

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXXI.

OCTOBER, 1939.

No. 339.

## THE LIFE-BOAT FLEET

Motor Life-boats, 144 :: Pulling & Sailing Life-boats, 16

## LIVES RESCUED

from the foundation of the Institution in 1824  
to 31st October, 1939      -      -      -      -      66,604

## The Life-boat Service and the War.

By LIEUT.-COL. C. R. SATTERTHWAIT, O.B.E., Secretary of the Royal  
National Life-boat Institution.

THOSE who remember the last war will remember that the life-boat service was of inestimable value to the nation.

Its brief record for those years is that between the outbreak of war on the 4th August, 1914, and the signing of peace on the 28th June, 1919, life-boats were launched 1,808 times; 5,322 lives were rescued from shipwreck round the shores of Great Britain and Ireland; 186 boats and vessels were saved from destruction.

Many of these rescues were from the ordinary perils of the sea, but life-boats were launched 552 times to the help of ships and aircraft of the navy, or to merchant vessels wrecked or in distress on account of the war. In the great majority of cases they had been disabled by torpedoes or mines.

### Thousands of Tons of Shipping Saved.

To estimate the full value of these services it must be remembered that nearly all the lives rescued were of men, and women, engaged in essential war services, and that the vessels saved represented thousands of tons of shipping for the transport of food and materials during the critical time when there was danger that the supplies of the Allies might fail before the attack of the German submarines.

These services were carried out in face of many difficulties. Long before the end of the war the last of the young men of the life-boat crews had gone to serve in the mine-sweepers, trawlers and drifters. The life-boat service was manned by men over fifty. Even men of over seventy took a place in the boats.

I have recalled that splendid record of a quarter of a century ago, because it is the best promise that the life-boat will carry on in the struggle in which our whole people are now engaged.

### 213 Lives Rescued in Two Months.

Already, in the first two months of the war, that promise has been splendidly fulfilled. Life-boats have been launched on service 156 times. They have rescued 213 lives. In the same two months last year, they were launched 77 times, and rescued 69 lives. These figures give the measure of the difference which war has made to the importance of the service.

When the Institution was founded it was laid down "that the subjects of all nations be equally objects of the Institution as well in war as in peace." In that spirit the life-boat service has worked for 115 years. In that spirit it worked during the last war, earning

the gratitude of neutral nations for the lives of their seamen whom it saved. In that spirit it is carrying on now.

War conditions will profoundly affect the work of the life-boat crews, as they affect the lives of all of us. Rescues will be carried out in circumstances of greater difficulty and of increased danger. But the transition from peace to war will probably change the life-boat service less than most other essential services. For the life-boats are never at peace; however settled the international situation may be the life-boat crews are on active service; their enemy, the gales and the rocks and sandbanks that surround our coasts; and their object the rescue rather than the destruction of lives, whether they be friend, neutral or foe.

#### **The Work of the Branches.**

In another respect war will not change the life-boat service. As in peace time it will be financed by the free gifts of the people. There will be no government subsidy and no direct government control, though co-operation with the Royal Navy, the Coast-guard and the Royal Air Force is already complete and effective. More than ever the service will depend on the work of its branches, on the coast and inland. The large majority of its honorary workers are carrying on; those who have had to resign on account of war duties have, in nearly every case, found others to take their place; many are continuing their life-boat work together with other work of national importance. Some forms of appeal may have to be discontinued, but I have great hopes that life-boat days will continue and will be widely organ-

ized in 1940; and that branch subscription lists may be maintained and even increased.

#### **Life-boat News that may help the Enemy**

There is one great difficulty with which we shall have to contend. We may expect many more calls to be made on the service, but the public will hear much less about them. It is impossible for the full particulars, or even for the names of the life-boat stations, to be published in the Press. In our own Journal I shall hope to be able to give the names of the stations, since here the accounts will be appearing some time after the event, but even here it will not be possible to tell the full stories until the war is over.

The Institution, however, will continue to send to the Press, at the end of each month, the month's record of launches and lives rescued. These brief figures will, I hope, help to remind all life-boat workers, and the public, that, however little they may hear of it, the life-boat service is at work.

#### **Life-boat Officials in the Fighting Services.**

There is one, more personal, thing to add. Commander Vaux, the chief inspector of life-boats, Captain Hamer, the deputy chief inspector, and some of the district inspectors have been recalled to the Navy. Colonel Burnett Brown, the deputy secretary, and other members of the staff are with the army. Yet others have left to take their places in civil defence. We are carrying on our work with a diminished staff; but I am very glad that—as I went off the Army's reserve of officers early this year under the age limit—I am free to continue, for the present, my work as the secretary of the Institution.

### **68 Years in the Life-boat Service.**

THE Institution has awarded a certificate of service to Joseph Rourke, of Howth, co. Dublin, and has also made him a compassionate grant. He was born in 1854 and became a member of the Howth crew in 1870, at the age of sixteen. He served as a member of the crew until 1936. He was then put

in charge of the dinghy which took the crew out to the life-boat. He served as dinghy man for two years. He was then 84 years old, still keen and willing, but his age compelled him to retire.

He had been 68 years in the life-boat service.

## A Silver Medal Service at Cloughey.

ON 9th May, 1939, the s.s. *Arantzazu-Mendi*, of Bilbao, went aground on Butter Paddy shoals, outside Kearney Point, Co. Down. Efforts were made to save her, and there was a salvage party on board on 17th June. A strong S.S.W. wind was blowing that day with a very heavy sea on the shoals, and at 9.30 in the evening the salvage party sent up distress signals. They were seen by the coastguard, and at 10 P.M. the Cloughey motor life-boat, *William Maynard*, was launched. She reached the wreck an hour later having had to drive into a head sea all the way.

Seas fifteen feet high were breaking over the steamer from abreast of the bridge and were sweeping clean over her after part, from which everything movable had already been washed away. The eleven men were on the fore-deck, knee deep in water.

As the steamer was taking the seas head on there was no lee for the life-boat to get under; so the coxswain anchored 150 yards ahead of her and veered down on his cable stern first. As he did so a heavy sea broke right on top of the life-boat. All her crew were knocked down; the anchor began to drag; and if the coxswain had not at once gone full speed ahead on his engines, the life-boat herself might have been wrecked. The anchor held after it had dragged about 40 yards; the life-boat veered down again; a line was thrown to her from the steamer; but a wave flung the life-boat away and the line snapped. A second line was thrown, and snapped. A third line was thrown. This held, and the life-boat was pulled alongside the steamer. Then a fourth line was

thrown, and down this line the salvage men dropped, one or two at a time, into the life-boat.

It took three-quarters of an hour for the eleven men to get aboard her. Each wave flung the life-boat ten or twelve yards away from the steamer, and the coxswain had to go full speed ahead to prevent her being caught broadside on by the waves. Then he had to work her back close enough to the wreck for the men to slide down the rope into her. Again and again this manoeuvre was repeated. All the time waves were breaking in the life-boat, and the mechanic, kneeling under the canopy at his controls, was up to his chest in water.

About 11.45 P.M. the last of the men had been rescued, and half an hour later the life-boat landed them.

The coxswain handled the life-boat with unerring skill. Any mistake on his part might well have meant disaster. All his crew ably supported him in a fine piece of seamanship and the motor mechanic in particular managed his engines very smartly in very trying conditions. The Institution has made the following awards:

To COXSWAIN ROBERT YOUNG, the silver medal for gallantry, accompanied by a copy of the vote inscribed on vellum.

To GEORGE YOUNG, the motor-mechanic, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum.

To the coxswain and each of the seven members of the crew a reward of £2 in addition to the ordinary scale reward of £1 5s. Standard rewards, £13 17s. 6d.; total rewards, £31 1s. 6d.

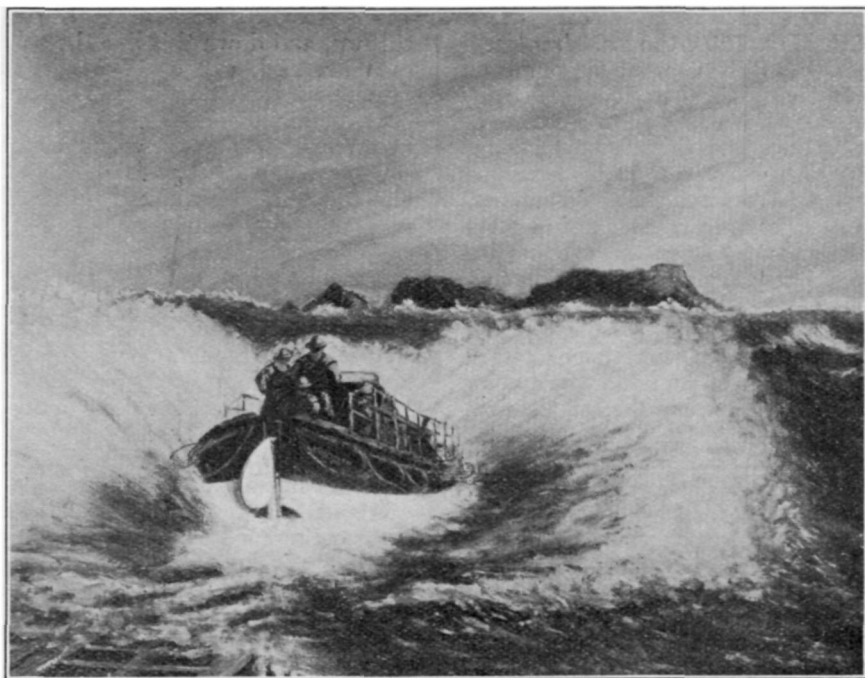
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## Increase in Widows' Pensions

BY a fleet order dated 15th June, 1939, the Admiralty increased the pensions of the widows of naval ratings as from the 1st June. The Institution pays to the widows and other dependents of life-boatmen who lose their lives on

service the same pensions as are paid in the Navy, Army and Air Force. It has therefore raised its pensions to widows by the same amount as the Navy, and this increase will be made as from 1st June last.

## Life-boat Calendar and Christmas Card.



THE LIFE-BOAT Christmas card and the calendar for 1939 will have the above picture reproduced on them in colours. The picture shows a modern motor life-boat of the Watson type being launched down a slipway. It has been specially painted for the Institution by Mr. L. F. Gilding, a member of its staff.

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

Owing to the customs duties, it

will not be possible to print in names and addresses for the Irish Free State.

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

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

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

## Naming Ceremonies.

DURING this year naming ceremonies of eleven new motor life-boats have been held, seven in England, three in

Scotland, and one in Wales. Accounts of these ceremonies will appear in the next issue of *The Life-boat*.

## A New Life-boat Dépôt.

IN 1882 the Institution opened a storeyard at Poplar, on the Thames. Until about five years before that time its life-boats had all been fitted at the boat-builders' yards, ropes and gear for each boat being separately ordered from the manufacturers. But with a fleet of 272 life-boats to equip and maintain, the Institution felt that "the time had come to establish a storeyard of its own, placed under the charge of a responsible officer as a storekeeper, with resident riggers, whose undivided time and attention should be devoted to its work."

### The Storeyard on the Thames.

Premises were found at Poplar which, "with the outlay of a few hundred pounds," were made suitable for the Institution's needs. They can be seen in the engraving at the top of page 135. On the left is a boat shed to house seven life-boats and their carriages; on the right a rigging loft, storeroom and the riggers' cottages; at the far end on the right is another shed to house six boats; at the far end on the left is a crane for hoisting life-boats into and out of the cut which connected with the Thames.\*

The storeyard remained much as it then was for just over thirty years. In 1915 another boat shed was built with a graving dock in it. It can be seen at the bottom of page 135. Then in 1919, 1920, 1921 and 1922 the storeyard was largely rebuilt to meet the needs of a fleet which was being rapidly mechanized. A new boat shed was put up. The cottages were pulled down; new store-rooms and offices, with residential flats above, took their place. The photographs on pages 137 and 138 show the storeyard as it was after this rebuilding.

### The Growth of the Motor Fleet.

When this was finished in 1922 there were 39 motor life-boats and 197 pulling and sailing life-boats in the Institution's fleet. Fifteen years later, by the end of 1937, these figures had changed to 138 motor life-boats and 29 pulling and sailing. Larger and more modern workshops were again

urgently needed for the manufacture, repair and testing of life-boat engines as well as for the rigging and equipment of the boats.

The question of modernizing the storeyard at Poplar was first considered, but it was found that this would cost a very large sum. It was decided that it would be more economical, as well as more satisfactory in other ways, to build a new storeyard elsewhere, and to sell the lease at Poplar.

It was no longer necessary to have a storeyard near the Thames. The Institution was now sending damaged life-boats to the coastal ship-building yards, instead of bringing them to Poplar for repair; and instead of keeping a reserve fleet at Poplar it had been found more effective to keep the reserve boats at strategic points round the coast.

### The Stone Laying and Opening.

A site was chosen outside London, where there were excellent facilities for road transport. Here the foundation stone of the new dépôt (as it had been decided to call it) was laid on 6th January, 1939, by Sir Godfrey Baring, Bt., chairman of the Institution, in the presence of members of the committee of management, officials of the Institution, the architect, and representatives of the builders and of the estate. Mr. E. L. Lester, of Messrs. Moss & Sons, Ltd., the builders, presented to Sir Godfrey Baring, a mallet and trowel with which he laid the stone.

Beneath the stone was buried a glass jar in which was a parchment with the following record:

"This Dépôt was built for the Royal National Life-boat Institution in 1939 to replace the Storeyard at Poplar which had been occupied since 1882.

"Chairman of the Sub-Committee: Captain Guy Fanshawe, R.N.

"Secretary of the Sub-Committee: Lieut.-Colonel A. D. Burnett Brown, M.C., T.D. (Deputy Secretary of the Institution).

"Architect: Herbert Kenchington, Esq., F.R.I.B.A."

The dépôt was completed six months later, and on 13th July it was formally opened by Mrs. Guy Fanshawe. Sir

\* See *The Life-boat* for February, 1883.

Godfrey Baring, Bt., presided supported by members of the committee of management, officers of the Institution, chairmen of the local councils, the architect, and representatives of the estate.

#### Message from the Duke of Kent.

Sir Godfrey Baring read a message from H.R.H. The Duke of Kent, K.G.:

"As President of the Royal National Life-boat Institution, I much regret that I am not able to be present at the opening ceremony of the new depôt to-day.

"I know how well this depôt will fill a much needed want, and I hope that I may have an opportunity of visiting it before I leave to take up my duties as Governor-General of Australia."

Sir Godfrey Baring also read a message from the Duke of Portland, K.G., P.C., G.C.V.O., the senior vice-president of the Institution, who had consented to act as President during the Duke of Kent's absence in Australia, and who regretted that he was not able to be present.

Captain Guy Fanshawe, R.N., described the new depôt, and Mr. Herbert Kenchington, the architect, presented a key to Mrs. Fanshawe.

A vote of thanks was proposed by the Hon. George Colville, deputy-chairman of the Institution and seconded by 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.

Mrs. Fanshawe then opened the building.

#### An Acre and a Quarter of Floor Space.

The depôt has been designed and equipped on the most modern lines, with ample space, air and light. It has workshops and stores covering a floor-area of nearly an acre and a quarter. One of the storerooms is for the Institution's supplies for appealing to the public. In it are stored the 40,000 collecting boxes, in the form of life-boats, and the nine million paper flags which the Institution uses each year on life-boat flag days.

There are canteens and recreation rooms for the staff, and three cottages for the depôt foreman, the storehouseman, the deputy storehouseman and their families.

Above the main entrance is the stone figure of a life-boatman, life-size, the work of Mr. A. J. J. Ayres.

#### The Cost.

The new depôt has cost £60,000. Had it been decided to keep the store-yard at Poplar, the work of modernizing it would have cost over £22,000. The lease of the storeyard has been sold for over £24,000. The extra cost, some £14,000, of building the depôt will in the end, it is expected, be more than balanced by an annual saving in the cost of maintenance.

The change means greater efficiency and speed, but there must be regret that, after nearly sixty years, the centre of the life-boat fleet will no longer be in the Port of London.

### Portrait on the Cover.

THE portrait on the cover is of Coxswain GEORGE PERRIN, of Skegness. He joined the life-boat crew in 1913. For three years during the war of 1914 to 1918, he served as mate on drifters

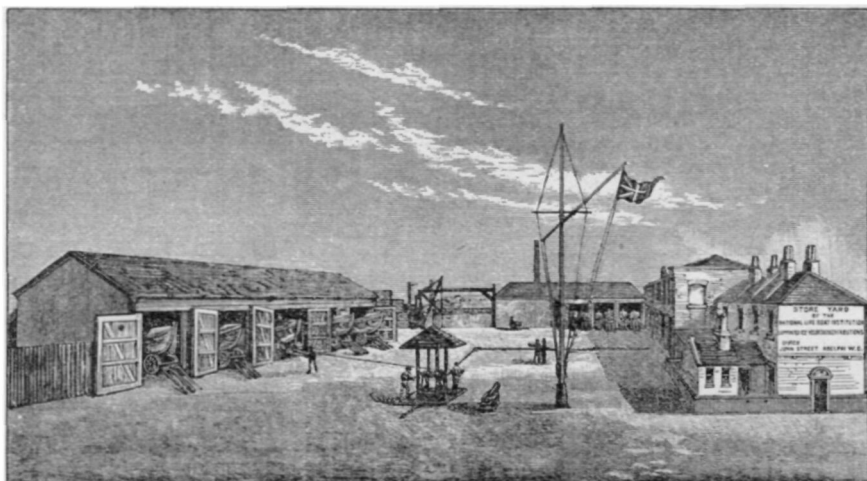
engaged in mine sweeping, and returned to the life-boat in 1919. In 1932 he was appointed coxswain. Since 1935 his son Wilfred Perrin has been second-coxswain.

### A Rescue at Gibraltar.

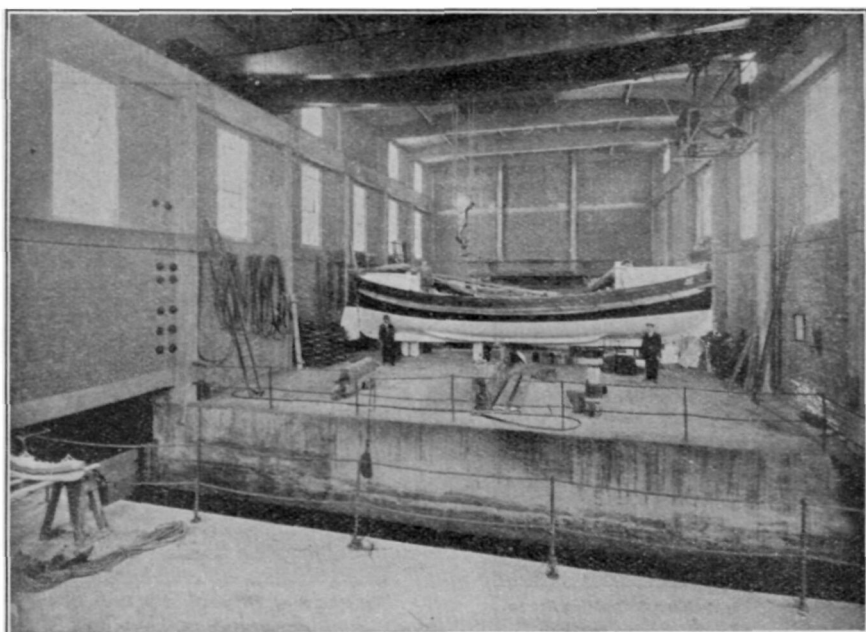
WHILE H.M.S. *Wishart* was at Gibraltar last June one of her boats' crews picked up the crew of a yacht which

had capsized. The rescued men gave their rescuers ten shillings, and they sent it to the Institution.

THE OLD STOREYARD.

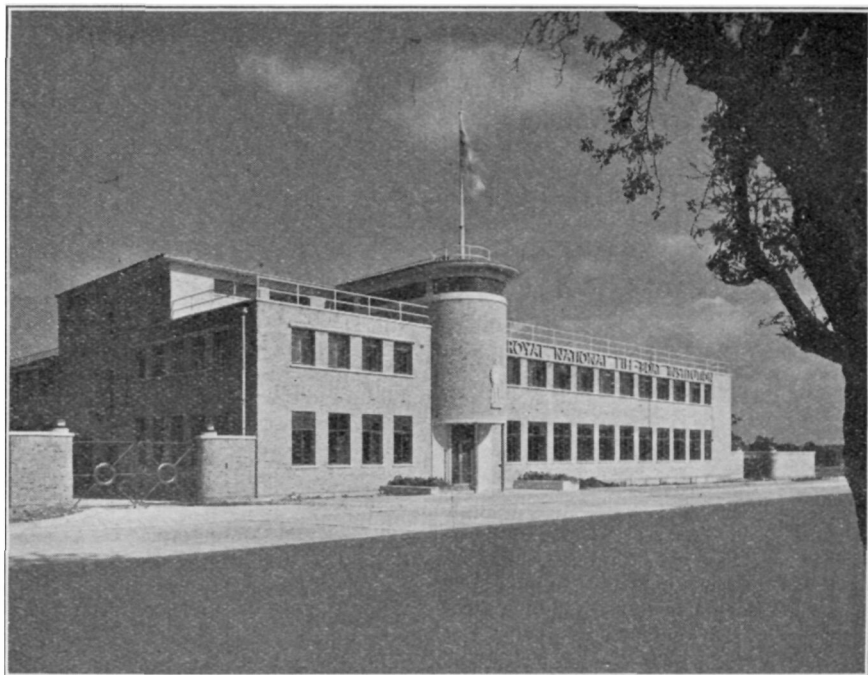


THE STOREYARD AT POPLAR IN 1882.



