* The mat was given for the same purpose, and Coxswain Mogridge was chosen to receive it, since he was one of three coxswains to win the silver medal in 1938 and had already won the bronze medal and a second-service clasp to it.

\* See *The Life-boat* for June, 1938.

### Five Life-boat Broadcasts.

THE British Broadcasting Corporation took the opportunity of the visit of life-boatmen to London for the annual meeting to put the life-boat service on the air. There were four broadcasts that week, and a fifth three weeks later.

On 26th April, the day of the annual meeting, in "The World Goes By," in the national programme, in which people in the news are brought to the microphone, Mr. William Freeman, the only survivor of the St. Ives crew, gave an account of the capsizing and wreck of the life-boat on 23rd January last. It was described by an official of the B.B.C. as one of the most moving talks that had ever been given.

Mrs. Tom Lisle, who was no stranger to broadcasting, spoke on the air in the morning of the same day, in the overseas and regional programmes, in the feature called "At the Black Dog," in which Mr. Wilkes is at home in his own bar parlour. She talked of her work as she goes on her round selling fish, and of her collecting for the life-boat service; and she sang the chorus

"Will ye buy?" from the song "The Cullercoats Fish Lass."

Next day, Mrs. Lisle was in the television programme, and again talked of her work and sang.

On the 29th April, Coxswain J. R. Nicholson, of New Brighton, broadcast in "In Town To-night," in the national programme. He gave an account of the service to the *Progress* and the *Loch Ranza Castle*, in the great gale of 23rd November, 1938, for which as second coxswain, he had received the bronze medal at the annual meeting.

Then, on 18th May, Coxswain Sidney H. B. Page, of Southend-on-Sea, one of the medallists at the annual meeting, returned to London and took part in "The Picture Page," in the television programme, in full life-boatman's dress, telling the story of his two services in 1938—one on 2nd June, to the yacht *Wimpie* and the barges *Glenrosa* and *Audrey*, and the other on 26th November, to the barges *T.F.C.*, *Glenmore* and *Lord Roberts*, for which he won the bronze medal and the second-service clasp to it.

### 1,080 Halfpennies.

THE Institution has received from a London man a gift of a collection of 1,080 halfpennies.

## Services of the Life-boats.

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

**Launches 65. Lives rescued 43.**

### February Meeting.

**Rosslyn, Co. Wexford.**—On the 20th December, 1938, the crew of four of the motor schooner *M. E. Johnson*, of Dublin, were rescued, and from the 21st to 23rd December, the life-boat rendered salvage services to the vessel. Rewards: Thanks of the Institution inscribed on vellum, letters of thanks and monetary awards amounting to £18 2s. 6d., also Property Salvage Case. (A full account appeared in the last issue of *The Life-boat*.)

**Clacton-on-Sea, and Walton and Frinton, Essex.**—At about 4.38 P.M. on the 7th January, 1939, the Clacton coastguard telephoned that a barge off Holland Sluice appeared to be in difficulties. Soon afterwards they reported that she was burning flares for help, and the Clacton motor life-boat *Edward Z. Dresden* was launched at 5 P.M. A moderate south breeze was blowing, with a moderate sea, and the weather was overcast, with fog and rain. The life-boat reached the barge abreast of Frinton. She was the *Louise*, of Rochester, with two men on board, bound from London to Ipswich with a cargo of cotton seed. She had lost both anchors, her steering-gear had broken down, and she was unmanageable. The Clacton life-boat was unable to get her to a safe anchorage without help, and so signalled for the Walton motor life-boat *E.M.E.D.*, which put out at 6.50 P.M. Between them the life-boats towed the *Louise* to Harwich. The Walton life-boat returned to her station at 11.40 P.M., and the Clacton boat to hers at 1 A.M.—Property Salvage Cases.

**Donaghadee, Co. Down.**—Early in the afternoon of the 9th January, 1939, a man reported that his son and two other men who had gone out in the motor fishing boat *Laura* to shoot cod lines had not returned when expected. Strong squalls were blowing from the west, and the sea was choppy. The

motor life-boat *Civil Service No. 5* put out at 1 P.M. She found the *Laura* about three miles to the south, and escorted her back to harbour. The motor fishing boat *Prospector*, of Ballywalter, was then seen. She seemed to be in difficulties and she, too, was escorted in. The life-boat returned to her station at 2.15 P.M.—Rewards, £6 17s.

**Thurso, Caithness-shire.**—Four seine net fishing boats—*Streamlet*, *Lea Rig*, *Fisherboy*, and *Crest*—were overtaken by a sudden N.N.W. gale, with a heavy sea, when fishing about eighteen miles west of Thurso on the 9th January, 1939. The motor life-boat *H.C.J.* was launched at 3.25 P.M., with the second coxswain in charge, and met the boats coming home. Against the heavy sea and strong ebb tide the fishing boats made but slow progress. The life-boat escorted them until they reached Scrabster Harbour at 6.30 P.M.—Rewards, £11 3s.

**Sunderland, Co. Durham.**—At about 5.30 P.M. on the 11th January, 1939, a message was received from the South Docks that a vessel close to the shore was burning red flares. A N.N.E. gale was blowing, with a heavy sea and snow showers. The motor life-boat *Edward and Isabella Irwin* was launched at 6 P.M. and about three miles east of Ryhope came up with the 2,700-ton Greek steamer *George J. Goulandris*, of Andros. She had then got out of immediate danger, and wanted a pilot to take her into the Wear. The life-boat guided her to the harbour entrance where a pilot was waiting, and returned to her station at 8.30 P.M. Owing to the state of the sea she could not be rehooused until next day.—Rewards, £17 9s. 6d.

**Torbay, Devon.**—At 6.55 P.M. on the 16th January, 1939, it was reported that the open motor fishing boat *Prince*, of Torquay, with three men on board,

was overdue on a trip from Torquay to Brixham, and that owing to the poor condition of her engine anxiety was felt for her safety. A moderate south-west gale was blowing, with a rough sea. The motor life-boat *George Shee* was launched at 7.10 P.M., and helped by the searchlight of a sheltering steamer very quickly found the *Prince* in the middle of Tor Bay. Her crew were morsing a distress signal. The life-boat towed her to the inner harbour at Brixham, and returned to her station at 7.40 P.M. A letter of thanks was received from the skipper—Rewards, £16 7s.

**Angle, Pembrokeshire.**—At 3.50 P.M. on the 17th January, 1939, the St. Ann's Head coastguard reported that a French schooner was in distress two miles south of the Head. She was the *Eglantine*, of Treguier, bound laden from Cardiff for France. A strong south wind was blowing, with a rough sea, and the weather was thick. The motor life-boat *Elizabeth Elson* put out at 4 P.M. and came up with the *Eglantine* off Thorn Buoy. Her cargo had shifted and her mainsail had been blown away. The life-boat escorted her to a safe anchorage off Milford, and returned to her station at 7 P.M.—Rewards, £11 14s. 3d.

**Gourdon, Kincardineshire.**—At about 3.30 P.M., on the 19th January, 1939, a report was received from Johnshaven that the local fishing boats *Isa Simpson* and *Sunbeam* were at sea, and that owing to the bad weather they were making for Gourdon instead of their own harbour. A strong S.E. breeze was blowing, with a heavy surf, and the weather was very thick. The motor life-boat *Margaret Dawson* was launched at 4 P.M., and met the fishing boats off Gourdon. Their skippers decided, after all, to run for Johnshaven, and the life-boat escorted them there and saw them safely into harbour. She returned to her station at 6 P.M.—Rewards, £24 14s. 9d.

**Whitby, Yorkshire.**—During the morning of the 19th January, 1939, the fishing fleet put to sea, and by 2 P.M. all but four boats had returned. At this time a fresh S.E. breeze was

blowing, with a strong sea and a dense fog. These conditions made it dangerous for the boats to enter the harbour, and the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 2.45 P.M. to help them in. She made three trips in different directions before she had found and escorted them all into harbour. She returned to her station at 5.45 P.M.—Rewards, £11 19s. 9d.

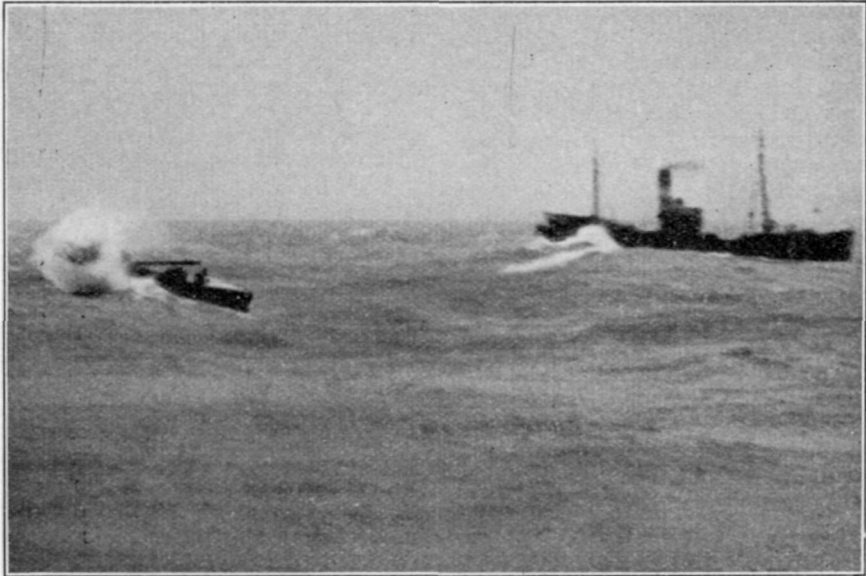
**Humber, Yorkshire.**—At about 11.30 P.M. on the 20th January, 1939, the life-boat watchman reported a vessel ashore on the Middle Binks. She was the motor vessel *Peterborough Trader*, of Wisbech, bound for the Humber. A light, variable, breeze was blowing, with a nasty ground sea, and the weather was misty. The motor life-boat *City of Bradford II* was launched at 11.50 P.M., and found the *Peterborough Trader* bumping hard on the bottom. She stood by her until she refloated on the rising tide and went on her way. The life-boat then made for her station, arriving at 3.15 A.M.—Permanent paid crew: Rewards, 18s.

**Penlee, Cornwall.**—Early in the morning of the 21st January, 1939, the Belgian trawler *Paul Therese*, of Ostend, broke from her moorings in Newlyn Harbour and drifted out to sea. Her crew of six were asleep and unconscious of their danger. A south-westerly gale was blowing, with a rough sea, and the weather was thick. The news was received from the coastguard, and the motor life-boat *W and S* was launched at 4.35 A.M. She found the trawler near the rocks between Penzance and St. Michael's Mount and one of the life-boat crew boarded her. He roused her crew and the life-boat towed her out of danger. Her crew then got the engine going and she followed the life-boat clear. She returned to Newlyn Harbour, and the life-boat arrived back at her station at 7.15 A.M.—Property Salvage Case.

**Poole and Bournemouth, Dorset.**—At about noon on the 22nd January, 1939, information was received through the coastguard that the motor launch *Snapper*, which was bound from Hamworthy to Southampton, was in diffi-



IN THE JANUARY GALES.



*By courtesy of ]*

*[J. F. Seaman, Scarborough*

**STANDING BY FISHING BOATS.**

The Scarborough motor life-boat on 2nd January, 1939



*By courtesy of ]*

*[Doran, Whitby*

**RETURNING FROM SERVICE.**

The Whitby motor life-boat on 23rd January, 1939. A moment after this photograph was taken the sea which is breaking over her stern completely enveloped her, and the onlookers thought that she had gone right under

culties off Boscombe Pier. A S.W. breeze was blowing with a rough sea. The new motor life-boat *Thomas Kirk Wright* put out on her first service at 12.20 P.M. She found that two of the crew of three had left in the dinghy and reached Boscombe Pier. A life-boatman was put aboard the *Snapper* and she was then towed to Poole by the life-boat which arrived back at her station at 4.15 P.M.—Rewards, £7 15s. 6d.

**Whitby, Yorkshire.**—At about 2 P.M. on the 23rd January, 1939, a gale was blowing from the N.N.W. with a heavy sea. The motor fishing boat *Pilot Me* was at sea and as she did not return the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 3.20 P.M. She found her about a mile and a half to the north and escorted her through the broken water to the harbour. The life-boat took one tremendous sea, which buried her from stem to stern.—Rewards, £8 5s. 6d.

**Torbay, Devon.**—During a severe N.W. gale on the morning of the 23rd January, 1939, the auxiliary ketch *St. Helens*, of London, broke from her moorings in Brixham Outer Harbour and drove ashore on the beach near the life-boat station. A motor trawler got her off the beach, but both vessels went aground on the breakwater. During the evening the life-boat coxswain, who was on the breakwater, was hailed by the eight men on board the *St. Helens*. Two were her own crew and the other six were from the trawler, and were attempting to salve the *St. Helens*. They had no boat in which to land, and no rockets on board with which to attract attention, and their position was dangerous. The motor life-boat *George Shee* was launched at 8.40 P.M., towed the *St. Helens* into harbour, and returned to her station at 9.10 P.M.—Property Salvage Case.

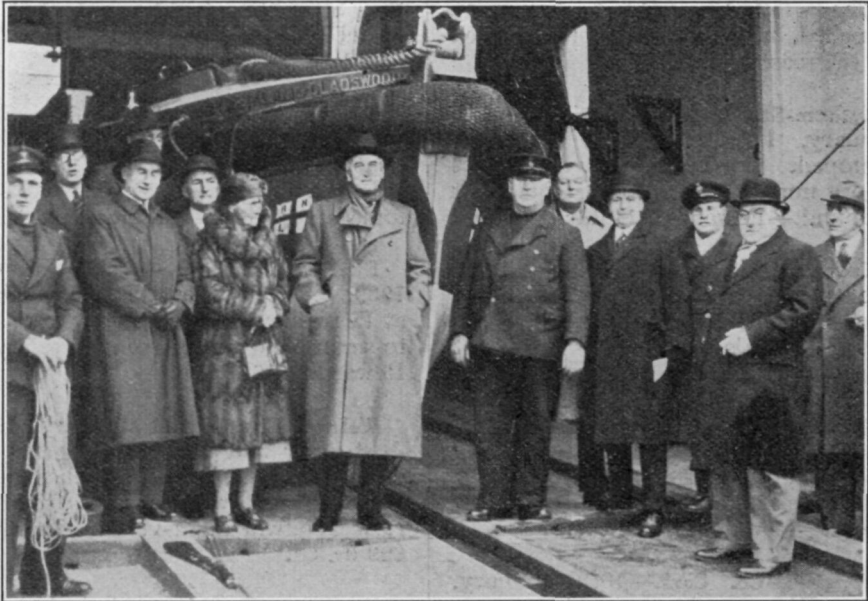
**Ilfracombe, Devon.**—During the afternoon of the 25th January, 1939, anxiety was felt for the safety of the motor fishing boat *Rovena*, which had been at sea since 6 A.M. and had not returned with the other boats which had put out with her. A N.N.E. gale was blowing, with a rough and

worsening sea. The motor life-boat *Rosabella* was launched at 4.5 P.M., and found the *Rovena* about four miles off Combe Martin. She escorted her back to harbour, and returned to her station at 5.15 P.M.—Rewards, £38 2s. 9d.

**Wick, Caithness-shire.**—During the afternoon of the 25th January, 1939, two local fishing boats were caught at sea by a strong easterly breeze, with a rough sea. They were seen making for harbour and the motor life-boat *City of Edinburgh* was launched at 3.30 P.M., and escorted them safely in. She returned to her station at 4.45 P.M.—Rewards, £5 14s.

**Shoreham Harbour, Sussex.**—At 11.16 P.M. on the 24th January, 1939, the coastguard reported a vessel making signals on her siren. The night was misty with a light S.S.E. wind and a moderate swell. Later the coastguard reported that a vessel was off Lancing with all lights extinguished, and at 12.40 A.M. on the 25th January, the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched to investigate. She found the motor vessel *Gerco*, of Delfzijl, laden with bricks for Denmark. The captain had lost his bearings and wanted a pilot. The life-boat escorted the vessel to the harbour, where she took a pilot aboard.—Rewards, £15 7s. 6d.

**Torbay, Devon.**—On the night of the 30th January, 1939, the Berry Head coastguard reported that rockets had been seen about eight miles to the eastward. A moderate easterly gale was blowing, with a heavy swell. At 8.55 P.M. the motor life-boat *George Shee* was launched, and found the s.s. *Brilliant*, of Glasgow, with a crew of ten on board, bound laden from London to Dublin. Her rudder had carried away and she needed a tug. The life-boat went to fetch one and met one coming out to the steamer. The life-boat stood by and after two hawsers had parted she was asked to help to get the *Brilliant* in tow. This she did. A third time the hawser parted, when the *Brilliant* was only about 300 yards from the shore, but eventually the tug got her safely into Brixham harbour. The life-boat returned to her station at 2.10 A.M.—Property Salvage Case.



By courtesy of ]

[G. W. Stone, Gorleston-on-Sea

**THE CHANCELLOR OF THE EXCHEQUER AT GORLESTON.**

A visit in December, 1938 With Sir John Simon are Coxswain Charles A. Johnson, on his left, and officials of the branch



By courtesy of ]

[The Poole and East Dorset Herald

**THE POOLE CREW.**

They are on board their pulling and sailing life-boat, *Harmar*, which was replaced by a motor life-boat on 12th January, 1939

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

**Lytham-St. Anne's, Lancashire.**—7th January, 1939. A small boat was swamped. One of her crew of two got ashore unaided. The other could not be found.—Rewards, £11 14s.

**Cromer, Norfolk.**—8th January, 1939. The steam trawler *Imbrin*, of La Rochelle, had stranded on the Haisborough Sands, but got off without help.—Rewards, £29 6s. 6d.

**Sennen Cove, Cornwall.**—9th January, 1939. The Seven Stones Light-vessel fired rockets, but it was found that she was signalling for the Trinity House tender.—Rewards, £21 10s.

