

# THE LIFE-BOAT.

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## THE LIFE-BOAT FLEET

Motor Life-boats, 124 :: Pulling & Sailing Life-boats, 49

## LIVES RESCUED

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### On Service in a Motor Life-boat.<sup>1</sup>

By A. E. JOLLY, Motor Mechanic at Maryport, Cumberland.

It was a showery morning, with very strong winds. A gale had blown all through the night and was increasing all the following morning, reaching its maximum at high water that afternoon. I had put on my sea-boots and oilskins, and gone down to the boat-house to run the life-boat engine. The second mechanic arrived at the boat-house, and together we cleaned the sparking plugs and gave the engine a short final run. We left the boat-house about 11.15 A.M., and stopped to talk with a group of fishermen. I cracked with the bowman of the life-boat, and we passed remarks about the seas that were running outside the harbour. He said: "It's not to be wondered at if somebody wants us to-day." I said: "We could not grumble if we did get a call in such a sea. It'll be the worst that we have been out in."

#### "Ower."

I left the group of men at about 11.30 A.M. to go home to dinner. Getting near to Coxswain Reay's house

in High Street, I saw the coxswain come running out. He had his sea-boots on, and was pulling on his pilot jacket. Before I could reach him he waved his hand, and I heard the word "ower" which is "Cumberland" for "away." Without waiting to hear more, I set off back to the boat-house at the double. Passing the fishermen, I gasped out that the boat was wanted and set off running once more. The s.s. *Rathmore* was in the dock. Steve, the mate, asked what was the matter. "A steamer aground near Workington," I replied. I must have got it from the coxswain, for it was a correct message. The coxswain and honorary secretary, with helpers, arrived in Jackson's lorry at the boat-house at the same moment as myself.

The rockets were fired, and five minutes saw the rollers out on the runway and lined up. In that five minutes the head launcher had left his untouched midday meal and arrived at the boat-house. In another five minutes the boat was down on the permanent slipway. Soon the mast was up and rigged.

<sup>1</sup> The service described in this article was the service to the s.s. *Plausworth*, a 2,500-ton steamer of Newcastle-on-Tyne, which went ashore at Workington, on 17th January last. A south-west gale was blowing, so that the wreck was six miles to windward of Maryport. Coxswain Thomas Q. Reay was awarded the bronze medal, in recognition of the conspicuous skill with which he handled the life-boat; and the motor mechanic, Mr. A. E. Jolly, the author of this account, received the thanks of the Institution inscribed on vellum. A letter of thanks was sent to Mr. Walker T. Moore, the honorary secretary of the Maryport station, and the coxswain and each member of his crew received an award of £2 8s. 6d. An account of the service appeared in *The Life-boat* for last June.

The second mechanic cranked the engine while I was setting the controls. Another quick swing on the starting-handle and then the engine fired and was soon running smoothly. The hum of the engine fixes the crowd's attention. It gives life to the boat. With a final look round at each man's life-belt to see that they are all correctly strapped on the shoulders, the coxswain gives the signal to the head launcher to slip the boat from its cable. We are off. The boat gathers speed as it slides down the slipway; the air rushes at your face; a joy ride, giving promise of more fun to follow. Splash! We are afloat; the launch is a good one, one of the quickest, perhaps a record for the boat. The time is approximately twelve o'clock noon.

#### **A 60-Miles-an-Hour Gale.**

The coxswain immediately ordered "ahead." I put the gear into the "ahead" position and speeded up the engine to full throttle. In a few seconds we were abreast the red turning buoy in the new dock basin. Here the coxswain ordered the men forward to put a reef in the sail and make ready to hoist it. Half-way along the south pier the boat began to pitch and roll, the spray breaking right over us. In the run from the bottom of the slipway to the harbour-mouth the coxswain was able to fix his mica shield to his sou'-wester, a device to protect the eyes from the slashing wind and spray.

We were at the end of the south pier, the sail was hoisted, and warning shouts were sung out. The hoisting of the sail in such conditions can be extremely dangerous. It calls for good seamanship combined with speed. This can be readily understood when one realizes the force that a 60 to 70-miles-an-hour wind can exert on all shackles and sheets that hold the sail to the wind. I saw very little of this operation, as I was sitting down on my stool pumping up the air pressure under the canopy by which the engine controls are protected. I saw little, but I heard the straining ropes and shackles continually drumming on the canopy. Then we got the full force of the wind and sea. The boat was pitching and rolling, with seas coming in over her port shoulder, running right aft, and

then out by way of the relieving valves. Turning my head a little to port, I could see the end of the south pier, a welcome sight. That part of the business was over. We were clear of the piers.

The coxswain and second coxswain now had a moment to spare, and I heard the second coxswain say: "She seems to be making a little headway. Will you keep her off?" I heard no reply. The coxswain was weighing in his mind the chances of his next move. Then he sang out to the men forward to stand by to stay her. He was going over on the other tack. At the same time he put his helm over and brought the boat round. The shackles drummed on the canopy again as the wind came to the sail. The second mechanic got a blow from one of them. I heard him say that it would leave a mark. The wind was south-west, blowing full gale at the shore, and we were now heading slantingly for the shore. One thing was certain—we were making headway.

The coxswain sang out again for the men to stand by for the other tack, which would take us out to sea again. All was bustle as we came about. The sail caught the wind, and slowly, very slowly, at times almost at a standstill—when the waves curled up in front of us and filled the boat—she fought her way out to sea once more. We tacked again before getting very far from the shore, and then made another and longer tack out to sea.

#### **Getting Rid of Seasickness.**

I had been sitting on my stool since we left harbour, three-quarters of an hour before, when my head began to swim; the heaving, rolling boat was all mixed up with the seas and clouds. It was the first symptom of seasickness. I was annoyed, and I decided it should not get me. I stood up to help me in my decision, there being now no immediate need to stand by the engine controls. No sooner had I raised my head above the canopy than—smack! came the sea in my face. It was a good tonic. It cleared away any thought of the sickness and it did not return.

While I was standing up the coxswain, knowing that my watch was on

my wrist, asked me the time of day. I sang it out, and again at intervals of a quarter of an hour, and he commented favourably on the progress we had made.

By this time we were well off the land, shipping seas one after another. Some had spent their force by the time they had reached aft to me, but occasionally we received them full weight, which made us hang on to whatever was handy.

The coxswain now gave orders for a look out to be kept for any signs of the steamer down towards Workington, and also a look out towards Maryport for recall signals; but at the moment there was nothing of either steamer or signal to be seen. Visibility was poor, about four miles at the best of times, and we were lucky if we got a clear view at all. It was generally a blurred picture, due to the constant slashing in the face by the wind and sea. Such expressions as "It washes my eyes right out of me," and "I've no eyes left in me," were given out.

#### **Climbing Walls of Water.**

Just a word about the coxswain's mica eye-shield. He had worn it since leaving the harbour and was receiving a good deal of protection to his eyes. About this time he decided to take it off, or it may have been a little later, when the bowman sang out that he could see the steamer. I can remember at various times when I had glanced round that the shield was flattened by the force of the wind against his face. His reason for removing it was to get a clearer view than was possible with it on, owing to the constant water striking it and running down it.

We were now in very big seas, the biggest so far encountered, approximately half-way between Seaton Scar and Siddick Slag Banks, and a mile or so off shore. When in the trough of a sea all that we could see was a wall of water. We were looking up at it. We saw its crest merged into the stormy sky. We approached each other. It is a thrilling experience to sail against one of these huge walls of water—David meeting Goliath. The boat appears to be almost stationary, but the wall of water comes rapidly

nearer. Will it curl and break in over us, or will the boat rise to it? The bow of the boat goes up at a steep angle, a gradient of one in one and a half. Will the wave knock her off? No, there is a man at the wheel. We are at the top; and what a sight from the top there is! We can see the mighty seas ahead of us. Now we are scooting down the other side, the windward side. The trough of this sea is longer. The wave in front of us is building up, but has not yet reached its maximum. Now we are sailing up its side. This wave is peculiar to me; it is like sailing over the South Downs. It has a nice easy slope, but it is a moving one. We appear to be sailing houses high. This may be an illusion, but I do not think so. Our boat is 35 feet 6 inches long. The side of the wave we are now sailing up is two and a half times the length of the boat. The gradient is approximately one in four. Occasionally a wave would come along that was father of them all. There is time to look round on a wave like this. Over our stern is the last wave that we rode, already yards away, with the tops of others beyond it. I thank my lucky stars that I can enjoy this majestic scenery.

#### **The Value of Beards.**

By this time I was wet to the skin. It is surprising how the water finds its way past our splendid oilskins. It cannot pass through them, but it creeps in at the neck and past the storm cuffs when the arms are raised above the level of the shoulder. I think there is a remedy, but it is out of fashion at the present time. It is the natural protection of the whiskers to be seen on the throats and chins of the veterans of the life-boat service.

We are seven all told in the boat. Standing up in the bows, with his back to the mast, using it as a stay to steady himself, is the bowman. He faces the oncoming waves. His duty at the moment is to keep a sharp look out. Next in order coming along the boat are the two extra volunteers. It is the first trip in a life-boat for one of them. On a service call such as this one the actual qualification for a position by the extra fishermen is the simple one of being first down to the

boat-house and securing a life-jacket. These two fishermen sit on thwarts facing aft, in a rowing position, as in the old pulling and sailing boats, but in our boat the oars are stowed away, and will only be used in exceptional circumstances. One of them holds the end of the main sail-sheet, which is given a turn round the thwarts, and then held in the hand, so that it can be let go in case of emergency. Each man also holds on to a life-line. Many a time when the seas came on board these two were for a few seconds up to their waists in water.

Next in position comes the second mechanic, sitting down the side. Next in the aft part of the boat is myself at the controls of the machinery. Behind me stands the second coxswain, and the coxswain, who is at the wheel, and many a time his body is brought into use to jam it on the course that he has set.

#### The Wreck Seen.

As I look round me I can see how the buffeting of the wind and the slashing of the water is telling on every man. All would have welcomed a five minutes' breather, but in an open boat there is no shelter—except the canopy—and no referee to call time. We were beginning to feel spent. Conversation dropped. Any chance remark was answered by a nod or a shake of the head. . . . Then, unexpected, but not the less welcome, came a shout from the bowman that he could see the steamer. The effect on us all was wonderful. Had the rum ration been dished out, it could not have been more effective in reviving our spirits. The wreck was clearly defined, but as yet too far away for us to see any of the crew.

As we had kept well off shore since passing Seaton Scar, our course would take us wide of the steamer. When we got level with her we were about a mile out to sea, so that the coxswain could drop down to her with the wind on our starboard quarter instead of ahead. This meant that we could lower the sail well before we reached the wreck, and what headway we had to make could be made by the engine alone. The coxswain made for the wreck. The wind blew us down to it. It was easy going with the wind. That

everyone knows, but I do not remember ever before to have realized it so much. It gave every man a chance to take a long-awaited breather. The first part of the battle was over. It had lasted an hour and twenty-five minutes. Now for the second.

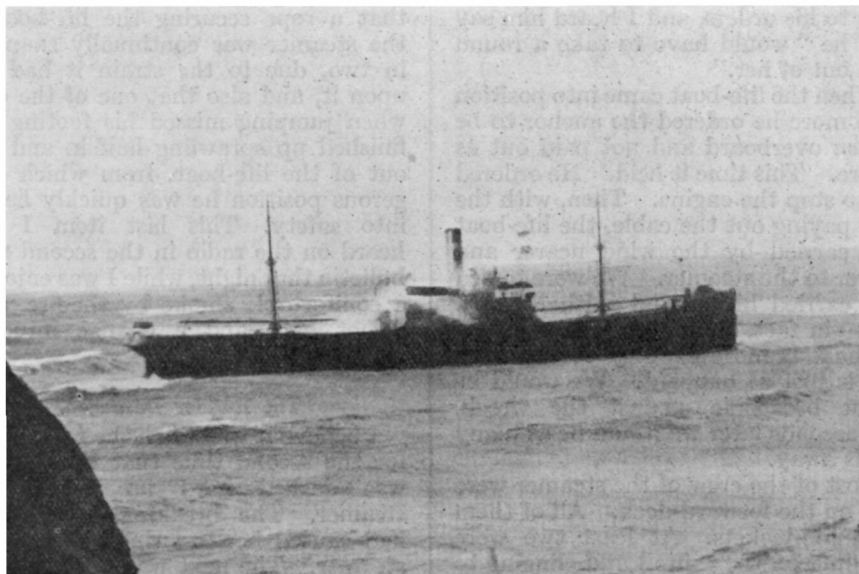
Someone said that the wreck was deserted, but as we drew nearer we could see the crew in the sheltered parts of the ship. Very soon we were abreast, and I sat down to the engine controls, saying to the coxswain that I would do my best to give him all the power he wanted.

The wreck was bow on to the wind and sea, so that there was no lee side on which to shelter while we took the men off. We came down, passing her starboard to starboard, with fifty or sixty yards between us, and then turned to come round under her stern to her port side. We had a glimpse of the slag banks, with the spray flying high over the heads of the men of the life-saving apparatus and people assembled there. Then once more we were battling head to wind and sea. As we came up the port side the first wave that struck us swept us away. Another like that at once would have carried us on to the rocks, but before it came the boat had recovered herself. She was under control and took it bow on. Then, inch by inch, as it seemed, we crept along the steamer's side, at the same time closing in to her, making progress between waves, losing it again as the waves struck us and carried us back.

#### Closing in.

As we closed in towards the stern we received signals to come farther ahead to the forward-deck. This surprised the coxswain, who had intended to get alongside the after-deck, where there was more shelter, but he sang out: "All right," and again we struggled ahead, with the engine all out. Then someone called out that the steamer was split in two amidships, and the plates rent open above the water-line.

The coxswain took the boat on until we had got some distance ahead of the steamer, then he gave orders to the bowman to drop anchor. He obeyed, but the anchor did not hook. It was hauled in again, but the life-boat had



By courtesy of]

[R. Bonnington, Workington

**THE s.s. "PLAWSWORTH" ON THE ROCKS.**



**THE MARYPORT LIFE-BOAT AND HER CREW.**

The *Priscilla Macbean*, a 35-ft. self-righting life-boat, with a 15 h.p. engine. This boat, which rescued the crew of the *Plawsworth*, has now been replaced by a 35-ft. 6-in. Liverpool life-boat, with a 35 h.p. engine. The new boat was named on 27th September. (See page 381.)

now lost the right position. We had to do it over again. The coxswain gave no sign, except that he put a sharper edge to his orders, and I heard him say that he "would have to take a round turn out of her."

When the life-boat came into position once more he ordered the anchor to be *thrown* overboard and not paid out as before. This time it held. He ordered me to stop the engine. Then, with the men paying out the cable, the life-boat was carried by the wind nearer and nearer to the steamer. We were tossed and carried hither and thither like a cork—in fact, more than a cork, for a life-boat is more exposed to the wind and is just as buoyant. We would be swept broadside against the wreck. Ten seconds later we would be as many yards away.

Most of the crew of the steamer were now on the forward-deck. All of them wore life-jackets. At least two were standing on the taffrail and clinging to the rigging, ready to jump at the first chance. Our coxswain warned them not to rush it; to come one at a time; and I think they soon saw that they could not rush it, for when the opportunity came it came from a combination of circumstances, and in a second it had gone again.

#### **The Difficulties of Keeping Alongside.**

From now onwards, as I sat under the canopy at the controls, I could only see in fragments what was happening. I was receiving orders from the coxswain thick and fast: "Ahead," "Stop," "Astern," and I could only see above and at right angles. The canopy cut off my view forward. On the starboard side was the huge bulk of the steamer; on the port was the open sea.

From what I could gather from the orders of the coxswain to the men forward, things were not turning out to his liking. The two vessels had separated, and could not come close with each other. All the manoeuvring of engine and helm failed to place and keep the life-boat where the shipwrecked crew could jump aboard her. So much I gathered, but I was feeling out of the game. I refer to the robot-like way in which I was working, altering the controls to the orders given

without knowing the results, or even the why or the wherefore.

It was only next day that I learned that a rope securing the life-boat to the steamer was continually snapping in two, due to the strain it had put upon it, and also that one of the crew when jumping missed his footing and finished up sprawling half in and half out of the life-boat, from which dangerous position he was quickly hauled into safety. This last item I first heard on the radio in the second news bulletin that night, while I was enjoying a comfortable smoke by the fire, after a hot bath and a change into dry clothing.

#### **The Rudder Damaged.**

I believe it was when the rope parted for the second time that the life-boat was dashed hard up against the steamer. The breaking of the rope had caused her to swing out from the steamer. The next wave lifted her up and swung her in by the stern. She received the blow on her aft end-box and rudder yoke. Her steering gear was damaged, the yoke being bent down and falling foul of the end-box casing, so that the steering gear was out of action for starboard helm. The second coxswain came down aft to inspect the damage, but as nothing could then be done with it, the coxswain ordered him forward again to the assistance of the men there.

I remember one of the first men to jump came aft, partly for shelter—none of the rescued had oilskins on—and partly to give all the available deck space forward for the crew to jump on. This man called out the Christian name of a man who was still on board the steamer, and as it was also my name, I naturally turned to look at him. He said: "Where are you from?" I answered: "Maryport." Just then I got a dig in the back from the coxswain. "I gave you astern. Mind your work," he jerked out. I obeyed the order and took the hint. Questions could wait until there was more time for them.