THE NORTH BOATSHED AND DOCK : BUILT IN 1915.

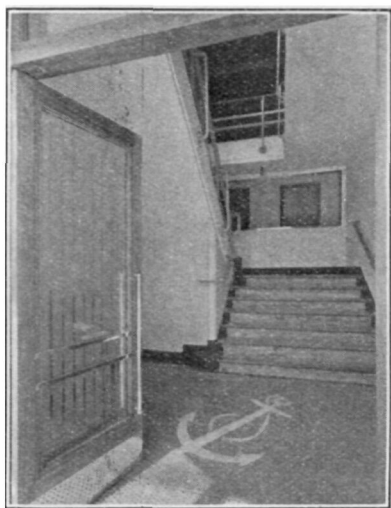
## THE NEW DEPOT.



*By courtesy of]*

*[The Architect & Building Review*

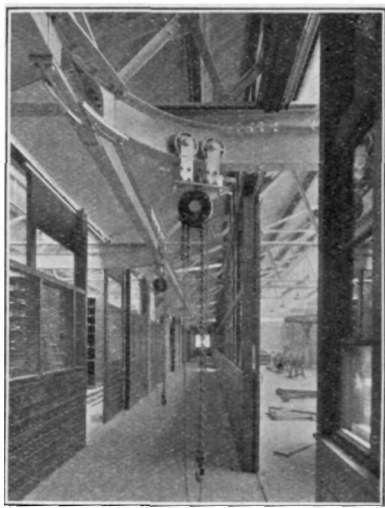
## THE FRONT OF THE DEPOT.



*By courtesy of The Architect & Building Review*

## THE MAIN ENTRANCE.

Stairs leading up to the offices.



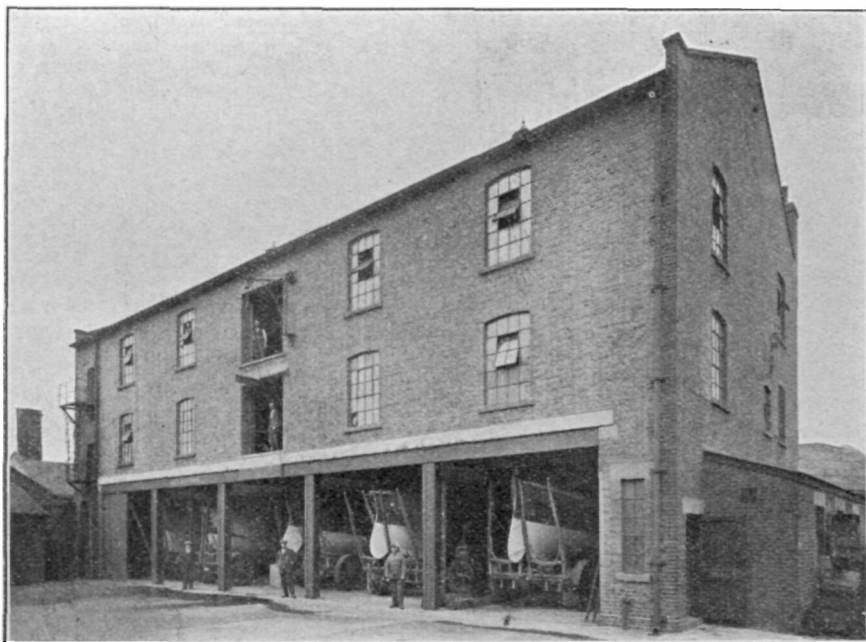
*By courtesy of The Architect & Building Review*

## CENTRAL PASSAGE.

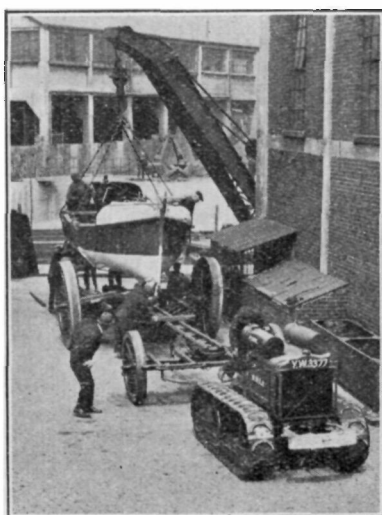
Workshops on right, store rooms on left.



THE OLD STOREYARD.



THE WEST BOAT SHED : BUILT IN 1920.



*By courtesy of]*

*[Sport and General*

**HOISTING A LIFE-BOAT FROM  
THE CUT TO ITS CARRIAGE.**

A\*



*By courtesy of]*

*[Sport and General*

**LIFE-BOATS OF THE RESERVE  
FLEET.**

## THE OLD STOREYARD.



*By courtesy of]*

*[Sport and General*

## MAKING A BOW PUDDING.



*By courtesy of]*

*[Sport and General*

## PACKING LIFE-BOAT COLLECTING BOXES.

## Services of the Life-boats.

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

**Launches 124. Lives rescued 106.**

### April Meeting.

**Blyth, and Newbiggin, Northumberland.**—On the 23rd December, 1938, the Blyth motor life-boat rescued three of the crew of the s.s. *Skarv*, of Sunderland. The Newbiggin motor life-boat was also called out.—Rewards: Bronze medal, framed letters of thanks, and additional monetary awards to the Blyth crew; Blyth, £38 10s.; Newbiggin £54 8s. (A full account of this service was given in the June issue of *The Life-boat*.)

**Rosslare Harbour, and Kilmore, Co. Wexford.**—A message was received at Rosslare at 4.55 P.M. on the 3rd March, 1939, that an Irish Air Force seaplane had come down in the sea off Carnsore Point. A S.S.E. wind was blowing, with a moderately rough sea. At 5.15 P.M. the Rosslare Harbour motor life-boat *K.E.C.F.* was launched. She found the seaplane ashore at Ballytrent Strand, and signalled the officers on board who replied that they were no longer in danger. The life-boat returned to her station at 6.48 P.M. Meanwhile the information had also reached Kilmore, and at 6 P.M. the motor life-boat *Ann Isabella Pyemont* put out. She damaged her rudder in launching and after calling at the Barrells Light-vessel and Tuskar without getting information, put into Rosslare. Here she learned that her services were not needed, but as her rudder was damaged she waited for the tide, and returned to her station again at 7.30 A.M. on the following morning.

On the 5th March information was received at Rosslare Harbour from the Coast Life-saving Service that the Ministry of Defence wished the life-boat to be launched to stand by while attempts were made to refloat the seaplane. The motor life-boat *K.E.C.F.* was launched at 5.15 P.M., but it was found that the surf on the beach was too heavy for anything to be done at that time. The life-boat returned to her station at 7 P.M. During the night a request was received from an officer of the Irish Air Force that the life-boat

should again be launched in the morning when another attempt to refloat the machine at high water would be made. The life-boat put out again at 7.20 A.M. She stood by while the stranded seaplane was refloated at Ballytrent and then escorted her to Wexford Harbour, returning to her station at 1.30 P.M.—Rewards: Rosslare Harbour, Permanent paid crew, 1st launch, £2 6s. 6d; 2nd launch, £2 6s. 6d; 3rd launch, £1 3s. 6d.; Kilmore, £33 3s. 9d.

**Girvan, Ayrshire.**—On the morning of 8th March, 1939, a strong W.N.W. wind was blowing, with a rough sea, and the fresh water from the flooded river Girvan was making the harbour bar extremely dangerous. Five fishing boats from Girvan and two from Aroch, Moray Firth, were fishing on the Ballantrae Banks, and about ten in the morning the harbour-master reported that they were expected to return to Girvan. The life-boat *Lily Glen*—Glasgow, was launched at 10.20 and went outside the harbour. As each boat approached she escorted her in. She returned to her station at 11.55 A.M.—Rewards, £6 13s.

**New Brighton, Cheshire.**—At 11.38 A.M. on the 8th March, 1939, the Mersey Docks and Harbour Board reported that the Crosby Lightship was adrift. A heavy W.N.W. gale was blowing, with a very rough sea and rain squalls. The No. 1 motor life-boat *William and Kate Johnston* left her moorings at 11.55 A.M. and reached the lightship at 1.10 P.M. By that time she had anchored near the Formby shore. The crew of five signalled for help, but it was only after several attempts that the life-boat got alongside and rescued the men. In doing so she was damaged. After reporting the rescue to the Dock's Board vessel *Vigilant*, she landed the rescued men at New Brighton at 3 P.M. The life-boat had then to be taken off service for repairs. It was an arduous

service, carried out in very rough weather, and the Institution granted an increase of £1 in the usual money award on the standard scale of 19s. to each member of the crew.—Standard rewards to crew, £5 14s.; additional rewards to crew, £8. Total rewards, £15 14s. 4d.

**Pwllheli, Caernarvonshire.**—On the 11th March, 1939, the life-boat motor mechanic saw a sailing yacht which appeared to be in difficulties about three miles S.E. of the life-boathouse. A moderate N.N.W. gale was blowing, with a moderate sea and rain squalls. The motor life-boat *William Macpherson* was launched at 4.45 P.M. She found the sailing yacht *Minnie II*, of Pwllheli, with three R.A.F. officers on board. The yacht's head sails had been carried away in a squall and she was unmanageable. The life-boat took her in tow and brought her safely into Pwllheli Harbour at 5.25 P.M. A letter of thanks and a donation were received from one of the rescued.—Rewards, £11 14s. 9d.

**Douglas, Isle of Man.**—During the afternoon of the 11th March, 1939, a strong N.W. gale sprang up, with a heavy sea. Anxiety was felt for the local fishing smacks *Useful* and *Mannin*, which were at sea, and the motor life-boat *Manchester and Salford* was launched at 4 P.M. She found the *Useful* at 4.30 P.M. making for harbour under her own power. From her the coxswain got the position of the *Mannin*, went in search, found her at 5 P.M., and towed her into Douglas, arriving at 6 P.M.—Rewards, £11 13s. 3d.

**Amble, Northumberland.**—The motor life-boat *Frederick and Emma*, which was placed at Amble when that life-boat station was reopened at the beginning of 1939, received her first service call at 8.30 A.M. on the 15th March, 1939. She put out to the help of the fishing cobles *Providence* and *Children's Friend*, of Amble, which had been seen to be in difficulties. A moderate northerly wind was blowing, with a heavy swell. The life-boat went first to the *Providence* and escorted her into harbour. She then put out again to the *Children's Friend*, but found that

the boat had been beached at Alnmouth. The life-boat returned to her station at 10.45 A.M.—Rewards, £3.

**Whitby, Yorkshire.**—On the morning of the 15th March, 1939, five Whitby fishing vessels put to sea at 5 A.M. A strong N.N.E. wind was blowing, with a heavy broken sea. The sea increased and at 10 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched. She found the *Venus* outside the Rock Buoy and escorted her back to harbour. Putting off again she escorted the *Gallilee*, *Success*, *Pilot Me* and *Provider* separately into harbour. The life-boat returned to her station at 2.15 P.M.—Rewards, £8 5s. 6d.

**Eyemouth, Berwickshire.**—On the morning of the 15th March, 1939, several fishing vessels were returning to harbour. A heavy sea was running in the bay, and the motor life-boat *Frank and William Oates* was launched at 9.45 A.M. in readiness to help if needed. She stood by at the pier until the vessels had discharged their catches and left again, and returned ashore at 12.30 P.M.—Rewards, £10 16s.

**Ramsgate, Kent.**—At 6.12 A.M. on the 15th March, 1939, a message was received from the coastguard that two barges were in need of help to the east of the coastguard station. A moderate N.E. gale was blowing, with a rough sea. The motor life-boat *Prudential* was launched at 6.26 A.M., and found the barge *Cabby*, of Rochester, laden with portland stone and carrying a crew of two. She had lost her anchor. The life-boat towed her into harbour. The other barge, the *Colluna*, of London, was towed in by the motor boat *Salvor II*. The life-boat returned at 7.55 A.M.—Rewards, 11s. 9d.; Property Salvage Case.

**Scarborough, Yorkshire.**—At 7.50 A.M. on the 17th March, 1939, the life-boat coxswain noticed that the local motor fishing boat *Hyperion*, which was making for harbour, did not dare attempt to get in. A strong N.E. gale was blowing, with a very rough sea. The motor life-boat *Herbert Joy II* was launched at 8 A.M., reached the *Hyperion* about one and a half miles to

the N.E. and escorted her to harbour.—Rewards, £19 5s. 6d.

**Cromer, Norfolk.**—A wireless message sent out by the motor vessel *Fosna*, of Bergen, that she wished to land a sick man at Cromer at 3 P.M., was passed to the life-boat station, through Mablethorpe and the coastguards, at 1.55 P.M. on the 20th March, 1939. The motor life-boat *Harriot Dixon* was launched at 2.55 P.M. in a smooth sea with a moderate W.N.W. wind. Commander J. M. Upton, the district inspector, Mr. E. P. Hansell, the honorary secretary, Dr. D. Vaughan, and an ambulance man went out. The life-boat reached the *Fosna* at about 3.15 P.M., and found that the man was able to get aboard her without help. He was landed at 3.40 P.M., and taken to the hospital. The owners gave a donation of £14.—Rewards, £13 17s.

**North Sunderland, Northumberland.**—During the morning of the 20th March, 1939, a message was received from the Seahouses coastguard that seven fishing boats of Beadnell were outside the harbour, but unable to enter owing to the very heavy swell. A westerly wind was blowing. At 10 A.M. the motor life-boat *W.R.A.* was launched. She stood by at the harbour entrance until five of the boats had entered and then went out and escorted in the other two boats, each in turn. The life-boat returned to her station at 12.15 P.M.—Rewards, £13.

**Douglas, Isle of Man.**—On the afternoon of the 20th March, 1939, a whole gale sprang up from the N.W., bringing with it a heavy sea. A watch was kept for the local fishing smack *Mannin*, which was at sea. As nothing had been seen of her by 3 P.M., the motor life-boat *Manchester and Salford* was launched at 3.30 P.M. She found the *Mannin* six miles S.E. by S. from Douglas. As the seas were very heavy, the life-boat towed her to Douglas, arriving at 6.30 P.M.—Rewards, £11 13s. 3d.

**Wick, Caithness-shire.**—Shortly before midday on the 20th March, 1939, the life-boat coxswain reported that several small fishing boats beating in towards the bay were in danger. The weather was squally, with hail showers,

and a very strong N.W. wind was blowing, with a rough sea. The motor life-boat *City of Edinburgh* was launched at noon, escorted to safety two small fishing boats of Wick, and returned to her station at 2 P.M.—Rewards, £6 13s.

**Southend-on-Sea, Essex.**—At 8.34 P.M. on the 20th March, 1939, the R.N. Shore Signal Station reported that rockets had been seen at Warden Point, coming from the Nore and Mouse Light-vessels. The sea was rough, with a strong squally W.N.W. breeze. The motor life-boat *Greater London (Civil Service No. 3)* was launched at 8.55 P.M., and found the barge *British Oak*, of Rochester, with a crew of two and laden with sand, about a mile N.E. of the Mouse Light-vessel. She was in a dangerous position with her mast broken and all gear overboard. With great difficulty the life-boat towed the barge into the fairway, and helped to get her gear aboard. She then put back to her station to report and refuel at about 5 A.M.; returned to the *British Oak*, and towed her to a safe anchorage at Sheerness. As she set out for Southend again, she saw signals from Sheerness Pier and found the yacht *Don Pat*, of Sheerness, with two people on board, in danger of being broken up against the pier. She towed the *Don Pat* to safety and returned to her station at 12.10 P.M. on the 21st March.—Barge *British Oak*: Property Salvage Case. Yacht *Don Pat*: Rewards, £9 17s.

**Holy Island, Northumberland.**—At 1.10 P.M. on the 22nd March, 1939, a steamer was reported ashore on the Plough Reef, one mile east of Holy Island. The weather was fine but cold, with a W.N.W. breeze and a choppy sea. The motor life-boat *Milburn* was launched at 1.20 P.M., and found the s.s. *Sphene*, of Glasgow. She had a crew of eleven men on board and was bound for Dublin with a cargo of coal from Blyth. The steamer was leaking badly and the captain asked the coxswain to stand by. This the life-boat did until the vessel refloated at 2.50 P.M., and the steamer managed to reach Holy Island Harbour under her own power with the life-boat escorting her. The life-boat returned at 3.50 P.M.—Rewards, £8 14s. 6d.

**Peterhead, Aberdeenshire.**—On the morning of the 24th March, 1939, a heavy sea was rising, with a strong and increasing south-easterly wind. Two small fishing boats were out and shortly before noon it was reported that one of them was showing a distress signal. The motor life-boat *Duke of Connaught* was launched at 12.5 P.M., and escorted both boats to harbour, returning to her station at 1.15 P.M.—Rewards, £6 17s. 6d.

**Filey, Yorkshire.**—At 7.30 A.M. on the 25th March, 1939, the life-boat coxswain reported that three fishing cobs were out north of the Brig. The weather was bad, with heavy snow and showers, and it was decided to keep a look-out. Later the weather became worse and at 8.50 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. A rough sea was then running, with a strong N.E. wind. The life-boat escorted the boats to safety and returned to her station at 12.15 P.M.—Rewards, £16 2s.

**Anstruther, Fifeshire.**—At 6.15 A.M. on the 28th March, 1939, a message was received from the Anstruther coast-guard that there was a heavy swell at the harbour entrance and that the fishing fleet was returning. A moderate E.N.E. gale was blowing. The motor life-boat *Nellie and Charlie* was launched at 6.40 A.M. She stood by at the harbour mouth while two steam drifters and five motor boats entered. The life-boat then went to another boat, about a mile off shore, and escorted her in, returning to her station at 8.15 A.M.—Rewards, £12 13s. 3d.

**Holyhead, Anglesey.**—At 1.22 in the morning of 9th April, 1939, the coast-guard reported that the 7,000-tons s.s. *Hilary*, of Liverpool, was ashore at Carmel Head. She was homeward bound from Brazil to Liverpool with general cargo and over 300 people on board. A slight south-westerly breeze was blowing and the sea was smooth, but there was a dense fog. The motor life-boat *A.E.D.* was launched at 1.45 A.M., and began her search, but the fog was so thick that the coxswain could not see a boat's length. He decided to anchor. When

daylight came the life-boat continued slowly along the land and at 4.50 A.M. found the steamer on Coal Rocks. She took off eighty-four passengers and landed them at Holyhead at 6.45 A.M. At 7.15 A.M. she returned and brought ashore six other passengers and a quantity of luggage, reaching Holyhead again at 10.55 A.M. The life-boat was placed at moorings at 12.40 P.M. The *Hilary* refloated at the next high tide and made port. One of the passengers made a donation and sent a letter of thanks—Rewards, £11 5s.

**Great Yarmouth and Gorleston, Norfolk.**—At 9.35 A.M. on the 12th April, 1939, the coastguard reported that the St. Nicholas Light-vessel was firing guns and flying signals indicating that a vessel was in distress to the E.N.E. A light S.S.W. breeze was blowing with a swell on the sands, and the weather was foggy. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 9.50 A.M., and found the s.s. *Zeester*, of Kamlen, Holland, on the east side of Scroby Sands. She had been aground but had just refloated with the rising tide. As the *Zeester* was in a dangerous position the life-boat escorted her clear of the sands and as far as the Cockle Light-vessel. She then returned to her station at 12.10 P.M.—Rewards, £7 3s.

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

**Anstruther, Fifeshire.**—1st March, 1939. A fishing boat had caught fire, but her crew were taken aboard another fishing boat.—Rewards, £11 7s. 6d.

**Walton and Frinton, Essex.**—6th March, 1939. The crew of the fishing boat *Marie Suzanne*, of Ostend, had abandoned their sinking vessel in a small boat, but they were picked up by the Dutch motor vessel *Jutland* and landed at Dover.—Rewards, £35 6s. 6d.

**Lerwick, Shetlands.**—6th March, 1939. A trawler was in distress and her crew had landed on the uninhabited island of Hascosay, but they were taken off by another trawler.—Rewards, £13 6s. 6d.

**Baltimore, Co. Cork.**—8th March, 1939. A trawler's engine had broken down, but she had put it right and went on her way without help.—Rewards, £21 1s.