**Youghal, Co. Cork.**—10th January, 1939. Distress flares had been reported, but a long search revealed no vessel in need of help.—Rewards, £16 5s. 6d.

**Boulmer, Northumberland.**—13th January, 1939. The Dutch motor vessel *Drittura* had burned a red flare, but it was found that she had done this by mistake when signalling for a pilot.—Rewards, £18 15s. 6d.

**Dunbar, Haddingtonshire.**—14th January, 1939. A small sailing boat bound from Leith to Dunbar was overdue. She took shelter at Cockenzie and the life-boat was recalled by wireless.—Rewards, £14 11s. 6d.

**Peterhead, Aberdeen.**—16th January, 1939. A trawler had run ashore on the Scaurs of Cruden, but she was refloated and taken in tow for Aberdeen by another trawler. Unfortunately she had been damaged and on her way to Aberdeen she foundered with the loss of her whole crew.—Rewards, £13 7s.

**Lowestoft, Suffolk.**—17th January, 1939. A motor trawler had grounded on the Newcombe Sands, but she refloated unaided.—Rewards, £27 11s. 6d.

**Weymouth, Dorset.**—19th January, 1939. Prolonged blowing of a siren had been heard in the direction of

the Shambles Light-vessel, but no vessel in distress was found.—Rewards, £13 2s. 6d.

**Blyth, Northumberland.**—19th January, 1939. A local motor fishing boat was overdue, but she got in unaided, after having been delayed by a fouled propeller.—Rewards £14. 9s. 6d.

**Buckie, Banffshire.**—19th January, 1939. A motor boat had gone ashore at Lossiemouth, but her crew were able to scramble over the rocks to safety.—Rewards, £10 6s. 3d.

**Walmer, Kent.**—21st January, 1939. A steamer had been heading for the Goodwin Sands, but changed her course in answer to warning guns from the East Goodwin Light-vessel.—Rewards, £29 0s. 6d.

**Torbay, Devon.**—22nd January, 1939. The motor fishing boat *Prince* had gone ashore, but her crew reached safety unaided. Rewards, £14 18s. 6d. Six days before she had been rescued by the Torbay life-boat (see page 87.)

**Kirkcudbright.**—22nd January, 1939. A steamer had been reported blowing her horn apparently for help, but no trace of any vessel in distress could be found.—Rewards, £23 11s. 6d.

**Aberdeen.**—22nd January, 1939. A small boat had been reported capsized at the mouth of the River Don, but nothing could be found.—Rewards, £6 17s. 6d.

**St. Ives, Cornwall.**—23rd January, 1939. The motor life-boat put out to an unknown vessel, but capsized with the loss of seven of her crew of eight.—Rewards: Bronze medals and £88 2s.

(A full account of this life-boat disaster and particulars of the pensions to the dependent relatives was published in the last issue of *The Life-boat*.)

**Padstow, Cornwall.**—23rd January, 1939. In the early morning the No. 1 motor life-boat *Princess Mary* went out to the help of the mine-layer *Medea*. The life-boat was buried by a sea which washed away nearly all the gear on deck and put the lighting system out of

THE LAST LAUNCH.



By courtesy of]

G. W. Bolton, Amble

THE HAUXLEY CREW.



By courtesy of]

[Fox Photos

THE HAUXLEY LAUNCHERS.

This was the last exercise launch of the pulling and sailing life-boat *Mary Andrew*, before the station was temporarily closed on 17th January, 1939, when the Amble station was reopened, as an experiment, with a motor life-boat. Hauxley will be permanently closed if this experiment is a success. The Hauxley station was established in 1852, when the Amble station was closed. Its life-boats have been launched on service 81 times and have rescued 246 lives.

action. She then signalled the coast-guard, and the coastguard rocket life-saving appliances rescued from the shore three of the four men on board the *Medea*. Rewards: A letter of appreciation to the coxswain and crew and an increase in the usual money award on the standard scale. Standard rewards to crew (of whom four are full-time employees), £9 8s.; additional rewards to crew, £8. Total rewards, £22 10s. 4d. (A full account of this service appeared in the March issue of *The Life-boat*.)

**Penlee, Cornwall.**—23rd January, 1939. Early in the morning information was received from the coastguard that the St. Ives life-boat was out. At 5 A.M. it was reported that signals had been seen off Clodgy Head. The Sennen life-boat could not get out as the tide was low, and the Padstow life-boat was already out to a ship off Trevoise Head. The Penlee motor life-boat *W and S*, which was in Newlyn Harbour at the time, set out at once, but off Land's End she was recalled by the coastguard. She returned to Newlyn again at 8.45 A.M. An increase in the usual money awards on the standard scale was granted to each member of the crew.—Standard rewards to crew, £11 8s.; additional rewards to crew, £9; total rewards, £21 15s.

**Beaumaris, Anglesey.**—23rd January, 1939. A small boat had been reported in distress, but a long search was without result.—Rewards, £8 1s.

**Selsey, Sussex.**—24th January, 1939. An aircraft had been reported down in the sea, but nothing could be found.—Rewards, £8 18s.

**Torbay, Devon.**—26th January, 1939. A motor barge had signalled for help, but her anchors held and she did not need it.—Rewards, £14 0s. 6d.

**Shoreham Harbour, Sussex.**—6th February, 1939. An aeroplane had been reported down in the sea in flames, but nothing could be found.—Rewards, £7 15s. 6d.

### March Meeting.

**Walmer, Kent.**—At 5.18 A.M. on the 18th January, 1939, a message was received from the Deal coastguard that flares had been seen about six miles south-east from Ramsgate. A strong S.W. breeze was blowing, with a heavy sea and squalls of rain. The motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at 5.50 A.M. and found the ketch yacht *Leigh Hall*, of London, aground on the Goodwin Sands near South West Buoy, and bumping badly. She was bound from Calais for London with a crew of eight. Her engine had broken down, her sails had been blown away, and she was on fire, having been set alight by her distress flares. The Deal motor fishing boat *Rose Marie* came on the scene, and at the coxswain's request she helped. Three of her crew boarded the burning vessel, put out the fire and helped to bale her. The life-boat then got the *Leigh Hall* clear of the sands and took her in tow for Ramsgate, aided by the *Rose Marie*. Ramsgate was reached at 10 A.M., and the life-boat got back to her station at 2.30 P.M.

This was a good service carried out in difficult circumstances without damage to the life-boat. The Committee sent a letter to the branch, commending the coxswain and crew, and an increase in the usual money award on the standard scale was granted to each member of the crew. Rewards were also made to the crew of the motor boat.—Standard rewards to the life-boat crew, £12 16s. 6d.; additional rewards to crew, £5; total rewards to crew and launchers, £27 13s. 9d.; to the crew of the *Rose Marie*, £3 10s; 12s. for fuel used, and 12s. for damage to tow-rope.

**Rosslare Harbour, Co. Wexford.**—At 9.55 P.M. on the 11th February, 1939, a telephone message was received that the Coningbeg Light-vessel had signalled a passing steamer that she wanted the life-boat to take ashore a man who was dangerously ill. A S.W. wind was blowing, with a rough sea. At 10.20 P.M. the motor life-boat *K.E.C.F.* put out. She reached the light-vessel at 2.45 A.M. In the rough sea it was impossible for the life-boat to go alongside, so the sick man, with one of the

light-vessel's crew, was lowered in one of the light-vessel's boats, and the two men were then taken aboard the life-boat. She landed them at Rosslare Harbour at 7.40 A.M., and the sick man was taken to Wexford by car.—Expenses defrayed by the Irish Lights Commissioners.

**Weymouth, Dorset.**—At 3.20 P.M. on the 12th February, 1939, information was received that two boys in a disabled small rowing boat were being carried out to sea, having broken a rowlock. The motor life-boat *William and Clara Ryland* was launched at 3.55 P.M., and found the small rowing boat drifting rapidly on to a rocky lee shore. The two boys were taken on board the life-boat, which returned to her station at 4.40 P.M., with the small boat in tow.—Rewards, £6 13s.

**The Humber, Yorkshire.**—At 5.30 A.M. on the 14th February, 1939, the life-boat watchman reported that a vessel had run ashore on the end of Spurn Point. The coxswain immediately went to the beach, where he saw the steam trawler *Hausa*, of Hull, stranded on a steep part of the Point. Although only a light westerly wind was blowing and the sea was smooth, the trawler would be likely to roll on her beam ends as the tide ebbed. The motor life-boat *City of Bradford II* was launched at 6.5 A.M., and stood by the trawler until the tide had ebbed and she was safe. The life-boat then returned to her station. Meanwhile, a tug had arrived and managed to get a wire aboard the trawler. When the tide flowed there was a possibility of the sea going over the *Hausa's* bulwarks, so the life-boat put out again and stood by the trawler until she had been refloated. The life-boat returned to her station at 12.45 P.M.—Permanent paid crew; Rewards, 13s. 6d.

**Fleetwood, Lancashire.**—At 11 A.M. on the 17th February, 1939, the motor boat *Sister Pat*, belonging to Fleetwood, with two men on board, was seen by the second coxswain of the life-boat to be making distress signals. She was being driven by the wind and tide across the Pilling Sands opposite to the life-

boathouse. A fresh S.W. breeze was blowing, with a choppy sea and rain. The motor life-boat *Frederick H. Pilley* was launched at 11.15 A.M. She found the *Sister Pat* with her engines stopped by lack of fuel, dragging her anchor, and drifting into a dangerous position. The life-boat towed her into harbour, arriving at 11.55 A.M. The rescued men expressed their thanks, and the angling club of which they were members made a donation to the Institution.—Rewards, £8 13s.

**Filey, Yorkshire.**—At about 10.25 A.M. on the 18th February, 1939, two local fishing cobles were behind Filey Brig, where heavy seas were running. A W.N.W. fresh wind was blowing, with a moderate to rough sea. At 10.45 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. She found the fishing coble *Isabella* and escorted her into safety. The other coble reached safety unaided, and the life-boat returned to her station at 12.15 P.M.—Rewards, £16 2s.

**Whitby, Yorkshire.**—On the morning of the 18th February, 1939, a fresh N.W. wind was blowing, with a very rough sea. It was breaking heavily from the Pier Ends to the Rock Buoy, and anxiety was felt for the safety of nine of the local motor fishing vessels which were just returning. The motor life-boat *Mary Ann Hepworth* was launched at 10.15 A.M. She went out to the Rock Buoy and escorted each of the vessels in turn into the harbour. On five occasions it was necessary for the life-boat to use her drogue from the Rock Buoy to the harbour. After escorting the *Endeavour*, *Progress*, *Easter Morn*, *Prosperity*, *Venus*, *Gallilee*, *Provider*, *Success* and *Pilot Me* to safety the life-boat returned to her station at 2 P.M.—Rewards, £8 5s. 6d.

**Lerwick, Shetland.**—At 10.45 A.M. on the 22nd February, 1939, a message was received from a trawler agent and the coastguard that the trawler *Jean Edmonds*, of Aberdeen, had broken down with boiler trouble, and had asked for the life-boat. The trawler was reported, but incorrectly, to be thirty-five miles E.S.E. of Bard Head,

Bressay. A whole S.S.E. gale was blowing, with a heavy sea, when, at 11.5 A.M., the motor life-boat *Lady Jane and Martha Ryland* was launched. She found the *Jean Edmonds* in tow of another trawler, between Mousa Island and Helliness, and close to a lee shore. Had the tow-rope parted the *Jean Edmonds* would have been in a very dangerous position. The life-boat escorted the two vessels into Lerwick Harbour and returned to her moorings at 5.40 P.M.—Rewards, £9 19s. 6d.

**Newhaven, Sussex.**—At 12.30 P.M. on Sunday, the 26th February, 1939, the coastguard reported that a small boat was in distress about half a mile south-east of Newhaven. A light W.S.W. wind was blowing and the sea was choppy. The motor life-boat *Cecil and Lilian Philpott* was launched at 12.40 P.M., and found the motor boat *Pam*, of Newhaven, with a party of four anglers on board. Her engine had broken down. The life-boat took her in tow and brought her into harbour at 1.15 P.M.—Rewards, £6 5s.

**Thurso, Caithness-shire.**—On the afternoon of the 27th February, 1939, the life-boat coxswain, returning from fishing, picked up the motor fishing boat *Janet*, of Thurso, with her engine broken down, about nine miles north-west of the Ruff of Brims. A strong W.S.W. breeze was blowing, with a heavy sea and snow showers. The coxswain took the *Janet* in tow, but after about an hour the tow-rope parted. As no more ropes were available the coxswain went to Scrabster and called out the life-boat crew. At 4.10 P.M. the motor life-boat *H.C.J.* was launched, picked up the *Janet* three miles north of Holborn Head, and towed her to Scrabster Harbour, which was reached at 5.45 P.M.—Rewards, £11 3s.

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

**Clogher Head, Co. Louth.**—23rd January, 1939. A fishing boat was reported in danger on Drogheda Bar,

but she went ashore at Nanny River and her crew were able to land unaided.—Rewards, £28 1s. 6d.

**The Humber, Yorkshire.**—8th February, 1939. The Greek steamer *Katina Bulgaris*, of Andros, had collided with the American steamer *Meanticut* and sank, but the *Meanticut* rescued her crew.—Permanent paid crew: Rewards, £1 0s. 3d.

**The Humber, Yorkshire.**—9th February, 1939. The German steamer *Gluckauf*, of Rostock, had struck the submerged wreck of the *Katina Bulgaris*, which had sunk the day before, but her crew were saved by the Norwegian steamer *Nayland*.—Permanent paid crew: Rewards, 18s.

**Dover, Kent.**—16th February. An aeroplane had been reported to have dived into the sea, but it had come down to within a few feet of the sea and had then flown away.—Partly permanent paid crew: Rewards, £1 18s.

**Longhope, Orkney.**—16th February, 1939. A steam trawler was in distress, but was taken in tow by another trawler.—Rewards, £9 1s.

**Stornoway, Isle of Lewis.**—18th February, 1939. A rocket had been reported off the Isle of Skye, but later it was thought to have been a meteor, as no vessel in need of help could be found.—Rewards, £8 17s. 9d.

**Southend-on-Sea, Essex.**—26th February, 1939. An aeroplane had come down in the sea, but the pilot was saved by a motor boat.—Rewards, £10 1s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**—28th February, 1939. A steamer was reported to be aground, but she was found to be at anchor close to the Scroby Sands.—Rewards, £21 6s.

**Holyhead, Anglesey.**—28th February, 1939. A flare had been reported, but nothing could be found.—Rewards, £11 5s.



## Shoreboat Services.

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

### February Meeting.

**Ballycotton, Co. Cork.**—On the 2nd January, 1939, the crew of four of the motor trawler *Yankee Girl* were rescued by another fishing boat.—Rewards, £2 10s., with £3 for loss of fishing, and 2s. 6d. for fuel used, together with a letter of thanks to the owner of the boat.

(A full account of this service appeared under Ballycotton in "Services of the Life-boats," in the last issue of *The Life-boat*.)

**Dungeness, Kent.**—The motor fishing boat *Little Dick*, of Dungeness, had trouble with her engine at 1 P.M. on the 8th January, 1939, when about a mile off Lade coastguard station. A strong S.W. wind was blowing, with a moderate sea. Two men who were fishing near-by went to her help and towed her into safety at moderate risk. They broke their bowsprit on landing.—Rewards, £1, with a grant of 7s. 6d. towards repairs to the bowsprit, and 1s. 6d. for fuel used.

**Tenby, Pembrokeshire.**—During the afternoon of the 18th January, 1939, the motor boat *Stephen Harding*, of Caldy, belonging to Caldy monastery, with three men on board, lost her propeller and shaft when about two and a half miles S.S.E. of Tenby, and drifted towards Quarry Point. A light N.W. breeze was blowing, with a heavy swell. At the request of the station honorary secretary a fisherman put out in his motor boat and towed the *Stephen Harding* into harbour.—Rewards, 10s., and 3s. for fuel used.

### March Meeting.

**Walmer, Kent.**—On the 18th January, 1939, the motor boat *Rose Marie* helped the life-boat to save the yacht *Leigh Hall*.—Rewards, £3 10s., 12s. for fuel used and 12s. for damage to tow-ropes.

(For a full account see "Services of the Life-boats," Walmer, page 94.)

**Purton, Gloucestershire.**—At about 7.30 P.M. on the 4th February, 1939,

three motor vessels were swept up the River Severn by a very strong tide. Soon afterwards they were seen drifting helplessly, but no help could be given to them. About 10 P.M. one of them drifted down towards Sharpness on the ebb tide. A tug went out to her but there was no one on board. The other two grounded on sandbanks—one bottom upwards and the other with a heavy list. A S.W. wind was blowing, and the water was choppy. The vessel with the heavy list was the *Severn Traveller* and shouts could be heard coming from her. No tug could get alongside as the water was too shallow, and three men put off in a 16-foot rowing boat. They had first to drag her about 400 feet over the mud. They succeeded in taking two men off the *Severn Traveller*. These were the only two rescued from the three vessels. Six others were drowned. The three rescuers ran great risk owing to the state of the river, the darkness, and the danger of grounding on sandbanks.—Rewards, £2 and a framed letter of thanks to each of the men, Mr. L. Keedwell, Mr. G. Cook, and Mr. E. Robins, and £10 10s. sickness allowance to one of the rescuers who, as a result of the service, was taken ill with pneumonia.

**The Humber, Yorkshire.**—On the morning of the 11th February, 1939, some men working at Haile Fort went to the Lincolnshire coast in a small rowing boat. One man tried to row the boat back to the Fort but failed to make it, and was driven by wind and tide towards Spurn Head. He was reported by the signal station and, as he was then too close in for the life-boat to go to him, Coxswain Cross and his men directed him where to land. He was, however, too exhausted and as he neared the beach a sea swamped the boat and threw him into the water. Coxswain Cross and his crew went into the sea and pulled him to safety.—Reward, a letter of thanks to Coxswain Cross and his crew.