#### **Waiting to Jump.**

Some ten or twelve men had now been transferred to the life-boat. How they had fared when taking the leap, I can-

not say, but of the last one I have a clear impression. He would be a man getting up in years, between fifty and sixty, probably more. As the life-boat dipped in the trough of the sea he appeared in my angle of view over the canopy. He had climbed up on to the steamer's taffrail, and was hanging on to the rigging for balance. As the life-boat rose on the next wave he was cut out of my view, but as we came up on the top of the wave I heard a warning shout: "Not yet." The warning was justified, for the life-boat swept aft and away from the side of the steamer, and the man was still in the same position when I saw him again; and there he had to remain, buffeted by the wind and drenched by the spray, until we manœuvred into position again, a matter of some minutes. What his thoughts were, I do not know, but if he were anticipating his coming jump into a small boat that was tossed like a cork moving in three directions at once, it would test his nerve. Up or down, backwards or forwards, in towards the steamer or away from it. Imagine all three, and then add to them a rolling deck, always inclined one way or the other, and you will see that it was a test for a young man's nerve, let alone for an elderly man's.

#### The Moving Wreck.

What made matters worse was that we were gradually but definitely becoming the weather side of the ship. This was due to her dragging her anchors. As her stern was aground, she could only move sideways. That was what was happening; her bows were very slowly moving to starboard. Every minute was making our position more difficult and more dangerous.

I have held you in a state of suspense as to the old man's fate. Well, that was just how *he* was kept as he waited for a chance to jump. Time after time, as we dipped, did I catch sight of him still clinging to the rigging. At last his chance came. "Now," shouted the coxswain—and down he came into the life-boat, falling plump on the second mechanic—a nice soft fall.

No more men climbed on the taffrail, but two officers in their gold- and silver-badged and peaked caps stood

behind the bulwark. One of them, cupping his hands to his mouth, sang out: "That's the lot; the rest are staying on for the present." "How many?" asked the coxswain. "Five," came the reply. "Sure you won't come?" asked the coxswain. The answer was again negative. So the coxswain ordered the rope to be cast off, and "ahead" with the engine. At the same time that we steamed up to our cable the men forward pulled it in, and then finally the anchor was hauled on board.

"Give the engine full speed," said the coxswain to me. I replied that she was already "full out." We made very slow progress as we tried to make headway without the aid of the sail. Eventually we drew away from the steamer, and once more I was free to stand up, stretch my legs, and take a look round.

#### A Gift of Tobacco.

We received many thanks and there were many expressions of gratitude—"Thank God for that," and such-like—from the rescued men. One man gave the coxswain a half-pound packet of shag tobacco, and this the coxswain gave to me to stow away. It was already saturated with sea-water, so I placed it under the canopy, which protected it from the spray and the occasional waves that broke over us. To protect the rescued men from these waves, a canvas dodger had been spread over them, and was doing good service. They now began to tell us about their bad luck after eight days of gales from Hamburg, through the Channel and Irish Sea; three days overdue, with consequent shortage of food; two days on biscuits and such-like emergency rations; and how they had arrived off Workington the night before with a gale still blowing. And then the finish when she was swept fore and aft by one huge wave that put her steering out of action, leaving her at the mercy of the storm; her anchors failing to hold, and her final grounding on the bank; how she was quickly going to pieces; her plates bursting, some of her holds full of water, her after-deck working under their feet; and how they abandoned that deck for the better half of the ship.

### Steering a Crippled Life-boat.

Our coxswain still had his hands full, for the life-boat was crippled. The helm jammed when put over to starboard, making steering more difficult, and adding to his responsibility, but the handicap did not prevent him from making a good position from which he could run for the harbour, which we reached in some fifteen or twenty minutes from the time of leaving the wreck. Over the bar we safely passed into calmer water. Up Workington harbour we steered for a landing. People appeared everywhere and cheered heartily.

We put the men—thirteen in number—ashore, into the care of the Shipwrecked Mariners' Society. Then we inspected the damage to the steering, and checked over the machinery to see that everything was in order. The damage to the steering required immediate attention, so the bolts securing the yoke to the stock were removed and the yoke lifted off the rudder. The coxswain was told of a firm of ship-repairers who could straighten the damaged yoke, and the blacksmith who was detailed for the job made it the next one to go into his forge.

We had now time for a smoke, and some of us would have enjoyed a little refreshment, but the coxswain was at the ship-repairers' supervising the work, so the opportunity passed.

### Off Again.

A shout from the other side of the harbour attracted our attention as we were replacing the yoke and screwing up the securing bolts. A man was waving his hand towards the position of the wreck, and shouting that we were wanted. We hurried up with the work; replaced our life-belts, which we had removed to obtain a little freedom; started up the engine; reversed a little; then ahead; and off we went again from the calm and shelter of the harbour out into the raging storm. This time the wreck was to leeward of us. We bore down towards her, but the coxswain could see that it was impossible to get alongside. She was now broadside on, lying in the broken water of the receding tide, her sides reaching high out of the water, and the

waves breaking right over her bridge. To get over the bank and under her lee was hopeless. Our coxswain could judge the amount of water round the steamer by the height of her propeller arch, which was showing above the breakers.

Our signalman attempted to communicate by semaphore with those left on board. He was not successful in getting their attention, but we saw signals passing in the International Code between the wreck and a steamer in the harbour. The coxswain decided to return to Workington to get the latest information, and we found that the message sent was that the wreck would be dry in an hour's time. In an hour the men still on board would be safe, unless—which fortunately did not happen—the steamer went to pieces in the meantime.

There was nothing more that the life-boat could do, but we had still to make our passage home. We bowled along in a following wind, a reef in our sail, and the engine at about three-quarters throttle. There was every promise of a quick passage; and we got it. There were still two thrills left for us after all the events of the afternoon.

### Two Monstrous Waves.

A great wave swelled and then curled as it raced up behind us. I must have felt it coming, for I looked round as it was rearing and roaring high above the stern—then down it came, flooding the boat, and almost broaching her to. I was lifted off my stool, but I held fast to the canopy. The wave buried everything. As I was lifted to my feet it passed on. The men forward were buried in it, then their heads and shoulders came into view, and as it raced ahead it left us partly broadside in the trough of the sea, and the boat filled to the gunwale with water, the men sitting amidships above their waists in it.

Before the next wave reached us the coxswain had again got the life-boat end on, and the relieving valves had emptied out half the water; and then a surprising thing happened. This wave lifted us, but it did not race past us. Instead it carried us along with it. Faster and faster we sped on the back



of the monster. The speed took the wind out of the sail. The wave swelled and crested, but still it held us, carrying us on wings of foam. We looked at each other, thrilled with the spectacle. Then the wave left us without any fuss, but a good deal nearer to Maryport, and we had a good laugh at these two experiences in quick succession. I noticed that while we were on the crest of the wave the water still in the boat from the past wave was kept there; I suppose by the pressure of the wave against the relieving valves. Later we judged the distance we had been carried at several hundred yards.

There is very little more to tell. The bar at the harbour-mouth did not worry us, although I believe it troubled a few on shore, but the coxswain judged there to be ample water, and by this time we were ready to face anything.

Dusk was falling by the time we approached the harbour. The coxswain headed her between the piers. Over the bar it was broken water, but we were through it in quick time, and we sailed up the harbour to the cheers of the patiently waiting crowd. One little girl shouted down to her daddy, and he heard it with delight above all the other voices.

## Rescued !

ON 20th August the Runswick motor life-boat, *Robert Patton—The Always Ready*, rescued a man whose yacht was in distress in Runswick Bay. The account of that service appears on page 364. Here is another account of the same service—by the man who was rescued.

"It is very difficult indeed to write this letter when it is almost certain that I owe my life to the Institution and the men who manned the life-boat. It seems silly to say that my appreciation of your work has increased enormously, but I had no idea of the perfection of your organization. But perhaps you would most like to hear of the way in which the life-boat was handled by the crew.

"When *Ariel*, the small yacht in which I was sailing, became unmanageable off Runswick Bay on Monday, 20th August, I had very little hope that I would live. The storm jib, the only sail that it was possible to hoist in such a gale, had blown out, and the yacht was lying broadside on to the wind and sea and was rapidly drifting away from the land. I knew that there was a life-boat at Whitby but it did not occur to me that there was also one at Runswick Bay, so that the only hope I had was that someone might see me from the shore and send out the

Whitby life-boat. Whitby was a long way away and I did not expect that the yacht would live until the boat came.

"When I saw the life-boat coming out of Runswick Bay I could not believe that it was true. How the crew saw a little yacht like *Ariel* three or four miles out at sea, in all that welter of spray and sea, I do not know, but see her they did. To manoeuvre the boat beside the yacht was very difficult indeed in such a wind and sea, but after circling round they managed to place her alongside in such a way that I was able to jump on board. That this in itself was a feat of seamanship, considering that a full gale was blowing, you will readily understand.

"The crew were extraordinarily kind to me and did everything in their power to help me, both while I was at Runswick Bay and while I was on board the boat. They are amongst the finest and most independent lot of fellows I have ever met.

"I have suffered considerable financial loss through the sinking of the *Ariel* and cannot send you as large a subscription as I would like to, but I am enclosing a cheque for £3 3s. for the time being, and if you will forward a bankers draft I will complete this so that you will have a regular subscription from me."

## Life-boat Calendar and Christmas Card



### The Calendar.

THE Institution is again issuing a life-boat calendar and a Christmas card.

The calendar will have on it a reproduction in colours of a picture by the late Mr. Charles Dixon, R.I., of the rescue by the Cromer motor life-boat of the crew of two men of the barge *Sepoy* in December, 1933. This was one of the three outstanding services of the year. Coxswain Henry Blogg was awarded the silver medal for it, and each member of the crew the thanks of the Institution inscribed on vellum.

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

It will be  $11\frac{1}{2}$  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.

### The Christmas Card.

The Christmas card will be a four-page card with a reproduction in colours of the same picture. The card will have the Institution's crest inside and Christmas and New Year greetings, but no other printing. The price will be 3d. each, including the envelope. If twenty-five or over are ordered the name and address can be printed under the greetings. The price of the cards, with name and address printed, will be 5d. each for quantities from twenty-five up to fifty, and 4d. each for quantities from fifty up to one hundred. If a hundred or over are ordered no charge will be made for printing the name and address.

Those who wish to order calendars and cards should 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 with them.

## Services of the Life-boats.

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

### September Meeting.

**Broughty Ferry, Angus.**—At 11.45 A.M. on the 18th June the honorary secretary received a telephone message that an aeroplane had been seen to fall into the water near No. 6 buoy, off Shanwell Sands. The motor life-boat *John Ryburn* was away within five minutes, and found that the steamer *Charles Barrie* had picked up the pilot, who had come down by parachute. He was uninjured, but suffering from shock, so the life-boat took him to Tayport, where an ambulance was waiting. The life-boat arrived back at her station at 1.15 P.M. The service was carried out in fine weather, and the sea was smooth.—Rewards, £4 16s.

**Aldeburgh, Suffolk.**—On the morning of the 22nd June the coxswain saw a yacht, about three and a half miles south of Aldeburgh, hoist a distress signal. A moderate west gale was blowing, and the sea was rough. As the motor life-boat was undergoing overhaul, the No. 2 pulling and sailing life-boat *James Leath* was launched, at 11.58 A.M. She found that the yacht was the *Albion*, of Burnham-on-Crouch, in difficulties owing to stress of weather. The life-boat drew alongside and the yacht's crew of three jumped aboard her and asked to be landed. This was done, and then the life-boat returned to the yacht. As there was not sufficient water to get into Southwold harbour, some life-boatmen were put on board the yacht and both vessels made for Lowestoft, which was reached at 5.15 P.M. The life-boat returned to her station at 9.30 A.M. next day.—Property Salvage Case.

**Dunbar, Haddingtonshire.**—The steam trawler *Pelagos*, of Granton, ran ashore on South Carr rocks in a dense fog on the morning of the 11th July, while returning to Granton from the North Sea fishing grounds. A moderate east breeze was blowing, and the sea was smooth. The motor life-boat *George and Sarah Strachan* was launched at 9.30 A.M., and found the *Pelagos* on the rocks about three miles east of

North Berwick. She stood by until the trawler was refloated with the aid of a tug, and returned to her station at 4.15 P.M. She had been on service for nearly seven hours.—Rewards, £5.

**The Lizard, Cornwall.**—On the night of the 11th July the steamer *Runnelstone*, of London, ran aground under Hot Point in a dense fog. She was bound, in ballast, from London to Swansea, and carried a crew of twelve. Her S O S signals were heard, and the motor life-boat *Duke of York* was launched to her help at 10.45 P.M. A light south wind was blowing and the sea was smooth, but the steamer's captain asked the life-boat to stand by, as he feared that with the rising tide the steamer would sink. A signal was made for a tug, but before one arrived the steamer refloated under her own power on the flood tide. The life-boat accompanied her until the captain reported that she was not making any water, and then returned to her station. She got back at 5 A.M.—Rewards, £16.

**Fraserburgh, Aberdeenshire.**—On the morning of the 12th July the Fraserburgh coastguard telephoned that the watchman at Cairnbulg had reported a steam drifter ashore on Cairnbulg Briggs. The sea was smooth, with a light S.E. breeze, but a dense fog had settled, and the fishing fleet was due in from sea. A few minutes after the first call a message came that a fishing boat was ashore near Kinnaird. The motor life-boat *Lady Rothes* was launched at 11.5 A.M. She found that the fishing boat, which had gone ashore near Kinnaird, had refloated, and that the drifter *Ophirland*, of Portknockie, had also been ashore, but she, too, had got off under her own power. The life-boat then went on to Cairnbulg and met the Fraserburgh steam drifter *Sprig o' Heather*, which had just refloated. The life-boat escorted her into harbour, and returned to her station at 12.10 P.M.—Rewards, £5 3s.

**Swanage, Dorset.**—On the morning of the 13th July a visitor set out from Boscombe in a small boat with the

object of rowing to Swanage. He had no knowledge of the tides and got into difficulties. At 3.20 P.M. he was seen by the Swanage coastguard between Peveril Ledge buoy and Durlston Head, but he was not then in danger. Later the weather became bad for a small boat, and the motor life-boat *Thomas Markby* was launched at 5.42 P.M. A strong S.W. breeze was now blowing, and a heavy ground swell was running. About half-way between St. Aldhelm's Head and Anvil Point the boat was seen ashore on a most dangerous part of the coast. The man had tried to climb the cliffs, but had found it impossible. The life-boat anchored and dropped in as near as possible, and then a line was got ashore by means of the line-throwing gun. The man made the line fast to the bow of his boat and the life-boat towed her off and took her back to Swanage. The life-boat arrived back at her station at 6.50 P.M.—Rewards, £5 12s.

**Sennen Cove, Cornwall.**—The Brixham fishing boat *Replete*, with a crew of four, was trawling off the Wolf lighthouse on the night of the 14th July. She caught fire, and the crew, after trying to get the flames under control, had to abandon her in their small boat. The flames were seen from the shore, and the motor life-boat *The Newbons* was launched at 12.15 A.M. on the 15th. A moderate N.N.W. breeze was blowing, with a moderate sea. The life-boat found the *Replete* ablaze from stem to stern. Her crew had gone on board another Brixham boat. They were transferred to the life-boat, which stood by until, at 4.30 A.M., the *Replete* sank. The men were then landed at Sennen and the life-boat returned to her station at 7 A.M. The skipper of the *Replete* wrote to the coxswain thanking the life-boat's crew—Rewards, £15 8s. 6d.

**Moelfre, Anglesey.**—On the 15th July four visitors, two men and two women, put out in a small boat from Benllech. A moderate S.W. breeze was blowing, with a moderate sea. The boat soon got out of control and was carried away from land into rough water. Luckily, she was seen from the shore, and the motor life-boat *G.W.* was launched to

her help at 4.5 P.M. The life-boat came up with her about two and a half miles S.S.E. of the life-boat station, took her in tow and brought her back. The life-boat returned to her station at 4.50 P.M.—Rewards, £5 5s. 6d.

**Dunbar, Haddingtonshire.**—Late on the evening of the 18th July information was received that a small rowing boat, with a man and a woman on board, appeared to be unmanageable and was drifting out to sea with the strong ebb tide. A moderate westerly breeze was blowing, with a moderate sea and showers of rain. Darkness was setting in and it was decided to send the motor life-boat *George and Sarah Strachan* out before the boat was lost to sight. The life-boat got away at 9.24 P.M., came up with the boat about two and a half miles S.E. of Dunbar, and towed her back. The life-boat returned to her station at 10.30 P.M.—Rewards, £9 8s.

**St. Mary's, Scilly.**—The motor life-boat *Cunard* was launched at 3.50 P.M. on the 26th July, as the Bishop Rock lighthouse was making flag and rocket signals, but, owing to the misty weather, the flags could not be read. A strong W.N.W. breeze was blowing, with a rough sea. An urgent message for Trinity House was thrown to the life-boat, which brought it ashore. She arrived back at her station at 5.35 P.M.—The Trinity House defrayed the expenses of this launch.

**Padstow, Cornwall.**—On the evening of the 29th July the coastguard reported that a yacht was in distress in Constantine Bay. A strong S.W. breeze was blowing, with a rough sea. The No. 2 motor life-boat *Princess Mary* put out at 7.10 P.M., and found the motor fishing boat *Only Two*, of Newquay, anchored just clear of the breakers on a lee shore. She carried a crew of four. Both her engines had broken down and she was helpless and in great danger. A line was passed to her, and she and her crew were towed safely back to Padstow. The life-boat returned to her station at 10 P.M. The captain of the *Only Two* wrote a letter expressing his high appreciation of the life-boat's services and the kindness shown to him.—Rewards, £5 12s.

**Moelfre, Anglesey.**—Shortly after noon on the 31st July a small boat, which had put out from Benllech with two men on board, was seen to be in difficulties. A strong S.W. breeze was blowing with a rough sea, and the boat was in great danger. The motor life-boat *G.W.* put out at 12.30 P.M., and found the boat waterlogged. She could not have remained afloat much longer. The two men were rescued, and their boat was towed back to Moelfre. The life-boat returned to her station at 1.30 P.M.—Rewards, £5 12s.