**Clacton-on-Sea, Essex.**—10th March, 1939. A barge had sunk, but her crew had already been saved when the life-boat arrived.—Rewards, £16 19s.

**Anstruther, Fifeshire.**—10th March, 1939. A fishing boat had gone ashore, but she refloated unaided.—Rewards, £17 10s.

**Ramsey, Isle of Man.**—11th March, 1939. A small rowing boat had been reported drifting out to sea, but she succeeded in reaching land without help.—Rewards, £30 16s. 9d.

**Whitby, Yorkshire.**—16th March, 1939. A cable had made a signal for help, but she was taken in tow by another cable.—Rewards, £3 6s.

**Courtmacsherry Harbour, Co. Cork.**—18th March, 1939. A motor boat had been reported in distress off the Old Head of Kinsale, but she made safety while the life-boat was searching for her.—Rewards, £13 11s. 6d.

**Amble, Northumberland.**—20th March, 1939. Signals had been reported to the S.E. of Coquet Island, but nothing could be found.—Rewards, £15.

**Whitehills, Banffshire, and Fraserburgh, Aberdeenshire.**—20th March, 1939. A motor salmon-cable was reported overdue, but she was picked up and towed to safety by a motor boat.—Rewards: Whitehills, £9 7s. 9d; Fraserburgh, £7 6s. 6d.

**Exmouth, Devon.**—22nd March, 1939. An aeroplane had come down in the sea, but her crew were saved by a small boat from the shore.—Rewards, £26 15s. (See "Shoreboat Services," Sidmouth.)

**The Humber, Yorkshire.**—22nd March, 1939. A steamer had collided with a trawler seventeen miles N.N.E. of the Humber. She was badly damaged and began to sink, but her crew were rescued by the trawler.—Permanent paid crew: Rewards, 18s.

**The Humber, Yorkshire.**—26th March, 1939. Rockets had been reported seven miles N.E. of Mablethorpe on the Lincolnshire coast, but nothing could be found.—Permanent paid crew: Rewards, 9s.

**Ferryside, Carmarthenshire.**—1st April, 1939. A schooner had been reported in a dangerous position near the Pembrey Sands, but no trace of any vessel in need of help could be found.—Rewards, £12 10s. 6d.

**Shoreham, Sussex.**—2nd April, 1939. A boat burning flares had been reported off Brighton, but nothing could be found.—Rewards, £7 15s. 6d.

**Salcombe, Devon.**—5th April, 1939. A small sailing boat was out in rough weather, but did not need help.—Rewards, £4 10s. 6d.

**St. Helier, Jersey.**—6th April, 1939. A French military seaplane had been forced down in the sea, but she was helped by a French fishing boat. Letters of thanks were received from the French Navy and the French Consul-General.—Rewards, £9 14s.

**Ramsgate, Kent.**—9th April, 1939. A Dutch motor vessel had been reported near the Goodwins, but she could not be found.—Rewards, £5 8s.

**Donaghadee, Co. Down.**—12th April, 1939. A raft had got adrift with a boy aboard, but before help came he was drowned.—Rewards, £8 18s. 6d.

#### May Meeting.

**Peel, Isle of Man.**—At 8.55 P.M. on the 18th April, 1939, a message was received from the coastguard stating that flares had been seen four miles off Orrisdale Head. A light southerly breeze was blowing with a calm sea. The motor life-boat *Helen Sutton* was launched at 9.25 P.M. and found the motor fishing boat *Cicely*, of Castle-town, with a crew of four. Her engine had broken down. The life-boat towed her into harbour and returned to her station at 1.15 A.M. the following morning.—Rewards, £15 3s. 6d.

**Sheringham, Norfolk.**—On the morning of the 22nd April, 1939, eight of the local fishing boats were at sea. A strong N.W. gale was blowing with a rough sea. The boats were running for the shore, when at 10 A.M. the motor life-boat *Foresters Centenary* was launched to stand by. All the boats got in unaided except the *Reliance II*. She was about a mile and a half to the north. The life-boat escorted her to safety and returned to her station at 10.30 A.M.—Rewards, £17 11s.

**Whitby, Yorkshire.**—At 7.30 A.M. on the 22nd April, 1939, anxiety was being felt for the safety of some of the fishing cobs, as a very strong N.N.W. wind was blowing, with a rough sea. As both life-boat coxswains, and a number of the life-boat crews, were at sea fishing, an ex-coxswain volunteered to take out the life-boat manned by some of the elder fishermen. The motor life-boat *Mary Ann Hepworth* was launched at 8 A.M. and escorted into the harbour in turn the cobs *Ramlah*, *Royal Empire*, *Sarah*, *Guide Me* and *Margaret*. She returned to her station at 10 A.M.—Rewards, £4 16s. 6d.

**Flamborough, Yorkshire.**—On the morning of the 22nd April, 1939, a heavy N.N.W. gale sprang up while the fishing fleet was at sea. Several boats landed with difficulty and it was decided to send out the motor life-boat *Elizabeth and Albina Whitley*. She put off in a very rough sea at 9.55 A.M. with the second coxswain in charge. The coble *Britannia* was found about two miles to the northward and escorted back to safety. The life-boat then went to Flamborough Head to search for the remaining cobs. They were not to be seen, so she ran round the head and found that they had arrived safely at the south landing. The life-boat returned to her station at midday.—Rewards, £8 13s.

**Clacton-on-Sea, Essex.**—On 22nd April, 1939, the coastguard kept a yacht under observation for some hours. The sea was very heavy, a N.W. gale was blowing, and it was decided to send out help. At 2.25 P.M. the motor life-boat *Edward Z. Dresden* put out and found the yacht to be the *Sprite*, of

Leigh-on-Sea, with a crew of two on board. She was near the Swin Bell Buoy and in need of help. The coxswain decided to take her to Harwich. While the skipper of the *Sprite* was making the tow-rope fast he was washed overboard by a heavy sea, but managed to catch hold of a rope and was hauled aboard again. Harwich was reached at 6.15 P.M. and the life-boat left for home two hours later. On her way home, at a signal from the coastguard, she spoke a small yacht off Walton but no help was needed, and the life-boat got back to Clacton at 10.15 P.M. The skipper of the *Sprite* sent a letter of thanks and a donation to the Institution.—Rewards, £15 13s. 6d.

**Bembridge, Isle of Wight.**—Early in the afternoon of the 22nd April, 1939, a sailing yacht was seen making towards Whitecliffe Bay with her sails damaged. She was kept under observation by the coastguard and life-boatmen. A strong N.W. gale was blowing, with a rough sea. At 4.48 P.M. the coastguard reported the yacht to be in distress eight miles south-west from Foreland Look-out. The motor life-boat *Langham* was sent to her help, leaving at 5 P.M. She found the yacht *Marigold*, with a party of three on board, off Dunnose Point, and took her to a safe anchorage in St. Helens Bay. The life-boat returned to her station at 8 P.M. The owner sent a letter of thanks and made a gift to the life-boat crew.—Rewards, £8.

**Hoyle, Cheshire.**—At 5.30 A.M. on the 22nd April, 1939, the coastguard reported that the s.s. *Mayflower*, of Liverpool, loaded with stone, on passage from Penmaenmawr, North Wales, to Liverpool, had gone aground on East Hoyle Bank at 2 A.M., but that she was in no immediate danger. A moderate N.W. gale was blowing, with a very rough sea. After further investigation it was decided to launch the motor life-boat *Oldham*, and at 11.30 A.M. she went to the *Mayflower* and stood by. An attempt was made by the crew to refloat their vessel, but it was unsuccessful. The life-boat returned to her station at 3.30 P.M. when the tide was ebbing, as at low tide the steamer would be high and dry.—Rewards, £8 12s.



**Port Erin, Isle of Man.**—During the afternoon of the 25th April, 1939, a strong N.E. wind was blowing, with a rough sea. Three fishing boats were out and at 5 P.M. the motor life-boat *Ethel Day Cardwell* was launched to their help. Two of the boats managed to reach safety unaided. The third was a considerable distance out in Port Erin Bay. The life-boat escorted her into harbour, and returned to moorings at 6 P.M.—Rewards, £5 6s.

**Sheringham, Norfolk.**—At 8 A.M. on the 27th April, 1939, a telephone message was received from the Fishery Bailiff asking for help for a fishing boat which was at sea off Weybourne three miles away. A strong, increasing N.E. wind was blowing, with a rough sea. The motor life-boat *Foresters Centenary* was launched at 8.17 A.M., found the fishing boat *Olive*, of Sheringham, and escorted her safely through the surf. She returned to her station at 9 A.M.—Rewards, £16 6s.

**Cromarty.**—At 3 P.M. on the 3rd May, 1939, a message was received from the Seaforth Highlanders Dépôt at Fort George that the ferry boat *Tim*, running from Fort George to Chanory, with the dépôt band of twelve men on board, had broken down when half-way across and was drifting towards the Riff Sands. A S.S.W. wind was blowing, with a moderate sea. The motor life-boat *James Macfee* was launched at 3.10 P.M., and found the *Tim* three miles off her course. She was riding at anchor, but the anchor would not have held had the wind increased. The ferryman having gone ashore with one of the bandsmen in a dinghy for help, the life-boat landed the eleven remaining men at Chanory Point. She then put out again and towed the boat to anchorage, arriving back at her moorings at 6.35 P.M.—Rewards, £4 7s. 6d.

**Yarmouth, Isle of Wight.**—At 6.16 P.M. on the 11th May, 1939, a message was received from the coastguard at Cliff End that a motor launch off Barton-on-Sea had broken down, and that its occupants were waving clothing to attract attention. As the sea was smooth, the weather fine, and the

launch near to the shore it was decided to wait and see whether she could get in herself or whether some other boat would go to her help. At 7.3 P.M. a further message was received that the launch was still in difficulties, and the motor life-boat *S.G.E.* was launched at 7.12 P.M. She found the launch, with two men on board, off Becton Cliffs, towed her in, and returned to her station at 9.10 P.M.—Rewards, £7 16s.

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

**Amble, Northumberland.**—16th April, 1939. A sailing yacht had been reported in distress, but she went on her way without waiting for help.—Rewards, £5.

**Thurso, Caithness-shire.**—17th April, 1939. A fishing boat had not returned, but was found making her way home without needing help.—Rewards, £5 3s. 6d.

**The Humber, Yorkshire.**—20th April, 1939. An aeroplane was thought to have crashed into the sea, but it was found that she came down on land.—Permanent paid crew: Rewards, 6s.

**Tynemouth, Northumberland.**—22nd April, 1939. The Cullercoats motor life-boat had capsized on exercise, but the Tynemouth life-boat was unable to find any of her crew, six of whom were lost.—Rewards, £9 3s. (A full account of this disaster was published in *The Life-boat* for June.)

**Selsey, Sussex.**—On the evening of the 22nd April, 1939, the yacht *Brionie* ran aground two miles W.S.W. of Selsey Bill, while on passage from Lymington to Newhaven with a crew of three. A N.W. breeze was blowing, with a moderately rough sea. The yacht's distress was reported by the coastguard and the Selsey motor life-boat *Canadian Pacific* was launched at 7.50 P.M. Seeing that she would have to make a long detour owing to the state of the tide, four men who had answered the maroon but were not needed in the life-boat's crew, put off

in a dinghy with an outboard motor. They made for the *Brionie* and when about a quarter of a mile from the wreck they picked up a dinghy with the yacht's crew on board. They towed the dinghy to the life-boat station. The life-boat reached the yacht but found no one on board and returned ashore at 10.20 P.M.—Rewards, Life-boat £11 15s., Shoreboat £2 10s. and 3s. for fuel used.

**Southend-on-Sea, Essex.**—22nd April, 1939. A capsized yacht was found off Shoeburyness, but there was no one on board.—Rewards, £6 10s.

**St. Peter Port, Guernsey.**—25th April, 1939. An aeroplane had been reported missing, but she had landed at Alderney.—Rewards, £4 13s. 6d.

**Walmer, Kent.**—26th April, 1939. Red flares had been reported, but a search revealed nothing.—Rewards, £19 7s.

**Beaumaris, Anglesey.**—30th April, 1939. A trawler's engine had broken down, but another trawler took her in tow.—Rewards, £5 6s.

**Portpatrick, Wigtownshire.**—30th April, 1939. A child had drifted away from Girvan on a raft, but was drowned before help could arrive.—Rewards, £4 10s. 6d.

**Cloughy, Co. Down.**—9th May, 1939. The *Arantzazu Mendi*, a steamer of Bilbao, had stranded, but was in no immediate danger.—Rewards, £10 11s. 6d. (For another service to this steamer see pages 131 and 149.)

**The Humber, Yorkshire.**—9th May, 1939. An aeroplane had crashed into the sea off the Lincolnshire coast, but only wreckage was found. Two shoreboats also took part in the search. (See "Shoreboat Services," Mablethorpe.)—Permanent paid crew: Rewards, 6s.

#### June Meeting.

**Whitby, Yorkshire.**—On the morning of 16th May, 1939, a strong N.E. wind was blowing with a very rough sea. About 10.15 it was learnt that two small fishing boats were returning. Then

just as the motor life-boat *Mary Ann Hepworth* was about to put out, at 10.40 came a message from Staithes that the fishing vessel *Gallilee* had broken down off Skinningrove and that another fishing vessel was attempting to tow her. The life-boat first escorted in the fishing cobs *Royal Empire* and *Silver Lane*. She then went in search of the *Gallilee* and found her four miles north of Whitby. The attempt of the other vessel to tow her had failed as all her ropes had parted. The *Gallilee* had then managed to get her engine started again, but the fly-wheel was loose. The life-boat escorted her into Whitby and returned to her station at 12 noon.—Rewards, £5 9s.

**Hythe, Kent.**—At about 8.15 P.M. on the 23rd May, 1939, the motor life-boat *Viscountess Wakefield* was off Beachy Head on passage from Cowes to her station after overhaul. There she saw the motor cruiser *Mary*, of Chichester, with her engine broken down. There were two men on board. The sea was smooth and the weather fine. The *Mary* was bound for the East Coast and the life-boat towed her to Folkestone, arriving at 3.20 A.M., on the 24th May. She reached her station at 4.30 A.M.—No rewards. Crew paid for bringing boat from Cowes.

**Walmer, Kent.**—At 12.10 A.M. on the 26th May, 1939, a message was received from the South Goodwin Light-vessel through the Deal coastguard that a vessel was ashore on the sands to the N.E. by E. A N.N.E. breeze was blowing, with a moderate sea. The motor life-boat *Charles Dibdin* (*Civil Service No. 3*) was launched at 12.44 A.M. She found the trawler *Louci Gougy*, of Dieppe, aground and stood by until 2.10 A.M., when the trawler refloated with the rising tide. After escorting her clear of the sands the life-boat returned to her station at 3 A.M.—Rewards, £19 7s.

**Walton and Frinton, Essex.**—At 5.15 A.M. on the 28th May, 1939, a message was received from Gunfleet Lighthouse through the coastguard that a vessel had gone aground on the Gunfleet Sands. A moderate N.N.W. breeze was

blowing, with a slight sea. The vessel was kept under observation and at 6.25 A.M. red flares were seen. The reserve motor life-boat *Mary and John Meiklam of Gladswood*, on temporary duty at the station, was launched at 6.55 A.M. She found the yacht *Our Laddie*, of London, with thirteen people on board, four of them women. The yacht was on a pleasure cruise from Southend-on-Sea. The life-boat took all the passengers on board, except two men who stayed with the crew. Two life-boatmen boarded the yacht and the life-boat towed her clear of the sands and anchored abreast of Walton Pier. There she landed nine of the passengers, who were exhausted. She then towed the yacht to Harwich Harbour and returned to Walton at 2.20 P.M.—Rewards, £7 11s 6d.

**Lowestoft, Suffolk.**—On Whit Monday, the 29th May, 1939, the life-boat coxswain was told by the coastguard at about 8 P.M. that a motor vessel was in difficulties about a mile to the S.S.E. The weather was fine, but the sea was rather rough with a fresh N.E. wind. The motor life-boat *Agnes Cross* put out at 8.10 P.M. and found the motor vessel *Joy*, of Lowestoft, out on a pleasure cruise, with a crew of three and fourteen passengers. Her engines had become overheated and failed, and there was a danger of fire. She was drifting across the Newcombe Sands where the seas were rough. The life-boat took her in tow and brought her safely into harbour at about 9 P.M.—Rewards, £25 2s. 6d.

**Llandudno, Caernarvonshire.**—On the 1st June H.M. Submarine *Thetis* dived, while on trials in Liverpool Bay about fifteen miles from Llandudno, and did not come to the surface. On the following morning four survivors escaped by means of the Davis apparatus and a request was received from the Hoylake coastguard for a doctor. The weather was fine, with a northerly wind and a moderate sea. At 1 P.M. the motor life-boat *Thomas and Annie Wade Richards* put out with Dr. Maddock Jones on board. She took him to the destroyer *Somali* and remained alongside for some hours, returning to her station at 10.30 P.M.

Ninety-nine lives were lost in this the biggest submarine disaster of all time.—Rewards, £24 11s. 6d.

**Dover, Kent.**—On the morning of the 3rd June six children belonging to the Dover garrison were cut off by the tide under Shakespeare Cliff. A moderate N.E. gale was blowing, with a rough sea. The motor boarding boat *William Myatt*, attached to the Dover life-boat, put out about midday with a crew of six and a dinghy in tow. Meanwhile a police sergeant had been lowered down the cliffs to the children. The dinghy was sent in but the first attempt failed as there was great danger of the dinghy being smashed. The dinghy went in again, with an anchor and cables from the motor boat, and this time she was able to get near enough for the police sergeant to pass the children to her and then to board her himself. Sergeant and children were got safely from the dinghy to the boarding boat and she brought them ashore.—Partly permanent crew: Rewards, £2 2s. 6d.

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

**Wicklow.**—13th May, 1939. A yacht had run on the rocks, but all attempts to refloat her failed.—Rewards, £5 5s. 6d.

**Shoreham Harbour, Sussex.**—21st May, 1939. A rocket and lights had been reported, but nothing could be found.—Rewards, £10 5s.

**Dover, Kent.**—23rd May, 1939. A vessel had been reported on fire, but it was found that it was only her funnels sending out dense smoke.—Partly permanent paid crew: Rewards, £2 17s.

**Hoylake, Cheshire.**—27th May, 1939. Distress signals at sea had been reported but were found to be fireworks on land.—Rewards, £20 11s. 6d.

**Aldeburgh, Suffolk.**—29th May, 1939. A yacht had gone ashore in a dangerous position but she was refloated without the life-boat's help.—Rewards, £29 15s. 6d.

**Peel, Isle of Man.**—29th May, 1939. A competitor in the Manx Air Races had crashed into the sea, but he was picked up by a fishing boat.—Rewards, £7 13s.

**Walton and Frinton, Essex.**—30th May, 1939. A yacht had gone ashore on the Buxey Sands, but she got off without help.—Rewards, £14 5s.

**Shoreham Harbour, and Worthing, Sussex.**—On the afternoon of the 30th May, 1939, a sailing boat, with a crew of two, father and son, capsized about two miles off Goring. A moderate N.E. breeze was blowing, with a moderate sea.

At the request of the Worthing Beach Inspector a motor fishing boat put out, rescued the two men and landed them. The Shoreham motor life-boat *Rosa Wood and Phyllis Lunn*, had also been summoned and put out at 3.5 P.M. A speed-boat put out from Shoreham to tell her that the men had been rescued.

Another motor boat, from Ferring, had also put out with two men on board. She picked up the derelict boat and took her in tow, receiving help from the life-boat which returned to her station at 6.5 P.M.—Rewards, Life-boat, £5 2s. 6d.; Shoreboats, a Letter of Thanks and £1 5s., together with 5s. for fuel.

**The Humber, Yorkshire.**—31st May, 1939. A motor fishing boat of Bridlington had broken down, but was towed into Bridlington by a Whitby fishing boat.—Permanent paid crew: Rewards, 6s.

**Shoreham Harbour, Sussex.**—1st June, 1939. A sailing boat had capsized off Worthing, but the man on board was rescued by another boat.—Rewards, £5 2s. 6d.

**Tenby, Pembrokeshire.**—1st June, 1939. Two girls had been cut off by the tide at Llanelly, but they reached safety without the life-boat's help.—Rewards, £2 5s.

**Selsey, Sussex.**—2nd June, 1939. An aeroplane had come down in the sea, but another boat reached her first and picked up two of the crew.—Rewards, £15 13s. 6d.

**Southend-on-Sea.**—4th June, 1939. A yacht was in distress off Foulness Island, but she was taken in tow by another vessel.—Rewards, £13 6s.

#### July Meeting.

**Margate, Kent.**—At about noon on the 10th June, 1939, a yacht was seen by a life-boatman ashore on the Margate Sands. A light S.E. breeze was blowing, the sea was smooth. The motor life-boat *Lord Southborough (Civil Service No. 1)* was launched at 12.20 P.M. with the honorary secretary, Mr. P. E. W. Gellatly on board. She found the auxiliary yacht *Morn*, of the Royal Air Force Yacht Club, near the North Spit Buoy, with three people on board. The life-boat towed her clear of the sands into deep water, and returned to her station at 2 P.M.—Property Salvage Case.