## The Annual Meeting.

THE hundred and fifteenth annual meeting of the Governors of the Institution was held at the Central Hall, Westminster, at 3 P.M. on Wednesday, 26th April. Over 2,500 people were present.

H.R.H. the Duke of Kent, K.G., President of the Institution, was in the chair.

The other speakers were: Commodore the Right Hon. the Earl Howe, P.C., C.B.E., V.D., A.D.C., R.N.V.R., a vice-president of the Institution; the Ven. Archdeacon Thomas Crick, C.B.E., M.V.O., M.A., R.N., the Chaplain of the Fleet; Sir Godfrey Baring, Bt., chairman of the Institution and Admiral of the Fleet Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., a member of the committee of management of the Institution.

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

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

The representatives of foreign countries were: Their Excellencies the Turkish Ambassador and the Ministers for the Netherlands, Norway, Denmark, Greece, Hungary, Finland and Latvia, the German Chargé d' Affaires, and the Secretary to the Italian Embassy.

The Mayors and Mayoresses of the forty-nine cities and towns were: The Mayors and Mayoresses of Westminster, Wanstead and Woodford, Greenwich, West Ham, Wallington, Wandsworth,

Watford, Lewisham, New Malden, Romford, Chelsea, Hackney, Ealing, St. Albans, Holborn, Hammersmith, Islington, Lambeth, Kensington, Stoke Newington, Bexley Heath, Twickenham, Woolwich, Dartford, Paddington, Wembley, Finchley, Epsom and Ewell, Wood Green, Finsbury, Leyton, Tottenham, Barnes, Ilford, Gravesend, Great Yarmouth, Droitwich, Worthing, Hythe, Wallasey, Conway, Wrexham, and St. Ives, the Mayors of Bromley, Aldeburgh, and Brighton, the Provost of Nairn, and the Mayoresses of Bermondsey and Dagenham. The Chairmen of the Urban District Councils of Ruislip—Northwood, Brixham, Clacton, and Holyhead also accepted the invitation.

A party of boys from the training ship *Arethusa* was also present.

### The President's Address.

THE DUKE OF KENT'S address is on page 73.

### Presentation of the Report for 1938.

SIR GODFREY BARING, Bt., chairman of the Institution, presented the annual report and accounts for 1938, and they were adopted.

### Election of Vice-Presidents and Committee of Management.

LIEUT.-COL. C. R. SATTERTHWAITHE, O.B.E., secretary of the Institution, read the list of those nominated as vice-presidents, treasurer and other members of the committee of management, and auditors for the ensuing year. Those nominated were elected and the list appears in the annual report for 1938.

### Presentation of Medals.

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

#### NEW BRIGHTON, CHESHIRE.

COXSWAIN WILLIAM H. JONES. The silver medal for the rescue of three of the fishing boat *Progress* and the crew of four of the schooner *Loch Ranza Castle* on 23rd November, 1938.

MR. JOHN R. NICHOLSON, second coxswain. The bronze second-service clasp for the same service. Mr. Nicholson won the bronze medal in 1928.

MR. WILFRED GARBUTT, motor mechanic. The bronze second-service clasp for the same service. Mr. Garbutt won the bronze medal in 1928.

MR. JOHN E. MASON, second motor mechanic. The bronze medal for the same service.

MR. WILLIAM S. JONES, bowman. The thanks of the Institution inscribed on vellum for the same service.

MR. HARRY STONALL, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

MR. WILLIAM DOUGLAS, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

#### ALDEBURGH, SUFFOLK.

COXSWAIN GEORGE E. CHATTEN. The bronze medal for the rescue of the crews, four in number, of the sailing barges *Astrild* and *Grecian* on 23rd November, 1938.

#### GREAT YARMOUTH AND GORLESTON, NORFOLK.

COXSWAIN CHARLES A. JOHNSON. The bronze second-service clasp for going to the help of seven barges, *Ailsa*, *Britisher*, *Raybell*, *Royalty*, *Cetus*, *Decima* and *Una* on 23rd November, 1938, and rescuing ten men. Coxswain Johnson won the bronze medal in 1922.

#### TORBAY, DEVON.

COXSWAIN WILLIAM H. H. MOGRIDGE. The silver medal for the rescue of the crew of two of the motor crabber *Channel Pride* on the 9th December, 1938. Coxswain Mogridge won the bronze medal in 1935, and the second-service clasp to the bronze medal in 1937.

MR. WILLIAM PILLAR, second coxswain. The thanks of the Institution inscribed on vellum for the same service. Mr. Pillar won vellums for the services in 1935 and 1937. Holder of the Albert Medal for rescuing survivors of H.M.S. *Formidable* on New Year's Day, 1915.

MR. FREDERICK C. SANDERS, bowman. The thanks of the Institution inscribed on vellum for the same service. Mr. Sanders won vellums for the services in 1935 and 1937, and a vellum for a cliff rescue in 1921.

MR. RICHARD T. HARRIS, motor mechanic. The thanks of the Institution inscribed on vellum for the same service.

MR. EDWIN LAMSWOOD, assistant motor mechanic. The thanks of the Institution inscribed on vellum for the same service.

MR. FRED R. TUCKER, a member of the crew. The thanks of the Institution inscribed on vellum for the same service. Mr. Tucker won vellums for the services of 1935 and 1937.

MR. CHARLES BICKFORD, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

MR. FREDERICK LAMSWOOD, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

#### SOUTHEND-ON-SEA, ESSEX.

COXSWAIN SIDNEY H. B. PAGE. The bronze medal for the rescue of the crews, seven in number, of the yacht *Wimpie* and the barges *Glenrosa* and *Audrey* on 2nd June, 1938. Also the second-service clasp to

the bronze medal, for the rescue of the crews, six in number, of the barges *T.F.C.*, *Glenmore* and *Lord Roberts*, on 26th November, 1938.

MR. WILLIAM A. DEER, second coxswain. The thanks of the Institution inscribed on vellum for the service on 26th November, 1938.

MR. HERBERT G. MURRELL, bowman. The thanks of the Institution inscribed on vellum for the service on 26th November, 1938.

MR. REGINALD H. SANDERS, assistant motor mechanic. The thanks of the Institution inscribed on vellum for the service on 26th November, 1938.

#### CLACTON-ON-SEA, ESSEX.

COXSWAIN CHARLES R. ELLIS. The thanks of the Institution inscribed on vellum for the rescue of the crew of seven of the German sailing yacht *Das Wappen von Bremen* on 2nd June, 1938.

#### GOURDON, KINCARDINESHIRE.

COXSWAIN GEORGE MILNE. The thanks of the Institution inscribed on vellum for a courageous launch on 17th December, 1938.

#### NAIRN, NAIRNSHIRE.

MR. GEORGE A. RALPH, skipper and owner of the motor boat *Barbara*. The bronze medal for the rescue of three of the crew of the Russian steamer *Kingissepp* on 27th January, 1937.

MR. GEORGE RALPH, son of Mr. George Ralph. The thanks of the Institution inscribed on vellum for the same service.

MR. GEORGE RALPH GRENIER, grandson of Mr. George Ralph, senior. The thanks of the Institution inscribed on vellum for the same service.

#### HOLYHEAD, ANGLESEY.

COXSWAIN RICHARD JONES. The thanks of the Institution inscribed on vellum for the rescue of the crew of nine of the s.s. *Kyle Prince* on 8th October, 1938.

MR. GILBERT E. BARRS, motor mechanic at Holyhead (now at New Brighton). The thanks of the Institution inscribed on vellum for the same service.

#### GALWAY BAY, Co. GALWAY.

COXSWAIN JOHN GILL. The bronze medal for the rescue of sixteen men belonging to the trawlers *Hatano* and *Nogi* on the night of 16th-17th August, 1938.

MR. JOSEPH DOYLE, motor mechanic. The bronze medal for the same service.

MR. PATRICK FLAHERTY, bowman. The bronze medal for the same service.

MR. PETER GILL, a member of the crew. The bronze medal for the same service.

MR. WILLIAM GORHAM, a member of the crew. The bronze medal for the same service.

MR. JOSEPH FLAHERTY, a member of the crew. The bronze medal for the same service.

**MR. THOMAS FLAHERTY**, a member of the crew. The bronze medal for the same service.

**MR. MICHAEL HERNON**, second coxswain. The thanks of the Institution inscribed on vellum for the same service.

**MR. MICHAEL DIRRANE**, assistant motor mechanic. The thanks of the Institution inscribed on vellum for the same service.

**MR. COLMAN FLAHERTY**, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

**MR. THOMAS BEATTY**, a member of the crew. The thanks of the Institution inscribed on vellum for the same service.

#### ROSSLARE HARBOUR, Co. WEXFORD.

**COXSWAIN JAMES WICKHAM**. The thanks of the Institution inscribed on vellum for the rescue of the crew of four of the motor schooner *M. E. Johnson* on 20th December, 1938. Coxswain Wickham won the silver medal in 1914, the second-service clasp to the silver medal in 1929, and a vellum in 1936.

#### BETTYSTOWN, Co. MEATH.

**MR. MICHAEL GIBSON**, bank clerk, of Drogheda. The thanks of the Institution inscribed on vellum for rescuing a bather at Bettystown on 21st June, 1938.

**MR. PATRICK HOGAN**, army cadet, of Tipperary. The thanks of the Institution inscribed on vellum for the same service.

#### ST. IVES, CORNWALL.

**MR. WILLIAM FREEMAN**. The bronze medal. He was the sole survivor of the crew when the life-boat capsized on 23rd January, 1939. The bronze medal has also been posthumously awarded to the seven men who lost their lives.

#### Commodore the Right Hon. The Earl Howe, P.C.

**COMMODORE THE RIGHT HON. THE EARL HOWE, P.C., C.B.E., V.D., A.D.C., R.N.V.R.** (a vice-president of the Institution): Round the 5,000 miles of the coast of the British Isles there are, I believe, about 2,000 men just like the ones whom we are all delighted to honour here to-day, who have been standing by, night and day, for the whole of the last year—in fact, for the whole of the last 115 years, as Your Royal Highness has reminded us. I am sure you will have gathered from the records of their gallantry to-day that last year was indeed a memorable year and that we owe perhaps an especial debt of gratitude to all our coxswains, our crews, the honorary secretaries, the local committees, and last but certainly not least to the devoted efforts of all the ladies who have contributed to make such wonderful things possible. (*Applause.*)

Your Royal Highness has told us that last year was a record year for services. It was. It was an absolute record in the whole of the Institution's history. Four hundred and eighty-five times were the life-boats called out last year. The previous best was 468, so you will see that we have beaten the record last year by nearly twenty. (*Applause.*)

You must remember also, the circumstances under which those boats had to go to sea. Remember what you have been told about boats going to sea at two or three or four o'clock in the morning. Think of it! It is blowing a howling gale, with sleet and snow, so that you can hardly see your hand in front of your face, yet you have to go to sea to rescue somebody you do not know. You do know who it is. You do not know whether you will ever get back. It is easy enough to do wonderful things when there is a cheering party at the back of you and your pals are all alongside of you, but it takes real courage, as we all know, to go and perform such services as these men perform. On fifty per cent of those 485 occasions, the services were carried out at night. (*Applause.*)

You have heard the wonderful record of what happened at New Brighton, at Torbay, in fact, all round our coasts. Perhaps some of you will remember only three years ago when that brilliant service of the Ballycotton life-boat was honoured in this same hall. (*Applause.*) You will remember, perhaps, what that service meant. The life-boat was away on service for sixty-three hours. She was actually at sea for forty-nine hours of those sixty-three, and during the whole of that time her crew only had three hours' sleep. They were wet through the whole time, and when they came back they were half blind and burnt from the sea, and suffering severely from exposure.

Remember also that there are not only the demands for assistance from ships and vessels, but that the development of aviation has made fresh demands upon the life-boat service. Only the day before yesterday the Jersey life-boat was out for hours looking for a bomber which had been reported to have come down at sea somewhere near the Channel Islands. Actually it had managed, I believe, to make a safe landing on another island, but all the same the service was carried out.

What I am coming to is this: What a really magnificent service it is; with what wonderful boats and equipment; and what implicit trust their crews must have in them to be able to go and do things like that which, for instance, the Torbay life-boat did! In performing a service like that, which was carried out within a few yards of the cliffs, when it was touch and go whether they hit the rocks or not, only the most perfect training, the most absolute co-operation between the motor mechanic and the coxswain, and indeed the excellence of the engines and everything contributing to it, could have saved that boat and her crew on that occasion. (*Applause.*)

Our policy in the Institution is: "Nothing but the very best for the life-boat service." (*Applause.*) Endless care is devoted by the officials of the Institution, who are technical officers of years of service, to seeing how the fittings of the boats, the equipment of the boats, their design and so forth, can be improved. But that is not all. On the committee of management, the names of which you have heard this afternoon, there are no less than nine Admirals serving, of

whom I will just mention one, Admiral of the Fleet Sir Henry Oliver, who is here this afternoon. He is, perhaps, one of the greatest navigational experts the Navy has ever had. (*Applause.*) There are also five distinguished seamen from the Merchant Navy, including Sir Bertram Hayes, who, as you will remember, was Commodore of the White Star Line. There are technical experts, including Sir Robert Dixon, who was Engineer-in-Chief of the Navy. I mention that, Ladies and Gentlemen, because in view of these terrible disasters people may be inclined to wonder whether the Institution devotes enough care and attention to the matter and whether it is run by competent people.

I must say a word about these disasters. They both took place in the case of small boats; one, the St. Ives boat, was a self-righting boat, and the other one, which met disaster the other day at Cullercoats, was a non-self-righting boat. The Institution welcomes criticism as long as it is fair. There is nothing to be said against fair criticism. We can all benefit by it. I have heard the criticism passed in the case of St. Ives: "Why was so small a boat stationed there? Surely you ought to have had a larger boat?" The answer to that is that the boat was stationed at St. Ives was the biggest boat that we could possibly put there. The harbour there dries out at low water and therefore you have to launch your boat from a carriage, and only a boat that is within the capacity of the carriage can be handled. Therefore, the St. Ives boat had to be a small one. It is noteworthy that the boat was chosen by the crew and that there are twenty of those same light, self-righting motor life-boats stationed all round the coast.

The Institution has promised to station at St. Ives one of its largest boats, if only the harbour can be improved and a breakwater built. It will cost the Institution at least £30,000 to do this. That will be the cost of the boat and of the house and slipway. We have promised to do it, and we intend to do it, if we possibly can. (*Applause.*)

You must remember another thing with regard to St. Ives. The vessel to which the life-boat was called out was some miles up the coast, and, if the St. Ives boat had been one of the old type (the pulling and sailing type of boat), I doubt if they would have attempted the service; it could not have been done. It shows you the extraordinary gallantry of that coxswain and the devoted gallantry of the crew that they took the job on. They went out into the teeth of a full Atlantic hurricane in order to try to go to the rescue of people whom they did not know anything about. (*Applause.*) There is one other thing I want to say with regard to St. Ives. We have had boats at that station for nearly a hundred years and during that time they have rescued no less than 434 lives. (*Applause.*)

And so we come to Cullercoats. Cullercoats station was established eighty-seven years ago, and during that time they at Cullercoats have rescued 280 lives—a magnificent record for a small station. Last year this very boat was launched on service three

times. She landed three people on one occasion, but I cannot say that she actually saved any lives; but she was there and ready to do the service had she been called upon.

The Cullercoats boat was of the non-self-righting type. There are twenty-one of that type round the coast, and it is noteworthy, I think, that they have been launched on service on 162 occasions, and have saved altogether 131 lives.

I do not know whether I need explain to so expert an audience the difference between a self-righter and a non-self-righter; but perhaps it would be better if I did. The self-righter is a boat of smaller beam. She is not so stable as the non-self-righter, but if she capsizes she rights herself quickly. She is equipped with an engine which has a special switch so that, when the boat goes over, it stops the engine and the engine has to be started again when she rights herself. You have heard the story of the St. Ives disaster. It is possible, I think, that, if the men had been able to re-start their boat a good many might have been saved. It is possible that she might not have capsized a second and a third time. But the propeller was fouled.

The non-self-righter is a boat of rather larger beam and more stability, and sailors themselves often differ (I have heard them many times differing) upon the respective merits of these two boats. I have often imagined which I would choose if the choice were ever left to me. I think on the whole it would be the non-self-righter; but I do not know.

I noticed on Monday in the *Evening Standard* that an interview had been sought by that paper with two of our most distinguished coxswains. One was Coxswain Blogg whom I am sure everybody here must know—Coxswain Blogg of Cromer. This is what he says with regard to Cullercoats: "I have been a seaman all my life, and forty-five years of it have been spent as a life-boatman. From that experience I say it is impossible to guarantee any boat against disaster. I have been lucky—never been in a disaster to a boat myself. One of our Cromer life-boats is the non-self-righting Liverpool type, the same type as the Cullercoats one that capsized. The St. Ives boat was a self-righter. That capsized, too. So what can you say? It does not matter what the type of boat is, you cannot insure against accidents. All depends on the force of the storm and the judgment of the crew."

Then Coxswain Richard Stephens, of the life-boat station at The Lizard, another most distinguished man; said: "I have just retired after forty years with the life-boat and we have often been out to The Manacles, as wicked a bit of coast as you will find anywhere. I do not think the type of boat has anything to do with it. Every life-boat station chooses its own type according to the sort of launching place it has and the character of the sea. The self-righter capsizes easier, whereas the non-self-righter is steadier in the water. So opinion is divided, and I do not see that the Life-boat Institution can do more than they have done." (*Applause.*)

That is the considered opinion, apparently,

of two of our most distinguished coxswains, and I think we must leave it at that. But it is a disaster indeed of which we feel the full import to-day.

The Institution has, as you know, a tremendous programme of construction. His Royal Highness told us of it just now. We are building at this present time no less than eight different types of boat. The reason why we have to build so many types is because of the very varying conditions under which they have to operate, and we have no less than fifteen different types on service.