**Tenby, Pembrokeshire.**—On the evening of the 1st August the coast-guard reported that a motor boat in the bay was dragging her anchor towards the beach. A strong S.E. breeze was blowing, and it was raining. The sea was heavy. The life-boat crew were assembled, and as the motor boat was still driving ashore, the motor life-boat *John R. Webb* was launched at 7.35 P.M. She found that the boat was the *Help*, with two men on board. Her engine had broken down, and her sails had blown away. The two men were rescued and landed at the pier, and the life-boat returned to her station at 9.30 P.M. She could not be rehoused at once, however, owing to the state of the sea. The *Help* was later blown ashore and wrecked.—Rewards, £14 14s.

**Bridlington, Yorkshire.**—The motor life-boat *Stanhope Smart* was launched at 4 P.M. on the 2nd August to the help of the fishing boat *Hyperion*, with a crew of five, which was in difficulties owing to engine trouble. A moderate S.E. wind was blowing, with a rough sea, and the tide was ebbing. The life-boat came up with the *Hyperion* about a mile to the S.S.E. of Bridlington, and escorted her into harbour at 6.35 P.M.—Rewards, £6 12s. 6d.

**Caister, Norfolk.**—At 6.45 A.M. on the 7th August information was received by telephone that the Great Yarmouth fishing boat *Handy Billy* was in distress about one and a half miles to the northward. A fresh E. by S. breeze was blowing and the sea was very heavy in the broken water. The pulling and sailing life-boat *Charles Burton* was launched at 7.5 A.M. and

found the boat at anchor about 150 yards off the shore with the seas breaking over her. Her motor had failed and her mast had been carried away. The life-boat was anchored, dropped down to the boat and rescued her crew of two. The life-boat reached her station again at 9.45 A.M. The fishing boat was left at anchor, but later drifted ashore.—Rewards, £14 12s. 6d.

**Aldeburgh, Suffolk.**—At 4 P.M. on the 10th August the coastguard reported a small yacht at anchor about a mile to the south of the station. As the wind was rising, a close watch was kept. Later another yacht was reported at anchor off East Lane. By 7.30 P.M. a moderate S.S.W. gale was blowing, with a rough sea and rain, and the motor life-boat *Abdy Beauclerk* was launched. She found the first yacht to be the *Jackdaw*, of Wallasea Bay, with a crew of three aboard, bound from Southwold to Walton. She had been dragging her anchor and her crew had decided to leave. The life-boat took them off and shortly afterwards she sank. The life-boat went on to the second yacht off East Lane. She was the *Chanticleer*, of London, with a crew of five on board, and bound from Lowestoft to Gravesend. At the request of the owner the life-boat took her in tow to Harwich, which was reached just before midnight. The life-boat returned to her station next morning. A donation of £20 was received by the Institution from the owner of the *Chanticleer*.—Rewards, £34 8s.

**Yarmouth, Isle of Wight.**—At 1.35 P.M. on the 10th August a telephone message was received from the Hon. George Colville, deputy chairman of the committee of management, directing the life-boat to proceed at once to a position between Gurnard Ledge and Saltmead, where several dinghies, which were taking part in the Town Regatta at Cowes, had capsized. The weather was thick, with rain squalls, a rough sea and strong W.S.W. breeze. At 1.49 P.M. the motor life-boat *B.A.S.P.* put out, and reached the position at 2.30 P.M. She saved four dinghies, *Shearwater*, *Fillister*, *Departure* and another, by towing three into harbour, and hauling the fourth on.

board. Their crews had been rescued before the life-boat arrived.—Property Salvage Case.

**Dungeness, Kent.**—A fisherman reported to the coxswain at 11.45 A.M. on the 10th August that a yacht had been dismasted a mile south of Dungeness. She was the *Bluebird*, bound for Portsmouth from Dover, with an officer of the Royal Marines and an officer of the Royal Artillery on board. At noon the motor life-boat *Charles Cooper Henderson* put out into a rough sea, with a moderate, but increasing, south-westerly gale. The crew of the *Bluebird* found that they could make no progress in the heavy seas, and accepted the life-boat's help. With the yacht in tow she arrived at Folkestone about 2.15 P.M. and then, having seen the yacht moored, returned to Dungeness, arriving at 5.30 P.M.—Rewards, £11 10s. 6d.

**Clacton-on-Sea, Essex.**—On the 10th August the paddle steamer *Clacton Queen*, of Rochester, left Clacton to visit Chatham, where Navy Week was being held. She carried a company of several hundred people. She did not return as expected, and when she was several hours overdue the motor life-boat *Edward Z. Dresden* was launched to investigate. It was then 1.48 A.M. on the 11th. The weather was fine, although the sea was rough, with a strong south-westerly breeze. The life-boat found the steamer abreast of the Swin Middle, and learned from the skipper that he had been unable to find the Bell Buoy, which would give him his course into Clacton. The life-boat piloted her in, and they reached Clacton pier at 4.15 A.M.—Rewards, £11 3s.

**Bridlington, Yorkshire.**—During a moderate N. by E. gale with a heavy sea and rain, on the 13th August, information was received from the coast-guard that the fishing vessel *Protect Me II* was signalling for help about three and a half miles off Hornsea. The motor life-boat *Stanhope Smart* was launched at 7.15 P.M., and went to the vessel, followed by another fishing boat, the *Gloamin'*. She found that the *Protect Me II*, with a crew of four, had

anchored, but the anchor had parted, and she was driving towards the shore. With the help of the life-boat the *Gloamin'* took her in tow and brought her into Bridlington Harbour. The life-boat was taken ashore on the South Beach at 11.15 P.M., the operations being watched by a large crowd of visitors.—Rewards, £14 10s.

**Flamborough, Yorkshire.**—On the afternoon of the 14th August the coxswain was told that some people were in danger of drowning in Thornwick Bay, about two miles north of Flamborough Head. The wind was only light, from the north, but a very heavy sea was running, and as no other suitable boat was available, the No. 1 pulling and sailing life-boat *Forester* was launched at 5.15 P.M. The life-boat found four men clinging to the cliffs with the seas breaking over them. It was impossible to reach them from above, as the cliffs overhung considerably, and the men could climb no higher. As the flood tide had still two hours to run they were in great danger. The coxswain dropped anchor and veered in as near as possible. With great difficulty a line was thrown to the men and they were pulled through the water to the life-boat. Then the life-boat hauled out on her cable and the rescued men were taken to Flamborough, where they received medical attention. The life-boat arrived back at her station at 7 P.M. This was a very smart service, and the committee decided to award a framed letter of thanks to the coxswain, George Leng, and additional monetary rewards to each member of the crew.—Rewards, £17 2s.

**St. Mary's, Isles of Scilly.**—On the evening of the 15th August the secretary of the station was out fishing near Crehewethan, with his son and a friend, in the motor boat *Penguin*. The engine broke down, and owing to the strong ebb tide it was impossible to row the boat home, although the sea was calm and there was no wind. The honorary secretary signalled with a morse lamp to Bishop Rock lighthouse and the St. Agnes coastguard, and news was passed to St. Mary's. The motor life-boat *Cunard* was launched at 9.40 P.M., but



*By courtesy of]*

### THE RESCUE OF A YACHT.

*[Central Press Photos.*

The Southwold motor life-boat towing in *Wild Duck II* on 22nd September. (See page 372.)



*By courtesy of]*

### TRAPPED UNDER THE CLIFFS.

*[H. Wood, Huddersfield.*

The Flamborough life-boat rescuing four men on 14th August. (See opposite page.)

found on arrival that a motor boat had put out from St. Agnes and had taken the *Penguin* in tow. The life-boat took over the rope and brought the *Penguin* home. She returned to her station at 11.30 P.M.—The expenses of this service did not fall on the Institution.

**Dover, Kent.**—On the night of the 17th August Ramsgate coastguard telephoned that South Goodwin light-vessel had reported S O S signals and flares about two and a half miles south-east of the light-vessel. The sea was smooth and the weather was fine. The motor life-boat *Sir William Hillary* put out at 10.20 P.M., and found the motor yacht *Romantic*, with three people on board. She was on passage from Ostend to Ramsgate, but her engine had broken down. At the request of her master two of the life-boat crew went on board and then the life-boat towed her into Dover. The life-boat arrived back at her station at 1 A.M. on the 18th.—Property Salvage Case.

**Aldeburgh, Suffolk.**—On the 20th August the motor barge *Mardy*, of King's Lynn, ran ashore on the outer shoal at the entrance to the River Alde. She carried a crew of six, and was bound with a cargo of coal from Boston to Aldeburgh. News was received from the coastguard, and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 1.15 P.M. A moderate south gale was blowing, with a rough sea. The life-boat found the *Mardy* awash, but her master did not wish to abandon ship. The life-boat anchored and stood by until the tide ebbed. Then, as the master said that he would signal for the life-boat if he needed her at the next high tide, she returned to her station, arriving at 8.25 P.M. The *Mardy* refloated on the next tide and went on her way. The call for the life-boat had been expected; the crew had assembled; and the boat was launched in what is claimed to be record time. Only two minutes forty-eight seconds elapsed from the firing of the first maroon until she was let go.—Rewards, £19 8s. 6d.

**Southwold, Suffolk.**—On the morning of the 20th August the coastguard reported that two motor fishing boats in

Dunwich Bight which were trying to make Southwold harbour were in danger. A moderate to strong S.S.W breeze was blowing and the sea was rough. The motor life-boat *Mary Scott* was launched at 11.15 A.M. and came up with the boats, the *Emma*, with two men on board, and the *Boy Billie*, with one man, about one mile south of Southwold. The men were taken into the life-boat and their boats were taken in tow. Owing to the state of tide and sea at the harbour entrance it was decided not to attempt the crossing with the boats in tow, and the life-boat took them to Lowestoft. She returned to her station at 4.45 P.M.—Rewards, £8 8s.

**Llandudno, Caernarvonshire.**—During a south-westerly gale on the 20th August the yacht *Mizpah*, of Liverpool, which had been anchored in the bay overnight, dragged her anchor and was quickly driven out to sea. A rough sea was running and the weather was squally. The motor life-boat *Thomas and Annie Wade Richards* was launched to her help at 10.30 A.M., and overtook her about four miles out. The three men on board were rescued and the *Mizpah* was towed back to a safe mooring. The life-boat returned to her station at 1.30 P.M. The Llandudno life-boat had previously saved this yacht and rescued her crew of three on the 6th May last.—Rewards, £7 17s.

**Runswick, Yorkshire.**—At about 1.45 P.M. on the 20th August a small sailing yacht, with one man on board, was seen trying to make Staithes harbour. A gale was blowing from the south-west. After several unsuccessful attempts the yachtsman apparently decided to give it up, and ran south before the wind, which had increased in strength and veered to west by north. Some time later the yacht's only sail was carried away, and she began rapidly to drift seawards. The Runswick motor life-boat *Robert Patton*—*The Always Ready* was launched at 3.40 P.M., and came up with the yacht, which was the *Aerial*, of Sunderland, about three and a half miles off shore. The man was taken into the life-boat, and shortly afterwards his yacht foundered. The life-boat returned to her station at



4.45 P.M. (An account of the service by the rescued man will be found on page 357.)—Rewards, £10 1s. 6d.

**St. Abbs, Berwickshire.**—On the morning of the 20th August a strong gale blew up from the south-east, with driving rain and a rough sea. As the local motor fishing boats *Victory* and *Billows Crown* were still at sea, the motor life-boat *Helen Smitton* was launched at 9.45 A.M. The *Victory* was found south of Fast Castle Point. Her engine was giving trouble, and she was shipping water from the heavy seas. Her owner, who was on board with his young son, managed to re-start the engine and the life-boat escorted her back to harbour. No sign of the other boat had been seen, so the life-boat put out again immediately. She found her making very slow progress towards harbour, having had to abandon her lines about ten miles out, and accompanied her in. The life-boat returned to her station at 12.45 P.M.—Rewards, none, as no rewards are desired by the life-boat crew for services to local fishing boats.

**Southend-on-Sea, Essex.**—On the evening of the 21st August a message was received from the pier head that a barge was in a dangerous position west of the pier. She was the *Florence Myall*, of Rochester, with a crew of two, and her sails had been blown away. A strong S.S.W. breeze was blowing, with a rough sea. The motor life-boat *Greater London* put out at 9.55 P.M., towed the barge to safety on the other side of the pier, and returned to her station at 11.5 P.M.—Rewards, £11 16s.

**Swanage, Dorset.**—At 6 P.M. on the 21st August the coastguard telephoned that the police had reported that a man had fallen 150 feet over the cliff near Old Harry Rocks, and was badly injured. Owing to the difficulty of trying to haul him up the cliff it was decided to send out the motor life-boat *Thomas Markby*. She left at 6.4 P.M., taking a small boat in tow, and carrying, in addition to her crew, the honorary secretary, a doctor and a policeman. A strong S.W. breeze was blowing, with a moderate sea. When the life-boat arrived at the scene, the small boat was

manned by two life-boatmen, the doctor and the policeman, and was rowed in towards the cliff, where the man was seen floating. One of the life-boatmen went overboard with a line and got him into the boat, but he was found to be dead. The life-boat brought the body to Swanage and returned to her station at 7 P.M.—Rewards, £5 17s.

**Aldeburgh, Suffolk.**—The No. 1 motor life-boat *Abdy Beauclerk* was launched at 2.58 P.M. on the 21st August, as the coastguard had reported that a yacht about three-quarters of a mile S.E. of Orford was signalling for help. A moderate S.S.W. gale was blowing, and the sea was rough. The life-boat found the yacht to be the *Ilka*, of London, with six people on board. The owner said that he did not want to be taken off, but asked the coxswain to get him into safety. A rope was passed, and the *Ilka* was towed to Slaughden quay. Some of the life-boat crew went aboard the *Ilka* and moored her, and then a doctor was fetched, as a woman on the yacht was ill. On his advice the life-boat took her ashore. The life-boat then returned to her station, arriving at 8.45 P.M. The Institution received a donation of £10 in recognition of the service.—Rewards, £18 9s. 6d.

**Montrose, Angus.**—Between eight and nine on the morning of the 27th August the wind increased to a strong S.S.E. gale. In the face of a strong ebb tide this set up a heavy sea on the bar, and made the entrance into harbour very dangerous. Six local motor fishing boats, with crews numbering twenty-four, were at sea, and the motor life-boat *John Russell* was launched at 9.15 A.M., in case her help was wanted. In the absence of the coxswain and second coxswain at sea, an ex-second coxswain took command. She stood by at the bar until all the boats were safely in, and returned to her station at 11.30 A.M.—Rewards, £6 7s.

**Yarmouth, Isle of Wight.**—On the 28th August three men, with two small boys and a boatman, put out from Totland Bay in the motor launch *Oberon* to go fishing. The boat's engine broke down and she drifted on to Shingle Bank, which is in an exposed

position about half-way between the western end of the island and the Hampshire coast. As a moderate S.S.W. breeze had sprung up, making the sea rough, and rain began to fall heavily, signals of distress were made. The signals were seen on shore and the motor life-boat *B.A.S.P.* was launched at 2.37 P.M. Lord Mottistone, a member of the committee of management of the Institution and coxswain of the Brooke life-boat, who happened to be in Yarmouth, went with the life-boat as an extra hand. On approaching the bank the life-boat reduced speed and soundings were taken continuously, as with the strong ebb tide there was danger of the life-boat herself running aground. The six people had, by this time, landed on the bank and were walking up and down to keep warm. On the direction of the coxswain they got back into their boat and pushed off, and the life-boat intercepted her as she drifted away before the wind. The six people were taken into the life-boat and their boat was towed back to Yarmouth. The life-boat returned to her station at 4.30 P.M. Only a few days before one of the rescued boys had put his week's pocket money in the life-boat collecting box, after his father had explained to him what the box was for.—Rewards, £3 18s.

**Berwick-on-Tweed, Northumberland.**—The motor life-boat *Westmorland* was launched at 10.25 P.M. on the 28th August, as information had been received from the coastguard that a vessel was ashore on Goswick Sands. Rain was falling continuously; a moderate S.S.E. wind was blowing; and the sea was moderate, but rough on the bar. The life-boat found the stranded vessel at 11.30 P.M. She was the steam trawler *Dorileen*, of Aberdeen, carrying a crew of nine and making for North Shields with fish. At the master's request the life-boat took a deck-hand to Berwick, to get into touch with the owners, arriving at 1.15 A.M. She left again at 2.45 A.M., in order to stand by the trawler as the tide made, but before she could arrive the *Dorileen* had got off and gone on her way. The life-boat returned to Berwick, arriving at 5 A.M.—Rewards, £9 13s.

**Cromarty.**—Three boys went out in the fishing yawl *Chrissie Jane*, of Cromarty, on the 29th August, but found themselves unable to manage the boat, and were carried towards the dangerous King's Sons' Reef. A moderate W.S.W. wind was blowing, with a heavy ground swell, and the tide was ebbing strongly. The motor life-boat *James Macjee* put out at 7.50 P.M. and reached the *Chrissie Jane* when she was about 100 yards from the rocks. After taking the boys on board the life-boat took their boat in tow and returned to her station, arriving at 9 P.M.—Rewards, £7 10s.

**Portrush, Co. Antrim.**—On the afternoon of the 2nd September a small boat, with a woman and her son on board, capsized one and a half miles S.S.W. of Ramore Head, in a strong S.S.E. breeze, with a moderate sea. The accident was seen by several people, and the motor life-boat *T.B.B.H.* was launched at 4.45 P.M. She was quickly on the scene. The woman and boy, who were swimming, were taken on board and given rum. The life-boat landed them at Portrush and returned to her station at 5.45 P.M.—Rewards, £4 16s. 6d.