**Fleetwood, Lancashire.**—At 1.30 P.M. on the 11th June, 1939, the lighthouse-keeper reported that a small motor boat was aground on the east side of the Wyre Channel. A strong N.W. breeze was blowing with a rough sea. Two other motor boats could be seen attempting to reach her, but were unable to do so. The motor life-boat *Ann Letitia Russell* was launched at 2.15 P.M. She found the motor boat *Roma*, of Fleetwood, a converted ship's life-boat, with three people in her, wet and exhausted. She took them on board, put a life-boatman in the *Roma* and towed her to harbour. The life-boat returned to her station at 3.15 P.M. A letter and a donation were received in gratitude for this service.—Rewards, £5 5s. 6d.

**New Brighton, Cheshire.**—At 9.10 P.M. on the 11th June, 1939, a message was received from the police that a motor boat was in difficulties off Seacombe Stage and needed immediate help. A moderate northerly breeze was blowing with a choppy sea. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 9.26 P.M. and found the motor boat *Sally*, of Birkenhead, out fishing, with three men on board. Her rudder and stern post had been broken; she was leaking badly; her crew were unable to cope with the

flow of water. The life-boat took the men on board and towed the *Sally* to New Brighton, returning to her station at 10.30 P.M.—Rewards, £10 5s.

**Walton and Frinton, Essex.**—At 10.25 P.M., on the 14th June, 1939, a message was received from the Felixstowe coastguard, through the Walton-on-Naze coastguard, that a vessel was in distress one mile east of the Cork Light-vessel. A S.W. gale was blowing, with a rough sea. The reserve motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 10.50 P.M. She found the motor vessel *Kentish Hoy*, of Chatham, with a crew of three, laden with 150 tons of sugar, on passage from Great Yarmouth to Chatham. Her engine had broken down. She was being swept by heavy seas. The life-boat waited for the seas to ease. She then towed the *Kentish Hoy* to Harwich Harbour arriving at 6.30 A.M. the next morning. The life-boat returned to her station at 9.30 A.M.—Property Salvage Case.

**Clacton-on-Sea, Essex.**—At 9.39 P.M. on the 14th June, 1939, a message was received from the coastguard that the motor yacht *Mayflower*, of Great Yarmouth, was ashore at Jaywick. As the yacht was not then in a dangerous position the life-boat was not launched. The following morning, at 9.36 A.M., a message was received that the *Mayflower* was flying a distress signal. A moderate S.W. breeze was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 9.50 A.M. and found the *Mayflower* with a crew of two aboard. The life-boat towed the yacht to Brightlingsea, returning to her station at 3.30 P.M.—Property Salvage Case.

**Cloughy, Co. Down.**—On the 17th June, 1939, a salvage party, eleven in number, was rescued from the Spanish steamer *Arantzaza-Mendi* which had gone ashore on the 9th May.—Rewards, silver and bronze medals and monetary awards amounting to £27 17s. 6d.

(For a full account see page 131.)

**Troon, Ayrshire.**—At 10.50 P.M. on the 18th June, 1939, the coxswain's son saw a flare in the South Bay, between

the shore and Lady Isle. A N.W. wind was blowing, with a very rough sea. The motor life-boat *Sir David Richmond of Glasgow* was launched at 11.20 P.M. She found the motor pleasure boat *Elim*, of Troon, with six people on board, bound from Lady Isle to Troon. Her engine had broken down. The life-boat towed the *Elim* into Troon harbour and arrived back at her station at 12.35 A.M. the next morning.—Rewards, £6 12s.

**Newhaven, Sussex.**—During the morning of the 18th June, 1939, four men were cut off by the tide under the Seven Sisters Cliffs, near Seaford. One of them swam to Cuckmere. There the police informed the Newhaven coastguard who passed the news to the life-boat station. A fresh S.W. breeze was blowing, with a moderate sea. The motor life-boat *Cecil and Lilian Philpott* was launched at 12.13 P.M. and with a small boat in tow she went to Cuckmere Haven. The men were got into the small boat and then taken on board the life-boat, which landed them safely at Newhaven. The life-boat returned to her station at 2.15 P.M.—Rewards, £6 8s.

**Cromer, Norfolk.**—During the morning of the 18th June, 1939, a small boat with five boys on board was seen two miles N.N.E. from the life-boat station. A moderate S.S.W. breeze was blowing, with a choppy sea. The boat was kept under observation and at 1.25 P.M. the coastguard reported that the boys appeared to be exhausted. The No. 1 motor life-boat *H. F. Bailey* was launched at 1.30 P.M. She took the five boys on board and with the boat in tow arrived back at her station at 2.15 P.M.—Rewards, £8 14s.

**Southend-on-Sea, Essex.**—At about 2.35 P.M. on the 21st June, 1939, a message was received from the Shoeburyness Garrison that a small yacht appeared to be in difficulties off Shoebury. Then a second message came that the yacht had capsized. A strong N.E. wind was blowing, with a rough sea. The reserve motor life-boat *The Brothers*, on temporary duty at the station, was launched at 2.55 P.M. She found the yacht to be the *Redshank*, of Shoeburyness. There was no sign of

her crew. The life-boat righted the yacht and towed her ashore, returning to her station at 4.45 P.M. It was learnt later that the *Redshank's* crew of two had been picked up by a boat from Shoebury.—Rewards, £6 10s.

**Montrose, Angus.**—At 9.40 A.M. on the 22nd June, 1939, a strong N.E. wind was blowing, the sea was rough and the tide ebbing. It was evident that two motor fishing boats, *Rosa* and *Widgeon*, which were out would have great difficulty in crossing the bar and the No. 1 motor life-boat, *John Russell*, put out at 9.50 A.M. She escorted the two boats into harbour and returned to her station at 11 A.M.—Rewards, £4 16s 6d.

**Redcar, Yorkshire.**—At 10.55 P.M. on the 22nd June, 1939, a message was received from the Staithes coastguard that a three-masted vessel had fired distress rockets  $3\frac{1}{2}$  miles to the N.N.W. A strong N.N.E. breeze was blowing, with a heavy sea. The motor life-boat *Louisa Polden* was launched at 11.30 P.M. She found the vessel to be the s.s. *Ernrax*, of Hull, loaded with wheat, on passage from Hull to Thornaby-on-Tees. She had sprung a leak, and was sinking when the life-boat arrived and rescued her crew of ten. The life-boat returned to her station at 3 A.M. Later the tug *Kings Cross* attempted to tow the *Ernrax* in, but she sank.—Rewards, £12 19s.

**Hartlepool, Co. Durham.**—At 2.30 P.M. on the 25th June, 1939, a message was received from the coastguard that the motor coble *Ben My Chree*, with two men on board, was then two and a half miles N.E. of Heugh. With a northerly breeze blowing and a very heavy sea anxiety was felt for her safety. A pilot cutter had gone to her help, and at 3.46 P.M. the two boats were seen to be returning. As a very heavy sea was breaking at the breakwater and bar the motor life-boat *Elizabeth Newton* was launched at 3.50 P.M. and escorted the *Ben My Chree* to safety. She returned to her station at 4.30 P.M.—Rewards, £4 16s. 6d.

**New Quay, Cardiganshire.**—At 4 P.M. on the 28th June, 1939, the crew and helpers had assembled for an exercise launch when the small sailing boat *Idle*

*Hour*, of New Quay, with a crew of two, was seen drifting to the east of the harbour. A strong S.W. breeze was blowing, with a choppy sea. The pulling and sailing life-boat *William Cantrell Ashley* was launched at 4.15 P.M. She took the two men on board and tried to tow the *Idle Hour*, but the boat was soon swamped, so she was lifted into the life-boat. The life-boat returned to her station at 5.40 P.M.—Rewards, £11 9s. 6d.

**Clacton-on-Sea, Essex.**—At 7 P.M. on the 28th June, 1939, a message was received from the coastguard that a motor yacht two miles to the S.W. was drifting, and was flying distress signals. A fresh S.W. breeze was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 7.10 P.M. and found the yacht to be the *Alanfred*, of Benfleet, with four on board. She had run out of fuel and was leaking badly. The life-boat took off the four people, towed the yacht to Brightlingsea, and arrived back at her station at midnight. Gifts were sent to the Institution and to the crew in gratitude for this service.—Rewards, £11 6s.

**Yarmouth, Isle of Wight.**—At 7.20 P.M. on the 5th July, 1939, the coastguard reported two men were in danger on a pile-driver at Milford-on-Sea. A moderate squally S.S.W. gale was blowing, with a rough breaking sea. The motor life-boat *S.G.E.* was launched at 7.32 A.M. and went to the pile-driver, which was then two hundred yards from the shore. The life-boat anchored to windward, veered down and with some difficulty rescued the two men. They were given stimulants and taken to Yarmouth.—Rewards, £7 16s.

**Walmer, Kent.**—At 12.50 P.M. on the 6th July, 1939, a message was received from the Deal coastguard that a sailing boat with five people on board was flying an oilskin in her rigging near Deal Bank Buoy. A strong S.W. wind was blowing, with a rough sea. The motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at 1.5 P.M. She found the sailing boat shipping heavy water, and escorted her to Ramsgate. She returned to her station at 3.40 P.M.—Rewards, £9 13s. 6d.

**Caister, Norfolk.**—At 7 P.M. on the 10th July, 1939, a yacht was seen to strike the Caister Shoal, near the south end of Caister Beach, knock off, and drift ashore. A slight northerly breeze was blowing, with a heavy ground swell. The pulling and sailing life-boat *Charles Burton* was launched at 7.25 P.M. She found the yacht *Sarah Ann*, of Maldon, shipping water, with nobody on board. Her crew of two had swum ashore. The life-boat ran out the *Sarah Ann's* anchor and left her in charge of the Great Yarmouth coast-guard, returning to her station at 9 P.M.—Rewards, £29 5s.

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

**Donaghadee, Co. Down.**—4th June, 1939. An aeroplane had been reported to have fallen into the sea, but later news was received that she was safe.—Rewards, £4 10s.

**Shoreham Harbour, Sussex.**—6th June, 1939. Smoke which appeared to come from a burning boat had been reported but nothing could be found. The honorary secretary, Captain C. T. Keigwin, R.N.R., also put out in a speed-boat and took part in the search.—Rewards, £5 2s. 6d.

**Torbay, Devon.**—12th June, 1939. A small boat had capsized, but a motor boat rescued the crew. A donation and a letter of thanks were received in gratitude for the launching of the life-boat.—Rewards, £2 16s.

**Yarmouth, Isle of Wight.**—14th June, 1939. An aeroplane had been reported down in the sea off Barton-on-Sea, but nothing was found, nor was any aeroplane reported missing.—Rewards, £3 18s.

**Margate, Kent.**—17th June, 1939. A rowing boat was overdue and believed to be in difficulties, but later a report was received that the boat had been found and was safe. Mr. P. E. W. Gellatly, the honorary secretary, went out in the life-boat.—Rewards, £9 8s.

**Yarmouth, Isle of Wight.**—18th June, 1939. A motor boat had been reported, showing distress signals, but nothing was found.—Rewards, £7 16s.

**Walton and Frinton, Essex.**—21st June, 1939. The Kentish Knock Lightvessel had reported that a yacht had carried away her mast, but the yacht cleared herself and went on her way.—Rewards, £14 15s. 6d.

**Shoreham Harbour, Sussex.**—27th June, 1939. An aeroplane had crashed into the sea, but a fishing boat rescued the pilot. The life-boat towed in the aeroplane.—Rewards, £5 2s. 6d.

(For a full account see "Shoreboat Services," Shoreham.)

**Shoreham Harbour, Sussex.**—1st July, 1939. A sailing canoe was thought to have been blown out to sea, but later it was learned that she had returned.—Rewards, £5 2s. 6d.

**Margate, Kent.**—1st July, 1939. Rockets had been reported between Warden Point and the Reculvers, but nothing could be found. Mr. P. E. W. Gellatly, the honorary secretary, went out in the boat.—Rewards, £12 8s.

**Southend-on-Sea, Essex.**—2nd July, 1939. A rowing boat had got into difficulties and a motor boat which went to her aid broke down, but both boats got in unaided.—Rewards, £10 10s. 6d.

**Pwllheli, Caernarvonshire.**—2nd July, 1939. The Danish schooner *Sif*, of Marstal, appeared to be in difficulties, but she was only waiting for a pilot.—Rewards, £5 15s. 6d.

**Torbay, Devon.**—3rd July, 1939. A small motor yacht had caught fire, but another yacht rescued the only person on board. A donation was received in gratitude for the launching of the life-boat.—Rewards, £2 16s.

**Hastings, Sussex.**—6th July, 1939. A boat had been reported off Bexhill, partly submerged, but she could not be found.—Rewards, £31 16s. 6d.

**Penlee, Cornwall.**—6th July, 1939. Flares had been reported and the French motor ketch *Ster Vras* was found, but she did not need help.—Rewards, £14 15s.

**Yarmouth, Isle of Wight.**—9th July, 1939. An aeroplane had come down in the sea off Milford-on-Sea but no trace of her could be found. She is believed to have sunk with her pilot.—Rewards, £3 18s.

## Shoreboat Services.

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

### April Meeting.

**Burra Isle, Shetlands.**—While out haddock fishing in a small open boat from Skeld three men were thrown into the sea when their boat was capsized by a squall. The accident happened at about 7.30 A.M. on the 16th March, 1939, when the boat was five miles from Scalloway. A strong northerly wind was blowing and the sea was rough. The capsize was seen from the 16-ton motor fishing boat *Budding Rose*, which at once made for the spot. With slight risk to themselves her crew of four rescued the endangered men who were clinging to their upturned boat and landed them near to their homes. The rescuers then made for Scalloway, picking up the small boat on the way.—Rewards, £2 10s., and 8s. 6d. for fuel used.

### May Meeting.

**Fraserburgh, Aberdeenshire.**—At about 8 P.M. on the 19th April, 1939, a small yawl with a party of five boys on board got into difficulties and could not make Fraserburgh Harbour. The sea was choppy with a squally increasing S.S.W. breeze. The honorary secretary of the life-boat station did not consider it necessary to launch the life-boat, and sent out the motor boat *Lily* manned by four men, including the permanent motor mechanic of the life-boat. She picked up the yawl about half a mile east of Cairnbulg Beacon and brought her in.—Rewards, £1 10s., also 2s. for fuel used.

**Selsey, Sussex.**—On the 22nd April, 1939, four men put out in a motor boat and landed the crew of three of a yacht.—Rewards, £2 10s., and 3s. for fuel used.

(For a full account see Selsey, "Services of the Life-boats," page 145.)

### June Meeting.

**Sidmouth, Devonshire.**—At about 8.40 P.M. on the 22nd March, 1939, an aeroplane came down in the sea off Sidmouth. A westerly wind was blow-

ing with gusts at thirty miles an hour and sleet showers. The sea was choppy. The Exmouth life-boat, *Catherine Harriet Eaton*, was launched at 9.25 P.M., but in the meantime four men had put out from Sidmouth in a 14-foot rowing boat. They found the crew of the aeroplane, four in number, on the fuselage, and rescued them. They could not row back to Sidmouth owing to the strong wind and made instead for Salcombe Regis. The life-boat learning at Beer Head that the men had been rescued returned to her station, arriving at 2.15 A.M.—Rewards: Shoreboat, a Framed Letter of Thanks to each of the four rescuers, Messrs. W. J. Smith, N. Rickwood, J. Dagworthy, T. Parrot; Lifeboat, £26 15s.

**Firth of Forth.**—At about 6.30 P.M. on the 16th April, 1939, two men of the R.A.F. left Inverkeithing for Aberdour in a motor boat. The tide was ebbing and the sea was rough, with a fresh westerly gale blowing. The boat's engine failed and she was dashed against the Firth of Forth Boom and sank, leaving the two men clinging to the boom. Information of the accident was passed from Aberdour, through the police, to the pilot station at North Queensferry. Pilot C. Donald and a boatman put out in the motor boat *Lion* and rescued the two men from the Boom.—Rewards, Letters of Thanks to Pilot C. Donald and to Motorman A. Muir.

**Bacton, near Cromer, Norfolk.**—On the 17th April, 1939, a canoe capsized off Bacton. The weather was fine, with a strong N.W. by W. wind and a slight sea. The coastguard informed the Cromer life-boat, but before she could be launched news was received that the boy who had been alone in the canoe had swum ashore. The coastguard had also signalled by whistle to a motor fishing boat, with two men on board, off Mundesley, to go to the rescue; their help, too, was not needed.—Rewards to the two men, 15s.



**Mablethorpe, Lincolnshire.**—At about 11.15 A.M. on the 9th May, 1939, a R.A.F. machine crashed into the sea five miles to the east of Theddlethorpe Bombing Range. The weather was fine and sea smooth. The Humber motor life-boat was sent for, and two motor boats also put out at the coast-guard's request. Oil and wreckage were found but a prolonged search failed to find the sunken plane. Her crew of two were drowned.—Rewards: To the crew of one boat £1 to each of the two men and 15s. for petrol used; to the crew of the other a letter of thanks to each of the two men. Total rewards, £2 15s.

**Littlehampton, Sussex.**—At about seven in the evening of the 11th May, 1939, a canoe, with a boy of 16 and a girl of 17 on board, capsized about half a mile off Rustington. A light N.E. breeze was blowing and the sea was calm. Three men put out in a motor boat from Littlehampton. They found the boy and girl holding on to the canoe and rescued them. The boy was unconscious when landed, and died. The girl was revived.—Rewards, £1 10s., also 10s. for boat used and 5s. for fuel.

**Porthcawl, Glamorganshire.**—On the morning of the 18th May, 1939, the motor boat *Albatross*, which had been engaged on night work connected with a new drainage scheme, was seen to hoist a distress signal—a pair of trousers waved on an oar. The wind was light, and the sea slight. At the coast-guard's request two men put out at 9.10 A.M. in the motor boat *Joyce*. They found the *Albatross* about a mile to the W.S.W., with her engine broken down and her anchor dragging. She had three men on board. They towed her in.—Rewards, 15s. and 5s. for fuel used.

**Padstow, Cornwall.**—At 10 A.M. on the 23rd May, 1939, two men put out in a 26-foot motor fishing boat to go fishing in Port Isaac Bay. The weather was fine, with a smooth sea and a light westerly wind. When off Kelland Head they saw the fishing boat *Sweet Briar* of Padstow, on fire two miles

away and at once went to her. After taking off her crew of two, they got the burning boat in tow, but she sank after they had towed her for about four miles.—Rewards, £1 5s.

**Penlee, Cornwall.**—At 1.45 A.M. on the 25th May, 1939, the police reported distress flares between Penlee and Newlyn. A fresh N.N.E. wind was blowing and the sea was choppy. Two men put out in a motor boat and found the motor pleasure boat *Jubilee*, of Penzance, with a party of two men and three women on board, only twenty yards from the rocks with her engine broken down. After a little manoeuvring they took the *Jubilee* in tow and brought her safely into Penzance Harbour.—Rewards, £1 10s., in addition to a local gift of 9s.

**Margate, Kent.**—At 1.15 P.M. on the 27th May, 1939, the coastguard reported that a boat had turned over about one mile to the N.N.E. of the watchhouse, and that there appeared to be someone clinging to it. The weather was fine and the sea calm, with a slight S.W. breeze. On the life-boat coxswain's instructions the motor boat *Fearless* put out, manned by six men. They found that the boat was, in fact, a piece of wreckage with something flapping about on the top.—Rewards, £1 10s. and 8s. 6d. for fuel used.

**Teignmouth, Devon.**—At 11 A.M. on the 29th May, 1939, signals for help were made from a small rowing boat about 500 yards E.N.E. of Teignmouth Pier. A fresh wind had sprung up from the S.E. quickly making a short, steep sea. A fisherman put off in his 30-foot motor boat and found on board the boat an old man who was a cripple, very exhausted by hard rowing, and two small boys. They had been lobster fishing. Their boat was in danger of being carried into broken water and swamped. The fisherman took her in tow and brought her safely into Teignmouth Harbour.—Rewards, 10s., with 3s. for fuel used.

**Worthing, Sussex.**—On the 30th May a sailing boat capsized off Goring. Several boats went to her aid and the crew of two were rescued.—Rewards:

A letter of thanks; £1 5s., with 5s. for fuel used.

(For a full account see "Services of the Life-boats," Shoreham Harbour, and Worthing, page 148.)

#### July Meeting.

**Fraserburgh, Aberdeenshire.**—At about 11.30 P.M. on the 27th May, 1939, it was reported that the motor boat *Peggy Lynn*, of Peterhead, was lying one mile east of Cairnbulg, apparently in need of help. The life-boat's motor mechanic and a fisherman went out to her help in the motor boat *Jem*. They found that the *Peggy Lynn* had anchored, owing to the strong flood tide and lack of fuel, and towed her to Fraserburgh.—Rewards, 15s., also 3s. for fuel used.