I think, too, it is noteworthy that the last pulling and sailing boat has left the Irish coast. The Irish fleet is now completely mechanized. (*Applause.*) The advance in our construction has also entailed another thing. There is the difficulty of twin-screw versus single-screw. I am on the side of twin-screw all the time. I do not like all the eggs being in one basket. That means that we have had to design new boats with twin-screws as against single-screws, and it means also, of course, an added cost. That is one of the reasons why mechanization has added so greatly to the cost and has entailed such demands upon the Institution.

It is a fact that to-day, in order to provide for our life-boat service, we are compelled to draw rather heavily upon our reserve funds. All this entails a greater effort on the part of everyone, and I only wish I were gifted with an eloquence which could adequately convey the thanks which I would like to express to all the ladies who have done such magnificent work for the Institution. (*Applause.*) I say emphatically, in the light of such knowledge as I have of these matters, that it would not be possible to run a life-boat institution in this country were it not for the ladies and the work of the Ladies' Life-boat Guild and of the thousands of workers all up and down the country. (*Applause.*)

These disasters have brought the dangers home to us all. They have underlined the necessity for further effort to spur us on. I appeal to all to see to it that we can continue to give nothing but the very best that money can buy and that skill can devise. (*Applause.*)

Sir, I beg to move the resolution standing in my name:

*That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, gratefully to acknowledge the valuable help rendered to the cause by local committees, honorary secretaries and honorary treasurers, and to express its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members for the work which they have done in raising funds for the life-boat service. (Applause.)*

#### The Ven. Archdeacon Crick.

THE VENERABLE ARCHDEACON THOMAS CRICK, C.B.E., M.V.O., M.A., R.N., Chaplain of the Fleet: One of my earliest recollections

is that of a figure carved in granite, the figure of a life-boatman in his sou'wester and cork jacket, gazing out over the waters of the Irish Sea. It was a memorial to the coxswain and the crew of a life-boat who had all perished together in the attempted rescue of a ship in distress. I grew up in sight of that inspiring figure in granite, so eloquent of unquenchable courage and resource. It has inspired in me from those very earliest days a deep veneration for the life-boat service, and this afternoon I stand here sincerely appreciating the honour of seconding the resolution which to-day is before this meeting.

As the Chaplain of the Fleet, I am proud to be able to say that last year no less than ninety ships of the Royal Navy, and naval barracks and shore establishments, readily and gladly subscribed to the funds of the Royal National Life-boat Institution, and I can say without hesitation that in the great brotherhood of the sea the coxswains and the crews of the life-boats around our shores have no more sincere admirers than their fellow seamen in the Royal Navy. (*Applause.*) In that expression of gratitude I include also, of course, those workers ashore who year after year so faithfully, so consistently, labour in this cause and who, by those labours, have made the life-boat service the great national institution that it is to-day.

May it please Your Royal Highness, I beg to second the resolution. (*Applause.*)

The resolution was put to the meeting and carried unanimously.

#### Presentations to Honorary Workers.

THE SECRETARY: Since the last annual meeting four honorary workers have been appointed honorary life-governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by the President of the Institution.

Two of the new honorary life-governors are present this afternoon to receive their vellums:

DUNBAR AND SKATERAW: MR. WILLIAM BERTRAM, O.B.E., J.P.

SOUTHAMPTON: MR. CHARLES J. SHARP, J.P.

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

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

BEAUMARIS: MRS. MAY BURTON.

BLACKPOOL: MR. LIONEL H. FRANCEYS.

CLACTON-ON-SEA: MRS. MAUD E. FENTON-JONES.

CULLERCOATS: MRS. TOM LISLE.

HYTHE: MAJOR H. R. HILDYARD.

KINGSTON-ON-THAMES: MRS. COOPER-TURNER. Mrs. Cooper-Turner, unfortunately, has been prevented by illness from coming, but her daughter is here to receive her badge.

LIMERICK: MR. CHARLES DOWNEY.  
 LLANELLY: MRS. K. BEVAN JOHN.  
 PORTSMOUTH: SIR HAROLD PINK, J.P.  
 SUTTON COLDFIELD: MISS ANNIE TONKS.

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

#### Sir Godfrey Baring, Bt.

SIR GODFREY BARING, Bt., chairman of the Institution: It is to me a very, very great honour to have the opportunity of moving: *That the hearty and respectful thanks of this meeting be given to His Royal Highness the Duke of Kent, K.G., for presiding over this, the hundred and fifteenth annual general meeting of the Royal National Life-boat Institution.* (Applause.)

We desire to thank Your Royal Highness for having found time in the midst of your manifold activities to preside here once more at our annual meeting. We wish to express our gratitude for the admirable speech which you addressed to us at the commencement of the meeting and, above all, for your continued and deeply appreciated interest in the welfare of the Institution. I am sure the thing which will give Your Royal Highness the greatest pleasure is the satisfaction which you have given to the splendid men who have received awards at your hands to-day. I am certain that they will go back with the honour which has been conferred upon them doubled and trebled by the fact that they received the presentations at Your Royal Highness's hands. (Applause.)

We know that in the early autumn Your Royal Highness is going to take up the most important position of Governor-General of Australia. (Applause.) Your temporary absence from this country will be the homeland's great loss: it will be Australia's great and conspicuous gain. (Applause.) We should wish to offer to Your Royal Highness our most earnest wishes for a prosperous voyage to Australia, a brilliant, successful and fruitful term of office, and, above all, a safe return. (Applause.)

Sir, how delightful it would be if during your Governor-Generalship of Australia the Australian people thought that it would be a graceful act to present a life-boat to the Institution (and, may I add, to endow it) in commemoration of Your Royal Highness's Governor-Generalship. I only throw that out as a respectful suggestion for your consideration. (Laughter and applause.)

I have the honour to move the resolution which stands in my name. It will be seconded by Sir Henry Oliver.

#### Admiral of the Fleet Sir Henry Oliver

ADMIRAL OF THE FLEET SIR HENRY FRANCIS OLIVER, G.C.B., K.C.M.G., M.V.O., a member of the committee of management: I have the honour to second the resolution before the meeting.

SIR GODFREY BARING: *Let that be carried by the loudest applause that has ever been heard in this hall.*

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

## The Portrait on the Cover.

THE portrait on the cover is of ex-Coxswain William Henry Jones, of New Brighton, Cheshire. He was second coxswain from 1921 to 1932 and coxswain from 1932 until the end of 1938, when he retired, on account of age, with a pension and a certificate of service. His outstanding service was his last, the service to the fishing

boat *Progress* and the schooner *Loch Ranza Castle*, in the great gale of 23rd November, 1938, when the wind at New Brighton reached a speed of 108 miles an hour.

For this service Coxswain Jones was awarded the silver medal for gallantry presented to him at the annual meeting this year.

## Naming Ceremonies of Motor Life-boats.

A NEW motor life-boat at New Brighton on the Mersey, *Edmund and Mary Robinson*, was named by her donor, Mrs. Mary Robinson, of Liverpool, on 4th February, the new motor life-boat at Selsey, *Canadian Pacific*, the gift of the Canadian Pacific Steamship Co., was named on 30th May by the Duchess of Norfolk, and the new motor

life-boat at Poole, *Thomas Kirk Wright*, built out of a legacy of some £50,000 from the late Mr. T. K. Wright, of Bournemouth, was named by his niece, Miss K. J. Johnston on 7th June. Accounts of these ceremonies will be published in a later issue, with the accounts of other naming ceremonies during the summer.

### The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1938.

£	s.	d.	
69	18	0	Construction, Repairs, Upkeep and Inspection of Life- boats and Life-boat Stations.
14	8	0	Payments to Life-boat Crews.
12	12	0	Propaganda and Publicity at Headquarters and 1,072 Branches.
3	2	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure see pages 124 and 126.)

### The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1938.

£	s.	d.	
36	12	0	Subscriptions, Donations, and Life- boat Days.
40	16	0	Legacies.
12	0	0	Income from Investments.
9	10	0	Special Gifts.
1	2	0	Other Sources.
<hr/>			
£100	0	0	

(For full Statement of Income see pages 125 and 127.)



## Duke of Northumberland's Life-boat Essay Competition, for Elementary Schools, 1939.

**"You are at the seaside. You get into conversation with a fisherman and find that he is the life-boat coxswain. Describe your conversation with him."**

IN 1938 the competitors in the essay competition were asked to imagine themselves as life-boat coxswains and describe a rescue. They sustained their exciting part with great success. This year they were asked to perform the more tranquil, but not necessarily easier, task (on paper) of carrying on a conversation. The subject was: "You are at the seaside. You get into conversation with a fisherman and find that he is the life-boat coxswain. Describe your conversation with him."

The judges were much impressed by the extent and accuracy of the knowledge shown and by the literary quality of the essays. Most writers kept to the subject, but a few entered on a wider field, discussing with the coxswain his favourite football team and such subjects as unemployment and the European situation.

### Life-like and Lively Talks.

The chief criticism was that a good many writers produced, instead of a conversation, a monologue or a lecture on the Service. Many however gave life-like and lively talks, and a few used dialect very successfully.

Much care was taken to get into conversation in a natural way. Many of the writers met the coxswain by tripping over a rope and colliding with him. Then, after he had recovered his breath, and, in many cases, his temper, they found him ready for a talk.

One Irish writer opened with an elaborate description of a holiday scene on the seashore, a scene, he said, "worthy of the brush of an artist". After noting the large number of children at play he "thanked his lucky stars he was still a bachelor". The same lordly young bachelor opened his conversation with the coxswain "by tossing him a two-shilling piece".

Another writer (aged 10½) began: "I had nothing to do. The roundabouts were closed and so were the swings. There was no afternoon ser-

vice at the church. A seaside holiday and nothing to do!"

A description of the coxswain himself introduced some of the conversations:

"The coxswain's deep blue sweater looked as if it had been in every storm since the Normans conquered England."

"His majestically pointed beard wagged vigorously."

"He was a beefy fellow, with arms like tree trunks."

Another essayist (with perverse ingenuity) described him as "The ancient entrapper of Neptune's children—in short the brown and wrinkled fishermen".

And yet, however beefy a man may be, and however majestically his beard may wag, age will tell in the end. As one writer said:

"The coxswain stopped for a minute in the middle of his story for he was short of breath, being a man of about forty-six years old."

Education also is beginning to tell: "I always expected seamen on this part of the coast to speak with a local accent." He threw back his head and laughed. "Oh no," he cried. "Many of us are well educated and study elocution."

### Waves as High as Skyscrapers.

The storms also inspired some graphic phrases:

"The waves were so high that they looked like buildings like you see in New York."

"The storm was as if Satan and a thousand of his devils had come howling from the bottom of hell."

"The wind was strong and rough, so that everybody looked untidy but cheerful." That last phrase certainly suggests, as perhaps the others do not, that the writer had been to sea and had enjoyed it.

But even after such storms as those described, the coxswain soon recovers. As one essayist writes:

"After making six journeys to the sinking vessel the coxswain fainted,

but on the morrow, after a pint of beer, he felt better."

Many of the conversations ended with the writer putting a coin in the life-boat box:

"At the end of the coxswain's story I said no word of thanks, but walked over to the collecting-box and dropped in my pocket-money for the week."

"I noticed a box bearing the large letters 'Help the Royal National Life-boat Institution'. Unconcernedly my hand ventured into my pocket. Out came a shining shilling—my last shilling—but it rattled into the box."

"I could not help thinking that a pound note in the miniature life-boat at the local post office was not badly placed."

But perhaps the happiest ending came from the Scottish essayist to whom the coxswain said good-bye in the following words:

"'Cheerio, lass! I must be going. It's dinner-time now, and I would rather face an angry sea than an angry wife,' and with these words he took his departure."

#### 2,253 Schools Take Part.

This was the nineteenth competition and 2,253 schools took part, an increase of 50 on 1938. Of this total of 2,253 schools, 1,638 were English, 326 Scottish, 172 Irish and 117 Welsh. There was an increase in England of 51 schools, a small increase in Ireland, and a small decrease in Scotland and Wales.

The number of essays sent in for the inter-school competition was 1,396, sixteen more than in the previous year, and the number of schools which held their own competitions, but did not send in for the inter-school competition was 857, an increase of thirty-four.

#### The Best Essay.

The best essay in Great Britain and Ireland has, for the second year running, come from a London girl. It was written by Rita Daphne Harding, of the Colville Junior Girls' School, Lonsdale Road, Notting Hill, W.11. She is under eleven years old and is one of the youngest of the winning competitors. She has been very successful in putting into an easy and natural conversation the information from the lecture on the life-boat

service given before the essays were written.

In the south-west of England and in the north-west of England the shields have been won by schools which won them in 1936. In all the other seven districts the shields have been won by schools which have never won them before.

#### Successful Towns.

For the fourth year running Ports-mouth (including Southsea) takes the first place in the number of winning schools. It has twelve out of the thirty-five prize-winners in the south-west of England, while the neighbouring borough of Gosport again has five winners. Cardiff is again second with seven. Croydon also has seven; Liverpool and Stoke-on-Trent six each; Walthamstow five, and Edinburgh and Southampton four each.

#### Girls versus Boys.

Last year the boys were more successful than the girls. This year the girls have it. Besides the best essay of all they have won four of the nine challenge shields; and of the total of 315 prizes, girls have won 164 and boys 151. The prize for the best essay of all has now been won twelve times by girls and eight times by boys, a boy and a girl tying for it in 1933.

#### Awards.

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

The 857 schools which did not enter for the inter-school competition, and the 1,081 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school.

**The Institution's Thanks.**

The Institution is most grateful to the Education Authorities for allowing the competition to be held, and in many cases for bringing it to the notice of the schools; to the teachers for the great trouble which they have taken in lecturing to their classes and correcting the essays; and to the judges in the nine districts who, year after year, give the Institution their generous help.

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

LONDON.—Rita Daphne Harding, Colville Junior Girls' School, Lonsdale Road, Notting Hill, W.11.

NORTH-EAST OF ENGLAND.—Stanley

Scholes, Intermediate School, Bullion Lane, Chester-le-Street, Co. Durham.

NORTH-WEST OF ENGLAND.—Evelyn Robinson, Upton Road School, Moreton, Wirral, Cheshire.

MIDLANDS.—Reginald Charles Wing, Mount Senior Mixed School, Newark-on-Trent.

SOUTH-EAST OF ENGLAND.—Betty Perkins, The Tavistock Senior Girls' School, Croydon.

SOUTH-WEST OF ENGLAND.—Norman Christopher Cooper, Oakfield Church of England Boys' School, Ryde, Isle of Wight.

SCOTLAND.—Anne G. Notman, Flora Stevenson School, Comely Bank, Edinburgh.

IRELAND.—Fred Guy Kerrigan, Garvetagh Public Elementary School, Castlederg, Co. Tyrone, Northern Ireland.

WALES.—John W. Staff, Copperworks Boys' School, Llanelly.

**The Best Essay.**

By RITA DAPHNE HARDING (aged 11), The Colville Junior Girls' School, Lonsdale Road, Notting Hill, London, W.11.

I STOOD watching a strong weatherbeaten fisherman haul baskets of crabs over the side of his boat, on to a landing-stage at Cromer. The waves rocked his little boat and his strong body was rocked in rhythmic swing. I walked over the pebbly beach and along the landing-stage.

"Well, young missy," he said, pausing in his work to look up at me, "this ain't the place for young ladies like you, you know."

"I came to look at your boat," I ventured. "I've never seen inside a fishing vessel before."

"Aye, missy, she's one of the best fitted out of the whole fourteen thousand British fishing smacks, but she's not half as good as my old life-boat on the cliffs."

"Surely she's not yours," I said, "she belongs to the Life-boat Institution."

"That she do, but she is half mine."

"How is she?" I asked.

"Well, you see I am the coxswain of her," he said, "and she is my best pal."

"I wish you could spare the time to take me over her," I said.

"Very well," the fisherman said. "We'll have a look at my *Mary Ann*."

He started to stroll along the beach, with me running by his side to keep up with him. "She's a beauty," he said, "one of the best out of all those round our five thousand miles of coast. And," he said proudly, "with me at

her stern she can do almost everything that is put before her."

"Do you mean that if you pushed her under water and filled her with water she could come up and empty herself? I bet she couldn't."

"Well," he answered, "we won't put it to the test. She could do it though, and I'll take you round the boat and show you how its done. Now to empty her of water she has twelve automatic relieving valves or scuppers. These are made so that they will let the water out almost as quickly as it comes in—"

"But while they are open the water comes in, doesn't it?" I interrupted.

"No, it can't, because as soon as the water tries to come in the scuppers close like that," he said, with a movement of his hands.

"But how does the boat keep afloat when she is full of water," I questioned.

"We are just coming to that," he said. "Now the boat is divided into fourteen water-tight cases and a hundred and sixty air-tight cases. Now if any of these get knocked or broken she still has all the others to rely on."

"What does she run by?" I asked.

"Well, she has two sixty horse-power Diesel engines which enable her to go at a speed of nine knots. She is fitted throughout with electricity, and has a searchlight, a

wireless, and a line-throwing gun. In her stern she has an oil spray for calming the waters round the wreck."

"Where do you put the shipwrecked?" I questioned; "surely you don't leave them out in the wet."

"Oh no, we have a cabin in the boat, and she can carry a hundred people besides a crew of eight."

"Who was the founder of the Life-boat Institution?" I asked; "he must have been a very brave sailor."

"As a matter of fact he wasn't a sailor at all," the fisherman answered to my surprise, "he was in the army. It touched him to see ships dashed to pieces on the rocks and people floundering helplessly in the rough water. He begged the people of England to do something. The first life-boat was an open rowing-boat made buoyant by a cork lining. Very often the boat would capsize and the crew would be thrown into the water and very often injured or drowned. Sir William Hillary was not only the originator of life-boats, but himself one of the bravest of life-boat men."

"Was he very old when he retired from the service?" I asked.