**Weston-super-Mare, Somerset.**—On the afternoon of the 2nd September the coxswain, who knew that the motor launch which attends on the residents of Steep Holm Island was away at the island, kept a look out for her, as a fresh S.S.E. breeze was blowing, with heavy rain showers and squalls, and a moderate sea. He sighted her about a mile N.E. of Steep Holm, and after watching for some time warned the honorary secretary that she appeared to be in difficulties. The new motor life-boat *Fifi and Charles* was launched at 4.40 P.M., and found that the launch was leaking badly and that her engine had broken down. There were three people on board, a boatman and two passengers, a man and a woman. They were exhausted with baling, but the water was gaining on them. They were taken into the life-boat—the launch being taken in tow—and were safely landed at Anchor Head, but the launch sank. The life-boat returned to her station at 6.30 P.M. One of the rescued

men wrote a letter of thanks and sent a donation and another promised to become a subscriber.—Rewards, £5 8s. 6d.

**Piel (Barrow), Lancashire.**—On the 2nd September the yacht *Wallaroo*, which was pleasure-cruising with five people on board, was overtaken by bad weather. She got into difficulties and was eventually anchored in a dangerous position about two miles W. by N. from Walney Light, on a lee shore. Her signals for help were seen, and the motor life-boat *N.T.* was launched at 8.45 P.M. A moderate and increasing south gale was blowing, and a heavy sea was running. The life-boat fired a line over the *Wallaroo*, but it parted. A second attempt was successful, and the life-boat towed her in to Barrow. But for the promptness with which the coxswain and crew acted the yacht and those on board would almost certainly have been lost in the increasing gale. The life-boat arrived back at her station at midnight. In recognition of the life-boat's services the owner of the *Wallaroo* later entertained the life-boat crew and helpers at a dinner. He has also become an annual subscriber to the Institution.—Rewards, £10 17s.

**Shoreham Harbour and Newhaven, Sussex.**—The Shoreham motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 4.25 A.M. on the 3rd September, as the coastguard had reported red flares some distance W.S.W. of the harbour. A strong south gale was blowing, with a very heavy sea. The weather was thick. No sign of any vessel in distress could be seen, and after searching for two and a half hours the life-boat returned to her station. As she entered the harbour the coxswain was told by the coastguard that a yacht was in distress off Brighton pier. The life-boat at once put about, and this time found the *Betsy*, of Portsmouth, with two Army officers on board. One of her masts was broken, and her sails had been blown away. The two men were taken into the life-boat and their yacht was towed to Newhaven. The Newhaven motor life-boat *Cecil and Lilian Philpott* was also launched, at 7 A.M., but returned to her station when she found that the Shoreham Harbour boat had the yacht

in tow. The Shoreham life-boat returned to her station at 1.45 P.M. One of the rescued men sent a letter of thanks to the Institution, and has become a subscriber.—Rewards: Shoreham Harbour, £7 15s. 6d.; Newhaven, £5 16s.

**Yarmouth, Isle of Wight.**—On the morning of the 4th September the Needles Royal Naval Signal Station telephoned that a small yacht had capsized about one mile west of the Needles. The motor life-boat *B.A.S.P.* was launched at 10.33 A.M., in a strong S.W. breeze, with a rough sea. The coxswain got a bearing from the Needles by means of searchlight signals. Soon afterwards she found the yacht awash, with two men clinging to her. She was being rapidly carried out to sea. The life-boat went as near as possible and rescued the men by means of life-buoys on lines. One of them was in a very exhausted condition. They were given restoratives and taken to Yarmouth quay, where a doctor was waiting. The life-boat returned to her station at 12.30 P.M. After warm clothing had been provided for them the two men were taken home by Captain A. G. Cole, R.N.R., the Institution's honorary secretary at Yarmouth, and given refreshment. Next day they called on him to thank him and the life-boat's crew, and they made a donation to the branch funds.—Rewards, £3 18s.

**Cromarty.**—On the night of the 4th September the coastguard at South Sutor telephoned that a vessel, presumably the local motor fishing boat *Prevail*, which was overdue, was showing distress signals six to seven miles due east. A moderate and freshening S.W. breeze was blowing, with a moderate ground swell. The motor life-boat *James Macfee* left her moorings at 10.10 P.M., and after searching for some time found the *Prevail* about four miles S.E. of Rock field. She had a crew of five and had been seine-net fishing. Her engine had broken down, and, as she did not carry enough sail to make headway, she was drifting helplessly. The life-boat towed her back to harbour, and returned to her station at 1.30 A.M. on the 5th.—Rewards, £8 15s.

**Fowey, Cornwall.**—On the 5th September two men and two women, visitors to Polruan, put out from Polruan in the hired motor boat *Ken* to go for a trip to the beach on the west side of Atlantic Bay. When the motor boat neared the beach a heavy swell carried her on to the rocks, at the foot of very high and almost sheer cliffs, where she was bumping heavily. One of the party managed, with great difficulty, to scale the cliff, and went for help. The motor life-boat *C.D.E.C.* was launched at 1.49 P.M., taking a small boat with her. A moderate S.S.E. breeze was blowing, with a heavy ground swell. Three of the crew manned the small boat, and rowing in, rescued the two women and the man. Then, taking the *Ken* in tow, the life-boat returned with them to Fowey. She got back to her station at 2.55 P.M.—Rewards, £4 7s. 6d.

**Gourdon, Kincardineshire.**—On the morning of the 7th September the majority of the local fishing fleet put to sea. Later rain began to fall and the strong S.E. to E. breeze gradually increased until at noon half a gale was blowing. A heavy sea was running and the harbour entrance was now dangerous. The pulling and sailing life-boat *Moss* was launched at 12.20 P.M., and went to the harbour entrance. Four of the boats ran for Stonehaven and the life-boat stood by until the rest had got safely in. She returned to her station at 3 P.M.—Rewards, £11 14s. 6d.

**Holyhead, Anglesey.**—On the afternoon of the 9th September the coast-guard telephoned that a man had fallen over the cliffs at Pen las Rocks, about ten miles from Holyhead, and was lying seriously injured. All attempts to rescue him had failed. The motor life-boat *A.E.D.* put out at 5.15 P.M., in a moderate S.W. breeze, with a ground swell, and reached the spot about an hour later. She dropped anchor and veered down to the jagged and dangerous rocks. With great care and skill the boat was taken into a creek so narrow that there was only about two feet to spare on either side, and the man was rescued. The life-boat brought him back to Holyhead, where

he was immediately taken to hospital, and arrived back at her station at 7.30 P.M.—Rewards, £6 13s.

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

**Clacton-on-Sea, Essex.**—3rd June. Rockets were reported, but nothing could be found.—Rewards, £8 4s. 6d.

**Clacton-on-Sea, Essex.**—25th June. Rockets were reported, but nothing could be found.—Rewards, £11.

**Great Yarmouth and Gorleston, Norfolk.**—1st July. A steamer stranded on East Holm Sands, but refloated without help.—Rewards, £16 1s.

**Bembridge, Isle of Wight.**—11th July. A small boat was supposed to be drifting, off Ryde, but nothing was found.—Rewards, £13 10s.

**Peel, Isle of Man.**—13th July. An upturned boat was reported drifting off Niarbyl Point, but nothing was found.—Rewards, £25 7s.

**Portaskaig, Islay.**—16th July. A fishing boat was in difficulties, but got to safety without help.—Rewards, £13 14s. 6d.

**The Lizard, Cornwall.**—25th July. A small boat was in distress, but was picked up by a steamer.—Rewards, £17 6s.

**Campbeltown, Argyllshire.**—26th July. A yacht was in difficulties, but managed to get to a safe anchorage. The mother of one of the boys in the yacht sent a letter of thanks and a donation to the branch.—Rewards, £11 15s. 6d.

**Tynemouth, Northumberland.**—26th July. A motor launch got into difficulties, but was taken in tow by a pilot tender.—Rewards, £6 13s.

**Cromer, Norfolk.**—27th July. A fishing boat capsized, and the two men on board were drowned before the life-boat could reach her. (See September number of *The Life-boat*, page 318.)—Rewards, £7 11s.

**Humber, Yorkshire.**—1st August. A motor boat developed engine trouble and started to drift, but managed to restart the engine again.—Permanent Crew.—Rewards, 6s.

**Plymouth, Devon.**—1st August. Distress signals were reported off Burgh Island, but nothing was found.—Rewards, £9 1s.

**Kingstown, Co. Dublin.**—1st August. A small sailing boat was reported to be drifting in the bay, but nothing was found.—Rewards, £11 6s.

**Hythe, Kent.**—5th August. A motor boat was reported missing from Littlestone, but it got safely ashore.—Rewards, £20 15s. 6d.

**Clacton-on-Sea, Essex.**—8th August. Flares were seen, but nothing could be found.—Rewards, £11 3s.

**Tenby, Pembrokeshire.**—12th August. Four people who were marooned on the rocks near Pendine refused to be taken off by the life-boat, although warned that they would not otherwise be able to get away for some hours.—Rewards, £14 8s.

**Howth, Co. Dublin.**—16th August. A trawler caught fire and foundered, but her crew got ashore in their own boat.—Rewards, £14 18s. 6d.

**Holy Island, Northumberland.**—20th August.—A motor coble got into difficulties, but made harbour without help.—Rewards, £5 15s.

**Courtmacsherry Harbour, Co. —Cork.** 20th August. A small yacht dragged her anchors and went aground, but her crew swam ashore.—Rewards, £5 0s. 6d.

**St. Mary's, Scilly.**—21st August. A yacht was in distress, but was taken in tow by a steam launch.—Rewards, £5 2s. 6d.

**Llandudno, Caernarvonshire.**—21st August. Flares were reported, but nothing was found.—Rewards, £20 9s. 6d.

**The Humber, Yorkshire.**—24th August. A man on the sands was cut off by the tide, but managed to get ashore.—Permanent Crew.—Rewards, 6s.

**Mumbles, Glamorgan.**—24th August. A fishing boat ran aground, but her crew got ashore.—Rewards, £8 9s.

**Donaghadee, Co. Down.**—28th August. A motor yacht caught fire and foundered, but the crew got ashore in a small boat.—Rewards, £8 18s. 6d.

**Barra Island, Hebrides.**—3rd September. A fishing smack began to drift, but eventually anchored safely.—Rewards, £8 15s.

**Blyth, Northumberland.**—7th September. A small boat sank in Hartley Bay, but her crew were rescued by men from St. Mary's Island lighthouse.—Rewards, £8 8s.

**Swanage, Dorset.**—9th September. A man was reported to be marooned near Old Harry Rocks, but no trace of him could be found.—Rewards, £13 19s.

#### October Meeting.

**Angle, Pembrokeshire.**—On the afternoon of the 6th September the coast watcher at St. Ann's Head telephoned that a Royal Air Force flying-boat was making S O S signals. A moderate S.E. gale was blowing, and the weather was thick. The sea was rough. The motor life-boat *Elizabeth Elson* was launched at 2.45 P.M., and eventually found the flying-boat S.1423 about fourteen miles S.S.W. of Sheep Island, in tow of a steamer. She had broken a wing, and asked the life-boat to stand by her. Shortly afterwards she signalled that her crew of six wished to be taken off. With great difficulty, owing to the wings and the tow-rope, the life-boat got alongside. The first man fell into the sea, but was rescued by lines, and the remainder of the crew were taken into the life-boat without mishap. Shortly afterwards the flying-boat sank. When the life-boat got back into the smoother waters of Milford Haven she was met by a Royal Air Force tender. The six men were transferred to her, and the life-boat returned to her station at 8 P.M. The Institution received a letter of thanks from the Air Commodore Commanding Coastal Area, Royal Air Force, in which he wrote that the "promptness with which the S O S call was answered and the seamanlike manner in which the boat was handled was admired by all."—Rewards, £9 13s. 6d.

**Peterhead, Aberdeenshire.**—On the morning of the 8th September the coast-guard telephoned that a vessel was ashore at Dundonnie Head, about one mile south of Buchan-ness lighthouse. A moderate south gale was blowing, with a heavy sea, and rain was falling. The motor life-boat *Duke of Connaught* was launched at 11.20 A.M., and found the Grimsby steam trawler *Dagon* high up on the rocks, close to the cliffs. She carried a crew of eleven, and was on her way to the fishing grounds. The life-saving apparatus company had arrived, and it was thought wiser for the apparatus to get the men off, as the life-boat could only approach the *Dagon* with great difficulty and danger. The life-boat stood by until all the men were landed, and returned to her station at 2.30 P.M.—Rewards, £5 10s. 6d.

**Stromness, Orkney.**—A southerly gale sprang up on the 8th September, and as a small motor fishing boat did not return home when expected, some anxiety was felt for her safety. Messengers went to Yesnaby and Skail, but the boat was not sheltering in either place. It was decided to send out the motor life-boat *J.J.K.S.W.*, and she put off at 2.40 P.M. A whole gale was then blowing, and a heavy sea running. The life-boat found the fishing boat in Hoy Sound and escorted her through the storm to Stromness harbour. The life-boat returned to her station at 3.30 P.M., but could not be rehoused for some hours on account of the weather.—Rewards, £4 16s. 6d.

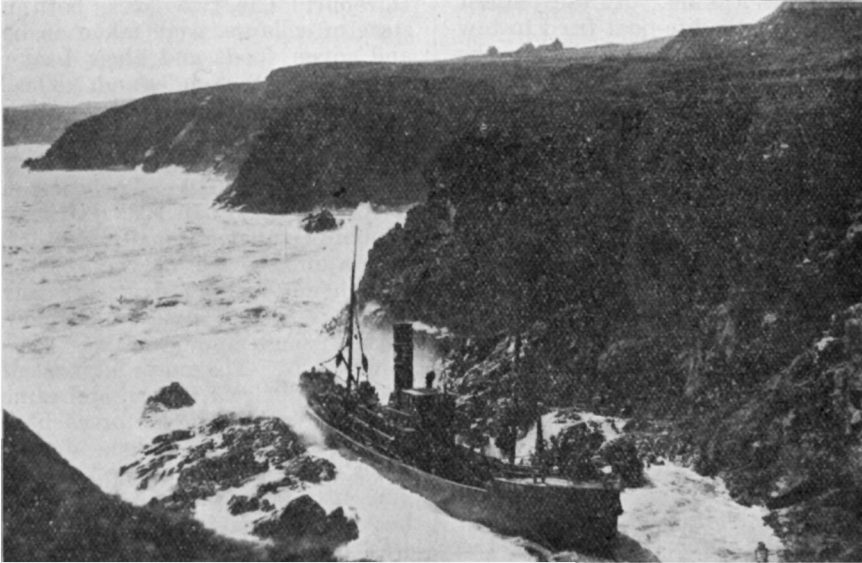
**Humber, Yorkshire.**—Early on the morning of the 8th September the life-boat watchman saw rockets in the direction of Kilnsea, and the motor life-boat *City of Bradford II* was launched at 5 A.M. A moderate S.E. breeze was blowing, with a moderate sea, and the weather was misty. The life-boat found the Danish motor fishing vessel *Noordstjernan*, of Fredericks-haven, ashore two and a half miles north of the life-boat station. She carried a crew of four and was returning from the fishing grounds. At the request of her skipper the life-boat ran out an anchor, and stood by her until after high water. The life-boat then returned to her station, getting back at

7.45 A.M. The fishing vessel was later towed off by a tug and taken into the Humber.—Permanent Crew.—Rewards, 9s.

**Fleetwood, Lancashire.**—On the 15th September a party of three men and two women left Fleetwood in the motor yacht *Moonbeam*, of Fleetwood. Engine trouble developed, and the *Moonbeam* ran ashore on the North Lighthouse bank at the entrance to Wyre Channel. She was carrying no sails or oars, and as a heavy storm broke, with thunder and lightning, and threatened to swamp her, distress signals were made. Wyre lighthouse warned the life-boat station, and the motor life-boat *Sir FitzRoy Clayton* was launched at 8.40 P.M. The two women were taken into the life-boat, which then towed the *Moonbeam* back to safety. The life-boat arrived back at her station at 9.40 P.M. A letter of thanks and a donation were received from the owner of the yacht.—Rewards, £9 19s.

**Donaghadee, Co. Down.**—On the afternoon of the 15th September the motor life-boat *Civil Service No. 5* was returning to harbour after her quarterly exercise when a small rowing boat was seen near Foreland Point. Owing to cross currents this is a dangerous place, and as the tide and current were very strong, and the sea was very rough, the boat and the people in her would probably have been lost had not help been at hand. The life-boat quickly ran alongside and took off the man and two women who were on board. They were visitors to Donaghadee and did not know the danger they had been in. With the small boat in tow the life-boat put back to her station, arriving at 4.45 P.M.—Rewards, £4 10s.

**Aldeburgh, Suffolk.**—On the night of the 19th September flares were seen about three miles N.E. of the life-boat station. They were repeated shortly after and the motor life-boat *Abdy Beauclerk* was launched at 10.30 P.M. to investigate. A strong S.W. by S. breeze was blowing, with a rough sea and rain. An hour later the life-boat found the motor barge *Gwynronald*, of London. She was bound from Keadby to Shotley, with a cargo of coal and a



*By courtesy of]*

**WRECKED NEAR PETERHEAD.** *[Pelman, Adelphi, Aberdeen.*

The trawler *Dagon*, of Grimsby, on the rocks on 8th September.