**Hastings, Sussex.**—At about 4 P.M. on the 2nd June, 1939, the police told the coastguard that an oar was being waved from the small boat *Anne* which was about two miles out. A moderate N.E. breeze was blowing, with a choppy sea, and the tide was ebbing. Two men put out in the motor pleasure boat *Brittanica*. They found that the small boat had a pleasure party of three on board and that the engine had broken down. They towed her to safety.—Rewards, 15s., also 1s. 6d. for fuel used.

**Worthing, Sussex.**—On the 3rd June, 1939, a small sailing dinghy capsized about one and a half miles out. A northerly off-shore wind was blowing with a moderately rough sea. Mr. George Bashford, a boatman, put off in a rowing boat and rescued the man from the dinghy.—Reward, letter of thanks from the Institution in addition to £5 from the rescued man.

**North Sunderland, Northumberland.**—At 9.45 A.M. on the 8th June, 1939, three men, who were at sea in a 35-foot motor fishing boat, went to the help of the motor fishing boat *Blessing*, of Seahouses, which had been disabled by a rope fouling her propeller, between the Knavestone and the Longstone, and towed her in. The sea was rough, with a southerly wind blowing.—Rewards, £2 5s., also 4s. for fuel used.

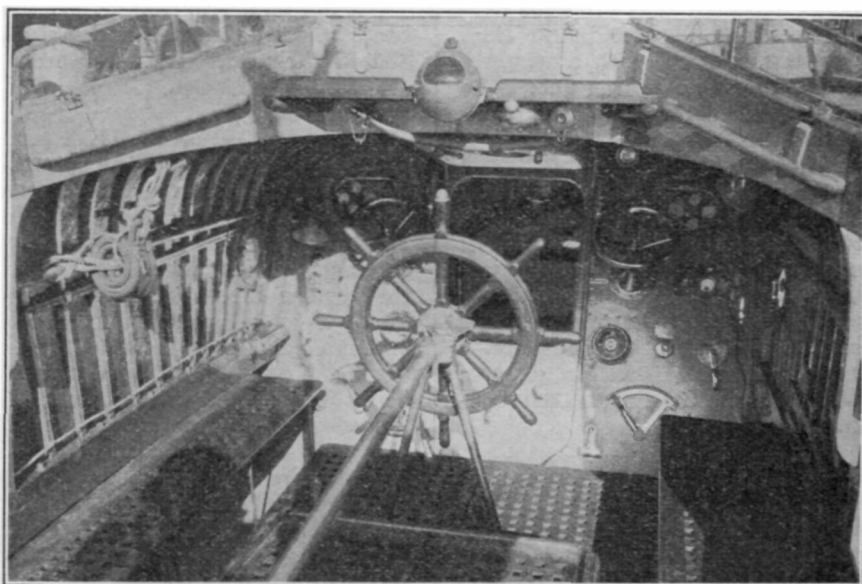
**Skinningrove, Yorkshire.**—Between six and seven in the evening of the 9th June, 1939, a youth who was bathing off the west side of the jetty was caught by currents and carried out to sea. Herbert Hart, a local boatman, put off in a rowing boat, breaking an oar and losing a rowlock in his hurry, rescued the now unconscious youth and brought him ashore. Artificial respiration was applied by the police, but he did not revive.—Rewards, 5s. and 12s. 6d. for the broken oar and lost rowlock.

**New Brighton, Cheshire.**—At 2.30 P.M. on Sunday the 11th June, 1939, the coastguard informed the life-boat station that a small boat had been reported to him in difficulties off No. R.6 buoy. The weather was fine with a choppy sea, fresh W.N.W. breeze, and rising tide. Nothing could be seen of the small boat although there were yachts off the Burbo Bank, but the life-boat's motor boarding boat put out, manned by Mr. W. W. Harris, the honorary secretary, the coxswain and the motor mechanic. Nothing was found, or learned from the yachts, and the boarding boat returned after over an hour's search.—Rewards, Letter of Thanks to Mr. W. W. Harris, and 7s. 6d. to the coxswain.

**Margate, Kent.**—At about 12.15 P.M. on the 15th June, 1939, with a fresh breeze blowing and a choppy sea, the crew of the motor pilot boat *Naylands*, while at sea, saw the motor fishing boat *O.K.* of Margate, with a crew of two, showing distress signals. She was about half a mile S.W. of the S.E. Margate Buoy; her trawl had fouled her propeller; she was being blown away to sea. The *Naylands* towed her in.—Rewards £2 5s., also 5s. for fuel used.

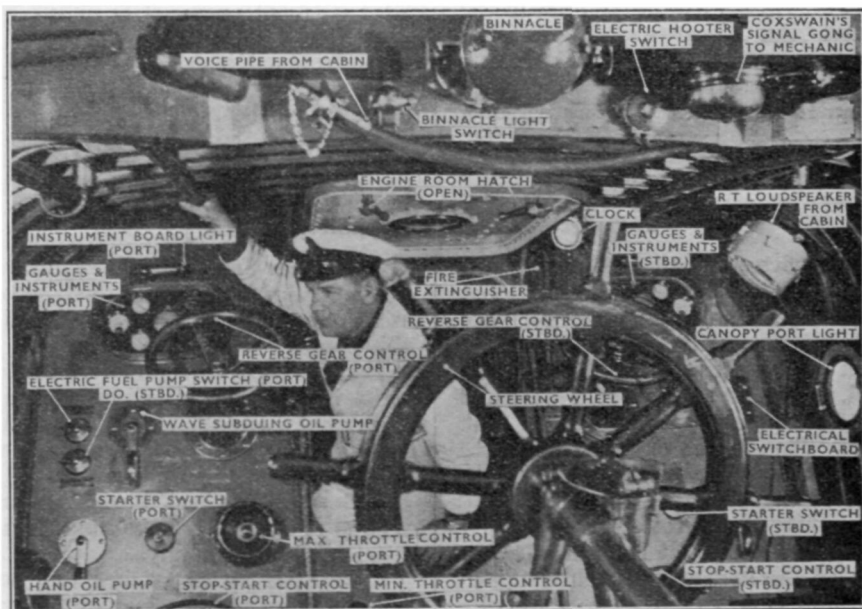
**Mablethorpe, Lincolnshire.**—During the afternoon of the 15th June, 1939, a woman lying on an inflated bed floated out to sea. A strong S.W. wind was blowing, with a rough sea. Two men put out in a motor boat and rescued her when she was a mile out.—Rewards, £1; also 4s. for fuel used and £2 towards the cost of engine repairs and loss of business.

## A NEW TYPE OF MOTOR LIFE-BOAT.



## ON BOARD THE LOUISE STEPHENS.

The first of the 46-foot Gorleston type, stationed at Great Yarmouth and Gorleston. The picture shows the wheel and the engine control board. The engine-room hatch is open.



By courtesy of]

[The Motor Boat

## DETAILS OF THE CONTROL BOARD.

The motor mechanic is standing at the top of the ladder leading down to the engine-room.

**Llandudno, Caernarvonshire.**—Just before midnight on the 17th June, 1939, the police reported that cries for help had been heard in Llandudno Bay. The sea was smooth, with a westerly wind, and the weather was fine. The coxswain went at once to the beach and found that two life-boatmen had put out in a rowing boat. They found that the cries came from two men in a small boat. They had no knowledge of boats and had put off, without permission, in a boat that was unseaworthy. She was being swamped and they were in danger of drowning. The life-boatmen brought them ashore.—Rewards, £1, also 10s. for damage to clothing and 2s. 6d. to the coxswain.

**Donaghadee, Co. Down.**—At about 5.30 P.M. on the 18th June, 1939, a small yacht with one man on board was seen to be in danger of being blown out to sea. The man was trying with oars to keep inshore. A strong N.W. wind was blowing, with a heavy sea. A fisherman put out in his motor boat and towed the yacht to harbour.—Rewards, 10s.

**Arranmore, Co. Donegal.**—On the 27th June, 1939, five of the crew of the steamer *Ben Vooar* came ashore for provisions. A southerly gale sprang up with a rough sea, and when they attempted to return they were blown

towards the rocks and were in danger. Four men—three of them life-boatmen—put out at 9 P.M. in a 28-foot motor boat, rescued the men and put them aboard their own ship.—Rewards, £3, also 5s. for fuel used.

**Shoreham, Sussex.**—At 11.13 A.M. on the 27th June, 1939, the aeroplane, G-ABBW, came down in the sea about one and a half miles S.W. of Shoreham beach. A light westerly breeze was blowing, with a slight sea. Two of the regular life-boat crew, who were about to go fishing, saw the accident, and immediately launched their small rowing boat. They found the pilot badly injured and unconscious. They landed him and an ambulance took him to hospital, where he died. The Shoreham Harbour life-boat was launched and arrived just as the pilot was being picked up. The life-boat towed the aeroplane to the shore.—Rewards, £1 5s.

**Anstruther, Fifeshire.**—At about 4 P.M. on the afternoon of Sunday, the 9th July, 1939, a canoe with two youths on board capsized when about three hundred yards off Cellardyke Harbour. A light northerly wind was blowing, with a smooth sea. The motor yawl *Day Dawn*, manned by six men, put off and rescued them.—Rewards, £1 10s., with 1s. for fuel used and 5s. for damaged clothes.

## The Fishwives of Cullercoats.

THE fishwives of Cullercoats this year collected £148 9s. 8d. on their life-boat day in July, although, with the life-boat station temporarily closed since the wreck of the Cullercoats life-boat last April, it could not be held as usual when the quarterly road exercise took place. This is the eighteenth annual collection, and the fishwives have now collected over £2,572.

Over fifty people took part in the collection, and Mrs. Polly Donkin, who was awarded the Institution's gold badge in 1931, and is now eighty-two years old, was again easily the most successful, with over £69. The total of her individual collections is now over £875.

Mrs. Tom Lisle, who was awarded the gold badge this year, was second, with over £27, and Mrs. B. Mattison third, with over £15.

Both Mrs. Donkin and Mrs. Lisle took part in a descriptive broadcast of Cullercoats on 29th October. Mrs. Donkin was interviewed while she was knitting for sailors and soldiers as she had done in the last war. She sang, recited and showed how the fishwives cried fish in the old days.

Mrs. Lisle spoke of her two sons, both serving at sea, and of her visit to London in the summer to receive her gold brooch from the Duke of Kent.

## Foreign Life-boat Services.

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

DURING 1938 foreign life-boats went out to the help of 53 British vessels; forty-five of these services were by the United States, three by Norway, two by Holland, and one each by France, Sweden and Iceland.

#### Belgium.

There were no services to British vessels.

Belgium has 7 stations, with 3 motor life-boats, 6 pulling and sailing life-boats, and 1 tug. Each station has rocket life-saving apparatus, and one station has this apparatus only.

#### Denmark.

There were no services to British vessels.

Denmark has 61 stations, with a fleet of 23 motor life-boats and 34 pulling and sailing life-boats. Twelve of the stations have rocket saving apparatus only.

#### Finland.

There were no services to British vessels.

Finland has a fleet of 9 motor life-boats.

#### France.

The French motor life-boat from Cairo, near Marseilles, went out to the help of the steamer *Hillfern*, of Newcastle-on-Tyne.

The French fleet consists of 44 motor life-boats and 63 pulling and sailing life-boats.

#### Germany.

There were no services to British vessels.

Germany has 105 stations, 35 of them on the North Sea and 70 on the Baltic. They are equipped with 36 motor life-boats, 53 pulling and sailing life-boats and 62 rocket life-saving apparatus.

#### Holland.

On 4th April the motor life-boat from Terschelling, belonging to the North and South Holland Life-saving Society, put out in a gale to the help of the British steamer *Pegaway*, but was recalled by wireless, as the *Pegaway's*

crew had been rescued by a German steamer. On 31st August the motor life-boat from Scheveningen helped the British yacht *Rosette*, which was in difficulties when trying to get out of the harbour. A very fine photograph of this life-boat, the *Zeemanshoop*, was published in *The Life-boat* for December, 1938.

The North and South Holland Life-saving Society has 15 motor life-boats, 18 pulling and sailing life-boats and 19 rocket life-saving apparatus.

The South Holland Society for Saving the Shipwrecked has a fleet of 8 motor life-boats and 3 pulling and sailing life-boats, making a total fleet for Holland of 23 motor life-boats and 21 pulling and sailing life-boats.

#### Iceland.

The Icelandic patrol boat *Aegir* went to the help of the Grimsby trawler *Lincolnshire* which had stranded on the west coast of Iceland on 25th October, got her afloat, and towed her to Reykjavik, where she was repaired before sailing for England.

Iceland now has a 60 tons motor life-boat, with a 180 h.-p. engine. She is equipped with radio telephony, a direction-finder and tachometer. She has a crew of seven men and maintains a constant listening-watch with her wireless. Iceland also has 9 pulling and sailing life-boats.

#### Norway.

On 19th February a motor life-saving ketch piloted in the British steamer *Glen-Fary*, with a crew of 16. On 3rd July Mr. T. O. M. Sopwith's *Endeavour*, taking part in a race in a heavy gale, lost her mast while leading. The life-saving ketch *Idun* was following the race, with Captain Hans Holter, general secretary of the Norwegian Life-boat Institution, in command. The *Endeavour* was helpless in the heavy sea, and the *Idun* towed her in. On 22nd December the same ketch *Idun* piloted in the British Steamer *Bardino*, with a crew of 30 men.

The Norwegian fleet consists of 17 motor life-saving ketches, 7 sailing

ketches and 2 pulling life-boats. In addition there are 32 stations with rocket or gun life-saving apparatus only.

#### **Portugal.**

There were no services to British vessels.

The Portuguese fleet has 8 motor life-boats and 39 pulling and sailing life-boats. There are also 31 rocket life-saving apparatus.

#### **Sweden.**

On the night of 16th March a Swedish life-boat went out to the help of a steamer aground, believed to be British. She came off the rocks and the life-boat escorted her until she could get a pilot for Gothenburg.

The Swedish Society for Saving Life from Shipwreck has 3 cruising motor life-boats, 10 stationary motor life-boats, and 4 pulling life-boats. Seven of its 14 stations are also equipped with rocket life-saving apparatus and it has three with this apparatus only.

The Swedish State Service has 11 pulling life-boats. Seven of these 11 stations have rocket life-saving apparatus, and there are six stations with this apparatus only. There is thus a total Swedish fleet of 3 cruising motor life-boats, 10 stationary motor life-boats, and 15 pulling life-boats.

#### **Turkey.**

There were no services to British vessels.

Turkey has one motor life-boat and 17 pulling life-boats.

#### **The United States of America.**

The life-boats of the American Coast-guard went out to the help of 45 British vessels in distress, rescued 37 lives, and helped 3 other vessels. They also went out to the help of 25 Canadian vessels in distress and rescued 37 lives.

The United States fleet consists of 2 large self-righting motor life-boats, 149 self-righting motor life-boats, 155 motor surf-boats and 251 pulling life-boats, making 306 motor life-boats and 251 pulling life-boats, a total fleet of 557 life-boats.

#### **Japan, Latvia, Spain, Roumania, Russia.**

No information has been received from Japan, Latvia, Spain, Roumania or Russia.

#### **British Services to Foreign Vessels.**

British life-boats went to the help, during 1938, of 24 foreign vessels, belonging to 11 different countries; rescued 124 lives from them; and saved or helped to save 11 vessels. They were also called out to 19 other foreign vessels, but their help was not needed. Of the 24 to which help was given six were French, four Dutch, three German, two Danish, two Greek, two Finnish, and one each from Norway, Sweden, Belgium, Spain and Panama. Thirty-two lives were rescued from the six French vessels, and two of the vessels were saved; 28 lives from one of the two Greek vessels, and the vessel was saved; 18 lives from the Panama vessel; and 15 from one of the Finnish vessels.

## **Rescue of a Deer**

IN the middle of June, 1939, a roe deer crossed the golf course opposite Aberdeen harbour, entered the harbour channel, and swam out to sea. Coxswain Thomas Sinclair (who has twice won the Institution's silver medal for gallantry and also its bronze medal) put out to the rescue in a pilot cutter, with the life-boat's motor mechanic, Mr. William Simpson, and Mr. James Johnston, a pilot. They caught up the deer when it was half a mile out to sea, and succeeded in lassoing it and dragging it on board the cutter. There

they had to tie its legs to prevent it from kicking, but not before it had kicked the motor mechanic. They then took the deer up the harbour channel, and a mile up the river Dee, until they came to open country, and put it ashore. In spite of these unhappy adventures the deer returned to the river the same day. This time the police took charge of it and released it again still further up country. It seems then to have abandoned its determination to go to sea, and appeared no more.

## Memories of Sir William Hillary.

*Manx Memories and Movements*, by Samuel Norris, Isle of Man: The Norris Modern Press, Ltd., 12s. 6d.

MR. NORRIS is an English journalist who, in 1894, when not yet twenty years old, landed in the Isle of Man. He has lived there ever since. He is a distinguished member of the House of Keys, to which he was elected nearly twenty years ago. This book is the record of his life during his forty-four years in the island and of the part he has played in the agitations for many reforms in its affairs.

One chapter will be read with special interest by all connected with the life-boat service. Over thirty years ago Mr. Norris, struck by the "unmarked and neglected" state of the grave, in Douglas, of Lieut.-Col. Sir William Hillary, Bt., founder of the Institution, set himself to collect information about Hillary's life in the island. Hillary had settled there in 1808, at the age of thirty-seven. There, in 1823, he issued the appeal which led to the founding of the Institution in the following year. There, before and after the Institution was founded, he helped to rescue hundreds of lives from shipwreck. There he died in 1847 at the age of seventy-six, saddened and impoverished by the failure of a bank, of which he was a shareholder.

All that he was able to discover about Hillary Mr. Norris published in 1906 and 1907 in a series of articles in the *Manx Patriot*, a journal which he edited. These articles he very kindly placed at the disposal of the Institution, and the information they contained was used in an article on Hillary in *The Life-boat* for May, 1921, and in *Britain's Life-boats*, the history of the Institution, published in 1923.

### Men Who Knew Hillary.

Mr. Norris has found no new facts since his original articles appeared over thirty years ago, but he claims to be the only person alive who has received recollections and descriptions of Hillary from two men who knew him. Both these men were, at the time (between 1900 and 1906), nearly ninety years

old. One of them was Sir William Leece Drinkwater, who had been a deemster (a judge of the Manx High Court). He wrote to Mr. Norris in 1906 that he remembered meeting Hillary over eighty years before, when he was himself a boy. His memories were what a boy's would be, that Hillary was of middle height and spare, and that he was kind in manner. He drove the boy in his gig and told him the names of the mountains that they passed. He remembered also seeing him at a street corner in Douglas talking with other men:

"There had been a storm on the previous night, and the life-boat had been damaged, and I understood that Sir William was expressing himself as much troubled about it."

Slight as they are, such recollections are worth having.

### One Who Worked with Hillary.

The other man who knew Hillary was Mr. Samuel Harris, High Bailiff (stipendiary magistrate) of Douglas. His recollections are more substantial. As a young law-student he had helped Hillary in his schemes, and he was able to give Mr. Norris dates and other particulars about his life. These, Mr. Norris says, were in "an extract from a book, evidently a year book, dated at the top of the first sheet, '1844.'" Mr. Norris was unable to identify the authority, but claims that the value of the book lies in the fact that it was published in Hillary's life-time. The biographical facts which it contains have already appeared in *The Life-boat* and *Britain's Life-boats*. There is, however, one new fact of interest. Mr. Norris quotes this contemporary book as saying that Hillary "personally aided in saving 509 lives (the crews of 29 vessels), for which five gold and silver medals were awarded."

Mr. Norris regrets that on the memorial tablet placed by the Institution on Hillary's tomb in 1921, the number of lives which he rescued is given as 305. The authority for this is an article on Hillary in an early issue of *The Life-boat*. This article in the fifth number, published on 1st July,

1852, five years after Hillary's death, speaks of him as "assisting to save 300 lives in Douglas Bay." It may, of course, be that these are the lives rescued by Hillary after the founding of the Institution in 1824 and do not include lives rescued before then. On the other hand the article in *The Life-boat* gives names of vessels and dates of eleven rescues in which Hillary took part between the years 1825 and 1832, the year, it was believed, of his last service. In all but two of these services the lives rescued are given. Their total is 196.

The records of the Institution show that Hillary was four times awarded its gold medal, the first time as its founder and the other three times for gallantry in rescuing life.\*

More interesting than any biographical fact which Mr. Harris was able to give Mr. Norris, is that, nearly sixty years after Hillary's death, he could not speak of him without deep emotion. Mr. Norris writes:

"The old man's face took on a hallowed and pained expression as his

\* In the extract from Mr. Harris, which Mr. Norris quotes, it is not clear if the "five gold and silver medals awarded," for the rescue of 509 lives in which Hillary took part, are medals awarded to Hillary only, or to Hillary and others who shared in the rescues. Whichever is meant, the figure does not agree with the Institution's list of medals awarded.

mind looked back over the intervening years. Tears welled up into his eyes, and then coursed down his ruddy cheeks as he indicated, rather than described, his memories of Sir William Hillary.