"Yes, he was sixty-four. On the way to a wreck Sir William Hillary was tossed out of the boat when it capsized, and was hauled aboard with three broken ribs."

"Of course you know the boats have improved now. They are made either to be able to right herself when she capsizes or not to be able to capsize at all. She also has four special qualities, great strength, great buoyancy, power to empty water as

soon as she ships it, and lastly, and most important, power to work even when she is badly damaged."

"Where does she get her strength from, surely she is made of the same materials as any other boat?"

"No, missy, that's just where you're wrong. My *Mary Ann* is made of woods from half the countries in the British Empire. English oak," he said, counting on his fingers, "Canadian rock elm, Burmese teak, mahogany and several others."

"I should think a lot of time is wasted when the waves are rough and you can't get near the wreck."

"Yes, there is, but with me being the coxswain we soon beat off the waves with our oil spray here," he said, indicating the spray in the bows, "and that there water gets as calm as a lamb and the passengers are lowered over the side."

"I expect it's rather funny to see people coming over the side of the boat, although it can't seem very funny to them to be let down in the dark into the tossing boat."

"Of course I shan't always be the cox of the boat, I will have to retire soon, being over sixty."

"Oh, well, I really must be going now, and thank you ever so much for listening to me."

"Oh, that's all right, it's a change for someone to take notice of me. It's been interesting talking to you. Good-bye, perhaps I shall see you some other time."

He rose then, and helping me down the steps of the life-boat house he strolled off down the beach whistling, while I hurried off home to an anxious mother.

## Nine Years After.

THE COXSWAIN at Eastbourne has received a picture postcard from Sweden: "Many hearty greetings to you and warm thanks for wonderful rescue of 1930 to all from B. Lindfors." The postcard had a picture of Trafalgar Square.

B. Lindfors was a boy on board the

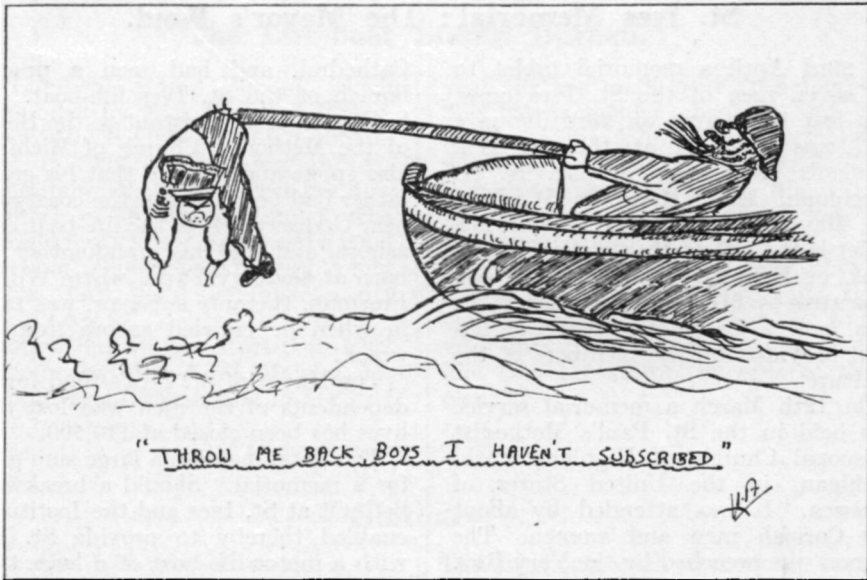
Swedish steamer *Inger* which was in collision off the Royal Sovereign Lightship, about one in the morning of 1st June, 1930, and sank with the loss of fifteen lives. The Eastbourne life-boat found him on an overturned boat four hours after the collision.

## A Lenten Vow.

THE life-boat service has benefited by £5 as the result of a vow by two army officers on Salisbury Plain. They bound themselves to "a particular Lenten abstention," and the penalty for failure was to be a cheque for £2 10s. to the Institution.

One officer sent his cheque for £2 10s. not, he explained, as a penalty, but as "a thank-offering for his success in keeping the vow."

The other officer sent his cheque for £2 10s.



**A NAVAL LIFE-BOAT APPEAL POSTER.**

Used on board H.M.S *Dorsetshire*, at Hongkong, when the ship's company subscribed £31 5s. for the Life-boat Service



**AN INN SIGN.**

This is the new sign of *The Life-boat Inn* at Brancaster, Norfolk, and has been painted from the picture, by the late Mr. Charles Dixon, R.I., of the Cromer service to the barge *Sepoy* in December, 1933. It is reproduced by courtesy of the Morgan Brewery Co., Norwich, owners of the inn.

### St. Ives Memorial: The Mayor's Fund.

ON 23rd April a memorial tablet to the seven men of the St. Ives crew, who lost their lives on 23rd January last, was unveiled at the St. Ives Seamen's Institution by Mr. N. A. Beechman, M.C., M.P. for St. Ives. The Mayor of St. Ives presided. The tablet is the gift of Messrs. Gardiner & Sons, of Bristol; the frame has been presented by Mr. Robin Nance, of St. Ives, and a barometer above it has been provided by the members of the institute.

On 12th March a memorial service was held in the St. Paul's Methodist Episcopal Church, of Highland Park, Michigan, in the United States of America. It was attended by about 800 Cornish men and women. The sermon was preached by the Very Rev. Dr. Kirk O'Farrell, Dean of the Cathedral, who mentioned that last year he had preached in Truro

Cathedral, and had seen a practice launch of the St. Ives life-boat. Dr. Sidney D. Eva, assistant to the Bishop of the Methodist Church of Michigan, also spoke and recalled that his grandfather had been chief of the coastguard near Godrevy, where the life-boat came ashore, and that his grandmother was born at Godrevy Farm, where William Freeman, the only survivor, was taken in when he crawled ashore from the wreck.

The Mayor of St. Ives's fund for the dependents of the men who lost their lives has been closed at £10,500.

This total includes a large sum given for a memorial. Should a breakwater be built at St. Ives and the Institution enabled thereby to provide St. Ives with a motor life-boat of a large type, with a boat-house and launching slipway, it is proposed that the memorial should be placed near the slipway.

### Centenary of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

THE Shipwrecked Fishermen and Mariners' Royal Benevolent Society completed its first hundred years of work in February, 1939. The Institution sent its cordial congratulations to the Society on its magnificent record of 897,801 fishermen, sailors and their families helped during those hundred years, and its best wishes for the success of its indispensable work as it enters on its second century.

The Society's object is to provide lodging, board, and clothing, for all persons, whatever their nationality, who are landed after shipwreck or other mishap at sea, and to pay their fares to their homes. Immediate relief grants are given to the dependents of those lost at sea, and further grants are made to widows, orphans and parents of members of the Society. Assistance in old age is also given to members themselves; and membership, which costs a minimum of only 3/- a year, also entitles sailors and fishermen

to relief for personal loss or damage to boats and gear owing to shipwreck or other accident at sea.

Silver and gold medals and other awards are granted by the Society for heroism on the high seas.

All round the coast of Great Britain, and at many points on the coast of Ireland, the Society has honorary agents, whose aid is promptly forthcoming for survivors of shipwreck the moment they are landed.

In its early days the Society maintained a number of life-boat stations. In 1854 these stations, nine in all, were transferred to the Institution. At the same time the Institution resigned to the Society the whole care of the shipwrecked as soon as they had been landed. As Mr. Francis Thorn, who has just retired from the secretaryship, says in his "Brief History of the First Hundred Years," "the two societies have worked in close harmony ever since."

### The Life-boat Stamp Bureau.

THE Life-boat Stamp Bureau, which was founded by Miss Margaret Power, of Mount Royal, Old Common, Cobham, Surrey, in 1933, is continuing and extending its work. Miss Power has now a number of regular customers who want only first-class stamps, and a good clientele of schoolboys who buy penny packets. Last year she made a net profit of over £7.

Another bureau was started in 1937 at Cromer, by Miss A. M. Rawles, 10, Church Street, Cromer, and in her first

year she has made over £6 net profit. She has a regular clientele, and has besides a big sale at the boathouses, where the attendants last year sold over a thousand penny packets. She will be glad to send sheets and packets of stamps on approval.

Both Miss Power and Miss Rawles appeal for gifts of stamps, and they will be very glad to get in touch with any other branches which would like to start stamp bureaus of their own.

### Obituary.

#### Mrs. L. R. Lowe, Gosfield.

MRS. LOUISA RUTH LOWE, of Gosfield Hall, Essex, who died on 24th February in her 95th year had for eighteen years been the president of the Halstead and Gosfield branch, and had taken a very personal and generous interest in its work. She held fêtes, concerts, dances, and whist drives on its behalf at Gosfield Hall. She even used the lake in the grounds to help it, by getting anglers and skaters who came there to contribute to the funds of the branch. In 1932 Mrs. Lowe was awarded the Institution's gold badge, which is given only for distinguished honorary services.

#### Mr. J. J. Marks, Llandudno.

MR. JAMES JONES MARKS, who died on 24th March, at the age of 70, had been the honorary secretary of the Llandudno life-boat station for seventeen years. He had been a member of the committee since 1907, so that he had taken part in the work of the station for 32 years.

His life-boat work was done among many other duties, for he was the county court registrar, for some years a member of the Urban District Council, and for twenty years the honorary organist of his church. In 1936 Mr. Marks was awarded the inscribed binoculars in gratitude for his many services to the Institution.

#### Captain D. H. Gibsone, D.S.O., R.I.N., Berwick-on-Tweed.

CAPTAIN DONALD H. GIBSONE, D.S.O., R.I.N., who died on 7th April, in his 69th year, had been honorary secretary of the Berwick-on-Tweed station since the end of 1925, and in 1936 was awarded the Institution's inscribed binoculars in gratitude for his services to the station. Captain Gibsone had been harbour master at Berwick for 15 years, and had previously served in the Royal Indian Marine and been aide-de-camp to the governor of Eastern Bengal.

### Life-boat Charts for Yacht Clubs.

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

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

## Awards to Coxswains and Life-boatmen.

### Certificates of Service and Pensions.

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

JAMES ROBSON, 31½ years coxswain of the North Sunderland life-boat.

WILLIAM H. GLENDEWAR, 20 years coxswain and 6 years second coxswain of the St. Helier life-boat.

ROBERT HOOD, 12½ years coxswain, 2½ years second coxswain, 17½ years bowman, and 6½ years shore signalman of the Hartlepool life-boat.

JOHN R. WIGNALL, 11 years coxswain and 13 years bowman of the Lytham-St.-Anne's life-boat.

JOHN R. STEPHENSON, 6½ years coxswain, 5 years second coxswain and 12 years bowman of the Flamborough No. 2 life-boat.

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

MICHAEL ROBSON, 11½ years second coxswain, 8½ years bowman and 15 years a member of the crew of the North Sunderland life-boat.

CHARLES FLANIGAN, 33 years bowman and 13 years a member of the crew of the New Brighton life-boat.

E. G. WATKINS, 25 years shore signalman and 20 years a member of the crew of the Angle life-boat.

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

GEORGE S. SHIEL, 10½ years bowman and 16½ years a member of the crew of the North Sunderland life-boat.

JOSEPH ROURKE, 66 years a member of the crew of the Howth life-boat.

THOMAS A. GAGHRAN, 47 years a member of the crews of the Walmer and Kingsdown life-boats.

WILLIAM RANKIN, 41 years a member of the crew of the Holy Island life-boat.

ALEXANDER MARKWELL, 27 years a member of the crew of the Holy Island life-boat.

A PENSION has been awarded to:

STEPHENSON KNAGGS, 6½ years second coxswain and 5 years bowman of the Flamborough No. 2 life-boat.

GEORGE TART, 13 years bowman of the Dungeness No. 2 life-boat.

A GRATUITY has been awarded to:

WILLIAM HUGHES, 5½ years coxswain of the Porthdinllaen life-boat.

THOMAS STEPHENSON, 6½ years bowman of the Flamborough No. 2 life-boat.

## Awards to Honorary Workers.

### Honorary Life-Governor.

Mr. CHARLES J. SHARP, J.P., has been appointed an Honorary Life-Governor of the Institution and has 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, in recognition of the valuable help which he has given to the life-boat service as chairman of the Southampton and District branch for the past twenty-three years.

### Thanks of the Institution on Vellum.

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

Mr. CHARLES SHILLITOE, on his retirement after sixteen and a half years as honorary secretary of the Salcombe and Hope Cove station branch.

### Gold Badge.

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

Alderman Sir HAROLD R. PINK, J.P., chairman, Portsmouth, Southsea and District branch.

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

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

Mr. D. D. KENNEDY, honorary treasurer, Hauxley and Amble station branch.

Mrs. F. TINKER, honorary treasurer, Skelmanthorpe branch.

### Record of Thanks.

The RECORD OF THANKS has been awarded to:

Mrs. S. EKINS, worker, Leamington Spa branch.

Mr. C. K. JONES, honorary treasurer, Teesmouth branch.

Miss E. PRATT, worker, Leamington Spa branch.



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

**Thursday, 9th February, 1939.**

Sir GODFREY BARING, Bt., in the chair.

Resolved that the St. Ives, Cornwall, station be temporarily closed.

Resolved that a joint meeting of the boat and construction committees be held at an early date to consider the general question of the future of self-righting motor life-boats and other relevant matters.

Paid £33,455 11s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£178 11s. to pay the rewards for life-boat services;

£405 12s. 9d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 87–94);

£19 5s. 6d. for assemblies of crews, etc.;

£161 7s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at New Brighton, Rye Harbour and St. Ives;

£33 3s. to men for injury in the life-boat service at Aberdeen, Cromer, Flamborough and Whitby.

Voted £33 on account of additional rewards to the crews of the Padstow, Penlee, and Rosslare Harbour life-boats.

(Accounts of these launches appear on pages 87, 92 and 94.)

Reported the capsizing of the St. Ives life-boat on service on the 23rd January, 1939, with the loss of seven of her crew of eight, approved the pensions granted to the dependants under the Institution's pension scheme and made a donation of £10 to the survivor.

Voted a compassionate grant of £5 to Alfred E. Tart in view of his long services as second coxswain and winchman at the Dungeness life-boat station.

Voted a compassionate grant to cover the funeral expenses of A. Redpath, the late motor mechanic at Holyhead, who died from illness while in the service of the Institution, and the removal expenses of his widow to London.

Voted £7 14s. 6d. to pay the rewards for the Ballycotton, Dungeness, and Tenby shoreboat services, accounts of which appear on page 97.

**Thursday, 9th March, 1939.**

Sir GODFREY BARING, Bt., in the chair.

Resolved that the services of Captain E. S. Carver, R.D., R.N.R., superintendent of stores, be extended to 31st December, 1940.

Resolved that Mrs. E. Leeming and Mr. J. Terry (now joint secretaries) be appointed independent organizing secretaries for Greater London, their respective districts to

be named Central London (with parts of Kent and Surrey) and Outer London.

Resolved that a letter of congratulation be sent to the Shipwrecked Mariners' Society on the attainment of its centenary.

Reported the receipt of the following special contribution:—

£ s. d.

The late Mr. James Attfield,

F.C.A. 500 0 0

Paid £31,541 3s. 1d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£96 4s. 6d. to pay the rewards for life-boat services;

£92 9s. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 94–96);

£2 19s. for assemblies of crews, etc.;

£5 6s. 10d. additional rewards for services already reported;

£492 17s. 9d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, St. Ives, Troon and Whitby;

£82 17s. 6d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Moelfre, Newhaven, and Port St. Mary.

Voted £5 on account of additional rewards to the crew of the Walmer life-boat.

(An account of this launch appears on page 94.)

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

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

Awarded posthumous bronze medals to three and bronze second-service clasps to the other four of the seven men who lost their lives in the life-boat disaster at St. Ives on the 23rd January, 1939, the medals to be given to the widows, and a bronze medal to the one survivor.

Voted £200 17s. 3d. to defray the funeral expenses of the seven men who lost their lives in the St. Ives life-boat disaster of the 23rd January, 1939.

Voted £10 14s. to pay the rewards for shoreboat services at The Humber, Purton (River Severn) and Walmer, accounts of which appear on page 97.

## News from the Branches.

1st February to 30th April.<sup>1</sup>

### Greater London.

**BALHAM.**—Special meeting. Branch formed. Lieut.-Colonel G. F. Doland, O.B.E., J.P., M.P., L.C.C., patron; the Mayor of Wandsworth, president; Engr. Rear-Admiral W. M. Whayman, C.B., Councillor Evan Rees, M.I.G.E., Councillor G. F. Beare, Mr. F. Beare, Mr. E. Wadlow, Mr. J. W. Lightfoot, vice-presidents; Mrs. G. Beare, chairman; Mrs. A. Martin, vice-chairman; Mr. J. M. Tokeley, honorary treasurer; Mrs. Haskings, honorary secretary; Mr. J. C. Hounsfield, A.C.A., honorary auditor.

**BARNET.**—Mrs. Bernard Smith appointed joint honorary secretary in succession to Mrs. Moore.

**BATTERSEA.**—Major H. C. Gribble, D.S.O., appointed honorary treasurer in succession to Mr. J. Morrish. Lecture to Battersea and Wandsworth British Legion.

**BEXLEYHEATH.**—Dance. Whist drive with short address. Rummage sale.

**BURNT OAK, EDGWARE.**—Life-boat ball at Edgware.

**CHELSEA.**—Annual meeting on 7th February at the Royal Hospital Chelsea, by kind permission of General Sir Harry and Lady Knox. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1938 £386, an increase of £28 on 1937.

**CLAPHAM.**—Annual meeting on 21st April. Efforts of the past year: Whist drives, garden fête, life-boat day. Amount collected in 1938 £459.

Whist drives.

**CROYDON.**—Lantern lecture at Whitgift School by Mr. Drynan.

**EALING.**—Life-boat day workers' meeting. Speakers: Captain E. S. Carver, R.D., R.N.R., superintendent of stores, and the district organizing secretary. Address by Mr. V. Leleux to Ealing League of Nations Union.