*By courtesy of]*

**THE RESCUE.**

*[Pelman, Adelphi, Aberdeen.*

Hauling up the *Dagon's* crew by the life-saving apparatus. (See opposite page.)

crew of three, but her steering gear was out of order, her propeller was broken and she was leaking. At the request of her master the life-boat tried to tow her into Lowestoft, but owing to the impossibility of steering her the attempt had to be abandoned. The master then asked the coxswain to go for a tug. This the life-boat did. She then returned to the barge at 2.30 A.M. on the 20th. Three life-boatmen went aboard the barge, set the staysail and finally dropped anchor. At 6.30 A.M. the tug arrived. A line was passed between tug and barge, and then the barge, with the life-boat astern, steering her, was towed into Lowestoft at 8.45 A.M. The life-boat sustained slight damage on this service and was left at Lowestoft, the crew returning home by train.—Property Salvage Case.

**The Humber, Yorkshire.**—On the afternoon of the 19th September the pleasure motor boat *Sunbeam*, of Cleethorpes, took a party of fourteen to Spurn. Shortly after she had left on the return journey the signal-station watchman reported that she appeared to be in difficulties, and the motor life-boat *City of Bradford II* was launched at 5 P.M. A strong S.W. breeze was blowing, and the sea was very choppy. The *Sunbeam* was seen to be lying broadside on to the swell and in the full strength of the tide. She was shipping water and all the people on board were wet through. The life-boat ran alongside and took off thirteen of the fourteen on board. Then a rope was passed to the remaining man and the *Sunbeam* was towed back to Cleethorpes. The life-boat arrived back at her station at 6.45 P.M.—Permanent Crew.—Rewards, 6s.

**Sunderland, Co. Durham.**—Two boys put out from Sunderland in the small boat *Lizzie* on the night of the 19th September, but soon got into difficulties, and their boat drifted about all night. Next day the second coxswain of the life-boat was returning from fishing and saw the boat still drifting, out of control. He had not sufficient petrol on board to go to the help of the boat, so he called the life-boat out as soon as he reached port. She put off at 3.55 P.M., in a moderate W.N.W. breeze with a

slight swell running, and found the *Lizzie* about four miles east of Seaham Harbour. The two boys, both in a state of collapse, were taken on board and given food, and their boat was towed back to Sunderland. The life-boat arrived back at her station at 6.15 P.M.—Rewards, £5 3s.

**Southwold, Suffolk.**—The coastguard telephoned at 12.50 P.M. on the 22nd September that a small yacht about half a mile south of the coastguard station was making signals of distress. A strong S.S.W. breeze was blowing, with a rough and increasing sea and rain squalls. The motor life-boat *Mary Scott* put out at 1.10 P.M. and came up with the yacht—the motor yacht *Wild Duck II*, of Woodbridge—about two miles south of Kessingland. Her engine had been put out of action by heavy seas breaking on board, and she was drifting towards the dangerous Barnard Sands. Two women and a man were on board. The women were taken into the life-boat, and three life-boatmen went aboard the yacht, which was taken in tow. Owing to the falling tide and southerly gale it was impossible to take her into Southwold, and she was towed to Lowestoft. The life-boat returned at 6 P.M., but was unable to get into harbour until 7 P.M., owing to low water.—Rewards, £9 0s. 6d.

**Appledore, Devon.**—On the 22nd September two men and a woman were cruising off Instow in the sailing yacht No. 7, belonging to Instow Sailing Club. During the afternoon the wind freshened, until a moderate W.N.W. gale was blowing, with a rough sea. Some of the life-boat crew who were watching the yacht suddenly saw her overwhelmed by heavy seas, and disappear. The motor life-boat *V.C.S.* put out at 7 P.M., within five minutes of the alarm being given. The three people were found floating in the sea about one mile N.N.W. of Northam Burrows coastguard look-out. They were taken on board, and the woman soon recovered, but although artificial respiration was tried both in the life-boat and afterwards on shore, neither of the men could be revived. The life-boat returned to her station at 8.50 P.M. At



the inquest which was held on the 24th the coroner remarked on the very prompt dispatch of the life-boat, and the jury handed their fees to the honorary secretary of the station as a donation to the Institution's funds. The committee of management sent a letter to the branch expressing appreciation of the smart manner in which the service was carried out.—Rewards, £11 18s. 6d.

**Wicklow.**—On the afternoon of the 29th September a pilot reported to the coxswain that two fishing boats, about a mile east of Five Mile Point, were flying signals of distress. A strong S.S.W. breeze was blowing, with a heavy sea. The motor life-boat *Robert Theophilus Garden* was launched at 3.40 P.M., and found the boats to be *Congress Bell* and *Nancy*, of Wicklow, with crews numbering nine. The *Congress Bell* was leaking badly, and the crew of the *Nancy* were exhausted by their efforts to get into safety. The men were taken into the life-boat and their boats towed back to harbour. The life-boat returned to her station at 5.30 P.M.—Rewards, £6 0s. 6d.

**The Humber, Yorkshire.**—Early on the morning of the 3rd October the life-boat watchman saw a vessel ashore on the Inner Binks. The weather was then fine, with fog patches. The motor life-boat *City of Bradford II* was launched at 5.35 A.M., and found the vessel to be the steam drifter *Silver Prince*, of Lowestoft, aground in a very awkward position. Nothing could be done to get the trawler off until the tide began to rise, so the life-boat stood by. With the turn of the tide the wind freshened and the sea began to make. The *Silver Prince* swung round and her skipper wanted the life-boat to run out an anchor. On the coxswain's advice, however, he started his engines and she refloated under her own power. After she had gone on her way to Grimsby, whither she was bound from the fishing grounds, the life-boat made for home. She arrived back at her station at 1.30 P.M.—Permanent Crew.—Rewards, 13s. 6d.

**Weymouth, Dorset.**—On the afternoon of the 3rd October the coastguard reported that a small yacht about four

miles N.W. of Portland Bill was firing distress signals, and the motor life-boat *William and Clara Ryland* was launched at 2.10 P.M. A strong and freshening S.W. breeze was blowing, with a rough sea. The life-boat came up with the yacht about six miles off Portland Bill, and found her to be the *Lavinia*, bound, with a crew of two, from Falmouth for Shoreham. Her steering gear was disabled and her engine out of order. A line was got on board her and she was towed into Weymouth. The life-boat returned to her station at 4.20 P.M.—Rewards, £19 15s. 6d.

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

**Portrush, Co. Antrim.**—16th July. A small boat was reported to be in difficulties, but it got into safety unaided.—Rewards, £9 7s.

**Selsey, Sussex.**—21st August. A small sailing boat capsized, but the three men on board got ashore without help.—Rewards, £5 17s. 6d.

**Campbeltown, Argyllshire.**—6th September. A rowing boat was blown to sea, but was picked up by a fishing boat.—Rewards, £10 18s.

**St. Abbs, Berwickshire.**—12th September. A motor fishing boat caught fire and foundered, but her crew were rescued by another fishing boat.—Rewards, £6 4s.

**Boulmer, Northumberland.**—13th September. The life-boat searched unsuccessfully for a steamer which was sounding her siren continuously in a fog.—Rewards, £13 4s.

**Anstruther, Fifeshire.**—14th September. A trawler ran ashore, but her crew were rescued by a motor boat.—Rewards, £8 18s.

**Filey, Yorkshire.**—14th September. A drifter went ashore in a fog, but was towed off by motor cobs.—Rewards, £20 14s. 6d.

**Fowey, Cornwall.**—16th September. A yacht got into difficulties, but was taken in tow by a motor boat.—Rewards, £2 12s. 6d.

**Appledore, Devon.**—17th September. A schooner ran ashore, but her crew were not in danger.—Rewards, £13 3s. 6d.

**Ramsgate, Kent.**—19th September. A small boat got into difficulties, but was taken in tow by a motor boat.—Rewards, £11 16s.

**Weymouth, Dorset.**—24th September. The life-boat searched for a catamaran, which got ashore without help.—Rewards, £7 16s. 6d.

**Margate, Kent.**—28th September. A sailing vessel was reported, by an air

liner, to be in distress, but nothing could be found.—Rewards, £5 15s. 6d.

**Dover, Kent.**—2nd October. The Hillman air liner G-ACPM crashed in the Channel, and broke in pieces, all seven on board being killed.—Rewards, £2 17s.

**Plymouth, Devon.**—4th October. A yacht got into difficulties and ran on a sandy beach, but the two people on board managed to get ashore. Later one of them, a lady doctor, gave a present of money to the crew, and a donation to the branch.—Rewards, £13 11s. 6d.

## Shoreboat Services.

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

**Bunbeg, Co. Donegal.**—At about 5 P.M. on the 14th April Thomas Boyle, of Bunbeg, who had come in from Innishinney Island earlier in the day with a load of seaweed, heard shouts, and saw that another seaweed boat had sunk in making the harbour. A S.W. gale was blowing with a heavy sea, and the tide was running strongly. Boyle, with his son and another man, at once put off in his boat, still with two tons of seaweed, on board, and rowed to the rescue. Owing to the heavy load the boat was difficult to pull, and when they got near the capsized boat the rescuers were much hampered by its seaweed which was floating in the water. Two of the four men in the capsized boat were already drowned, but with great difficulty the other two were rescued. So little freeboard had the rescuers' boat that one of the three men had to lean out of her on one side while the other two men, on the other side, dragged the two drowning men on board. Even then water was shipped. This was a gallant and skilful rescue carried out at great risk.—Rewards: To each of the three men, Mr. Thomas Boyle, Mr. Charles Boyle, Mr. John Barr, a letter of thanks and the sum of £2.

**Staxigoe, Caithness-shire.**—On the afternoon of the 14th May a man at

Staxigoe saw a trawler off Noss Head making what he thought were signals of distress. He at once put off in a motor boat with two other men. A strong north-easterly wind was blowing, and on getting out of the shelter of Noss Head the rescuers met a rough sea, and ran some risk of being swamped. They found the trawler to be the *St. Pauli*, of Cuxhaven. She was not in distress, but her skipper wanted a telegram taken ashore.—Rewards, £1 2s. 6d., and 2s. 6d. for fuel used.

**Filey, Yorkshire.**—On the afternoon of the 1st July information was received that some visitors had been cut off by the tide at Speeton. Two cobsles put off in a calm sea, only to find that the visitors had been rescued from the shore by a human chain.—Allowance for expenses, 10s.

**Sunderland, Co. Durham.**—On the afternoon of the 26th July a man who was fishing from a small boat about two miles east of Sunderland pier was overtaken by a W.N.W. gale. He pulled up his anchor and tried to come ashore, but was unable to make headway, and drifted farther out. He let go the anchor again, but it failed to find bottom, and he signalled for help. The bowman of the life-boat put

off in his motor boat with two other men. With some difficulty, and at slight risk, they rescued the man and towed in his boat.—Rewards, £1 10s. and 3s. for fuel used.

**Port St. Mary, Isle of Man.**—On the morning of the 27th July three visitors, two men and a woman, put out in a small boat. A moderate N.W. gale was blowing and outside the bay the sea was rough, but close inshore the water was smooth and sheltered. The boat went out too far, and catching the full force of the gale, was blown rapidly out towards the open sea. The men signalled for help, and the life-boat coxswain, the bowman and another man put out in a motor boat. When they reached the small boat she was in great danger near the breakwater and those on board in extreme difficulties and unable to manage her. They were rescued and their boat towed back to Port St. Mary.—Rewards, £1 2s. 6d., and 1s. 6d. for fuel used.

**Filey, Yorkshire.**—At about 5.30 P.M. on the 30th July a report was received that a rubber mattress with a man on it was being washed out to sea off Reighton Gap. Eight cobsles went out to search. The mattress was found, but there was no trace of the man.—Allowance for expenses, £2.

**Rosslare Harbour, Co. Wexford.**—On the afternoon of the 8th August the motor yacht *Colleen*, of Carne, with four people on board, got into difficulties about six miles E.S.E. of Rosslare pier. Her motor had failed, and her sailing gear was fouled. Mr. W. J. B. Moncas, the branch secretary, with the life-boat coxswain, a member of the crew, and two other men, put off in a motor boat to her help at 6.53 P.M. A strong west breeze was blowing, with a rough sea and rain. The rescuers overtook the yacht midway between the Lucifer lightship and Tuskar Rock. She was drifting rapidly out to sea and was unmanageable. There were two men and two women on board. The two women were taken into the motor boat. Three of the rescuers then went on board the yacht, lowered her sails, made fast a hawser, and towed her to Rosslare. Some risk was run and the

service took about one and a half hours. One of the rescued men became a subscriber to the Institution.—Rewards: To Mr. W. J. B. Moncas, a letter of thanks; 10s. to the owner of the motor boat for fuel used, and 12s. 6d. each to two of the rescuers who are not members of the permanent life-boat crew.

**Hayling Island, Hampshire.**—At 12.30 P.M. on the 10th August a sailing boat, with one man on board, capsized in Chichester harbour, in a moderate south-westerly gale, with a rough sea. The man was able to cling to the upturned boat. A boatman, with a passenger, was fishing about three-quarters of a mile away. The two men saw what had happened and rowed to the rescue. They got to windward, dropped anchor, and veered down to the capsized boat. At slight risk they got the exhausted man on board and brought him ashore.—Rewards: To Mr. L. P. Nolais, the boatman's passenger, a letter of thanks, and 10s. to the boatman.

**Skerries, Co. Dublin.**—On the night of the 15th August a motor trawler, *St. Nicholas*, of Dublin, caught fire about fifteen miles E. by W. of Rockabill lighthouse. Her crew of seven abandoned her and went to the lighthouse. Later they left to row to Skerries. A moderate westerly breeze was blowing with a heavy ground swell and the night was very dark. The men were unable to get into harbour and shouted for help. Four men who were at a dance heard the shouts, launched a rowing boat and guided the men safely in.—Rewards: Letters of thanks to Dr. Norman May, Mr. Vincent McGowan, Mr. John Brady, and Mr. Ivan Heeney.

**Douglas, Isle of Man.**—On the afternoon of the 15th August the motor boat *Seafisher*, which was putting off with a boatman, with thirteen passengers who were going out to fish, was hailed by the harbour-master, who said that a rowing boat off Douglas Head appeared to be in danger. A strong S.S.W. breeze was blowing, with a rough sea. The motor boat went after the rowing boat and on the way out shipped

several heavy seas which soaked all on board. Just as she got near the rowing boat capsized and the two men on board were flung into the water. One man was able to swim and the other clung to the upturned boat. The swimmer was picked up, and a rope was thrown to the other man, who was pulled through the water into the motor boat. It was impossible to keep the rowing boat in tow and she drifted off. The two men were put ashore at the pier steps, and the boatman's passengers also landed, with the result that he lost an afternoon's takings, amounting to 26s.—Rewards, £1 6s. to make good the boatman's loss.

**Cresswell, Northumberland.**—On the morning of the 22nd August, when a very strong S.W. wind was blowing, the second coxswain of the life-boat learned that a rubber bathing raft had drifted away from the shelter of the cliffs and was being blown out to sea. The coxswain and second coxswain put off in a rowing coble, with three other men, and overtook the raft about a mile off shore. A woman and child were on it. With great difficulty they were taken into the coble. They collapsed but were revived, and brought ashore.—Rewards, £3 2s. 6d.

**Port Erin, Isle of Man.**—At 1.15 P.M. on the 27th August the honorary secretary, Mr. T. A. Coole, learned that a small boat about a mile north of Bradda Head, and three-quarters of a mile out at sea, was in difficulties. A strong S.S.E. breeze was blowing and it was raining. The sea was rough. Mr. Coole got a motor boat, manned by two fishermen, and put out with them. They found the rowing boat on the rocks at Bradda Head and a man and two women in a very dangerous position on the cliffs. At great risk, in the heavy swell, one of the fishermen succeeded in jumping into the rowing boat, and so to the cliffs. Then, with great difficulty, he got the three people, who were powerless to help themselves, first into the rowing boat and from there into the motor boat, and they were brought to Port Erin. The whole service took two hours.—Rewards: To Mr. T. A. Coole, a letter of thanks; to

Mr. W. Watterson, who went ashore, the sum of £1; and to the other fisherman 12s. 6d.

**Howth, Co. Dublin.**—Two yachts got into difficulties during a race on the afternoon of the 15th September, when a strong south-easterly breeze sprang up. One managed to get into harbour close reefed, but the other, the *Rita*, with a crew of three, was dismasted, and began to drift in a choppy sea. The honorary secretary of the life-boat station saw what had happened and sent two men off in a motor boat. She came up with the yacht about a mile N.W. of the harbour, rescued the three men and towed her back to safety.—Rewards, £1.

**Teignmouth, Devon.**—On the 19th September a small sailing boat, with a man and his sister on board, was seen to capsize about a mile off the harbour in a squall. A strong S.W. breeze was blowing, with a moderate sea. Four fishermen at once put off in a motor boat and rescued the two people, who had then been swimming for about twenty minutes. They would undoubtedly have lost their lives but for the prompt action of the fishermen.—Rewards, £1.

**Poole, Dorset.**—While out fishing with a party on the afternoon of Sunday, the 20th May, the second coxswain of the life-boat saw a sailing dinghy which had capsized in the Wytch Channel, throwing the two men on board into the water. He went at once to their help, rescued them when they were almost exhausted, and saved their boat.—Reward, a letter of thanks to second coxswain Thomas J. Wills.

**Holyhead, Anglesey.**—At 9.30 P.M. on the 7th July two boys capsized their boat in the Outer Harbour while they were changing places. They were thrown into the water. They could not swim. Two Boy Scouts who were near rowed at once to their help, got them out of the water and brought them ashore.—Rewards, letters of thanks to Assistant Scoutmaster Gordon Williams, and Scout Alan Roberts.

## The Princess Royal at Runswick.

### Inaugural Ceremony of "Robert Patton—The Always Ready."

H.R.H. The Princess Royal named the new motor life-boat at Runswick Bay, Yorkshire, on 20th September, in the presence of over 5,000 people from all parts of Yorkshire.