"He said he was a man of military bearing, of more than medium height, with high forehead and features which marked him out as a leader of men; with kindly sympathy shown in every lineament of his face and in his eyes.

"The memory of the man and the tragedy which had overshadowed his later years and burial, made the subject too painful for quiet reflection."

Mr. Norris himself says how deeply moved he has been by his study of Hillary's remarkable career, the tragic circumstances of his last years and of his death, and the neglect of his memory in the Isle of Man. So moved indeed that he feels, when he writes or speaks of him, "as in the presence of a personal friend."

The Institution itself, and all connected with it, must always feel a lively gratitude to Mr. Norris for all that he has done to discover the events of Hillary's life, to arouse popular interest in his career, and to ensure for him the place which he deserves to hold in the history of the Isle of Man and of the whole British Isles.

## From Navy, Army and Air Force.

IN 1938, in response to the Institution's appeals, the Navy contributed £343, the Army, £412, and the Air Force £303. This year the Navy, to which the appeal is made at the beginning of the year, has contributed £460, and the Army, to which the appeal was made in July, has already contributed £226. The Air Force appeal, which goes out usually at the end of

August was not made this year on account of the war.

These contributions have come to the life-boat service from sailors, soldiers and airmen serving in all parts of the world, the Mediterranean, Egypt, Palestine, Iraq, Jamaica, Bermuda, South Africa, Ceylon, Malaya, Singapore and Hong Kong.

## A Rescued Man's Surprise.

A MAN in a small boat who got into difficulties in a heavy ground sea was rescued by a life-boat. Sending his thanks to the crew he wrote: "I

expected to be told off for causing so much trouble. Instead I was treated with the greatest kindness by everyone concerned."



## Centenary of the Sheringham Station.

THE life-boat station at Sheringham celebrated its centenary this year. It was established in 1838, when a private life-boat was placed there by the Hon. Mrs. Upcher. This boat was built at Sheringham, and was named *Augusta*. She served for 56 years, and is still to be seen on the West Cliff at Sheringham. No complete record of her services was kept, but it is claimed for her that she rescued several hundred lives. Mr. H. R. Johnson, the honorary secretary of the Institution's Sheringham station, in his book, *One Hundred Years of Life-boat Service at Sheringham*, puts it at "probably 1,000." When the *Augusta* was withdrawn in 1894, she was replaced by another private life-boat, *Henry Ramey Upcher*, the gift of Mrs. H. R. Upcher, and this boat has rescued 202 lives.

Meanwhile, in 1867, the Institution, with the co-operation of Mr. H. R. Upcher had established a station at Sheringham. This station has had altogether four life-boats, and they have

rescued 88 lives. The present boat is a motor life-boat of the light Liverpool type. She was built in 1936, and was a gift to the Institution from the Ancient Order of Foresters, in celebration of its centenary.

On 25th July, Colonel A. D. Burnet Brown, M.C., T.D., deputy secretary of the Institution, presented to Sheringham a vellum, signed by H.R.H. the Duke of Kent, K.G., President of the Institution, expressing the Institution's appreciation of the voluntary work of the officers and committee of the station and of the devotion and courage of the life-boat crew. The vellum was received by Mr. H. E. S. Upcher, J.P., B.A., C.C., president of the branch, and among those present at the ceremony were Mr. H. R. Johnson and Mr. H. G. Johnson, A.C.A., joint honorary secretaries, and members of the branch committee.

The Institution has now presented 64 centenary vellums.

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## St. Ives Disaster Fund.

SINCE the Mayor of St. Ives's fund for the dependents of the life-boatmen who lost their lives when the life-boat was wrecked on 23rd January last, was closed at the sum of £10,500, a gift of £1,670 9s. 7d. has come from South Africa.

This gift was presented to the Mayor of St. Ives on 31st August by

Mr. W. Knuckey, of South Africa, accompanied by Cornish friends who had also been in South Africa. The wish of the donors was that an increased payment should be made direct to the widows, and the Mayor and his committee for the administration of the fund promised that the gift should be used in this way.

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## Cullercoats Disaster Fund.

THE fund which the Mayor of Tyne-mouth opened to supplement the pensions paid by the Institution to the dependent relatives of the men who lost their lives when the Cullercoats motor life-boat capsized on exercise on 22nd April, 1939, was closed on 24th

October and trustees were appointed, two of them being the present Mayor and the borough treasurer of Tyne-mouth. The fund then amounted to £2,100 17s. 6d., and it was expected that another £10 would be added to it when all the collecting boxes had come in.

## South-Western District Conference.

A CONFERENCE of branches and guilds from seven counties in the South West of England—Hampshire, Isle of Wight, Wiltshire, Dorset, Berkshire, Oxfordshire and East Somerset—was held at Southampton on the 13th June, 1939. Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Lieut.-Colonel C. R. Satterthwaite, O.B.E., secretary.

Delegates were present from the following branches and Ladies' Life-boat Guild:

Andover and Whitchurch, Eastleigh, Hayling Island, Liss (Petersfield), Ringwood, Cowes, East and West, Calne, Blandford, Poole, Bicester, Bath, Bournemouth, Fareham, Fleet, Lymington, Portsmouth and Havant, Southampton, Winchester, Ryde, Yar-

mouth, Salisbury, Trowbridge, Sherborne, Swanage, Weymouth, Reading, Oxford, Thame, and Yeovil.

The Mayor and Mayoress of Southampton welcomed the delegates, and the Mayor presented to Mr. C. J. Sharp the vellum, signed by H.R.H. The Duke of Kent, K.G., President of the Institution, recording his election as an honorary life governor of the Institution on his retirement after twenty-three years as chairman of the Southampton branch.

After the conference the delegates went for trips in the Yarmouth, Isle of Wight, motor life-boat. Special buses had been provided free by the Southampton Corporation, and the delegates were admitted to the pier without charge by the kindness of the Harbour Board.

## Death of Two Scottish Coxswains.

**Walter Fairbairn, of Dunbar and Skateraw, and John Swanson, of Longhope.**

THE Institution has lost, in one week, two very distinguished Scottish coxswains. Ex-Coxswain Walter Fairbairn, of Dunbar and Skateraw, Haddingtonshire, died on 1st October, 1939, at the age of seventy-six, and ex-Coxswain John Swanson, of Longhope, Orkneys, on 5th October, at the age of seventy-three.

### Coxswain Walter Fairbairn.

Coxswain Walter Fairbairn had been a life-boatman for over fifty years. In 1897 he was appointed coxswain at Dunbar. Ten years later, when a station was established at Skateraw, he became coxswain there also. He served as coxswain at both stations until he retired in 1931. He had then been a coxswain for thirty-four years. From 1931 until his death he was caretaker of the Skateraw station. On his retirement as coxswain the Institution awarded him a certificate of service and a pension. His outstanding service was on 13th October, 1905, when he won the Institution's silver medal for gallantry for the rescue of the crew of six men of the Swansea steamer, *King Ja-Ja*. A northerly gale was

blowing, with a tremendous sea running. The pulling and sailing life-boat was in grave danger of being dashed on the wreck, and Coxswain Fairbairn handled her with great skill and courage.

### Coxswain John Swanson.

Coxswain John Swanson served as coxswain at Longhope, Orkneys, for thirty-five years, from 1900 until he retired in 1935. He twice won the Institution's silver medal for gallantry. The first occasion was on 5th January, 1930, when he rescued eight lives from the steam trawler *Braconmoor*, of Aberdeen, and the second on 9th January, 1932, when he rescued eight lives from the trawler *Dorbie*, of Hull. Both services took place in the middle of the night, and both trawlers were lying very dangerously among rocks, with a heavy surf breaking over them. In both cases it was only by the greatest coolness and most skilful seamanship that Coxswain Swanson was able to take the life-boat in to the rescue and bring her safely out again. On his retirement Coxswain Swanson was awarded a pension and a certificate of service.

## Obituary.

### Engineer Vice-Admiral Sir Robert Dixon, K.C.B.

THE committee of management greatly regret the death, on 28th July, at the age of 72, of their colleague Engineer Vice-Admiral Sir Robert Bland Dixon, K.C.B. Sir Robert concluded a distinguished career in the navy by serving as engineer-in-chief of the fleet from 1922 to 1928. He became a member of the committee of management in the same year, and until his death served not only on the committee of management but on the sub-committees for construction and finance.

### Coxswain Thomas Read, of Ramsgate.

By the death on 18th August, at the age of 68, of Coxswain Thomas Read, of Ramsgate, the Institution has lost one of its most distinguished coxswains. Coxswain Read was appointed second coxswain about 1915, when the station was administered by the Board of Trade, and in 1924, two years after the Institution took over the station, he became coxswain. He served as coxswain for nearly twelve years, retiring in 1935. During his twenty-one years as an officer of the life-boat over 250 lives were rescued.

Coxswain Read won the Institution's silver medal for gallantry, as second coxswain, in the last war, when, in 1916, the Ramsgate life-boat made persistent, but unsuccessful attempts in a fierce gale to rescue the crew of 52 of the American steamer *Sibiria*, wrecked on the Goodwins. The crew were rescued later, when the gale was moderating, by the Kingsdown life-boat. He was also awarded binoculars by the President of the United States of America for his part, as second coxswain, in the service to the American steamer *Piave*, which went ashore on the Goodwins in January, 1919, with a crew of 96.

On retiring Coxswain Read was awarded a certificate of service and a gratuity, which he chose instead of a pension.

### Brigadier-General W. S. Swabey, C.B., C.M.G., C.B.E.

BRIGADIER-GENERAL W. S. SWABEY, C.B., C.M.G., C.B.E., who died in September at the age of 68, had a distinguished career in the Royal Army Service Corps. During the war of 1914 to 1918 he was Deputy Director of Supplies in France, and Director of Supplies and Transport in Italy. He retired from the Army in 1923, and at the end of 1928 he became the Institution's district organizing secretary for the North West of England. This post he held until 1935 when he retired.

### Second-Coxswain John Roberts, Llandulas.

SECOND-COXSWAIN JOHN ROBERTS, of Llandulas, who died in May, 1939, at the age of 77, was second-coxswain of the Llandulas life-boat for 27 years, from 1891 to 1918. On his retirement he was awarded a pension by the Institution. His outstanding service was a rescue in a shoreboat shortly before he was appointed second-coxswain. He was one of ten men who put out to the help of the schooner *Ocean Queen*, of Padstow, which was wrecked off Llandulas, on 7th November, 1890, in a whole N.W. gale, with a very heavy sea. Seven times the boat was launched and was driven back, the crew being frequently changed, but undefeated, the men launched her an eighth time, and this time they succeeded in reaching the wreck and rescuing the crew. John Roberts, and four of his comrades in this determined rescue, were each awarded the silver medal. He was also awarded the silver medal of the Liverpool Shipwreck and Humane Society for the same rescue.

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## From a Liverpool School.

THE Institution has received a gift of £10 5s. from the children of a Liverpool preparatory school. It came from the

sale of tickets for the last two school plays, *The Merchant of Venice* and *The Pied Piper of Hamelin*.

## An Anthology on Courage.

MR. EDMUND WARDE, of The Red House, Lyminge, Folkestone, Kent, has compiled a pocket anthology of nearly 150 sayings about courage, from Job's "I will put off my sad countenance and be of good cheer," to Rudyard Kipling's "If." Mr. Warde has himself printed and produced the book very attractively. He is very kindly giving all the profits to the

Institution. Admiral of the Fleet Sir Roger Keyes, Bt., has written a foreword to it in which he says, "The crews of our life-boats have displayed courage, endurance and contempt of death in their devoted efforts to save life, on countless occasions."

Copies can be obtained direct from Mr. Warde, at the above address, for a shilling each, post free.

## Awards to Coxswains and Life-boatmen.

### Certificates of Service and Pensions.

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

RICHARD LEE, 21½ years coxswain, 7½ years second coxswain and 3½ years bowman of the Douglas life-boat.

THOMAS DAVISON, 26 years coxswain and 2½ years bowman of the Sunderland life-boat.

BARTHOLOMEW S. STANTON, 10 years coxswain and 7½ years second coxswain of the Boulmer life-boat, and previously 7½ years second coxswain of the Alnmouth life-boat.

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

JOHN M. COULL, 4½ years coxswain, 1½ years second coxswain, and 1½ years bowman of the Montrose life-boats.

GEORGE JOHNSTON, 6 years bowman, and 10½ years a member of the crew of the Longhope life-boat.

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

JOHN E. STANTON, 48 years a member of the crews of the Alnmouth and Boulmer life-boats.

GEORGE DAY, 29 years a member of the crew of the North Sunderland life-boat.

JAMES WEST, 16½ years a member of the crew of the Montrose life-boats.

JAMES ANDERSON, 11½ years a member of the crew of the Montrose life-boats.

JAMES PERT, 10½ years a member of the crew of the Montrose life-boats.

A PENSION has been awarded to:

JOHN THOMAS, 15½ years shore signalman of the Hilbre Island life-boat.

## Awards to Honorary Workers.

### Thanks of the Institution on Vellum.

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

Mr. CHARLES E. TODD, on his retirement after ten years as honorary secretary of the Tynemouth station branch.

### Gold Badge.

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

Mrs. BROOK PLATTEN, honorary secretary, Acton and Chiswick branch.

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

The STATUETTE OF A LIFE-BOATMAN has been awarded to:

Miss M. L. BASSETT, worker, Fethard.

### Record of Thanks.

The RECORD OF THANKS has been awarded to:

A.R.P. WARDENS, Worley Woods H.2. Division Birmingham, for help on life-boat day.

Mr. H. B. CONSTABLE, honorary treasurer, Worthing branch.

The Rev. W. DUNLOP, M.A., honorary secretary, Buckhaven branch.

Mr. THOMAS HINDMARCH, financial honorary secretary, Newbiggin.

KING EDWARD'S GRAMMAR SCHOOL, Five Ways, Birmingham, for help on life-boat day.

Mrs. B. A. YOURSTON, worker, Berwick-on-Tweed.

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

**Thursday, 20th April, 1939.**

Sir GODFREY BARING, Bt., in the chair.

Reported that His Grace the Duke of Portland, K.G., had agreed to become acting president of the Institution during the absence in Australia of H.R.H. the Duke of Kent, K.G.

Reported the resignation of Sir John Dashwood, Bt., from the committee of management.

Produced a letter from the Turkish Life-boat Authority (Denizbank, Istanbul) asking whether the Institution could nominate a specialist to advise on life-boat work, and resolved that Captain H. G. Innes, R.N. a retired inspector of life-boats, be asked whether he would like his name to be put forward.

Reported the receipt of the following special contributions:—

	£	s.	d.
Lloyd's	1,527	4	0
The late Miss C. Smith—donation from executors	200	0	0
Lady Levy and the trustees of the Albert Levy Benevolent Fund	100	0	0
The late Mr. C. E. Thorpe, donation from executors	100	0	0

Paid £47,801 5s. 9d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Among payments which have been made were:

£219 3s. 1d. to pay the rewards for life-boat services;

£364 2s. 9d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 139–143);

£2 12s. for the assemblies of crews, etc.;

7s. for a service previously reported;

£24 10s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour;

£19 13s. to men and in respect of men injured in the life-boat service at Buckie, Flamborough and Lowestoft, and in a shore-boat service at Purton.

Voted £26 on account of additional rewards to the crews of the Blyth and New Brighton life-boats.

Voted £2 18s. 6d. to pay the reward for the Burra Isle, Shetlands, shoreboat service, account of which appears on page 152.

**Thursday, 18th May, 1939.**

Sir GODFREY BARING, Bt., in the chair.

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

Resolved that Admiral of the Fleet Sir Henry F. Oliver be appointed a Vice-President of the Institution.

Received with regret the resignation from the committee of management of Colonel Lord William Cecil.

Reported the receipt of the following special contribution:—

	£	s.	d.
The Salvage Association	113	10	4

Paid £34,588 12s. 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.

Among payments which have been made were:—

£112 5s. to pay the rewards for life-boat services;

£82 12s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 143–146);

£13 12s. 6d. for assemblies of crews, etc.;

£142 12s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Cullercoats, Rye Harbour, and St. Ives;

£45 16s. 6d. to men for injury in the life-boat service at Porthdinllaen and Whitby.

Reported the capsizing of the Cullercoats life-boat on exercise on the 22nd April, 1939, with the loss of six of the ten people on board, approved the pensions granted to dependents under the Institution's pension scheme, defrayed all funeral expenses, and resolved that awards of silver watches and letters of thanks be sent to certain people who helped in the work of rescue.

(For a full account of the disaster and particulars of the awards see the June issue of *The Life-boat*, page 75.)

Voted a compassionate grant of £10 to Joseph Rourke, an ex-life-boatman of Howth, in view of his age and straitened circumstances.

Voted £4 5s. to pay the rewards for shoreboat services at Fraserburgh and Selsey, accounts of which appear on page 152.

**Thursday, 8th June, 1939.**

Sir GODFREY BARING, Bt., in the chair.

Resolved that the Duke of Portland be asked to perform the opening ceremony of the new dépôt.

Resolved that a letter of congratulation be addressed to the Duke and Duchess of Portland on their golden wedding.

Reported the receipt of the following special contributions:—

	£	s.	d.
Mrs. L. S. Fisher	500	0	0
Miss C. Herald	100	0	0

Paid £30,287 11s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Among payments which have been made were:—

£84 4s. to pay the rewards for life-boat services;

£132 8s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 146-148);

£499 7s. 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, Ramsgate, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, Troon, St. Ives and Whitby.

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

Considered cases in which compassionate allowances are being paid to ex-life-boatmen and others and decided that the allowances be continued and, in some cases, reviewed in June, 1940; that C. Lacock, ex-coxswain, of Caister, now in receipt of a compassionate grant, be granted an allowance of 10s. a week from 1st January, 1940, until he becomes eligible for the old age pension, and that Andrew Young, ex-coxswain, of Cloughy, now in receipt of a compassionate grant, be granted £4 and an allowance of 5s. a week from 1st January, 1940, his case to be reviewed in June, 1940.

Voted £13 6s. 6d. to pay the rewards for shoreboat services at Bacton, Firth of Forth, Littlehampton, Mablethorpe, Margate, Padstow, Penlee, Porthcawl, Sidmouth, Teignmouth and Worthing, accounts of which appear on page 152 and 153.

#### Thursday, 13th July, 1939.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the thanks of the committee of management be conveyed to the central women's committee for their part in the organizing of London Life-boat Day on 23rd May, 1939.

Resolved that Admiral of the Fleet the Earl of Cork and Orrery, G.C.B., Commander the Honorable V. M. Wyndham-Quin, R.N., and Captain E. W. Swan, O.B.E., R.N.V.R., be co-opted as members of the committee of management.

Resolved that the emergency committee shall cease to function on the outbreak of war and that the quorum of the committee of management be then three.

Resolved that on the occupation of

the new dépôt the word 'depôt' be substituted for the words 'stores' or 'yard' wherever they now occur in the titles of officials and staff.

Reported that the pensions payable to the widows of life-boatmen who have lost their lives in the Institution's service have been adjusted as from the 1st June, 1939, in accordance with the terms of the Admiralty Order of the 15th June, 1939.

Reported the receipt of the following special contributions:—

	£	s.	d.
The Civil Service Life-boat Fund	3,000	0	0
Miss J. G. Watson	300	0	0
The Independent Order of Oddfellows	52	10	0
The Drapers Company	50	0	0

Paid £48,027 3s. 5d. 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.

Among payments which have been made were:—

£149 14s. to pay the rewards for life-boat services;

£140 10s. 6d. to pay the rewards for life-boat launches.

(Accounts of these services and launches appear on pages 148-151);

£7 9s. 6d. for assemblies of crews;

£99 2s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Cullercoats and Rye Harbour;

£63 8s. 8d. to men for injury in the life-boat service at Aberdeen, Cullercoats, and St. Ives.

Voted £14 on account of additional rewards to the crew of the Cloughy life-boat. (An account of this service appears on page 131.)

Resolved that an allowance of 10s. a week be made as from 1st July, 1939, to Garrett Hendrick, a survivor of the Fethard life-boat disaster of 1914, and that his case be reviewed in June, 1940.

Voted a grant of £5 towards the funeral expenses of W. Cheal, a member of the crew of the Hythe life-boat.

Voted £19 11s. to pay the rewards for shoreboat services at Anstruther, Arranmore, Donaghadee, Fraserburgh, Hastings, Llandudno, Mablethorpe, Margate, New Brighton, North Sunderland, Shoreham and Skinningrove, accounts of which appear on pages 154 and 156.

## A Father's Advice.

A LADY sending a donation from Brighton writes: "Reading your appeal in my paper last week made me remember words of my late father which he often spoke, when my

brothers and myself were children: 'Never, never pass a life-boat box without putting something in, even if it is only a penny.' He often told us wonders of the life-boatmen."