**ELTHAM.**—Addresses to Eltham British Legion and New Eltham Branch West Woolwich Conservative Association.

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

**HACKNEY.**—Annual meeting on 1st March, the Mayor, patron, presiding. Speakers: Councillor W. E. Loweth, C.B.E., D.C., J.P., president, Mrs. Wilson, chairman, Mrs. White, honorary secretary, and Flight-Lieut. W. E. Westwood, honorary treasurer. Amount collected in 1938 £64, an increase of £60 on 1937.

**HAMMERSMITH.**—Whist drive, with short annual meeting during the interval at which the Mayor, president of the branch, was in the chair. Speakers: Lieut.-Col. C. R.

Satterthwaite, O.B.E., secretary of the Institution, Sir Marshall Hays, J.P., chairman, and Mrs. Rosefield, honorary secretary. Efforts of the past year: Life-boat day, swimming gala. Amount collected in 1938 £65, an increase of £27 on 1937.

**HORNSEY.**—Annual meeting on 27th February, the Mayor, president, in the chair. Speakers: Colonel A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution, and Councillor J. L. R. Webb, honorary secretary. Efforts of the past year: Whist drives, dance, life-boat day. Amount collected in 1938 £312, an increase of £12 on 1937.

Whist drive organized by Mr. E. H. Bennett, assistant honorary secretary, and Mrs. Bennett, with address by the district organizing secretary.

**HOUNSLOW, HESTON AND ISLEWORTH.**—Whist drive at Hounslow organized by Miss Ankritt, honorary secretary, and the branch committee, with address by the district organizing secretary; and presentation of prizes by Mrs. E. H. Keeling.

**ISLINGTON.**—Life-boat day workers' meeting at the Town Hall. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

**MALDEN AND COOMBE.**—Whist drive with address by the Rev. G. M. Longsdon, M.A., president of the branch.

**PINNER.**—Miss Livingstone appointed honorary secretary.

**ROMFORD.**—Lantern lecture to Carlisle Guild by Mr. A. A. Lamb, honorary secretary.

**ST. ALBANS AND DISTRICT.**—Special meeting, the Mayor, chairman, presiding. Speakers: Miss Silvester, honorary secretary, and the district organizing secretary.

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

**STOKE NEWINGTON.**—Special meetings, the Mayor presiding. Speaker: The district organizing secretary.

**SURBITON.**—Drawing room meeting, by kind permission of Mrs. Blay. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

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

**TWICKENHAM.**—Annual meeting on 6th February. Alderman Edgar Ollis, J.P., chairman, presiding. Speaker: The district organizing secretary. The Mayor attended and was elected president. Amount collected in 1938 £46.

Address to Townswomen's Guild.

**UXBRIDGE.**—Life-boat day at Iver, Iver Heath and New Denham.

<sup>1</sup> In the March issue the news was incorrectly given as from 1st October to 31st December, 1938. It should have been to 31st January, 1939.

**WELLING.**—Social afternoon with address by Captain E. S. Carver, R.D., R.N.R., superintendent of stores. Whist drives held monthly.

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

**WIMBLEDON, MERTON AND MORDEN.**—Whist drive, with presentation of the statuette of a life-boatman, awarded by the Institution, to Miss Johnston, honorary treasurer, by Mrs. Whyham, honorary secretary.

**WOODFORD AND DISTRICT.**—Lantern lectures at Woodford Green by Mr. G. E. Hovell, at Wanstead, by Mr. Wilton, and at Buckhurst Hill. Visit of St. Aubyn's School, Woodford Green, to storeyard.

Lantern lectures to Camberwell Public Libraries, Livesey Library, and to the South London Art Gallery, by Mr. V. Leleux.

Lectures to Brockley Baptist Church, Goffs Oak Women's Institute, and to the Union of Girls' Schools for Social Service, Peckham, Dulwich Scientific and Literary Association, and at Willesden.

#### North-West of England.

**ACCRINGTON.**—Annual theatre collections.

**APPLEBY.**—Life-boat day.

**ASHTON - UNDER - LYNE.**—Annual meeting on 17th April, the Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: American tea. Amount collected in 1938 £22.

Presentation to Mrs. H. Ashworth, honorary secretary of the Ladies' Life-boat Guild, of the statuette of a life-boatman, awarded to her by the Institution.

Life-boat day. British tea.

**BACUP.**—Life-boat days.

**BARROW-IN-FURNESS.**—Whist drives organized by the Ladies' Life-boat Guild. Address by the district organizing secretary to the Barrow Sailors' Home Mission and Institute.

**BLACKPOOL.**—Annual meeting on 23rd February, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, Sunday service, life-boat launches with collections, collections at life-boat house and sale of souvenirs, collections in hotels and boarding houses. Amount collected in 1938 £2,673, an increase of £1,818 on 1937.

Seventh annual life-boat Sunday service at the Church of St. Stephen-on-the-Cliffs. The Mayor and Mayoress, members of the town council, officials and workers of the Blackpool branch and members of the Blackpool and Fleetwood life-boat crews attending. Preacher: The Rev. Canon F. B. Freshwater, vicar of St. Stephen's and chaplain of the Blackpool branch. The Lessons were read by the coxswain and second-coxswain. The Blackpool life-boat band, conducted by Mr. J. Brier, accompanied the service.

**BOLTON.**—Annual meeting on 23rd March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, annual Ladies' bowling handicap, whist drives. Amount collected in 1938 £273. Mr. Arthur Lawson elected chairman of the branch.

"Mile of Pennies" effort in progress. Address to members of the Soroptimist Club of Bolton. Whist drive. Whist drive arranged by Mrs. W. E. Topping.

**BREDBURY.**—Life-boat day.

**BRIERFIELD.**—Bridge drive.

**BURY.**—Annual meeting on 30th March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £140.

**CARLISLE.**—Annual meeting on 24th February, the Rev. Canon Boulton, Vicar of Crosby-on-Eden, presiding in the absence of the Dean of Carlisle. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day at Silloth, whist drive and dance. Amount collected in 1938 £172.

**CARNFORTH.**—Presentation to Mrs. W. Mason, honorary secretary, of the statuette of a life-boatman, awarded to her by the Institution.

**CHESTER.**—Annual meeting on 14th March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, Mayor's appeal for subscriptions. Amount collected in 1938 £184, an increase of £3 on 1937.

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

**CLITHEROE AND CHATBURN.**—Life-boat day.

**COCKERMOUTH.**—Annual meeting on 7th March, Lady Lawson, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £48, an increase of £6 on 1937.

**COLNE, AND CONGLETON.**—Life-boat days.

**CROMPTON AND SHAW.**—Whist drive.

**DALTON - IN - FURNESS.**—Annual house-to-house collection.

**DARWEN.**—Special meeting on 21st April, the Mayor in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £25.

**DOUGLAS.**—Annual meeting on 14th January, Deemster Farrant, president, in the chair in the absence of the Lieutenant-Governor of the Isle-of-Man. Efforts of the past year: Life-boat day, sacred service, collections at life-boat house, collections in hotels and boarding houses. Amount collected in 1938 £682.

Cinema performance with collections.

**EARBY.**—Bridge and whist drive.

**FARNWORTH.**—Annual meeting on 27th February, Mrs. J. Johnston, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £65.

Whist drive.

**HEYWOOD.**—Whist drives.

**HINDLEY.**—Annual meeting and whist drive on 15th February. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1938 £65, an increase of £7 on 1937.

Mrs. Baxter elected honorary treasurer in succession to Mrs. Wilson.

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

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

**HYDE.**—Annual meeting on 4th April, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days, whist drives. Amount collected in 1938 £74.

**KENDAL.**—Annual bridge and whist drive. Life-boat day.

**KESWICK.**—Life-boat day.

**LAKE DISTRICT.**—Bridge and whist drive, organized by Mrs. M. Musgrave and Mrs. D. Kendall.

**LEIGH.**—Life-boat day.

**LIVERPOOL.**—Annual meeting on 31st March, the Lord Mayor, president, in the chair. Speaker: Colonel A. D. Burnett Brown, M.C., T.D., deputy-secretary of the Institution. Efforts of the past year: House-to-house collections by the Ladies' Life-boat Guild, shipping appeal, masonic appeal. Amount collected in 1938 £2,386.

Life-boat day.

**LYMM AND HEATLEY.**—Life-boat day.

**LYTHAM ST. ANNE'S.**—Annual meeting on 24th March, Alderman W. Ingham presiding in the unavoidable absence of the Mayor. Speaker: The district organizing secretary. Amount collected in 1938 £238.

Presentation of the certificate of service awarded by the Institution to Ex-coxswain J. R. Wignall.

American tea organized by the Lytham Ladies' Life-boat Guild.

**MACCLESFIELD.**—Annual meeting on 28th April, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £144.

**MANCHESTER, SALFORD AND DISTRICT.**—

**ALDERLY EDGE.**—Life-boat day.

**CHEADLE HULME.**—Special meeting, Councillor Mrs. H. Hartley in the chair. Speaker: The Manchester, Salford and District branch secretary. Ladies' Life-boat Guild re-constituted and the following officers elected: President, Councillor Mrs. H. Hartley; vice-presidents, Mrs. Blezard, Mrs. Brimble; honorary treasurer, Mrs. Levell; joint honorary secretaries, Miss V. Littler and Miss G. Kirkham.

Special meeting on 31st March, Coun-

cillor Mrs. H. Hartley, president, in the chair. Speaker: The branch secretary. Exhibition of life-boat films by Mr. T. S. Rothwell. Life-boat day.

**CHEETHAM HILL.**—Annual meeting on 20th February, Dr. I. W. Slotki, M.A., Litt.D., president, in the chair. Mrs. A. Moss elected honorary secretary in succession to Miss R. Slotki.

**CHORLTON - CUM - HARDY.**—Special meeting, Mrs. T. Silvey elected president; Miss E. A. Bough, honorary treasurer; Mrs. Thorne, honorary secretary.

**ECCLES.**—Annual meeting on 21st March, the Mayor, president, in the chair.

**GORTON.**—Ninth annual cabaret, supper-dance and whist drive.

**KNUTSFORD.**—Annual meeting on 8th March, Miss G. Ashworth, honorary treasurer, in the chair. Life-boat day.

**LEVENSHULME.**—Annual meeting on 26th April. Mr. J. MacGregor elected honorary secretary in succession to Miss Sunny Lowry.

**MANCHESTER.**—Special meeting on 2nd March. Mr. P. T. Eckersley, J.P. M.P., elected chairman of the executive committee in succession to the late Alderman Joseph Crookes Grime, O.B.E., J.P.

Annual meeting of Ladies' Life-boat Guild on 27th April, Miss F. M. Grime, president, in the chair.

Dance arranged by the Economic Youth Movement. Address by the branch secretary to members of the Economic Youth Movement.

**NORTHENDEN.**—Address by branch secretary to the Young People's Guild of Service.

**PLATTING.**—Special meeting, Alderman A. James, J.P., in the chair. Speaker: the Manchester, Salford and District branch secretary. Life-boat Guild formed and the following officers elected: Patron, the Rt. Hon. J. R. Clynes, D.C.L., J.P., M.P.; president, Sir Frederick J. West, C.B.E., J.P.; vice-presidents, the Rev. J. S. Hepworth, Mr. Geoffrey Parkes, Mr. J. Warden Stansfield, M.A.; chairman, Alderman A. James, J.P.; vice-chairman, Councillor C. F. Howarth; honorary treasurer, Mr. W. P. Robson.

**SALFORD.**—Address by the branch secretary to members of the Salford Methodist Guild.

**STYAL.**—Life-boat day.

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

**WHITWORTH PARK AND CHORLTON - ON - MEDLOCK.**—Whist drive, organized by Miss Amy Robinson, president of the Ladies' Life-boat Guild.

**WILMSLOW.**—Life-boat day.

**MIDDLEWICH.**—Life-boat day.

**MILNTHORPE.**—Annual meeting on 2nd March, Mr. W. Iniff in the chair. Amount collected in 1938 £29, an increase of £8 on 1937.

Mr. W. Houghton elected chairman, and Mr. F. S. Fox honorary secretary in succession to Mr. W. Iniff.

Life-boat day.

**MORECAMBE AND HEYSHAM.**—Dance, bridge and whist drive, organized by the Ladies' Life-boat Guild.

**MOSSLEY.**—Life-boat day.

**NANTWICH.**—Annual meeting on 15th February, Mrs. C. A. Codrington, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £89, an increase of £14 on 1937.

**NEW BRIGHTON.**—Naming ceremony of the new motor life-boat (a special report will appear in a later issue of *The Life-boat*). Annual dinner and entertainment to the life-boat crew.

**NORTHWICH.**—Life-boat day. Bridge drive, organized by Mrs. Gillbert, Mrs. Harper and Mrs. Batty.

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

**ORRELL.**—The branch has suffered a severe loss by the death of Mrs. W. Nixon, a member of the committee.

**PEEL.**—The station has lost an old coxswain by the death, at the age of 65, of Coxswain Charles J. Cain. He served as second-coxswain for five years and coxswain for 15 years, retiring in 1920, when he was awarded a certificate of service and a gratuity.

**POYNTON AND WORTH.**—Annual dance, whist drive, life-boat day.

**PRESTON.**—Annual meeting on 20th February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day in the outlying districts. Whist drive. Amount collected in 1938 £207, an increase of £35 on 1937.

**RADCLIFFE.**—Whist drive, arranged by Mrs. Etheridge.

**ROCHDALE.**—Annual meeting on 8th February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £151.

**ROMILEY.**—Life-boat day.

**RUNCORN.**—Bridge drive, organized by the Ladies' Life-boat Guild.

**ST. HELENS.**—Whist and bridge drives.

**SADDLEWORTH.**—Life-boat day.

**SILVERDALE.**—Annual meeting on 15th March, Mrs. E. S. Sharp, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £38.

Mrs. Makin appointed chairman of the Guild.

Gardens of Grey Walls opened to the public.

**SOUTHPORT.**—Whist drive, organized by Mrs. J. L. Curlander.

**STOCKPORT.**—Thanksgiving service at Christ Church, attended by officers and members of the branch and Ladies' Life-boat Guild committees, the Portwood Sea Cadet Corps, assistant county commissioner Martin and his Sea Scouts. Preacher: the Rev. T. F. Ethell. Whist and bridge drive, organized by the Ladies' Life-boat Guild. Life-boat days.

**TODMORDEN.**—Annual meeting on 28th March. Speaker: The district organizing secretary. Effort of the past year: Life-boat day. Amount collected in 1938 £79.

**WESTHOUGHTON.**—Whist drive.

**WHITEHAVEN.**—Special meeting, Mr. A. C. S. Thom-Postlethwaite, in the chair. Speaker: The district organizing secretary. Branch re-constituted, and the following officers elected: President, Lady Ponsonby; chairman, Mrs. A. C. S. Thom-Postlethwaite; honorary treasurer, Mr. T. M. Oldfield; honorary secretary, Miss Margaret I. Walker.

**WIDNES.**—Annual meeting on 22nd February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £32, an increase of £6 on 1937.

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

**WIGAN.**—Annual bridge and whist drive.

### North-East of England.

**BADSWORTH.**—Whist drive.

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

**BENTLY.**—Whist drive.

**BERWICK.**—The branch has suffered a severe loss by the death of Captain D. H. Gibsons, D.S.O., R.I.N., its honorary secretary. (See Obituary.)

Concert.

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

**BLYTH.**—Annual meeting on the 15th March, the Mayor presiding. Efforts of the past year: Dance, whist drive. Amount collected in 1938 £312.

Dinner, whist drive.

**BRIDLINGTON.**—Annual meeting on 7th March. Amount collected in 1938 £224.

Dance.

**BRIGHOUSE.**—Life-boat day.

**CAMPSALL.**—Whist drive and social.

**CAWCROFT AND CLECKHEATON.**—Life-boat days.

**DARFIELD.**—Whist drive.

**DARLINGTON.**—Annual meeting on 29th March, the Mayor presiding. Efforts of the past year: Life-boat day, whist and bridge drives. Amount collected in 1938 £223.

**DONCASTER.**—Life-boat day. Dance at Thurnscoe.

**DRIFFIELD.**—Annual meeting on 8th March. Efforts of the past year: Garden fête. Amount collected in 1938 £25.

**FILEY.**—Dance.

**GOLCAR.**—Whist drive.

**HALIFAX.**—Life-boat day.

**HARROGATE.**—Bridge and whist drive, dance.

**HECKMONDWIKE.**—Life-boat day.

**HEPWORTH AND SCHOLES.**—House-to-house collection.

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

**KEIGHLEY.**—Life-boat day.

**LEEDS.**—Annual meeting, the Mayor presiding. Speaker: the Vicar of Leeds. Amount collected in 1938 £752.

Ball.

**NEWCASTLE.**—Life-boat day.

**OSSETT.**—Bridge drive.

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

**REDCAR AND TEESMOUTH.**—Life-boat crew dinner and social.

**RUNSWICK.**—Whist drive and dance.

**SEAHAM.**—Whist drive and dance.

**SELBY.**—Bridge drive. Life-boat day.

**SHEFFIELD.**—Annual meeting on 19th April, the Lord Mayor presiding. Speaker: the Bishop of Sheffield. Efforts of the past year: Works appeal, life-boat day. Amount collected in 1938 £374, an increase of £12 on 1937.

Dance, jumble sale.

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

**SKIPTON.**—Life-boat day.

**SOUTH KIRBY.**—Collection in cinema, whist drive and dance.

**SOUTH SHIELDS.**—Dinner, bridge and whist drive.

**STAINFORTH.**—Life-boat day.

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

**STOCKSLEY.**—Bridge drive.

**SUNDERLAND.**—Whist drive.

**THORNE MOORENDS.**—Life-boat day.

**TYNEMOUTH.**—Annual dinner.

**WAKEFIELD.**—Bridge, whist drive and dance. Presentations to the retiring president, Mrs. Pickles.

**WASHINGTON, AND WEST HARTLEPOOL.**—Bridge drives.

**WHITBY.**—The station has lost an old officer of the life-boat by the death, at the age of 61, of Mr. James Kelly. He served for 11 years as bowman and second-coxswain, retiring in 1930 with a certificate of service and a pension.