The new boat has been built out of a legacy from the late Mrs. E. Boldren Brown, of Scarborough, and the name intended for her was *The Always Ready*, but the name has been changed to *Robert Patton—The Always Ready*, in honour of the late coxswain, Robert Patton, who died of injuries received in rescuing a lame man when the new life-boat went out to the help of the steamer *Disperser*, of West Hartlepool, which was sinking in a gale on February 8th last.<sup>1</sup>

#### Robert Patton's Gold Medal.

For his gallantry and self-sacrifice he was awarded the Institution's gold medal, the highest award which it can make, and this medal was presented to his widow by H.R.H. the Prince of Wales, K.G., President of the Institution, at the annual meeting held in London on 20th April last. At the ceremony at Runswick the Princess Royal presented to Mrs. Patton the thanks of the Institution inscribed on vellum which accompanies the medal, and a memorial certificate awarded to her by the Carnegie Hero Fund Trust.

The new boat is one of the light Liverpool type of motor life-boat, 35 feet 6 inches by 10 feet, designed for stations where the life-boat has to be launched off a carriage or the open beach. On service, with crew and gear on board, she weighs 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds. She has one screw, driven by a 35 h.p. engine in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is  $7\frac{1}{2}$  knots, and she carries enough petrol to be able to travel 97 miles at full speed, without refuelling. She carries a crew of seven,

and can take thirty people on board in rough weather.

Runswick has had a life-boat station since 1866; its life-boats have rescued 199 lives; and Runswick life-boatmen have won one gold, one silver, and two bronze medals for gallantry.

The Hon. Geoffrey Howard, Lord Lieutenant of the North Riding of Yorkshire, presided. Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boat to the Runswick and Staithes branch. The Rev. Frank Read, Hon. C.F., C.C., J.P., rector of Easington, received her, and the life-boat was dedicated by the Bishop of Whitby (the Right Rev. H. St. J. S. Woolcombe, D.D.), assisted by the Rev. Joseph Toyn, Methodist minister of the Staithes Circuit.

Among those who took part in the ceremony were the Marquess of Normanby, president of the branch; the Marchioness of Normanby, vice-president; Captain Stainthorpe, chairman of the Whitby Rural District Council; ex-Provost James Norval, chairman of the Carnegie Hero Trust Fund; Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution; Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, Mr. W. James, secretary of the station, and Commander L. G. D. Way, R.N., divisional coastguard officer.

#### Three Motor Life-boats Present.

The motor life-boats from Whitby, Teesmouth, and Redcar were present, and in the audience were representatives from nineteen other Yorkshire life-boat stations and branches. The singing was led by the Hinderwell and District Prize Choir, accompanied by the Port Mulgrave Silver Band. A bouquet was presented to the Princess Royal by Mrs. Patton's daughter.

Besides the programmes, there was on sale a ballad called "Bob Patton of Runswick Bay" describing the service to the *Disperser* and Coxswain Patton's gallantry. It had been written by the Rev. Joseph Toyn, who not only dedicated it to the Institution but generously had it printed for sale on

<sup>1</sup> See *The Life-boat* for June, 1934.

behalf of the Institution. A birthday cake had also been made, the gift of Mr. Timothy Patton, which was on view by the boat-house, and after the ceremony was cut up and sold. The ladies of Runswick and Staithes undertook the sale of the programmes and afterwards provided tea for the guests and the crew. By the sale of the programmes and cake £50 was made.

The Hon. Geoffrey Howard, in opening the proceedings, welcomed the Princess Royal. He spoke of the pride of Yorkshire in the splendid gallantry of Coxswain Robert Patton, and their pride also in seeing his name on the new life-boat, and so still associated with the work in which so much of his life had been spent.

After the singing of "O God our help in ages past," Commander Drury, chief inspector of life-boats, described the life-boat, and Sir Godfrey Baring, Bt., presented her to the Runswick station. He spoke of the fine life-boat record of the station, and said that in providing Runswick with the best life-boat that could be designed and built he felt that the Institution was giving the station a life-boat worthy of the crew.

The Rev. Frank Read, in receiving the life-boat, said that in the record of Coxswain Robert Patton the Runswick crew had an example which would always inspire them.

The Bishop of Whitby then dedicated the life-boat "to the honour and glory of Almighty God, and for the noble purpose of rescuing those in peril on the sea." The dedication was followed by a prayer which the bishop had specially written in remembrance of Robert Patton:

"Let us remember before God,

Robert Patton: a gallant sailor and member of the life-boat crew who gave his life to save another. O God of the spirits of all flesh, we praise and magnify Thy Holy Name, for the life and service of Robert Patton and for his example of self sacrifice. We beseech Thee that, encouraged by his example, we may be ready to forget self in the service of others. Grant him Thy peace and Thy great reward through Jesus Christ our Lord."

There followed a prayer by the Rev. Joseph Toyn, and after the benediction by the bishop "Eternal Father, strong to save" was sung.

#### H.R.H. The Princess Royal.

H.R.H. the Princess Royal broke a bottle of wine over the bows of the life-boat and said:

"I name this life-boat *Robert Patton*—*The Always Ready*, and I wish her all success in all calls that are made upon her."

The Princess Royal then presented to Mrs. Robert Patton the thanks of the Institution inscribed on vellum awarded with the gold medal to her husband, and the memorial certificate of the Carnegie Hero Fund Trust. She also presented to Mr. W. James, secretary of the station, the inscribed barometer awarded to him by the Institution.

A vote of thanks to the Princess Royal was proposed by the Marquess of Normanby and seconded by Lieut.-Col. C. R. Satterthwaite, secretary of the Institution.

A rocket was fired, the life-boat was launched, and, after the singing of the national anthem, cruised in the bay with the three other motor life-boats.

## Obituary.

SINCE the last number of *The Life-boat* appeared there have died Mr. R. O. Hill, for many years honorary secretary at the stations of Drogheda (now closed) and Clogher Head; Captain Thomas McCombie, of Dublin, a gold and silver medallist of the Institution; Mr. Ed-

ward Bensley, for many years a member of the Gorleston life-boat crew, and a silver medallist; and Mr. William Mowat, for twenty-eight years second coxswain at Longhope, in the Orkneys. Accounts of their life-boat services will be published in the next issue.



*By courtesy of]*

*[Yorkshire Post*

### THE SERVICE OF DEDICATION.

Front row—left to right: The Marquess of Normanby, The Rev. Frank Read, the Bishop of Whitby, the Hon. Geoffrey Howard, H.R.H. The Princess Royal, Sir Godfrey Baring, Bt., Ex-Provost James Norval.



*By courtesy of]*

*[Yorkshire Post*

### THE LAUNCH.

### **"The Always Ready."**

By the REV. JOSEPH TOYN.

*These verses were written in October of last year before the death of Coxswain Robert Patton, to whom they were dedicated, and before the name of the Runswick life-boat was changed. They are printed here by very kind permission of the author, and the editor of the Whitby Gazette, in which paper they were first published.*

"Always Ready" when on the bay  
Summer sunshine and shadows play.  
O'er calmest sea oft fog wraiths creep,  
And cover up the mighty deep.  
Many vessels have come to grief  
Through swirling mists and treacherous reef,  
But "Always Ready" to dare and do,  
Is the Runswick boat and her gallant crew.

"Always Ready" when storms sweep down,  
And seas run high 'neath the tempest's frown.  
When mighty billows toss and roar,  
As they break on our rocky northern shore,  
We pray that God will Protector be  
To all who sail the stormy sea.  
Then "Always Ready" to dare and do,  
Is the Runswick boat and her gallant crew.

"Always Ready," no better name,  
Could tell our life-boat heroes' aim;  
"Always Ready" since the day  
A life-boat came to Runswick Bay.  
As their fathers were the sons will be  
"Always Ready" on land and sea.  
Yes, "Always Ready" to dare and do  
Is the Runswick boat and her gallant crew.



## Inaugural Ceremony at Maryport.

ON 27th September the inaugural ceremony took place of the new motor life-boat which has been built for the station at Maryport, Cumberland. The new boat was welcomed by the Earl of Lonsdale, K.G., G.C.V.O., D.L., Hereditary Admiral of the Coasts of Cumberland and Westmorland, and was named by Lady Lonsdale, C.B.E. Over 20,000 people were present at the ceremony and the whole town was decorated. The ceremony was the first event in a three days' carnival. Among those taking part in the ceremony were Sir Godfrey Baring, Bt., chairman of the Institution, Mr. Wilson G. Nixon, J.P., chairman of the Maryport Urban District Council, the Bishop of Barrow-in-Furness and Col. G. J. Pocklington-Senhouse, J.P., president of the branch; and among those present were the Mayor and Mayoress of Whitehaven, the Mayor of Workington, the Mayor of Birkenhead, Mr. Walker T. Moore, honorary secretary of the station, Mr. J. M. Mawson, J.P., honorary secretary of the Piel (Barrow) station, Major A. D. Burnett Brown, M.C., deputy-secretary of the Institution, and Mr. John Murray, only survivor of the crew of the first life-boat stationed at Maryport in 1865.

### The New Motor Life-boat.

The life-boat has been built out of a legacy from the late Mr. Joseph Braithwaite, of Westmorland and Hove, Sussex, who died in 1883, but the legacy has only just come to the Institution as his widow had a life interest in it. It was left to provide a life-boat for either Sussex or Cumberland, the boat to be named *Joseph Braithwaite* after the donor.

The new boat has replaced another motor life-boat and is of the light Liverpool type described on page 377.

There have, at various times, been five life-boat stations on the coast of Cumberland, and they have rescued 160 lives from shipwreck. Maryport is now the only Cumberland station. It was established in 1865, and its life-boats have rescued 124 lives. One silver and one bronze medal have been awarded to Maryport coxswains for gallantry. The silver medal was won

in 1878 by Coxswain John Webster, and the bronze medal this year by the present coxswain, Thomas Q. Reay.<sup>1</sup>

Col. G. J. Pocklington-Senhouse, J.P., president of the branch, presided, and Mr. Wilson G. Nixon, J.P., chairman of the Maryport Urban District Council, welcomed the visitors. After the hymn "Lord in the hollow of Thine Hand," and a reading by the Rev. Percy Jackson, of the Methodist Church, Commander J. M. Upton, R.D., R.N.R., district inspector of life-boats, described the new life-boat.

Mr. Edward Moser, on behalf of his uncle, trustee to Mr. Joseph Braithwaite, presented the life-boat to the Institution. The donor, he said, came of an old Kendal family, and was born at Wigton in 1836. He thanked the Institution for perpetuating Mr. Braithwaite's name by stationing his life-boat so near his birthplace.

The life-boat was received by Sir Godfrey Baring, Bt., chairman of the Institution, who said that he was a Cumbrian by birth. He paid a tribute to the life-boatmen of Maryport, and formally handed the life-boat to the branch. She was received by its president, Colonel G. J. Pocklington-Senhouse, J.P., who recalled that at the last inaugural ceremony of a life-boat at Maryport there were a hundred people present. The audience, two hundred times as large on this occasion, showed the immense interest of the people in their life-boat service.

Lord Lonsdale, in welcoming the life-boat to the coast of Cumberland and Westmorland, said: "It is with the greatest pleasure that I welcome this life-boat to these shores. It was a most kindly thought of the donor, for there is no greater service than that of the life-boats. Maryport has a crew worthy of their new boat. I congratulate them on the honours of the past, and wish boat and crew the best of luck for the future."

The life-boat was then dedicated by the Bishop of Barrow-in-Furness (the Right Rev. H. S. Pelham, M.A.), in the absence, through illness, of the Bishop of Carlisle, and after the singing of "Eternal Father, strong to save,"

<sup>1</sup> See page 349.

and a prayer by the vicar of Maryport, the Rev. E. H. H. Hymas, M.A., Lady Lonsdale named the life-boat *Joseph Braithwaite*.

A vote of thanks to Lord and Lady Lonsdale and the others who had taken part in the ceremony was proposed by Mr. J. H. Rich, J.P., vice-chairman of

the Maryport Urban District Council, and seconded by Mr. T. Carey, J.P., Maryport's oldest inhabitant, who will be 102 in December.

The life-boat was then launched, and a life-saving display was given by Maryport swimmers, with the new *Daily Dispatch* life-saving line.

### Inaugural Ceremony at Llandudno.

THE new motor life-boat at Llandudno which has replaced a pulling and sailing life-boat, was formally inaugurated on 28th September. She is a Welsh gift, having been built out of legacies received from the late Dr. Thomas Richards, of Llangadock, and the late Miss Sarah Lewis, of Aberystwyth. Dr. Richards's legacy has also helped to provide the motor life-boat at Moelfre, Anglesey, built in 1930.

The new life-boat is of the light self-righting type, 35 feet 6 inches by 9 feet 3 inches, and on service, with crew and gear on board, she weighs 6½ tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds, and if she were capsized, even with a hole in her bottom, she could right herself in four seconds. She has one screw, driven by a 35 h.p. engine, in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 7½ knots, and she carries enough petrol to be able to travel ninety-four miles at full speed without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

The Llandudno station was established in 1861 and has rescued 114 lives. In 1919 the then coxswain, John Owen, won the bronze medal.

Among those taking part in the ceremony were Lord Mostyn, president of the branch, Sir Godfrey Baring, Bt., chairman of the Institution, and Mr. G. A. Humphreys, J.P., chairman of the branch; among those present were Mr. J. J. Marks, M.A., honorary secretary of the branch, Mrs. J. J. Marks, J.P., who

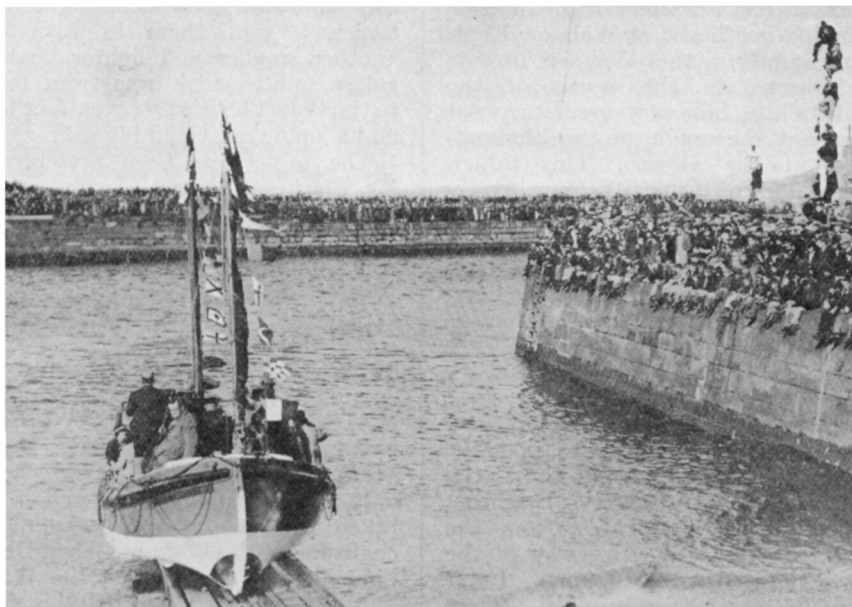
holds the Institution's gold badge, and T. E. Purdy, J.P., C.C., president of the Colwyn Bay branch and an honorary life-governor of the Institution, and Major A. D. Burnett Brown, deputy-secretary of the Institution. There were also present Mr. William Jones, of Llandudno, and Mr. Richard Thomas, of Conway, who had attended the launch of the first Llandudno life-boat seventy-three years ago.

Lord Mostyn opened the proceedings, and Commander G. R. Cousins, D.S.C., R.N., inspector of life-boats, described the new boat. Miss A. E. Lewis, cousin of Miss Sarah Lewis, one of the two donors, then presented her to the Institution. Sir Godfrey Baring, Bt., chairman of the Institution, received her and expressed the gratitude of the Institution to the two donors. He then formally presented the life-boat to the station and she was received by Mr. G. A. Humphreys, J.P.

The life-boat was dedicated by the Rev. Canon T. J. Rowlands, M.A., B.D., Rector of Llandudno, assisted by the Rev. W. H. Compton and the Rev. H. Harris Hughes, B.A. Miss A. E. Lewis then named the life-boat *Thomas and Annie Wade Richards*.

A vote of thanks to Lord Mostyn, Sir Godfrey Baring, Bt., and Miss A. E. Lewis was proposed by Mr. T. J. Jones, J.P., chairman of the Llandudno Urban District Council, and seconded by the Hon. Mrs. H. Lloyd Mostyn.

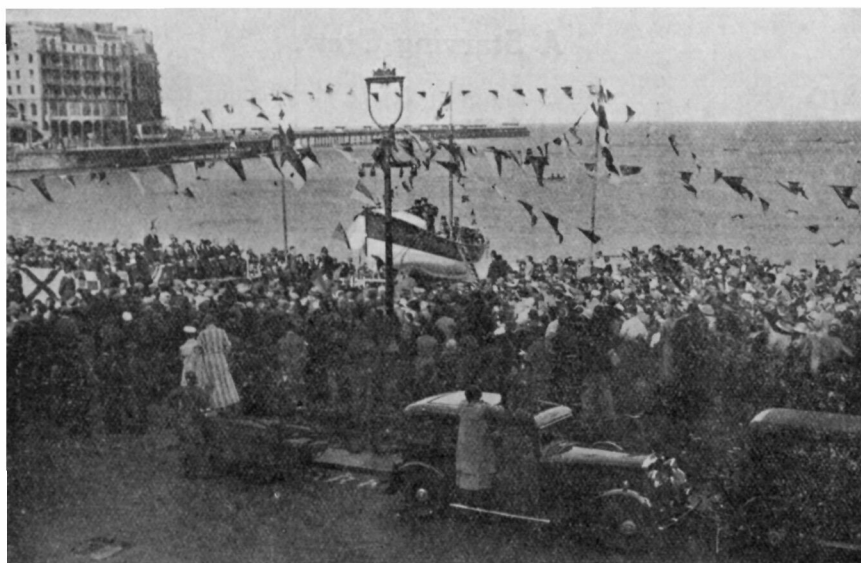
After the singing of "Hen Wlad Fy Nhadau" (Land of our Fathers) and the National Anthem, the life-boat was launched. When the life-boat returned the crew were presented with woollen helmet-scarves, the gift of Mrs. E. Manby, of Codsall, Staffordshire.