## News from the Branches.

1st May to 31st July, 1939.

### Greater London.

Life-boat day was held throughout Greater London on May 23rd. The amount raised was £8,132, an increase of £1,734 on 1938 and the largest sum for over twenty years.

Presentation by the Lord Bishop of London (the Right Rev. and Right Hon. A. F. Winnington-Ingram, P.C., K.C.V.O., D.D., LL.D.) of the prize for the best essay in Great Britain and Ireland, and the challenge shield for Greater London, both won by Rita Daphne Harding of Colville Junior Girls' School, Notting Hill, the challenge shield for the South-East of England, won by Betty Perkins of the Tavistock Senior Girl's School, Croydon, and the individual prizes won by Greater London schools. The Mayor of Westminster presided, supported by Sir Godfrey Baring, Bt., chairman of the Institution, Mr. J. A. L. Duncan, M.P., for North Kensington, Alderman H. J. Morland, J.P., chairman of the Croydon education committee, and members of the committee of management of the Institution. Mr. Frederick Woodhouse, assisted by a male-voice chorus, gave a programme of sea songs.

On 1st July, 1939, Greater London was divided into two districts, Central London and Outer London, but, on the outbreak of war on the 3rd September this arrangement was suspended.

### Central London.

**BALHAM.**—Bridge drive.

**CENTRAL LONDON.**—West End and City depôt-holders' meeting. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution and the district organizing secretary. Address to Westminster Mixed Adult School.

**CHISLEHURST.**—Garden fête at Seadbury Park, by kind permission of Mr. and Mrs. Marsham Townshend, opened by Lady Waldron Smithers. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, and Sir Waldron Smithers, M.P. Garden fête at St. Mary Cray by kind permission of Mr. and Mrs. Walder.

**CLAPHAM.**—Garden fête at Montrose Court Hotel, by kind permission of Mrs. Schoneboom, opened by the Lady Florence Pery. Address to mothers' meeting by Sir Godfrey Baring, Bt., chairman of the Institution. Bring-and-buy sale. Whist drives.

**EAST SHEEN.**—Mrs. Rowan appointed honorary secretary.

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

**KINGSTON.**—The branch has suffered a severe loss by the death of Mrs. Cooper Turner, who was its honorary secretary for many years, and this year was awarded the Institution's gold badge, which is given only for distinguished honorary services.

**PECKHAM.**—Mr. W. Goldsmith appointed honorary secretary.

**PENGE.**—Address to Rotary Club by district organizing secretary.

**RICHMOND.**—Collection at Q Theatre.

**STREATHAM.**—Mrs. Gartell appointed honorary secretary.

**SURBITON.**—Life-boat day helpers' meeting. Speaker: The district organizing secretary.

**TOOTING.**—Addresses to the Inner Wheel and a women's meeting by Captain Basil Hall, R.N. Films shown.

### Outer London.

**BARNET.**—Mr. F. S. Brent appointed honorary treasurer for New Barnet and East Barnet.

**BARNEHURST, CRAYFORD.**—Mrs. Kenna appointed honorary secretary, and Mr. H. R. Sidey honorary treasurer.

**BEDDINGTON, WALLINGTON AND CARSHALTON.**—Special meeting at Wallington, the Deputy Mayor presiding. Speakers: The district organizing secretary and Mrs. Roberts, honorary secretary.

**BEXLEY HEATH.**—Life-boat day helpers' social, with address by the district organizing secretary. Garden party by the kindness of Mrs. Jensen, Mrs. Ford Sadler, M.B.E., presiding. Speaker: The district organizing secretary. Whist drives. Visit to Southend-on-Sea life-boat station.

**BURNT OAK, EDGWARE.**—Dancing display by the Janet Gooch School of Dancing, Edgware. Address to the Conservative Association.

**HACKNEY.**—Life-boat day helpers' meeting and tea at the Town Hall by the kindness of Councillor W. E. Loweth, C.B.E., D.L., J.P., president. The Mayor, patron, presided and distributed the collecting boxes. Speaker: The district organizing secretary. Addresses to North Hackney British Legion and to Holy Trinity School, Dalston.

**ILFORD.**—Annual meeting on 9th May, the Mayor, president, in the chair. Speakers: Lord Sandhurst, O.B.E., and the district organizing secretary. Amount collected in 1938 £79, an increase of £20 on 1937. Presentation by Lord Sandhurst of statuette of a life-boatman awarded to Miss Larkin, formerly honorary secretary. The Mayor (Councillor C. A. Farman, J.P.) appointed chairman in succession to Alderman J. H. Shipman, J.P., and Mrs. John Elbourne appointed chairman of the Ladies' Life-boat Guild in succession to Mrs. J. H. Shipman.

**ISLINGTON.**—Life-boat day helpers' meeting.

**MALDEN & COOMBE.**—Address to the Rotary Club by the district organizing secretary.

**ROMFORD.**—Lectures by Mr. A. A. Lamb, honorary secretary. Life-boat films shown.

**ST. ALBANS & DISTRICT.**—Annual meeting on 13th July, in the garden of Bank House by the kindness of Mr. and Mrs. Etchells. Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., president of the branch and a member of the committee of management of the Institution, in the chair. Speakers: The Viscountess Davidson, M.P., and the district organizing secretary. Efforts of the past year: Life-boat day, dance. Amount collected in 1938 £419, an increase of £39 on 1937.

Life-boat day dépôt-holders' meeting.

**ST. PANCRAS.**—Address to the Rotary Club by the district organizing secretary, and presentation of record of thanks to Mr. E. A. Minter, honorary treasurer. Address to St. Pancras Conservative Association.

**SOUTHEND - ON - SEA & DISTRICT.**—Life-boat day in Southend-on-Sea. Entertainment by Mr. Norman Watson and his "cabarettes." Flannel dance, organized by Mr. Watson. Launch of the life-boat for visit of Bexley Heath branch.

**STOKE NEWINGTON.**—Life-boat Day workers' meeting, the Mayor presiding.

**WELLING.**—Whist drives.

**WOODFORD & DISTRICT.**—Jumble sale.

**WOOLWICH.**—Life-boat dance. Addresses to West Woolwich Conservative Association, River N., River S. and Sherard Wards.

Lantern and film lecture to Incorporated British Institute of Certified Carpenters by Mr. H. Mellon, honorary secretary of Watford branch.

Lectures to Sudbury Women's Institute and Sunbury-on-Thames and Golders Green branches of the British Legion.

#### North-West of England.

**ABRAM, ACCRINGTON** (Church, Clayton-le-Moors and Oswaldtwistle), **ADLINGTON & ATHERTON.**—Life-boat days.

**BAMBER BRIDGE & WALTON-LE-DALE.**—Annual bowling tournament. Life-boat day.

**BARROW & BILLINGE.**—Life-boat days.

**BLACKBURN.**—Cinema collections. Bring-and-buy sale.

**BLACKPOOL.**—Collections on steamer *Atalanta*.

**BOLLINGTON.**—Life-boat day.

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

**BURY.**—Special meeting. Speaker: The district organizing secretary. Life-boat day.

**CARNFORTH.**—Annual meeting on 16th May, Mrs. R. T. Barnard, vice-president, in the chair. Amount collected in 1938 £81, an increase of £26 on 1937. Tea organized by the Ladies' Life-boat Guild.

**CHESTER, CHORLEY & CLITHEROE** (Whalley).—Life-boat days.

**CREWE.**—Annual meeting on 13th June at the house of Mrs. G. Christie-Miller. Speaker: The district organizing secretary. Amount collected in 1938 £70, an increase of £16 on 1937.

Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools.

**CROMPTON & SHAW, COCKERMOUTH AND CULCHETH-with-KENYON.**—Life-boat days.

**DARWEN.**—Life-boat day.

**FLEETWOOD.**—Naming ceremony of the new motor Life-boat (a special account will appear in the next issue).

**GARSTANG & GOLBORNE.**—Life-boat days.

**HASLINGDEN, HAYDOCK, HEY-WOOD AND HINDLEY.**—Life-boat days.

**HYDE.**—Life-boat days. Baseball match. Whist drive. Presentation by the Mayoress of a prize won in the life-boat essay competition for elementary schools.

**LAKE DISTRICT.**—Life-boat day at Windermere.

**LEYLAND & LITTLE HULTON.**—Life-boat days.

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

**LIVERPOOL.**—Presentation of the challenge shield for the North-West of England in the life-boat essay competition for elementary schools, won by Evelyn Robinson of Upton Road School, Moreton, Wirral, at which the Mayor and Mayoress of Wallasey, the Director of Education and the Rev. Canon W. T. Warburton, chairman of the Hoylake branch, were present. Presentation of prizes won in this competition by eleven schools in Birkenhead, Liverpool, Rock Ferry, Scaforth and Wallasey.

Life-boat day. Address to '1918' Club of Liverpool.

**LYTHAM-ST. ANNE'S.**—Sunday service at St. John's church, Lytham, with officials and workers of the branch and Ladies' Life-boat Guild, and members of the life-boat crew attending. The service was conducted by the vicar, the Rev. A. R. Allen, M.A., and the Blackpool life-boat band accompanied the procession to the church.

**MACCLESFIELD.**—Life-boat day.

**MANCHESTER, SALFORD AND DISTRICT.**—Special meeting to meet Mr. P. T. Eckersley, J.P., M.P., chairman of the branch, and Mrs. Eckersley. Speakers: Alderman Sir William Davy, J.P., Mr. P. M. Oliver, C.B.E., and Mrs. Henry Bronnert. Special meeting of City of Manchester gentlemen's committee. Life-boat days.

**ALTRINCHAM.**—Special meeting.

**CHEADLE HULME.**—Whist drive at the house of Mrs. Levell, honorary treasurer.



**CHEETHAM HILL.**—Special meeting. Mr. George Grimshaw elected vice-president.

**CHORLTON - CUM - HARDY.**—Special meeting at the house of the president.

**GORTON.**—Special meeting. Mr. E. Battman in the chair. Mr. R. H. Skellorn elected honorary secretary in succession to Mr. C. H. Grace.

**PLATTING.**—Special meeting. Speaker: Alderman A. James, J.P., chairman of the life-boat guild.

**WHITWORTH PARK & CHORLTON-ON-MEDLOCK.**—Collections at Messrs. Lomas's, Limited, and at the Manchester General Post Office, organized by Miss Amy Robinson, president.

**WITHINGTON, FALLOWFIELD & DISTRICT.**—Collections at Dunlop Rubber Works' sports, organized by Mr. S. Weiser.

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

**MILLOM.**—Annual meeting on 31st May at the house of Mrs. R. Grice, president. Speaker: The district organizing secretary. Amount collected in 1938 £49. Annual house-to-house collection.

**MORECAMBE & HEYSHAM.**—Concert by the Morecambe fishermen. Collections on steamers. Presentation of a prize won in the life-boat essay competition for elementary schools.

**MOTTRAM & BROADBOTTOM.**—Annual meeting on 20th July and garden party. Speaker: The district organizing secretary. Amount collected in 1938 £11.

**NANTWICH & NEWTON-IN-MAKERFIELD.**—Life-boat days.

**ORRELL.**—Life-boat day. Annual golf competition by Dean Wood Golf Club, Ladies' Section.

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

**PEEL.**—Annual meeting on 9th May, Captain James Kinley, chairman, presiding. Amount collected in 1938 £49.

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

**PORT ERIN.**—Annual sacred service and dinner table collection.

**PORT ST. MARY.**—Annual sacred service.

**PRESTON.**—Life-boat day.

**RADCLIFFE.**—Dinner-dance and whist drive. Ladies' bowling tournament. Life-boat day.

**NEW BRIGHTON.**—The station has suffered a severe loss by the death, at the age of seventy, of Captain B. H. Bullen, its assistant secretary since 1924.

**RAINFORD & RISHTON.**—Life-boat days.

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

**ROYTON.**—Annual meeting on 2nd May. Speaker: The district organizing secretary. Amount collected in 1938 £35.

Annual house-to-house collection.

**RUNCORN.**—Bridge drive, with address by Commander W. L. Rossiter, R.D., R.N.R. Presentation of a prize won in the life-boat essay competition for elementary schools.

**ST. HELENS.**—Garden party at the house of the president.

**SANDBACH.**—Life-boat day.

**SILVERDALE.**—"Grey Walls" gardens opened to the public.

**SOUTHPORT.**—Life-boat day.

**STOCKPORT.**—Presentation by the Mayoress of a prize won in the life-boat essay competition for elementary schools, at which Mr. G. Holgate, M.A., B.Sc., Director of Education, Mrs. B. M. Marsden, honorary treasurer of the Ladies' Life-boat Guild, Mr. R. J. Bailey, honorary treasurer of the branch, and Mr. L. Lainton, honorary secretary of the branch, were present.

**STALYBRIDGE.**—Life-boat day.

**TARPORLEY.**—Life-boat day. Address to Women's Institute.

**TINTWHISTLE.**—Garden party at Milbrook House and presentation of a prize won in the life-boat essay competition for elementary schools. Annual house-to-house collection.

**TODMORDEN.**—Life-boat days.

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

**TURTON & UPHOLLAND.**—Life-boat days.

**WALLASEY.**—Dance recital by the pupils of Miss Hilary Stafford-Burrows.

**WARRINGTON.**—"Stonecroft" gardens opened to the public by kind permission of Mr. J. G. Withinshaw. Life-boat day.

**WESTHOUGHTON, WHALEY BRIDGE, WIDNES, & WIGAN.**—Life-boat days.

**WHITEHAVEN.**—Presentation by the Right Rev. Father Clayton, chairman of the School Managers, of a prize won in the life-boat essay competition for elementary schools.

**WITHNELL.**—Special meeting at Ollerton Hall, Mrs. Hal Deakin in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman: Mrs. Hal Deakin; honorary treasurer, Mrs. D. Bury; honorary secretary, Mrs. A. Reid.

Presentation of prizes won in the life-boat essay competition for elementary schools at Castletown, Douglas and Crosby, Egremont (Cumberland), Farnworth (Widnes), Sale, Lancaster, Northwich, Oldham, and Winsford.

#### North-East of England.

**ACKWORTH, BARMBOROUGH** (Doncaster) & **BEVERLEY.**—Life-boat days.

**BISHOP AUCKLAND.**—House-to-house collection.

**BLYTH.**—Presentations of awards to coxswain and crew for their efforts to rescue the crew of the steamer *Skaro*, of Sunderland, on 23rd December, 1938.

**BRIDLINGTON.**—Life-boat day.

**CARLETON MINIOTT.**—Garden fête.

**CONISBOROUGH & CONSETT.**—Life-boat days.

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

**CULLERCOATS & WHITLEY BAY.**—Life-boat days at Cullercoats and Whitley Bay, and Monkseaton.

**DARLINGTON.**—Bridge drives, life-boat day. Visit of Ladies' Life-boat Guild to Teesmouth and Redcar life-boat stations.

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

**DONCASTER.**—Life-boat day.

**DRIFFIELD.**—Garden fête.

**DURHAM.**—Bridge drive.

**GATESHEAD.**—Garden fête, Life-boat day.

**GOLCAR.**—Life-boat day.

**GOLDTHORPE.**—Beetle and whist drive.

**HARROGATE.**—Life-boat day. Dancing matinee.

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

**HULL.**—Annual meeting on 9th June, the Lord Mayor presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected 1938 £509.

**KEIGHLEY.**—Annual meeting on 22nd May, the Mayor, president of the branch, in the chair. Efforts of the past year: Life-boat day, bring-and-buy sale, works appeal. Amount collected in 1938 £291.

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

**LEEDS.**—Bring-and-buy sale. Life-boat day.

**MALTON.**—Life-boat day. Exhibition of needlework.

**NEWBIGGIN.**—Naming ceremony of new motor life-boat. (A full account will appear in the next issue.)

**NEWCASTLE.**—Bridge drive. Garden fête.

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

**OSSETT, & OUTWOOD & STANLEY.**—Life-boat days.

**PATRINGTON.**—Whist drive.

**PRUDHOE, SEAHAM HARBOUR, & SHEFFIELD.**—Life-boat days.

**STOCKSFIELD.**—Garden meeting.

**STOCKTON.**—Life-boat day.

**SUNDERLAND.**—Beetle and whist drives. Life-boat day.

**TESSMOUTH.**—The station has lost a valued member of its crew by the death, at the age of 59, of its second-coxswain, Joseph

Stonehouse. He came of an old life-boat family, and served from 1930 to 1935 as bowman and from 1935 until his death as second-coxswain.

**TYNEMOUTH.**—Life-boat day.

### Midlands.

**ALFRETON, ASHBY-DE-LA-ZOUCH, ATHERSTONE & BEWDLEY.**—Life-boat days.

**BIRMINGHAM.**—Life-boat day. Addresses to Ada Road and Leigh Road schools, the British Legion, Handsworth branch, and the Deritend Unionists. Ladies' Life-boat Guild meeting, by kind permission of Mrs. Birney, at the Y.W.C.A. Life-boat day at Halesowen, Rubery and Rednal, and Shirley. Special collection at the Handsworth floral fête. Presentation of prizes won in the life-boat essay competition for elementary schools.

**BLACKHEATH AND BLOCKLEY.**—Life-boat days.

**BOSTON.**—Life-boat day. Life-boat film "Boats that save life" shown.

**BRIERLEY HILL.**—Life-boat day.

**BRISTOL.**—Annual meeting, the Lord Mayor, patron, in the chair. Speaker: Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution. Amount collected in 1938 £1,354, an increase of £121 on 1937.

Life-boat day.

**BROMSGROVE, BROWNHILLS, BURTON LATIMER & KETTERING, AND BURTON-ON-TRENT.**—Life-boat days.

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

**CANNOCK.**—Life-boat day.

**CHELTENHAM.**—Annual meeting, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1938 £180, an increase of £34 on 1937.

**CHESTERFIELD, AND COSELEY & SEDGLEY.**—Life-boat days.

**COVENTRY.**—Life-boat day. Lantern lecture by Captain A. H. Sanders, assistant secretary, to Trinity Guild Society.

**DAVENTRY, DERBY (ALVASTON & BOULTON), DESBOROUGH & DUDLEY, EARL SHILTON, ECCLESHALL, EVESHAM, FAIRFORD & LECHLADE, GLOUCESTER, GRIMSBY AND CLEETHORPES, HINCKLEY, HORNCASTLE, ILKESTON, & IRTHLINGBOROUGH.**—Life-boat days.

**KIDDERMINSTER.**—Life-boat day. Life-boat films shown at Futurist, Grand and Empire.

**LANGWITH.**—Sale of work at Scarecliffe House, by kind permission of Dr. and Mrs. S. K. Poole, opened by Mrs. Warner-Turner. Life-boat day.

**LEEK.**—Life-boat day.

**LOUGHBOROUGH.**—Life-boat day.

**LOUTH.**—House-to-house collection.

**MABLETHORPE & SUTTON-ON-SEA.**—Life-boat day.

**MALVERN.**—Special meeting with film display, the Earl Beauchamp, president, in the chair. Speaker: The district organizing secretary.

**MANSFIELD.**—Garden meeting and American tea in the grounds of High Oakham House, by kind permission of Mrs. Fenwick. Speaker: The district organizing secretary.

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

**MATLOCK, NOTTINGHAM CITY, OUNDLE, PETERBOROUGH, RED-DITCH, RIPLEY, RUGBY, RUGELEY, RUSHDEN, SCUNTHORPE, SLEAFORD, SPILSBY (CONINGSBY), STAFFORD, STOKE-ON-TRENT.**—Life-boat days.

**STOURBRIDGE.**—Address by Mrs. Stratford, honorary secretary of Wolverhampton branch, to members of Inner Wheel.

**STOW-ON-THE-WOLD, STRATFORD-ON-AVON, STROUD.**—Life-boat days.

**SUTTON COLDFIELD.**—American tea, at The Rookery, by kind permission of Miss Tonks, president, and Mrs. Moore. Presentation by the Mayoress of the statuettes of a life-boatman awarded by the Institution to Mrs. Haines, Miss Vince, Miss Webb, Mrs. Gent, Mrs. Dain, Miss Sturmeay, Mrs. Harrison, Mrs. Owen, Mrs. Ellison and Mrs. Brookes, and of a framed picture awarded to Mrs. Purslow, all members of the branch committee. Speakers: The Rev. G. L. H. Harvey, Rector of Sutton Coldfield, and the district organizing secretary.

**SUTTON IN ASHFIELD, UPTON ON SEVERN, UTTOXETER, WALSALL, WEDNESFIELD & WILLENHALL, WEL-LINGBOROUGH.**—Life-boat days.

**WOODHALL SPA.**—Life-boat day.

**WORCESTER.**—Addresses to Callow End Women's Institute and to the Secondary and King's Schools, Worcester.

### South-East of England.

**BEDFORD.**—Life-boat day.

**BOGNOR REGIS.**—Golf competition.

**BURY ST. EDMUNDS, & BYFLEET & PYRFORD.**—Life-boat days.

**CAISTER-ON-SEA.**—Whist drive at Ormesby, arranged by the Ladies' Life-boat Guild.

**CANTERBURY.**—Annual meeting, Captain G. G. P. Hewett, R.N., ret., chairman, presiding. Efforts of the past year: church and house-to-house collections, golf competition. Amount collected in 1938 £67.