**WITHERNSEA.**—Whist and bridge drive.

#### Midlands.

**ASHBOURNE.**—Life-boat day.

**BIRMINGHAM.**—Annual meeting, the district organizing secretary presiding in the unavoidable absence of Mr. C. H. Dobinson, M.A., chairman. Speaker: Captain R.

Trenam, M.B.E., M.C., organizing secretary for the North-West of England. Amount collected in 1938 £2,469, an increase of £122 on 1937.

Presentation of the statuette of a life-boatman awarded by the Institution to Miss Mabel Upton, of Mosley.

House-to-house collections, arranged by the Ladies' Life-boat Guild, at Alum Rock, Handsworth, West Bromwich, Selly Park and Brookvale. Collection at the Birmingham Hippodrome.

Lantern lectures to the Barford Road Council school, the Court Oak branch of Unionists and to the Birmingham branch and Ladies' Life-boat Guild members. Addresses to the English Martyrs R.C. School, Spark-hill; Selly Park Junior School; the Smethwick Rotarians; the Smethwick Women's Unionists, and the Soho Hill Women's Movement.

Life-boat day at Smethwick.

Annual meeting of the Smethwick branch, the Mayor presiding; speaker: The district organizing secretary. Amount collected in 1938 £69.

Concert arranged by Mr. S. Poynton and his Carnival Concert Party; West Bromwich. Dance arranged by Mrs. Jordan, at Solihull. Contribution scheme arranged by Mrs. Stevens.

**BELPER, BOURNE, and BRIGG.**—Life-boat days.

**BROMSGROVE.**—Presentation of the statuette of a life-boatman, awarded by the Institution to Mrs. Carter, honorary secretary.

**BROWNHILLS.**—Jumble sale.

**CANNOCK.**—Mrs. Beesley appointed honorary secretary.

**COLESHILL.**—Life-boat day.

**COVENTRY.**—Annual meeting, Councillor J. Holt, Deputy Mayor, presiding. Speaker: The district organizing secretary. Amount collected in 1938 £262, an increase of £43 on 1937.

Presentation of the small figure of a life-boatman awarded by the Institution to Mr. W. J. Byden, manager of the Astoria Theatre.

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

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

**LEAMINGTON SPA.**—House-to-house collection.

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

**NEWARK.**—Annual meeting, Mr. R. P. Blatherwick, J.P., presiding, supported by the Mayor, Alderman C. H. Dale. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1938 £78, an increase of £7 on 1937.

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

**NOTTINGHAM.**—Annual display of dancing arranged by the Allen School of Dancing.

**OAKHAM.**—Life-boat day. Film shown at the Regal Cinema.

**PERSHORE.**—Life-boat day.

**PETERBOROUGH.**—Annual meeting, the Mayor presiding. Speaker: Colonel the Lord Sempill, a member of the committee of management of the Institution. Amount collected in 1938 £218, an increase of £99 on 1937.

**RETFORD.**—Life-boat day.

**SHEPHERD.**—Presentation of the record of thanks awarded by the Institution to Miss Goodall, honorary secretary.

**SPALDING.**—Life-boat day.

**STAMFORD.**—Whist drive.

**STOKE-ON-TRENT.**—Bridge and whist drives.

**TETBURY.**—Life-boat day.

**TOWCESTER.**—Whist drive.

**UPPINGHAM.**—Life-boat day.

**WEDNESBURY.**—Presentation of the statuette of a life-boatman awarded by the Institution to Mr. A. F. Gaunt, honorary secretary.

**WOLVERHAMPTON.**—Life-boat day. Films shown. Dance arranged by Mrs. E. A. Manby, Codsall.

**WORCESTER.**—Special meeting of newly-formed committee, Alderman R. R. Fairbairn, J.P., in the chair, supported by the Mayor, the High Sheriff and branch officers. Speaker: The district organizing secretary.

Lectures to the Rotarians, Brierley Hill, and to the members of the Explorers' Club, Coventry.

#### South-East of England.

**ALDEBURGH.**—Presentation by the favor of the vellum awarded by the Institution to Coxswain George Chatten for the rvice to two barges in the gale of 23rd vember, 1938.

**ASHFORD.**—House-to-house collection at Kennington.

**AYLESBURY.**—Life-boat day.

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

**BECCLES.**—Life-boat days at Bungay and Halesworth.

**BIRCHINGTON.**—Concert.

**BISHOPS STORTFORD.**—Life-boat day. Lecture at Sawbridgeworth Women's Institute.

**BLETCHLEY.**—Life-boat day.

**BOXMOOR AND HEMEL HEMPSTEAD.**—Life-boat day. Lecture to the Women's Section of the British Legion by Capt. H. E. Holme, R.N. (Ret.), honorary secretary of the branch.

**BRIGHTON AND HOVE.**—Life-boat ball, organized by Miss N. Blackiston. Angling competition.

**BRILL, AND BURNHAM (Bucks).**—Life-boat days.

**CAISTER-ON-SEA.**—Whist drive.

**CANTERBURY.**—Bridge party, and whist drive. Life-boat film "Boats that Save Life" shown, with collections.

**CATERHAM.**—Bridge drive. Competition at North Downs Golf Club.

**CHELMSFORD.**—Whist drive.

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

**COBHAM.**—Presentation by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, of the record of thanks awarded by the Institution to Miss Margaret Power, late honorary secretary.

**CRAWLEY, WORTH AND THREE BRIDGES.**—Life-boat day.

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

**EASTBOURNE AND DISTRICT.**—Dance at Brightling. Lectures to the Upper-ton League of Youth, Hailsham, and Polegate Women's Institute.

**EAST DEREHAM.**—Dance.

**FOLKESTONE.**—Life-boat ball, organized by Mr. H. G. Challice Harvey and Miss Edna Harrison.

**GERRARDS CROSS.**—Life-boat day.

**GREAT YARMOUTH AND GORLESTON.**—Dinner to the life-boat crew, given by Mr. H. Bond, a member of the branch committee. Badminton tournament and whist drive, arranged by the Ladies' Life-boat Guild.

**HALSTEAD AND GOSFIELD.**—The branch has suffered a severe loss through the death of Mrs. Lowe, its president for many years, and a holder of the Institution's gold badge (See "Obituary").

Whist drive.

**HARWICH.**—The branch has lost an old coxswain by the death of Coxswain Adam Garnett. He was second-coxswain and then coxswain for 14 years, retiring in 1917 with a pension.

**HASTINGS AND ST. LEONARDS.**—Life-boat day at Battle. Collection at Pier Theatre.

**HAYWARDS HEATH.**—Branch formed; honorary secretary Paymaster Commander A. G. Lander, R.N.R. Lecture at Wivelsfield Women's Social Club.

**ISLE OF SHEPPEY.**—Lantern lecture at Eastchurch Women's Institute by Miss Jaffray, J.P., vice-president of the Ladies' Life-boat Guild.

**KING'S LYNN.**—Life-boat film "The Story of the Life-boat" shown, with collections.

**LEWES.**—Address to the Rotary club by Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution.

**MARCH, AND MARLOW.**—Life-boat days.

**MIDHURST.**—House-to-house collections.

**NEWHAVEN.**—Annual meeting, Mr. R. J. Cardy, chairman, presiding. Efforts of the past year: Life-boat days at Newhaven and Peasehaven. Amount collected in 1938 £101, an increase of £12 on 1937.

Dinner to the life-boat crew. Speaker: Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution. Lecture to the Townswomen's Guild.

**RAMSGATE.**—Presentation by the Deputy Mayor of the certificate awarded by the Institution to Mrs. Rose Thomas, widow of John Thomas, signalman of the St. Ives life-boat, who lost his life in the disaster on 23rd January, 1939.

**REIGATE AND REDHILL.**—Bridge drive. Lecture at Battlebridge Women's Institute.

**ST. IVES (Hunts.).**—Annual meeting, Mrs. F. M. Warren, president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1938 £65, an increase of £16 on 1937.

Life-boat film 'Boats that Save Life' shown, with collections.

**SEAFORD.**—American tea. Speaker: The district organizing secretary.

**SELSEY.**—Whist drive.

**SHOREHAM.**—Bridge evening, arranged by the Ladies' Life-boat Guild.

**SLOUGH.**—Life-boat day. Jumble sale.

**TUNBRIDGE WELLS.**—Lecture to Matfield Mothers' Union by Miss Dorothy Davies, chairman of the branch. Address to the Women's Section of the British Legion by the district organizing secretary, with a show of life-boat films.

**UCKFIELD AND DISTRICT.**—Life-boat day. Lecture at Fletching Women's Institute.

**WALTON AND FRINTON.**—Officers and crew of the life-boat entertained to supper by the yacht club. Dinner to the life-boat crew.

**WELLS-ON-SEA.**—Cinema collection.

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

**WHITSTABLE.**—Life-boat day.

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

**WOKING.**—Competition at New Zealand Golf Club.

**WOLVERTON.**—Life-boat day at Stony Stratford.

Lectures to the Broxbourne Young People's Fellowship, the Dockenfield Women's Fellowship, the Haslemere branch of the Royal Naval Old Comrades Association, and to the Women's Institutes at Bassingbourn, Burnham-on-Crouch, Crowborough, Dunsfold, Partridge Green, Rolvenden, St. Catherine's (Guildford), Sheering, Ugley, and Winkfield.

#### South-West of England.

**ALTON.**—Life-boat day.

**AXMINSTER.**—Life-boat day at Honiton.

**BARNSTAPLE.**—Life-boat day at South and North Molton.

**BATH.**—Annual meeting, the Mayor, vice-president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £323.

**BRADFORD-ON-AVON.**—Life-boat day.

**BRIDGWATER.**—Annual dance at North Petherton.

**BUDE.**—Concert and dance in aid of the Mayor of St. Ives' life-boat disaster fund.

**CALNE.**—Life-boat day. Presentation of record of thanks awarded by the Institution to Mrs. Wiltshire, honorary secretary.

**CAMBORNE.**—Two concerts and dance.

**CHIPPENHAM, CREDITON, AND DEVIZES.**—Life-boat days.

**EXETER.**—Annual meeting, the Mayor, vice-president of the branch, in the chair. Speaker: Colonel the Hon. Harold Robson, a member of the committee of management of the Institution. Efforts of past year: Life-boat day, bridge and whist drives, jumble sale. Amount collected in 1938 £250, an increase of £33 on 1937.

Bridge drive. Life-boat day at Kennford.

**EXMOUTH.**—Launch of life-boat during Exmouth publicity week. Presentation of record of thanks awarded by the Institution to Mrs. Rowlandson, honorary secretary at Budleigh Salterton.

**FALMOUTH.**—Life-boat day. Concerts, dance and whist drive in aid of the Mayor of St. Ives' life-boat disaster fund. Lantern lecture by Mr. Williams.

**FAREHAM.**—Life-boat day in Fareham and surrounding villages. Dance by the Reserve Fleet Working and Supplementary Social Club, Portsmouth.

**GOSPORT.**—Address to the Town Ward Women's Branch of the Gosport and Alverstoke Constitutional Association, by Mr. H. Fereday, honorary secretary.

**HAYLE.**—Competition at West Cornwall Golf Club.

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

**ISLE OF WIGHT.**—Address by Sir Godfrey Baring, Bt., chairman of the Institution, to Bembridge Women's Institute, and Young People's Institute, Newport.

**JERSEY.**—Life-boat "Howard D" ball.

**LYME REGIS.**—Whist drive, organized by Lyme Regis Rover Scouts in aid of the Mayor of St. Ives' life-boat disaster fund.

**NEWTON ABBOT.**—Life-boat day at Bovey Tracey.

**OXFORD.**—Address to School of Forestry, Oxford University, by Captain E. S. Carver, R.D., R.N.R., superintendent of stores.

**PAIGNTON.**—Whist drive and dancing display.

**PETERSFIELD.**—Play, "On Approval" by the Meonwaras Amateur Dramatic Company.



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

17th Annual Physical Training Display, arranged by Mrs. Scantlebury.

Whist drive at Plymstock. Concert in aid of the Mayor of St. Ives' life-boat disaster fund.

**POOLE.**—Annual meeting, the Mayor, president of the branch, in the chair. Speaker: Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution. Efforts of past year: Life-boat day, house-to-house collection, opening of gardens, and balloon race. Amount collected in 1938 £268.

Concert at Wimborne. Whist drive at Christchurch.

**PORTSMOUTH.**—Annual meeting of branch and Ladies' Life-boat Guild, Sir Harold Pink, chairman of the branch, presiding, supported by the Lord Mayor, president of the branch. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1938 £525.

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

**READING.**—Special meeting. Speaker: The district organizing secretary. Life-boat day. Address to Goring Women's Institute.

**REDRUTH.**—Life-boat week.

**SALISBURY.**—Life-boat day. Whist drive at Breamore.

**SHEPTON MALLET.**—Life-boat day at Bruton.

**SOUTHAMPTON.**—Annual meeting, the Mayor, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of past year: Life-boat day, whist drives and theatre collections. Amount collected in 1938 £800. Sir Benjamin Chave, K.B.E., elected chairman of the branch in succession to Mr. C. J. Sharp.

Whist drive.

**ST. AUSTELL.**—Private subscription dance in aid of the Mayor of St. Ives' life-boat disaster fund.

**SWANAGE.**—Annual meeting. Amount collected in 1938 £142, an increase of £1 in 1937.

Lantern lecture to Durlston Court School by Mr. Millward.

**THAME.**—Annual meeting, Sir Ralph Pearson, vice-president of the branch, in the chair. Speaker: Captain E. S. Carver, R.D., R.N.R., superintendent of stores. Amount collected in 1938 £79, an increase of £6 in 1937.

**TORQUAY.**—Annual meeting of Ladies' Life-boat Guild, the Mayoress, president, in the chair. Speaker: The district organizing secretary.

Bridge afternoon and whist drive.

**TROWBRIDGE.**—Life-boat day.

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

**WARMINSTER.**—Life-boat day.

**WELLS.**—Life-boat day. Display of life-boat films at Regal Cinema, with address by Captain Basil Hall, R.N.

**WINCHESTER.**—Life-boat day at Alresford.

Lectures at Aldershot, Banbury and Bournemouth.

### Scotland.

**ABERDEEN.**—Annual meeting on 20th April. The Lord Provost presided and presented the vellums awarded by the Institution to the life-boat crew for their services to the *Roslin* on 5th November, 1937. Speaker: The Scottish organizing secretary. Efforts of the past year: Annual ball, life-boat day and house to house collection. Amount collected in 1938 £956, an increase of £97 on 1937.

Performance of "The Red Umbrella," by the Albyn School F.P. Dramatic Club.

**ABERLOUR.**—Life-boat day.

**ALLOA.**—Annual meeting on 16th February, Mr. A. R. Procter presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat days and appeal for subscriptions. Amount collected in 1938 £212, an increase of £6 on 1937.

**ARBROATH.**—Annual concert and cinema entertainment organized by the Ladies' Life-boat Guild, Mr. David Chapel, honorary secretary of the branch, presiding. The film "Story of the Life-boat" shown.

**AUCHTERMUCHTY.**—Life-boat day.

**BANFF.**—Whist drive.

**BARRHEAD, AND BRIDGE OF ALLAN.**—Life-boat days.

**BURNTISLAND AND ABERDOUR.**—Annual meeting on 30th January, Bailie Meldrum presiding. Efforts of the past year: Life-boat days and whist drive. Amount collected in 1938 £72.

Whist drive, organized by the Ladies' Life-boat Guild. Prizes presented by Miss Bell.

**CARNWATH.**—Life-boat day.

**COATBRIDGE.**—Exhibition of life-boat films and collection in cinemas.

**CRIEFF.**—Annual meeting of the Ladies' Life-boat Guild on 8th February, Mrs. Stewart of Millhills presiding. Speaker: The district assistant secretary. Efforts of the past year: Life-boat day, garden opening and appeal for subscriptions. Amount collected in 1938 £112.

Jumble sale.

**DINGWALL.**—Life-boat day.

**DUNDEE.**—Annual meeting on 6th March. Efforts of the past year: Life-boat day, house-to-house collection and bridge drive. Amount collected in 1938 £1,025, an increase of £69 on 1937.

**DUNFERMLINE AND ROSYTH.**—Annual meeting on 17th February, Admiral Sir John F. E. Green, K.C.M.G., C.B., vice-

president, in the chair. Bailie Clark welcomed the meeting on behalf of the Provost and Magistrates. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, and Rear-Admiral E. C. O. Thomson, D.S.O., Commanding Officer Coast of Scotland. Efforts of the past year: Dances, midnight matinée, life-boat day, concert and house-to-house collection. Amount collected in 1938 £80.

**EDINBURGH.**—Annual meeting of the branch on 14th February, the Lord Provost presiding. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, Rear-Admiral E. C. O. Thomson, D.S.O., Commanding Officer Coast of Scotland, and Harriet, Lady Findlay, D.B.E., J.P., president of the Ladies' Life-boat Guild. Efforts of the past year: Life-boat ball, bridge and whist drive, whist drive, life-boat day, open golf meeting and appeals for subscriptions. Amount collected in 1938 £2,186.

Annual meeting of Ladies' Life-boat Guild on 14th February, Harriet, Lady Findlay, D.B.E., J.P., president, in the chair.

Address to the Haig Unemployed Club by Sir Godfrey Baring, Bt., chairman of the Institution, Lt.-Colonel William Robertson, V.C., O.B.E., presiding. Bridge and whist drive, arranged by the Ladies' Life-boat Guild. Prizes presented by Mrs. R. H. Maconochie and Mrs. Kenneth MacEwan, vice-presidents. Thanksgiving service in St. Giles' Cathedral for the life-boat service and life-boat day workers. Address by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, to the Rotary Club. Address to St. Giles' Municipal Association. Lantern lecture.