*By courtesy of]*

**NAMING CEREMONY AT MARYPORT.**

*[Yorkshire Post*



*By courtesy of]*

**NAMING CEREMONY AT LLANDUDNO.**

*[Lloyd Elias, Llandudno*

## The Walmer Luggers.

A TABLET has been placed on the side of the life-boathouse at Walmer, Kent, commemorating the Walmer luggers which were, in the words of the Institution's honorary secretary at Walmer, "the cradle of the life-boatmen" of the Downs. This tablet, "in memory of former Walmer luggers of the XIXth century," contains the names of twenty, from 1854 to 1894, and records that "by the bravery and skill of those who manned these and other Walmer luggers, of which no record remains, many ships were rescued and many lives were saved."

The luggers at one time had three masts, with big sails, the mizzen mast being stepped as far aft as possible. They were to be found all round the coast from Lowestoft to Brighton. Their descent is probably from the Mediterranean lateens, by way of the French luggers in the Channel. Later the main mast was given up. They were large boats very broad in the beam. Forty feet by thirteen was a

common size, and some were even larger. From them in turn came another smaller and lighter boat, the galley punt, which was from twenty to thirty feet long with seven-foot beam, and a single mast and lug sail.

The tablet has been presented by Mr. Charles Northcote Latter, who, as a boy in the seventies of last century, had helped to launch the luggers. On returning to Walmer after a fifty years' absence he found that the last of them had gone, and wished to commemorate their work.

The tablet was unveiled on 25th August by Sir Gerald Woods Wollaston, M.V.O., Garter King of Arms, who recalled as a boy sailing in the old Walmer galley punts, of which now only one remains. The chair was taken by Mr. H. W. Pearson, vice-chairman of the Walmer Urban District Council, and coxswain of the Walmer motor life-boat, who with his father had been the owner of the last of the luggers, the second *Cosmopolite*.

## A Starving Crew.

ON 27th October, when the motor life-boat from Pwllheli was out on practice in half a gale, with a heavy sea running, she was hailed by the steamer *Marjorie*, of Liverpool, anchored in St. Tudwal's Roads. The *Marjorie* was on her way to Cardigan, with a cargo of coal, and she had been wind-bound for four days in the roads. Her crew had come to the end of their

food; they could not launch a boat; and when the life-boat appeared the weather was getting worse and there was no prospect of a change for the better. The life-boat at once returned ashore, brought out a bagful of food, and after some manœuvring, succeeded in getting the bag on board the steamer. A letter of thanks was received later from the master of the *Marjorie*.

## The Portrait on the Cover.

THE portrait on the cover is of Coxswain Addison Brown, of Cresswell, Northumberland. He was appointed coxswain in

1925, after serving for a few months as second coxswain, and he has served in the life-boat for thirty-one years.

## Grace Darling and Her Home.

*Grace Darling and Her Islands.*  
By Constance Smedley (The Religious  
Tract Society. 1s. 6d. net.)

MISS SMEDLEY did a public service two years ago when she wrote *Grace Darling and Her Times*. It was the first full and accurate story of the wreck of the *Forfarshire* and the events which followed it, and the first full and accurate life of Grace Darling herself. It corrected the popular story in several important particulars, doing justice to the other actors in the wreck and rescue, who had been neglected or misrepresented.

Miss Smedley has now written a shorter life. It is the first book very much abridged. By writing it Miss Smedley has done the memory of Grace Darling a still greater service. It is intended for children, but older people should read it with equal pleasure. Because it is much shorter, and is published at a very modest price, within the reach of all who buy books, it should induce thousands, to whom Grace Darling at present is only a heroic name, to learn what she did and what she was.

The story of the actual rescue of the survivors of the *Forfarshire* is told fully, the story of the after-events, and Grace Darling's fame, much more briefly; but the part of the book for which we are most grateful is the

earlier chapters, with their charming account of Grace Darling's happy life on the Longstone Lighthouse, in her wind-swept garden and among the sea birds, which nested in thousands round her home. They show us what it is of most interest to know—the upbringing and way of life of a girl who, when the crisis of her life came, met it with such determination and courage, and afterwards remained unspoilt and undisturbed by fame.

Miss Smedley has found space to include particulars of the Institution's work and she has corrected an omission, serious so far as the Institution is concerned, in the first book. She now makes it clear that the North Sunderland fishermen who also went out to the wreck, and reached it to find that the survivors had already been rescued, were rewarded by the Institution. There are, however, one or two slips in the references to the earliest efforts at life-saving on our coasts. Lionel Lukin converted a coble into an "unimmergible" boat to be stationed at Bamburgh for life-saving in 1786, not 1876. The Captain Mamby mentioned as the inventor of the rocket apparatus for firing a line to a wreck should be Captain Manby, who invented—not a rocket—but a mortar for this purpose; and Mr. Denman, who is also mentioned as inventing a rocket apparatus, should be Mr. Dennett.

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## The late Mr. Charles Dixon, R.I.

By the death of Mr. Charles Dixon, R.I., the marine painter, on 12th September, at the age of sixty-one, the Institution has lost a valued and generous friend. Mr. Dixon painted two of the outstanding life-boat services of recent years, the Cromer service to the Italian steamer *Monte Nevoso* on 14th, 15th, and 16th October, 1932, and the Cromer service to the Dover barge *Sepoy* on 13th December, 1933. The first of these was reproduced on the Institution's Christmas card for 1933, and its calendar for the present year. The second—one of the most graphic pictures which the Institution has of a

life-boat service—is being used for the Christmas card this year, and for the 1935 calendar. A reproduction of it will be found on page 358. Mr. Dixon had previously painted a series of five pictures called "Ships the Life-boats Serve," showing the liner, the warship and aeroplane, the tramp steamer, the sailing ship and the fishing smack. Two of these have been reproduced on calendars, so that no artist's work has, in recent years, been more widely used to make the public familiar with the life-boat service; and all these pictures were painted on terms which made them almost gifts to the Institution.

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

### Thursday, 23rd August, 1934.

Paid £18,054 10s. 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 the life-boat stations.

Included in the above was :—

£19 4s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour.

### Thursday, 13th September, 1934.

Sir GODFREY BARING, Bt., in the chair.

Co-opted Mr. James Napier a member of the committee of management.

Resolved that the request of the Roumanian Life-boat Society that an officer of the Institution be sent to Bucharest to advise the Society on the technical problems connected with the establishment of their life-boat stations be complied with, and that Lieut.-Commr. P. E. Vaux, D.S.C., R.N., eastern district inspector, be selected for the duty.

Reported the receipt of the following special contributions :

	£	s.	d.
Donation from the executors of the late Mrs. Emily Fawcett -	500	0	0
Trustees of the late Mr. William Thorngate -	80	0	0
The Cunard Steamship Company, Ltd. (grant from steamer collections) -	40	0	0
Buckie Town Council (towards cost of providing and maintaining Buckie motor life-boat)	25	0	0
Mr. H. W. Kolle -	25	0	0
White Star Line Steamers Charity Fund -	25	0	0
Mr. W. H. Rickinson -	20	0	0

Paid £13,521 19s. 8d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£376 0s. 6d. to pay the rewards for life-boat services ;

£303 19s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 359-369) ;

£10 12s. for the assemblies of crews, etc. ;

£424 2s. 11d. 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, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port

St. Mary, Ramsgate, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, St. Davids, Troon, Wells and Whitby ;

£73 15s. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven and Walmer.

Voted a compassionate grant of £5 to the widow of the late Coxswain Richard Owen, of Moelfre, who is old and in very poor circumstances.

Voted £13 3s. to pay the rewards for shoreboat services at Cresswell, Douglas, Filey, Port Erin, Port St. Mary, Rosslare Harbour, and Sunderland, accounts of which appear on pages 374-376.

### Thursday, 11th October, 1934.

Sir GODFREY BARING, Bt., in the chair.

Reported that H.R.H. The Prince of Wales, K.G., President of the Institution, would attend a gala performance of the Citroën film at the Plaza Theatre on the 13th November, in aid of the Institution.

Resolved that the cordial and most respectful thanks of the committee of management be tendered to H.R.H. The Princess Royal for her kindness in attending the inaugural ceremony of the new motor life-boat at Runswick on the 20th September, 1934.

Reported the receipt of the following special contribution :

Anonymous gift to provide the new Broughty Ferry motor life-boat, £7,000.

Paid £21,498 19s. 3d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£87 16s. to pay the rewards for life-boat services ;

£132 15s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 369-374) ;

19s. 6d. for the assembly of a crew ;

£25 12s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour ;

£14 10s. to men for injury in the life-boat service at Caister and Lerwick.

Voted a compassionate grant of £20 for the benefit of the widow of the late Coxswain Michael Hamilton, of Blackrock, who is in straitened circumstances.

Voted £9 15s. to pay the rewards for shoreboat services at Bunbeg, Hayling Island, Howth, Skerries, Staxigoe and Teignmouth, accounts of which appear on pages 374-376.

## Awards to Coxswains and Life-boatmen.

### Coxswain's Certificate of Service.

The COXSWAIN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to the following, on their retirement :

JOHN WATSON, 17½ years coxswain of the Cromarty life-boat.

T. D. LEWIS, 12½ years coxswain of the Fishguard life-boat.

JAMES WOOD, 8 years coxswain and 3 years second coxswain of the Whitehills life-boat.

THOMAS HITCHCOCK, 5½ years coxswain, 9¼ years second coxswain, and 15¼ years bowman of the Teignmouth life-boat.

JOHN H. GROSE, 12¼ years coxswain of the Fowey life-boat. As Coxswain Grose was seriously ill, the pension was commuted to a gratuity. He died shortly afterwards.

### Life-boatman's Certificate of Service.

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

awarded to the following, on their retirement :

RICHARD W. JOHNS, second coxswain for 14 years, bowman for 4 years, and a member of the crew of the Penlee life-boat for 3¼ years.

RICHARD B. RICHARDS, bowman of the Penlee life-boat for 14 years, and a member of the crew for 7¼ years.

HUGH MALCOLM, second coxswain of the Wick life-boat for 11 years, and a member of the crew for 28¼ years.

ARTHUR WHEELER, bowman of the Hythe life-boat for 12½ years, and a member of the crew for 17½ years.

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

WILLIAM SWANSON, a member of the crew of the Thurso life-boat for 46½ years, on his retirement.

The widow of ABRAHAM JOHNSON, who retired on the closing of the Broadstairs station, after serving as a member of the crew for 28 years.

## Awards to Honorary Workers.

### The Thanks of the Institution on Vellum.

The THANKS OF THE INSTITUTION, INSCRIBED ON VELLUM, has been awarded to Mr. EDWARD BONING, on his retirement, after 15½ years as honorary secretary of the Caister branch.

### Life-boat Picture.

The LIFE-BOAT PICTURE has been awarded to Mr. G. BURTON FRASER, on his retirement from the honorary secretaryship of the Reading branch.

### Records of Thanks.

The RECORD OF THANKS has been awarded to the following :

Mr. SAMPSON BENNETT, collector, Exmouth branch.

Mr. E. W. CLEASBY, honorary treasurer, Newport (Shropshire) branch.

Mr. C. J. GREENE, honorary secretary at Herne Bay, for his help both there and at Broadstairs.

Mr. A. G. OWEN, life-boat day organiser, Abergele branch.

The FISHERWIVES OF CULLERCOATS, who, since 1922, have made an annual collection for the Institution.

## "Royal" Help.

The honorary secretary of one of the Institution's branches in the Midlands writes that he has had difficulty in getting helpers for the work of the branch, but he adds :

"Fortunately I am lucky in this respect, as I have been 'King Carnival' here for seven years, and I have been able to utilize the services of some of my ex-Queens."

## Fair Exchange ?

THE Institution recently advertised for sale the motor life-boat at Maryport which has now been replaced by a new motor life-boat. One prospective purchaser rang up to say that he would like the boat but had not the money to pay for her. Would the Institution accept in exchange a motor coffee-stall ?

## News from the Branches.

1st August to 31st October, 1934.

### Greater London.

**CLAPHAM.**—Whist drive.

**HAYES.**—Annual meeting on 25th October. Speaker: The district organizing secretary. Amount collected in 1934 £129, as compared with £119 in 1933.

**HORNSEY.**—Special meeting to introduce the new honorary secretary, Mr. J. L. R. Webb. Whist drive.

**MITCHAM.**—Annual meeting on 18th October. Speaker: The district organizing secretary. Amount collected in 1934 £106, as compared with £128 in 1933.

**NEW MALDEN.**—Two whist drives.

**ST. ALBANS.**—Special meeting of life-boat day organizers and helpers, the Mayor, chairman of the branch, presiding. Life-boat day in St. Albans and Harpenden.

In *The Life-boat* for September it was stated that the branch had collected £254 in 1933 as compared with £313 in 1932. It should have been added that the life-boat day in Harpenden is held every other year. It was held in 1932 and not in 1933.

**WESTMINSTER.**—Ex-coxswain Plumer, of Hastings, appeared in life-boat dress on the stage at the Alhambra, in a scene called "Trafalgar Square" which was played for a fortnight in celebration of Trafalgar Day.

Lectures at Bethnal Green, St. Pancras, Welling and Woodside.

### North-West of England.

**BLACKBURN.**—Annual meeting on 23rd October, Mrs. W. Carmichael, chairman, presiding. Efforts of the past year: Life-boat day, works collections.

**BLACKPOOL.**—Life-boat day, with launch of the life-boat. Night practice launch with collection in connexion with the town's firework display.

**BOLTON.**—Whist drive, arranged by the Ladies' Life-boat Guild.

**CARNFORTH.**—Life-boat day.

**CULCHETH-WITH-KENYON.**—Bridge and whist drive.

**DOUGLAS AND FLEETWOOD.**—Life-boat days.

**HEYWOOD.**—Whist drive.

**HINDLEY.**—Whist drive and dance.

**HOLME.**—House-to-house collection.

**HORWICH.**—Annual meeting on 25th September. Efforts of the past year: House-to-house collection, works collections, and jumble sale. Amount collected in 1934 £69, as compared with £50 in 1933.

**HYDE.**—Annual meeting on 18th October, the Mayor, president, in the chair. Efforts of the past year: Life-boat day, cinema collections. Amount collected in 1934 £86, as compared with £97 in 1933.

**LANCASTER.**—Jumble sale.

**LITTLEBOROUGH.**—Whist drive and dance.

**LIVERPOOL.**—Annual meeting of the Ladies' Life-boat Guild. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

**LYMM AND HEATLEY.**—Annual meeting on 1st October. Amount collected in 1934 £87, as compared with £129 in 1933.

**MANCHESTER, SALFORD AND DISTRICT.**—Special meeting of the City of Manchester Ladies' Life-boat Guild.

**CHORLTON-CUM-HARDY.**—Annual whist drive.

**CRUMPSALL.**—Annual whist drive, arranged by the Ladies' Life-boat Guild.

**ECCELES.**—Meeting held to reconstitute the Life-boat Guild, the Mayor of Eccles presiding. Presidents: The Mayor and Mayoress of Eccles; vice-presidents, Miss Dowser, Mrs. R. Holland, Mr. W. F. Milnes, J.P., Mrs. Moore, Alderman J. Peacock, Councillor G. G. Senior, O.B.E., J.P., Mr. W. Waterhouse and Mrs. Watson; honorary treasurer, Mr. E. Beaumont Crowther; honorary secretary, Mrs. Crowther.

**MOSS SIDE.**—Whist drive, arranged by Mrs. Shepherd of the Ladies' Life-boat Guild. Meeting to constitute a Life-boat Guild Dramatic Society. Two performances of "The Donovan Affair" given. Social evening, arranged by Mrs. Ireland, member of the Life-boat Guild Dramatic Society.

**OLD TRAFFORD.**—Annual meeting of the Ladies' Life-boat Guild on 9th October.

**SALFORD.**—*Demonstration life-boat*, the *Edwin Kay*, exhibited at the Dominions, Industrial and Trades Exhibition, and collections made.

Life-boat Sunday service held in the grounds of the Dominions, Industrial and Trades Exhibition. Preacher: The Rev. A. Wasey, B.A., assisted by the Rev. S. F. James. The South Salford Silver Prize Band, conducted by Mr. W. Owen, accompanied the hymns, and gave a musical programme.

**WALKDEN, WORSLEY AND DISTRICT.**—Annual dance, which the Lancashire Cotton Queen attended.

**WEST SALFORD.**—"American tea," arranged by Mrs. Delves, at which a concert was given by the Salford Gas Company's concert party, under the patronage of the Mayor and Mayoress.

**WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.**—Annual meeting of the Ladies' Life-boat Guild on 10th October.

**MARYPORT.**—Naming ceremony of the new motor life-boat. (See special report on page 381). Life-boat day. Tea and social, arranged by the Ladies' Life-boat Guild. Two dances.

**MORECAMBE.**—Life-boat day. Lantern lecture by Mrs. G. A. Wolfenden, chairman.



**MOTTRAM AND BROADBOTTOM.**—Annual meeting on 11th October. Mrs. Horne, honorary secretary, elected president in succession to Mrs. Herbert Parkes, resigned. Amount collected in 1934 £17, as compared with £15 in 1933.