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

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

**CLACTON-ON-SEA.**—Annual meeting, Mr. H. J. Grant, president, in the chair. Efforts of the past year: Life-boat Sunday and boathouse collections, and life-boat day

and whist drive arranged by the Ladies' Life-boat Guild. Amount collected in 1938, £492, an increase of £82 on 1937.

Golf competition.

**CLAYGATE.**—Lantern lecture at Esher by Commander Worsley, R.N.R., "South with Shackleton."

**DARTFORD.**—Garden meeting and "bring-and-buy" sale, with address by Captain Basil Hall, R.N.

**DORKING.**—Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools.

**EASTBOURNE & DISTRICT.**—Annual meeting of the Ladies' Life-boat Guild, the Mayor in the chair, supported by Mrs. Astley Roberts, president. Speaker: The district organizing secretary.

Life-boat days in Eastbourne and country districts, arranged by the Ladies' Life-boat Guild. Golf competition at Willingdon.

**EAST DEREHAM.**—Life-boat day.

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

**GODALMING.**—Tennis tournament.

**GREAT YARMOUTH & GORLESTON.**—Life-boat day. Half proceeds of a dance at Gorleston. Presentation of prizes won in the life-boat essay competition for elementary schools.

**HARLOW.**—Branch formed, honorary secretary, Mrs. Stewart. Lecture at Harlow Women's Institute.

**HARPENDEN.**—Life-boat film "Boats that Save Life" shown, with collections. Presentation of prizes won in the life-boat essay competition for elementary schools.

**HARWICH.**—Collection on cross-channel steamers.

**HASLEMERE.**—Life-boat day, organized by the Royal Naval Old Comrades' Association, Haslemere branch.

**HENFIELD.**—Branch formed, honorary secretary, Mr. R. H. Shepherd. Lecture at Henfield Women's Institute.

**HASTINGS & ST. LEONARDS.**—"Blessing of the sea" service.

**HIGH WYCOMBE.**—Visit of party to Bassetsbury Manor.

**HOLT & DISTRICT.**—Life-boat day.

**HUNTINGDON & DISTRICT.**—Life-boat day. Lecture at Hail Weston Women's Institute.

**HYTHE & DYMCHURCH.**—The branch has suffered a severe loss through the death of its president, the Right Hon. Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P. Sir Philip was also patron of the Folkestone branch.

Presentation by the Mayor of the gold badge and the thanks inscribed on vellum awarded by the Institution to Major H. R. Hildyard on his retirement from the honorary secretaryship.

**ISLE OF SHEPPEY.**—Life-boat day in Queenborough and district. House-to-house collection at Sheerness. Lantern lecture to the Ladies' Life-boat Guild by Captain Basil Hall, R.N.

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

**LEATHERHEAD.**—Life-boat day.

**LEWES & DISTRICT.**—Life-boat day. Life-boat film "The Story of the Life-boat" shown.

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

**RAMSGATE.**—H.R.H. the Duke of Kent, K.G., President of the Institution, inspected the life-boat crew during his visit to East Kent, arranged by the Kent Council of Social Service.

Life-boat day.

**REIGATE & REDHILL.**—Golf competition at Kingswood. Presentation of prizes won in the life-boat essay competition for elementary schools.

**RICKMANSWORTH AND CROXLEY GREEN.**—Tennis tournament.

**RYE & WINCHELSEA.**—Garden Sale.

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

**SELSEY.**—Naming ceremony of the motor life-boat *Canadian Pacific*. (A special report will appear in the next issue.) Life-boat film "The Story of the Life-boat" shown.

**SEVENOAKS.**—Life-boat day. Lecture at Platt Women's Institute.

**SHERINGHAM.**—Centenary vellum presented to Mr. H. E. S. Upcher, J.P., C.C., president of the branch, by Colonel A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. (See special report on page 161.) Presentation of prizes won in the life-boat essay competition for elementary schools.

**SHOREHAM HARBOUR.**—Life-boat days at Shoreham and Southwick. Life-boat film "The Story of the Life-boat" shown at Southwick.

**SOUTHBOROUGH & DISTRICT.**—Annual meeting, Major P. S. Watkins, D.S.O., vice-president, in the chair. Efforts of the past year: House-to-house collections in Southborough and district. Amount collected in 1938 £72, an increase of £7 on 1937.

The record of thanks awarded by the Institution to Mr. P. C. Towner, honorary secretary of the branch, presented by Councillor T. Young, J.P., chairman of the Southborough Urban District Council. House-to-house collection.

**SWAFFHAM.**—Life-boat day.

**TONBRIDGE.**—House-to-house collection. Presentation of prizes won in the life-boat essay competition for elementary schools.

**TUNBRIDGE WELLS.**—Life-boat day. Life-boat film "The Story of the Life-boat" shown. Model life-boat (constructed by the Southborough branch) entered in carnival procession.

**WALTON-ON-THAMES.**—Life-boat day.

**WEYBRIDGE.**—Life-boat day.

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

**WOKINGHAM.**—Life-boat day.

**WOLVERTON.**—Collection at London Midland and Scottish Railway Company's works.

**WORTHING.**—Life-boat day. Presentation of prizes won in the life-boat essay competition at two elementary schools.

Lectures also given to the Hitchin Rotary Club, the Burnham Townswomen's Guild, the Lurgashall Mothers' Union, and to the Women's Institutes at Acton, Alphamstone, Breachwood Green, East Preston, Frinton-on-Sea, Hadleigh, Marks Tey, Rogate, Semer, Southminster, Staffhurst Wood, Tollesbury, Uckfield and Wooburn Green.

Awards won in the life-boat essay competition for elementary schools also presented at Brockham, Kesgrave, Northchurch, Slough, Stansfield, Sudbury, Warnham and Woodbridge.

### South-West of England.

**ABINGDON.**—Life-boat day at Abingdon and villages.

**ALDERSHOT.**—Life-boat day.

**ANDOVER.**—Life-boat day at Andover, Whitechurch, Kingsclere and surrounding villages.

**AXMINSTER.**—Life-boat day.

**BANBURY.**—Life-boat day at Banbury and in country districts. Visit of Townswomen's Guild to life-boat building yards at Coves.

**BARNSTAPLE, & BATH.**—Life-boat day.

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

**BOURNEMOUTH.**—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 and house-to-house collection. Amount collected in 1938 £499, an increase of £47 on 1937. Presentation of statuettes of a life-boatman to honorary workers.

**BRIDPORT.**—Life-boat day at Beaminster.

**BURNHAM-ON-SEA.**—Life-boat day.

**CHARD.**—Life-boat day at Chard and villages.

**CHIPPENHAM.**—Life-boat day at Corsham.

**CHIPPING NORTON & CLEVEDON.**—Life-boat day.

**DAWLISH.**—Life-boat day at Dawlish and district.

**EASTLEIGH.**—Life-boat day at Eastleigh and Chandlersford.

**EMSWORTH.**—Life-boat day.

**EXETER.**—Life-boat day. Jumble sale. American tea at "Redcot."

**EXMOUTH.**—Life-boat day at Budleigh Salterton.

**FARNBOROUGH & FLEET, FOWEY, AND FROME.**—Life-boat days.

**HAYLING ISLAND.**—Special meeting of workers. Speaker: The district organizing secretary. Life-boat day.

**HENLEY.**—Life-boat day.

**ILFRACOMBE.**—Life-boat day at Ilfracombe and district. Life-boat film shown.

**ISLE OF WIGHT.**—77th annual meeting of the Isle of Wight Life-boat Board, Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., president of the board and a vice-president of the Institution, in the chair. Efforts of the past year: Life-boat day, collections and dance. Amount collected in 1938 £873, an increase of £40 on 1937.

Presentation of framed life-boat picture awarded by the Institution to Mrs. Tomasin of Ryde.

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

**COWES.**—Annual meeting of Ladies' Life-boat Guild, Mrs. Perry, chairman, presiding.

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

Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the challenge shield for the South-West of England in the life-boat essay competition for elementary schools, won by Norman Christopher Cooper, of Oakfield Church of England Boys' School, Ryde.

**SANDOWN.**—Address to the Rotary Inner Wheel by Sir Godfrey Baring, Bt.

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

**MALMESBURY.**—Life-boat day.

**MARLBOROUGH.**—Life-boat day at Pewsey.

**MELKSHAM.**—Life-boat day.

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

**OKEHAMPTON.**—Life-boat day.

**PAIGNTON.**—Life-boat day, with visit of Torbay life-boat.

**PETERSFIELD.**—Life-boat day at Petersfield and Liss.

**PLYMOUTH.**—Life-boat day at Plymouth and Saltash.

**POOLE.**—Life-boat day at Wimborne and Poole.

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

**PORTSMOUTH & SOUTHSEA.**—Life-boat day at Portsmouth, Southsea and Havant.

**REDRUTH.**—Bridge and whist drive.

**ROMSEY.**—Life-boat day at Romsey and surrounding villages.

**SALISBURY.**—Life-boat day at Wilton and Amesbury. Whist drive at Figheldean.

**SEATON.**—Life-boat day at Beer.

**SHIPLAKE.**—Life-boat day.

**SIDMOUTH.**—Life-boat day at Ottery St. Mary. Presentation by Colonel J. E. H. Balfour, C.M.G., D.S.O., J.P., of framed letters of thanks awarded by the Institution to four rescuers of the crew of an aeroplane which made forced landing in the sea on 22nd March, 1939.

**SOUTHAMPTON.**—South-Western District conference. (See special report on page 162.) Life-boat day at Southampton and in country districts. Whist drives.

**SWANAGE.**—Annual meeting of Ladies' Life-boat Guild. Speaker: The district organizing secretary. Mrs. Lloyd-Davies elected president in succession to Mrs. Field, and Mrs. Dyke, vice-president.

**TAVISTOCK.**—Life-boat day.

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

**TIVERTON.**—Life-boat day at Tiverton, Bampton and district.

**TORQUAY.**—Life-boat day.

**TOTNES.**—House-to-house collection. Life-boat day at Buckfastleigh and Stoke Gabriel.

**TRURO.**—Life-boat day.

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

**WATCHET.**—Presentation by the district inspector of life-boats of framed life-boat picture awarded by the Institution to Mrs. Lee, honorary treasurer. Musical programme by the band of the 51st (London) A.A. Regiment, R.A. (T.A.).

**WESTBURY.**—Life-boat day.

**WESTON - SUPER - MARE.**—Annual meeting of Ladies' Life-boat Guild. Speaker: The district organizing secretary. Life-boat day.

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

**WINCHESTER.**—Life-boat day at Four Marks.

**WITNEY.**—Life-boat day at Witney and Charlbury.

**WOODSTOCK.**—Life-boat day at Woodstock and Burford.

**YEOVIL.**—Life-boat day at Crewkerne, Martock and surrounding villages of Yeovil.

Addresses by Captain Basil Hall, R.N., to Stadhampton, Kintbury and Purley Women's Institutes.

### Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 26th May, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the council and a vice-president of the Institution, in the chair. Speakers: The Lord Saltoun, M.C., Harriet, Lady Findlay, D.B.E., and Colonel A. D. Burnett Brown, M.C., T.D., deputy-secretary of the Institution. At the close of the meeting two life-boat films were shown and a commentary was provided by the northern district inspector of life-boats.

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

**ALLOA & DISTRICT.**—Life-boat days.

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

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

**ARBROATH, ARDRISHAIG, ARRAN, & AYTON & BURNMOUTH.**—Life-boat days.

**BANFF, MACDUFF, WHITEHILLS & GARDENSTOWN.**—Dancing displays at Banff, produced by Miss Lexy Wilson. House-to-house collection. Life-boat cruises.

**BO'NESS.**—Life-boat day.

**BONNYBRIDGE.**—Golf competition.

**BRECHIN, & BURNTISLAND.**—Life-boat days.

**CAMPBELTOWN.**—Golf competitions at Carradale.

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

**CRIEFF.**—Life-boat day. Lantern lecture to the Townswomen's Guild.

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

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

**DUNFERMLINE.**—Presentation by Chief Magistrate of a prize won in the life-boat essay competition for elementary schools.

**EDINBURGH.**—Presentation by the Duke of Montrose, C.B., C.V.O., V.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, at the Council meeting of the challenge shield for Scotland in the life-boat essay competition for elementary schools won by Anne G. Notman, of the Flora Stevenson School, Edinburgh.

Open golf meeting at Longniddry, arranged by Miss E. H. Sawers, a member of the Edinburgh Ladies' Life-boat Guild. Presentations by Mr. F. H. Simpson, W.S., secretary of the branch, Mr. Harold Cowie, a member of the branch committee, and Dr. King Gillies, M.A., F.R.S.E., Royal High School, of prizes won in the life-boat essay competition for elementary schools.

**ELGIN, FORFAR, & GIRVAN.**—Life-boat days.

**GLASGOW.**—Life-boat day. Golf competition at Busby and Clarkston golf course.

**GRANGEMOUTH.**—Life-boat day. Presentation by Mrs. J. Wilkie of a prize won in the life-boat essay competition for elementary schools.

**GRANTOWN-ON-SPEY.**—Life-boat day.

**GREENOCK.**—Life-boat day. Presentation by Mr. T. S. Murray, honorary secretary of the branch, of a prize won in the life-boat essay competition for elementary schools.

**HAMILTON.**—Presentation by Mrs. G. M. Frew, honorary secretary of the Ladies' life-boat Guild, of a prize won in the life-boat essay competition for elementary schools.

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

**INVERGORDON.**—Annual meeting. Efforts of the past year: Life-boat day. Amount collected in 1938 £21.

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

**KILMARNOCK.**—Life-boat day. Dancing display by the pupils of Miss Jean Inglis, Lady Rowallan, president of the Ladies' Life-boat Guild, in the chair. Presentation by Mrs. J. W. Hamilton, joint honorary secretary of the Ladies' Life-boat Guild, supported by Miss N. C. Hibbs, the other joint honorary secretary, of a prize won in the life-boat essay competition for elementary schools.

**KINGUSSIE, KINROSS, KIRKCALDY, KIRKINTILLOCH & LENZIE, LARGS (WEMYSS BAY & SKELMORLIE), LERWICK, LEVEN, LOCHGELLY, LOCHGILPHEAD, LOSSIEMOUTH, MARKINCH, MAYBOLE, & MONTROSE.**—Life-boat days.

**NAIRN.**—Presentations by the Provost, on behalf of the Burgh of Nairn, to Mr. George Ralph, Mr. George Ralph, Junior, his son, and Mr. George Ralph Grenier, his grandson, in recognition of their gallantry in rescuing three of the crew of the Russian steamer *Kingissepp* on 27th January, 1937. Mr. Ralph has already been presented with the bronze medal of the Institution and his son and grandson with its thanks inscribed on vellum.

**NEWTONMORE, OBAN (BALLACHULISH, BENDERLOCH, OBAN AND EASDALE), PERTH, AND PETERHEAD.**—Life-boat days.

**PORT PATRICK.**—The branch has suffered a severe loss by the death of its chairman, Mr. John Begg.

Life-boat day and dance.

**ROSEHEARTY.**—Life-boat day.

**ST. ABBS.**—Swimming gala, arranged by Mr. David Gibson, a member of the life-boat committee.

**ST. ANDREWS.**—Life-boat day.

**SALTCOATS.**—Life-boat day and visit of Troon motor life-boat.

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

**STORNOWAY.**—Life-boat day. Golf competitions.

**STRANRAER, TOBERMORY, TROON, AND VALE OF LEVEN.**—Life-boat days.

Prizes won in the life-boat essay competition for elementary schools were also presented at Ayr, Burnbank, Crimond, Kinlochleven, Inverness, Isle of Skye, Letham, Mintlaw, Newmains, Paisley, Tarbolton, Tarland, and Stair.

### Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

**ABERGELE, AND ABERTILLERY.**—Life-boat day.

**BARRY.**—Life-boat day. Presentation by Mrs. T. Rowlands, chairman of the Ladies' Life-boat Guild, on behalf of the guild, to Miss Margaret Mackay on the occasion of her marriage.

**CARDIFF.**—Annual meeting on 24th May, the Deputy Lord Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Appeals for subscriptions, life-boat day, dance. Amount collected in 1938 £406, an increase of £20 on 1937.

Bridge drive, organized by Mrs. Frank E. Webber, chairman of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

**CONWAY, FLINT, GORSEINON, GOWERTON, HAVERFORDWEST, LEO-MINSTER, & LLANDOVERY.**—Life-boat days.

**LLANELLY.**—Annual meeting on 23rd May, the Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Appeals for subscriptions, life-boat day, dance. Amount collected in 1938 £143, an increase of £18 on 1937. Presentation to Mrs. Bevan John, honorary secretary, of the record of thanks awarded to her by the Institution.

**LLANDUDNO.**—The branch has suffered a severe loss by the death of Mrs. Thorpe, its honorary treasurer.

**LLANDULAS.**—The branch has lost an old member of the life-boat crew by the death

of Mr. John Roberts, for many years the second-coxswain. (See "Obituary.")

**LUDLOW, & MONMOUTH.**—Life-boat days.

**NEATH.**—Annual meeting on 16th May, the Rector of Neath in the chair. Speaker: The district organizing secretary. Efforts of the past year: Appeals for subscriptions, life-boat day, whist drive. Amount collected in 1938 £65, an increase of £21 on 1937. Presentation to Miss F. M. Poole, honorary secretary, of the statuette of a life-boatman, awarded to her by the Institution.

Life-boat day.

**NEWPORT (MON.).**—Annual meeting on 11th May, Captain F. W. Cutcliffe, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Appeals for subscriptions, life-boat day, whist drive, dance. Amount collected in 1938 £94.

Life-boat day.

**OSWESTRY, & PENARTH.**—Life-boat days.

**PEMBREY (CARMARTHENSHIRE).**—Whist drive organized by Mrs. Bevan John, honorary secretary of the Llanely Ladies' Life-boat Guild. Speaker: The district organizing secretary.

**PONTYPRIDD, & ROSS-ON-WYE.**—Life-boat days.

**SHREWSBURY.**—Annual meeting on 31st May, Captain Charles G. Robinson, R.N., president, in the chair. Speaker: Lieut-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Appeals for subscriptions, life-boat day, American tea. Amount collected in 1938 £178, an increase of £40 on 1937.

American tea in the grounds of Swan Hill House, by kind permission of Mrs. Wynne Corrie.

**SWANSEA.**—Annual meeting on 24th May, the Deputy Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution, Lady William Jenkins elected president in place of Mrs. Walker-Heneage-Vivian, resigned. Amount collected in 1938 £124.

Life-boat day.

**TENBY.**—Annual meeting on 5th May, the Mayoress in the chair. Speaker: The district organizing secretary. Efforts of the past year: Appeals for subscriptions, life-boat day. Amount collected in 1938 £192, an increase of £14 on 1937.

**WREXHAM.**—Musical evening organized by Mrs. Arthur Davies, the honorary secretary. Speaker: The district organizing secretary.

Presentation of prizes won in the life-boat essay competition for elementary schools at Penally, Camrose, Llanfyrnach, Haverfordwest, Llanelly, Ammanford, Cardiff, Abbey-dore, Canon Pyon, Kimbolton, Middleton Priors, Woore, Bridgnorth, Dorrington, Al-berbury, Shifnal, Saltney, Machen, Nantyglo, Beaufort, Barry, Penderyn, and Ton Pentre.

**Ireland.**

**BELFAST, BALLYCOTTON, AND BANGOR (CO. DOWN).**—Life-boat days.

**BRAY.**—Golf competition.

**CAVAN.**—Life-boat day.

**COURTOWN.**—Golf competition.

**DONAGHADEE, AND DROGHEDA.**—Life-boat days.

**DUBLIN.**—Annual life-boat ball. Life-boat days.

**DUN LAOGHAIRE.**—Mr. James V. Steele appointed honorary secretary in the place of the late Mr. C. S. McNeill. Golf competition.

**DONEGAL, AND MOUNTCHARLES.**—Life-boat days.

**ENNIS, FOXROCK, GALWAY, GLENGARRIFF, INCHYDONEY, AND KINSALE.**—Golf competitions.

**LARNE.**—Annual meeting, the president, Mrs. T. K. E. Johnston in the chair. Amount collected in 1938 £79, an increase of £7 on 1937.

Life-boat day.

**LONDONDERRY.**—Life-boat day.

**MONKSTOWN (CO. CORK).**—Golf competition.

**MULLINGAR, NEWCASTLE (DUNDRUM), AND PORTRUSH.**—Life-boat days.

**STRABANE.**—Cinema show.

**SUTTON.**—Golf competition.

**WHITEHEAD.**—Life-boat day.

**WOODENBRIDGE.**—Golf competition.

**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.*

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