Life-boat day and cinema collections.

**ELIE.**—Annual meeting on 15th February, the Provost presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Whist drive, market stall, life-boat day and visit of Anstruther motor life-boat. Amount collected in 1938 £153.

Whist drive and pound stall.

**FALKIRK AND POLMONT.**—Life-boat days. Lantern lecture.

**FORFAR.**—Annual meeting of the Ladies' Life-boat Guild on 15th February, the Hon. Nancy Arbuthnott, president, in the chair. Efforts of the past year: Whist drive and life-boat ball. Amount collected in 1938 £96.

**FORRES.**—Life-boat day.

**FORT WILLIAM.**—Evening party.

**Galashiels.**—Daffodil day.

**GLASGOW.**—Life-boat day at Kilmacollm. Lantern lecture.

**GOUROCK.**—Whist drive at which Provost Rees-Pedlar presented the life-boat picture awarded by the Institution to Miss M. M. Murray, honorary secretary of the Ladies' Life-boat Guild. Life-boat day.

**HAMILTON.**—Life-boat day.

**KEITH.**—Annual meeting on 4th April. Efforts of the past year: House-to-house collection. Amount collected in 1938 £33.

**KILMARNOCK.**—Annual meeting of the Ladies' Life-boat Guild and bring-and-buy sale, and sale of daffodils on 18th April, Lady Rowallan, president, in the chair. Speaker: The Scottish organizing secretary. The Life-boat film "Boats that Save Life" shown. Efforts of the past year: Bridge drives, cinema collections, life-boat day, sale of souvenirs, football collection, and dancing display. Amount collected in 1938 £212, an increase of £2 on 1937.

**KIRKCALDY.**—Whist drive, arranged by the Ladies' Life-boat Guild. Viscountess Novar, G.B.E., LL.D., president, presented the prizes.

**KIRKCUDBRIGHTSHIRE.**—Whist drive, arranged by the southern and western district of the Ladies' Life-boat Guild, Provost Brown presiding. Prizes presented by Mrs. Cathcart of Ardendee.

**KIRKINTILLOCH.**—Special meeting, Mr. Robert Dickson, J.P., presiding, at which the branch and Ladies' Life-boat Guild were re-constituted. Speakers: The Scottish organizing secretary and the Rev. J. M. Hamilton.

**LAMINGTON.**—Life-boat day.

**LEVEN.**—Annual meeting 16th February, Mrs. Hutchison, president of the Ladies' Life-boat Guild, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Whist drive and life-boat day. Amount collected in 1938 £79, an increase of £6 on 1937.

After the meeting a whist drive was held.

**LOHCARRON AND APPLECROSS.**—Life-boat day.

**LONGHOPE.**—Annual ball, organized by the recreation club of Metal Industries, Ltd.

**METHIL.**—Concert, Captain Wallace presiding. Address by the district assistant secretary.

**MILLPORT.**—Annual meeting of the Ladies' Life-boat Guild, Miss Paterson, president, in the chair. Speaker: The district assistant secretary. Efforts of the past year: Life-boat day. Amount collected in 1938 £34, an increase of £1 on 1937.

**PAISLEY.**—Military whist and bridge drive, organized by the Ladies' Life-boat Guild, Lady King Clark presiding. Prizes presented by the Marchioness of Clydesdale. Life-boat day.

**PETERHEAD.**—Annual meeting. Efforts of the past year: Annual ball, life-boat day and Sunday concert. Amount collected in 1938 £181, an increase of £75 on 1937.

Annual Sunday concert, Provost Schultz presiding. The film "The Story of the Life-boat" shown.

**RENFREW.**—Basket whist drive, organized by the Ladies' Life-boat Guild.

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

**SALTCOATS.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. George Fullerton, presiding. Speaker: The district assistant secretary. Efforts of the past year: Life-boat

day and whist drive and dance. Amount collected in 1938 £68, an increase of £7 on 1937.

Lantern lecture.

**STIRLING.**—Special meeting, Mr. J. D. Valentine presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

**TROON.**—Annual joint church service in the Old Church, the Rev. A. G. Stewart officiating. The Rev. J. L. Cotter and the Rev. Thomas Fitch also took part in the service.

**VALE OF LEVEN.**—Whist drive and dance.

**WHITBURN.**—Life-boat day.

**WICK.**—Whist drive.

Lantern lectures at Ardgay, Kilsyth and Newton Grange.

### Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

**ABERTILLERY.**—Annual meeting on 2nd March, Mrs. Dolman, president in the chair. Efforts of the past year, appeal for subscriptions and life-boat day. Amount collected in 1938 £18, an increase of £3 on 1937.

**BARRY.**—A whist drive and dance, organized by the Ladies' Life-boat Guild.

**CAERNARVON.**—Special meeting, Mrs. A. G. Board in the chair. Speaker: The district organizing secretary. Branch formed, Mrs. E. V. Stanley Jones elected honorary secretary.

**CARDIFF.**—At home, by Mrs. Frank Webber, chairman of the Ladies' Life-boat Guild. Lantern lectures at H.M. Prison, and to the Ely British Legion, and the congregation of St. Saviour's Church.

**CARDIGAN AND ST. DOGMAELS.**—Life-boat days.

**LLANDUDNO.**—The branch has suffered a severe loss by the death of its honorary secretary, Mr. J. J. Marks (see "Obituary").

**LLANELLY, AND LLANIDLOES.**—Life-boat days.

**MUMBLES.**—Whist drive and dance, organized by the Ladies' Life-boat Guild.

**NEWPORT (MON.).**—Military whist drive, organized by the Ladies' Life-boat Guild, with address by the district organizing secretary.

**PONTYPOOL AND EASTERN VALLEYS.**—Life-boat day.

**PONTYPRIDD.**—Annual meeting on 13th March, Mrs. Edgar Jenkins, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £70, an

increase of £18 on 1937. Miss R. M. Summers elected honorary secretary in place of Miss Gowan, resigned.

**PORTHCAWL.**—Annual meeting, on 27th February, Mrs. Frank Gaskell, president in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £19. Mrs. J. Owen Davies elected chairman, and Mrs. R. W. M. Parfitt honorary secretary. Bridge drive.

**PWLLHELI.**—The station has lost an old officer of the life-boat by the death of Ex-second Coxswain William Jones. He was bowman for nine years and 2nd-coxswain for fourteen years, retiring in 1934 with a pension and a certificate of service.

**SWANSEA.**—Whist drive and dance, organized by the Ladies' Life-boat Guild.

**WREXHAM.**—Special meeting, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. The branch reformed. The Deputy Mayor elected chairman of the committee and Mrs. Arthur Davies honorary secretary.

### Ireland.

**BALLYDEHOB.**—Life-boat day.

**BANGOR, CO. DOWN.**—Annual meeting, Mr. Howard Walker presiding. Speakers: Mrs. R. W. Wilkinson, the honorary secretary, Commander P. V. Kilgour and the district organizing secretary. Amount collected in 1938 £157.

**BELFAST.**—Annual meeting on 22nd March, Mr. R. E. Workman, the chairman, presiding. Speaker: Licut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1938 £1,292.

**CORK.**—Annual card tournament, organized by Mrs. Charles Buckley, the honorary secretary, and members of the Ladies' Life-boat Guild.

**COURTMACSHERRY.**—The station has lost an old coxswain by the death of ex-coxswain John Maloney. He was bowman and then coxswain from 1909 to 1925, when he retired with a pension.

**DROGHEDA.**—Presentation by the Mayor of the vellums awarded by the Institution to Mr. Patrick Hogan and Mr. Michael Gibson for their gallantry at Bettystown, Co. Meath, in rescuing a woman bather who had been carried out to sea on a rubber mattress. Speakers: The Mayor and the district inspector of life-boats.

**DUBLIN.**—Annual meeting of the branch and Ladies' Life-boat Guild, the Lord Mayor presiding. Speaker: Licut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1938 £1,034.

Bridge drive, organized by Lady Taylor.

(Continued on page 128.)

## INCOME AND EXPENDITURE FOR 1938.

## Expenditure.

	£	s. d.	£	s. d.
<b>Life-boats:—</b>				
New Life-boats for the following stations:—On account—				
Aberdeen, Appledore, Arklow, Barmouth, Barry Dock, Bembridge, Cadgwith, Caister, Cloughey, Dun Laoghaire, Dunmore East, Falmouth, Filey, Fleetwood, Gorleston, Hartlepool, Lowestoft, Minehead, Montrose (2), Newbiggin, New Brighton, Peel (I. of M.), Peterhead, Poolbeg, Poole, Port Erin, Porthoustock, Rhyl, Rosslare Harbour, St. Helier, Salcombe, Selsey, Tobermory, Tynemouth, Whitby, Wick, Yarmouth (I. of W.), Unallocated (2)	104,161	— 9		
Upkeep of Cowes Office and Store	—	177 17		
Alterations and Repairs to Life-boats	—	—	36,417	6 5
Consulting Naval Architect	—	—	404	14 10
Salaries of Superintendent Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff	—	—	13,167	— 4
Travelling Expenses	—	—	4,423	6 6
Pensions and Gratuity under the Pension Scheme	—	—	829	8 1
Contributions to 1938 Pension Scheme	—	—	1,075	10 —
			160,656	3 11
<b>Life-boat Carriages and Tractors:—</b>				
New Carriages	—	—	397	16 —
Alterations and Repairs to Life-boat Carriages	—	—	317	18 3
New Tractors	—	—	5,787	10 4
Repairs to Tractors	—	—	351	13 10
Salaries of Assistant Surveyor of Carriages, and Tractor Engineer	—	—	776	— —
Travelling Expenses	—	—	469	11 6
Contributions to 1938 Pension Scheme	—	—	119	3 6
			8,219	13 5
<b>Life-boat Houses and Slipways:—</b>				
New Construction and Adaptation	—	—	22,948	15 8
Repairs and Maintenance	—	—	7,147	11 2
Gratuities under the Pension Scheme	—	—	750	— —
			30,846	6 10
<b>Life-boat Stores</b>			20,021	18 10
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs</b>			2,878	14 8
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers	—	—	21,649	12 8
Pensions under the Pension Scheme	—	—	281	— —
Contributions to 1938 Pension Scheme	—	—	312	4 11
Storeyard Extension Work	—	—	285	5 11
			25,406	18 2
<b>Life-boat Depot at Elstree, excluding Freehold Site</b>			2,005	18 3
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally; Conveyance of Boats, Carriages and Stores; Postages, etc.</b>			13,321	9 2
Salaries of Assistant Secretaries, etc., of Stations	—	—	367	13 —
			13,689	2 2
<b>Wages, Rewards and other payments to Coxswains, Motor Mechanics and Crews:—</b>				
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	—	—	8,107	6 10
Grants to men injured in the Life-boat service	—	—	572	12 —
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	—	—	35,266	19 8
Payments to Life-boat Crews and Launchers for exercises	—	—	6,486	17 1
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	—	—	3,577	16 4
Pensions and Grants to Relatives of deceased Life-boatmen and others	—	—	1,631	8 6
Pensions and Gratuity under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats, etc.	—	—	735	9 3
			56,378	9 8
Carried forward	—	—	317,224	11 3

**Income.**

	£	s.	d.	£	s.	d.
<b>Subscriptions, Donations, etc.:-</b>						
General Subscriptions to Headquarters - - - -	6,212	4	6			
"          "          through Station Branches - -	7,146	-	4			
"          "          through Financial Branches - -	17,704	9	2			
"    Donations to Headquarters - - - -	7,777	7	11			
"          "          through Station Branches - -	20,409	18	2			
"          "          through Financial Branches - -	56,173	8	3			
Contributions from Harbour Authorities towards upkeep of						
Life-boat Stations - - - - -	2,084	19	2			
Contribution Boxes (Headquarters) - - - - -	175	5	9			
"          "    (Station Branches) - - - - -	7,652	14	7			
"          "    (Financial Branches) - - - - -	1,069	4	7			
					126,405	12 5

**Life-boat Funds:-**

Civil Service Life-boat Fund (per C. H. Barrett, Esq.) in respect of the following Life-boat Establishments— Donaghadee, Margate, St. Davids, Southend-on-Sea, Walmer and Whitehills - - - - -	1,373	13	9			
Bevan Reward Fund (per the Charity Commissioners) - - - - -	208	5	-			
					1,581	18 9

**Income from Investments:-**

Dividends and Interest on Investments - - - - -	40,571	15	4			
Less Income Tax deducted - - - - -	6,740	3	3			
					33,831	12 1

Special Purposes Trust Fund Income	£	s.	d.
Account - - - - -	1,740	2	4
Less Transfer to Special Purposes and Maintenance Fund - - - - -	260	8	3
	1,479	14	1

Less Transfers to General Subscriptions, Station Branch Contributions, and Financial Branch Contributions - - - - -	477	4	6			
					1,002	9 7
Income Tax recovered - - - - -					7,317	19 6
					42,152	1 2
Carried forward - - - - -					170,139	12 4

## Expenditure.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				317,224	11	3
<b>Life-boat Inspectors:—</b>						
Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	8,431	5	2			
Travelling Expenses - - - - -	2,366	17	-			
Pensions under the Pension Scheme - - - - -	749	17	-			
Contributions to 1938 Pension Scheme - - - - -	738	9	5			
				12,286	8	7
<b>Administration:—</b>						
One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff - - - - -	4,815	12	10			
Rent, Leasehold Depreciation, Rates, Taxes, £ s. d.						
Lighting, Heating, Insurance, etc. - - - - -	2,137	9	11			
Insurance under Workmen's Compensation, National Health and Unemployment Insurance Acts - - - - -	961	-	-			
Commissionaires and Watchman - - - - -	518	12	6			
Telephones, Postages and Parcels - - - - -	1,164	3	3			
Pensions under the Pension Scheme - - - - -	1,573	2	-			
Travelling and other Expenses of Chairman and Committee of Management - - - - -	736	5	5			
Contributions to 1938 Pension Scheme - - - - -	699	17	6			
	7,790	10	7			
Less estimated amount chargeable to raising of funds and publicity - - - - -	3,895	5	4			
				3,895	5	3
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -	1,566	2	2			
Auditors' Fee - - - - -	315	-	-			
Law Expenses - - - - -	662	5	5			
Repairs and improvements to the House of the Institution - - - - -	194	9	2			
				11,448	14	10
<b>Grants in connexion with Legacies received by the Institution - - - - -</b>				476	14	3
<b>Expenses connected with raising of funds and publicity:—</b>						
One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc. - - - - -	5,835	12	11			
Salaries of District Organizing Secretaries and Clerical Staff - - - - -	8,725	11	10			
Travelling expenses of District Organizing Secretaries - - - - -	2,326	19	9			
Annual General Meeting - - - - -	193	13	10			
Advertising and Appeals - - - - -	9,678	5	2			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	11,409	13	8			
Printing and Binding the Annual Report and <i>The Life-boat Journal</i> - - - - -	2,257	5	0			
Pensions under the Pension Scheme - - - - -	328	10	-			
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	3,856	11	9			
Contributions to 1938 Pension Scheme - - - - -	982	4	10			
Estimated proportion of Administration Expenses as above	3,895	5	4			
				49,489	14	7
<b>TOTAL EXPENDITURE - - - - -</b>				<u>£390,926</u>	<u>3</u>	<u>6</u>

**Income.**

	£	s.	d.
Brought forward - - - - -	170,139	12	4
<b>Sundry Receipts:—</b>			
Sale of old Life-boats, Life-boat Carriages, Life-boat House, Condemned Stores, etc. - - - - -	£ 3,492	s. -	d. 6
Sale of <i>The Life-boat Journal</i> , Advertisements, etc. - - - - -	32	17	7
Rentals of Freehold and Leasehold Premises <i>less</i> Rates, Repairs, etc. - - - - -	266	17	5
	3,791	15	6
Ordinary Income - - - - -	173,931	7	10
Legacies for General Purposes - - - - -	93,860	16	-
<b>Gifts and Legacies for Special Purposes:—</b>			
Income only available:—	£	s.	d.
Legacies - - - - -	471	-	4
Special Gifts - - - - -	281	5	-
	752	5	4
Capital available:—			
Legacies - - - - -	48,414	8	8
Special Gifts - - - - -	32,923	10	4
	81,337	19	-
	82,090	4	4
<b>TOTAL RECEIPTS</b> - - - - -	<b>349,882</b>	<b>8</b>	<b>2</b>
<i>Deduct:—</i>			
Transfer to General Endowment Fund - - - - -	752	5	4
Transfer to Special Purposes and Maintenance Fund - - - - -	81,337	19	-
	82,090	4	4
<b>Total Receipts available for General Purposes</b> - - - - -	<b>267,792</b>	<b>3</b>	<b>10</b>
<i>Add:—</i>			
Transfer from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations - - - - -	46,290	15	5
<b>Balance charged to General Purposes Fund</b> - - - - -	<b>76,843</b>	<b>4</b>	<b>3</b>
	<b>£390,926</b>	<b>3</b>	<b>6</b>

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1938, and of the Branches for the year to 30th September, 1938.

DUN LAOGHAIRE.—Annual meeting, Mr. Gerald Byrne, chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1938 £271.

Annual whist drive.

GALWAY.—Presentation by the Mayor, with Mr. T. Kenny presiding, of the vellums awarded by the Institution to the coxswain and crew for the rescue on the night of 16th August, 1938, of the men of the steam trawlers *Nogi* and *Hatano*, of London. The

medals awarded by the Institution for the same service were presented to them by the Duke of Kent at the annual meeting in London, on 26th April, 1939.

NEWCASTLE. — Annual meeting, Dr. Robert Magill, the chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1938 £103.

TANDRAGEE.—Annual meeting. Amount collected in 1938 £34, an increase of £6 on 1937.

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### Notice.

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

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

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

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

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