**PEEL.**—Life-boat day and annual sports.

**PIEL (Barrow).**—Whist drive and dance, organized by Miss Mawson, honorary secretary of the Ladies' Life-boat Guild.

**PORT ERIN.**—Annual meeting on 22nd October. Amount collected in 1934 £328, as compared with £323 in 1933.

Life-boat day.

**PORT ST. MARY.**—Life-boat day. Annual life-boat sacred service.

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

**RAMSEY.**—Life-boat day. Annual dinner-table collection.

**ROCHDALE.**—Annual meeting on 26th October, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Mayoress's "American tea," works collections. Amount collected in 1934 £148, as compared with £146 in 1933.

**ROMILEY.**—Annual meeting on 12th October, Mrs. Kinsey, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, works collections. Amount collected in 1934 £35, as compared with £45 in 1933.

**ST. ANNE'S-ON-SEA, SEASCALE, AND SILLOTH.**—Life-boat days.

**STOCKPORT.**—Annual meeting on 8th October, the Mayor, president, in the chair. Efforts of the past year: Life-boat days, whist drives, works collections. Amount collected in 1934 £161, as compared with £185 in 1933. Presentation of the life-boat picture awarded by the Institution to Mr. L. Lainton, honorary secretary of the branch. Life-boat days.

**ULVERSTON.**—Life-boat day.

**WARRINGTON.**—Annual meeting on 17th October, Mrs. Brereton Fairclough, chairman, presiding, in the absence of the Mayor. Efforts of the past year: Life-boat day, tennis tournament, works collections. Amount collected in 1934 £176, as compared with £185 in 1933.

#### North-East of England.

**ALNWICK.**—Fête at Loan End.

**BLYTH.**—Annual tea and concert. Presentation by the Mayoress to the life-boat crew of woollen scarf-helmets knitted locally under the scheme of Mrs. E. Manby, of Codsall, Staffordshire.

**BRADFORD.**—Bridge drive, arranged by Mrs. T. Obank. "Bring-and-Buy" sale at Bingley.

**BRIGHOUSE.**—Bridge and whist drive.

**CONISBOROUGH.**—Whist drive.

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

**CULLERCOATS.**—Annual meeting on 30th October. Amount collected in 1934 £257, as compared with £247 in 1933.

Life-boat day.

**DARLINGTON.**—Two whist and two bridge drives.

**FILEY, FLAMBOROUGH, HARROGATE, HAUXLEY, AND HEBDEN BRIDGE.**—Life-boat days.

**HIPPERHOLME AND LIGHTCLIFFE.**—Bridge drive and mannequin parade.

**HORNSEA AND HUDDERSFIELD.**—Life-boat days.

**KEIGHLEY.**—"American tea" at Gargrave.

**KIRKBURTON.**—Annual meeting and lantern lecture. Amount collected in 1934 £25, as compared with £20 in 1933.

**NEWCASTLE-UPON-TYNE.**—"Bring-and-Buy" tea. Bridge drive.

**NORTH SUNDERLAND.**—Fête on pier.

**OUTWOOD AND STANLEY.**—Special meeting and lantern lecture.

**POCKLINGTON.**—Whist drive.

**PONTEFRAC, RIPON, AND ROTHBURY.**—Life-boat days.

**ROTHERHAM.**—Collection by crew of the Bridlington life-boat in cinemas, at the football ground, etc.

**RUNSWICK.**—Naming ceremony of the new motor life-boat. (See special report on page 377.) Life-boat day.

**SALTBURN.**—Life-boat day.

**SCARBOROUGH.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. Geoffrey Unwin, chairman, presiding. Efforts of the past year: Bridge drives and rummage sale.

Life-boat day. Presentation to the life-boat crew of woollen scarf-helmets from Mrs. E. Manby, of Codsall, Staffordshire.

**SLEIGHTS.**—Bridge drive.

**STAINLAND.**—Whist drive and dance.

**STOCKTON.**—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Life-boat day, dinner dance, bridge drive and garden meeting at Norton Hardwicke.

**SUNDERLAND.**—Life-boat day at Burnmoor.

**WHITBY.**—Life-boat day.

**WITHERNSEA.**—"Bring-and-Buy" tea.

#### Midlands.

**BARTON-ON-HUMBER.**—Life-boat day.

**BIRMINGHAM.**—Address to the branch committee. Lantern lectures at Balsall Heath, Hockley and Ladywood.

**BRIERLEY HILL.**—Life-boat day.

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

**COSELEY.**—Life-boat day. "Heroes of the Sea" film shown.

**DERBY.**—Life-boat days in Derby and Heanor.

**EVESHAM.**—House-to-house collection at North Littleton. Life-boat day.

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

**GLOUCESTER, GRANTHAM, AND GRIMSBY.**—Life-boat days.

**KIDDERMINSTER.**—"Heroes of the Sea" film shown at two cinemas. Life-boat days at Bewdley, Kidderminster, and Stourport.

**LEAMINGTON.**—Annual meeting, Col. H. N. Byass, a vice-president, in the chair. Speaker: The district organizing secretary. Amount collected in 1934 £224, as compared with £192 in 1933.

**LEEK, LEICESTER, LINCOLN, LYE AND WOLLESCOTE, AND MALVERN.**—Life-boat days.

**MANSFIELD.**—Life-boat days at East Kirkby, Kirkby-in-Ashfield, Mansfield Woodhouse, and Warsop.

**MARKET RASEN.**—Life-boat day.

**PETERBOROUGH.**—Life-boat day. Lantern lecture at Glinton Women's Institute.

**RETFORD, RIPLEY, ROTHWELL, AND SCUNTHORPE.**—Life-boat days.

**SKEGNESS.**—Life-boat day, with launch of the life-boat. Presentation by Dr. Henry Haslam, D.S.C., M.P. for Horncastle, of a purse, the gift of local admirers, to ex-Coxswain Matthew Grunnill, who retired two years ago after thirty-two years as an officer of the life-boat. He holds the thanks of the Institution inscribed on vellum, and a silver medal from the King of Norway, and on his retirement was awarded a certificate of service and a pension.

**SOUTH NORMANTON, SPALDING, SPILSBY, STAFFORD, AND STAMFORD.**—Life-boat days.

**STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.**—Life-boat day. Presentation at three schools of prizes won in the life-boat essay competition for elementary schools.

**WALSALL.**—Life-boat day.

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

**WELLINGBOROUGH.**—Jumble sale.

**WORKSOP.**—Life-boat day.

Lantern lectures at Coventry, Guildborough, Kington, Knowle and Dorridge, and Wednesbury.

#### South-East of England.

**ALDEBURGH.**—Annual meeting, Captain F. C. U. Vernon Wentworth, C.B., R.N., president, in the chair. Efforts of the past year: Life-boat days in Aldeburgh and district. Amount collected in 1934 £199, as compared with £179 in 1933.

Life-boat days in Aldeburgh district.

**AMPTHILL.**—Life-boat day.

**ARUNDEL AND DISTRICT.**—Life-boat days, with visit of the Selsey motor life-boat.

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

**BEXHILL.**—Annual meeting, Commander R. D. B. Haddon, D.S.O., R.N., chairman, presiding. Efforts of the past year: Special appeal, life-boat day. Amount collected in 1934 £242, as compared with £52 in 1933.

Life-boat day, with visit of the Hastings motor life-boat.

**BIGGLESWADE.**—Bridge drive.

**BIRCHINGTON AND BLAKENEY.**—Life-boat days.

**BOGNOR.**—Life-boat day, with visit of the Selsey motor life-boat.

**BOXMOOR AND HEMEL HEMPSTEAD.**—Address to the Rotary Club by Captain H. E. Holme, R.N. (ret.), honorary secretary of the branch.

**BRANCASTER.**—Life-boat day.

**BRIGHTON AND HOVE.**—Life-saving demonstration by the Shoreham Harbour motor life-boat and the coastguard during Safety Week, with collection.

**CAISTER.**—Life-boat day.

**CHATHAM.**—"Heroes of the Sea" film shown, with collection.

**CHATTERIS.**—Life-boat days at Mepal and Sutton.

**CLACTON.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. P. Coleman, J.P., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, dance, sales, etc. Amount collected in 1934 £117, as compared with £118 in 1933.

Whist drive and special effort, arranged by the Ladies' Life-boat Guild. Life-boat day. Life-boat Sunday.

**CRANBROOK AND HAWKHURST.**—Life-boat day at Cranbrook, Hawkhurst, Sandhurst, and Sissinghurst.

**CROMER.**—Life-boat day.

**CROWBOROUGH.**—Branch formed. Honorary secretary, Captain A. P. Stone. Life-boat service and collection at Sweetthaws Mission Church, with address by Mr. John Glynn.

**DOVER AND DISTRICT.**—Life-boat day. Tennis tournament. Carnival, organized by the Dover and District Unemployed Association, of which part proceeds were given to the branch.

**EASTBOURNE.**—Life-boat days at Eastbourne and Hurstmonceux.

**FARNHAM.**—Competition at Hankley Common Golf Club.

**FELIXSTOWE.**—Life-boat day. Dance, organized by the Sea Scouts.

**FOLKESTONE.**—Life-boat day.

**GODALMING.**—Bridge tournament.

**GOODWIN SANDS AND DOWNS.**—Life-boat day.

**HASBOROUGH AND DISTRICT.**—Life-boat days at Bacton, Happisburgh, Smallburgh, Stalham, Worstead, and Wroxham. "Heroes of the Sea" film shown at North Walsham, with collection.

**HARWICH.**—Presentation to the Mayor of the service boards of the station, which was closed in 1918, to be hung in the Guildhall.

**HASTINGS AND ST. LEONARDS.**—Annual meeting, the Mayor, president, in the chair. Speaker: The Right Hon. Lord Eustace Percy, M.P. Efforts of the past year: Life-boat days, cinema collections,

APPEALS FROM THE LIFE-BOAT.



*By courtesy of]*

**THE CHURCH.**

*[B. L. Knight, Barnstaple.*

The Bishop of Exeter (the Right Rev. Lord William Gascoyne-Cecil) preaching from the Ilfracombe life-boat at the annual service in the grounds of SS. Philip and James's Church to a congregation of over 1,200.



*By courtesy of]*

**THE STAGE.**

*["Topical" Press.*

Miss Gracie Fields at Blackpool.

house-to-house collections, etc. Amount collected in 1934 £551, as compared with £373 in 1933.

Life-boat days at Hastings and St. Leonards, and Battle.

HERNE BAY.—Life-boat day, with visit of the Margate motor life-boat. Cinema collections.

HIGH WYCOMBE.—Visit of party to Bassetsbury Manor.

HOLT.—Life-boat day.

HUNSTANTON.—Life-boat days at Hunstanton, Ringstead and Sedgford.

HYTHE AND DYMCHURCH, LEATHERHEAD, LOWESTOFT, AND MARGATE.—Life-boat days.

NEWHAVEN.—Life-boat day at Newhaven and Peacehaven.

PALLING AND RAMSGATE.—Life-boat days.

ROCHESTER.—Visit of the Southend motor life-boat on the occasion of the annual rally of the Motor Boat Association.

ST. IVES.—Annual meeting, Mrs. G. G. Wheeler, president, in the chair. Efforts of the past year : Life-boat day and theatricals. Amount collected in 1934 £118, as compared with £76 in 1933.

Life-boat day.

ST. NEOTS.—Life-boat day.

SANDWICH.—Church collection on Trafalgar Day.

SEAFORD.—Annual meeting. Efforts of the past year : Life-boat day, American tea, sale, cinema collection. Amount collected in 1934 £149, as compared with £135 in 1933.

SELSEY.—Life-boat day. Golf competition.

SHEERNESS.—Life-boat day. House-to-house collection at Queenborough. "Heroes of the Sea" film shown at Queenborough, with collection.

SHERINGHAM.—Regatta and life-boat day.

SHOREHAM.—Bridge drive, arranged by the Ladies' Life-boat Guild. Presentation of prize won in the life-boat essay competition for elementary schools.

SITTINGBOURNE AND MILTON REGIS.—Life-boat day and fancy-dress cricket match.

SOUTHEND-ON-SEA.—Life-boat days at Canvey Island, and Hadleigh.

SOUTHWOLD.—Annual meeting, Mr. A. J. Critten, chairman, presiding. Efforts of the past year : Life-boat day, church collections. Amount collected in 1934 £118, as compared with £94 in 1933.

Life-boat days at Dunwich and Southwold.

SUDBURY.—Life-boat day.

WALTON AND FRINTON.—Life-boat day. Life-boat Sunday. Cinema collections.

WATFORD.—Life-boat day. Address to Watford Men's Own, by Captain H. E. Holme, R.N. (ret.), honorary secretary of the Boxmoor and Hemel Hempstead branch.

WELLS-NEXT-THE-SEA. — Presentation of certificate of service awarded to ex-Coxswain W. Grimes, by the district inspector of life-boats, Mr. F. Raven, chairman of the branch, presiding.

Life-boat day.

WELWYN GARDEN CITY.—Life-boat day.

WEYBRIDGE.—"Heroes of the Sea" film shown, with collections.

WHITSTABLE.—Life-boat day.

WITHAM.—Life-boat day. "Heroes of the Sea" film shown, with collection.

WOODBIDGE AND DISTRICT.—Annual meeting, Mrs. Alfred Capel-Cure presiding. Efforts of the past year : Church collection, house-to-house collection. Amount collected in 1934 £67, as compared with £66 in 1933.

Presentations of prizes won in the life-boat essay competition for elementary schools at Balsham, Faversham, Ipswich, Longstowe and Pottton.

Lectures at Berkhamsted and Bledlow (Bucks.).

### South-West of England.

ANDOVER.—Life-boat day at Whitchurch and villages.

BASINGSTOKE AND DISTRICT.—Life-boat day.

BATH.—Life-boat day at Midsomer Norton.

BRADFORD-ON-AVON AND BRIXHAM.—Life-boat days.

BUDE.—Life-boat day. Visit of the Padstow motor life-boat. "Blessing of the Sea" service, with collection.

BOURNEMOUTH.—Life-boat day. At Home, given by Lady Lyle, president of the Ladies' Life-boat Guild, to members of the Guild.

BRIDPORT.—Life-boat day, and visit of the Weymouth motor life-boat.

CAMBORNE.—House-to-house collection. Whist drive. Bridge drive. Collections at cinemas. Collection with barrel organ in the street.

CHIPPENHAM.—Life-boat day.

COVERACK.—Life-boat day and dance.

DAWLISH.—Special visit of Exmouth motor life-boat.

DIDCOT.—Presentation by Commander I. G. Bower at Didcot Senior school of certificate won in the life-boat essay competition for elementary schools.

EXMOUTH AND BUDLEIGH SALTERTON.—Annual meeting, Admiral Fisher presiding. Efforts of the past year : Life-boat days at Exmouth and Budleigh Salterton, and house-to-house collections. Amount collected in 1934 £380, the same as in 1933.

Presentation to the crew of woollen scarfhelmets from Mrs. E. Manby, of Codsall, Staffordshire.

FARNBOROUGH.—Concert at Fleet by the "Fleet Follies."

**POWEY.**—Life-boat day, with flower and produce stalls in the streets.

**GUERNSEY, HENLEY AND SHIP-LAKE, HONITON, AND HOPE COVE.**—Life-boat days.

**ILFRACOMBE.**—Life-boat day, and special service from the life-boat on the St. James's Church ground, with address by the Bishop of Exeter (Lord William Gascoyne-Cecil, D.D.).

**ILMINSTER.**—Life-boat day.

**ISLE OF WIGHT.**—Life-boat days at East and West Cowes, Freshwater, Newport, Sandown, Shanklin, Ventnor, Yarmouth, and villages. Whist drive at Sandown. A life-boat took part in the Ryde carnival.

Presentation at Yarmouth by Major General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution and coxswain of the Brooke life-boat, of the thanks of the Institution inscribed on vellum awarded to Lieut. A. Smith, R.N.R., on his retirement from the honorary secretaryship of the station.

**JERSEY.**—Life-boat day, with visit of the Guernsey motor life-boat.

**LISKEARD, AND THE LIZARD.**—Life-boat days.

**LOOE.**—The branch has suffered a serious loss by the death of Mr. W. F. Phillips, who had been the honorary secretary since 1925.

Life-boat days at Looe and Polperro.

**LYME REGIS.**—Life-boat day.

**LYMINGTON.**—Life-boat days at Lymington, Milford-on-Sea, New Milton, and villages.

**MELKSHAM, MINEHEAD, AND NEWBURY.**—Life-boat days.

**NEWQUAY.**—Life-boat day, with procession and special launch of the life-boat.

**OXFORD.**—Life-boat day.

**PADSTOW.**—Life-boat day, and whist drive and dance, prizes presented by Colonel C. R. Prideaux-Brune, D.L., J.P., president of the branch.

Life-boat day at Wadebridge and villages.

**PAIGNTON.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. Vick, chairman, presiding. Efforts of the past year : Life-boat day, house-to-house collections, dance, bridge and whist drives.

**PENZANCE.**—Life-boat day.

**PLYMOUTH.**—Annual meeting of the Ladies' Life-boat Guild, the Commander-in-Chief at Plymouth, Vice-Admiral Sir E. J. A. Fullerton, C.B., D.S.O., presiding, supported by the Mayoress. Efforts of the past year : Life-boat day, garden party, gymnastic display and dancing revue. Amount collected in 1934 £433 as compared with £355 in 1933.

Presentation to the crew of woollen scarf-helmets, from Mrs. E. Manby, of Codsall, Staffordshire.

**RINGWOOD.**—Life-boat day.

**ST. AUSTELL.**—Life-boat day organized by the Rotary Club.

**ST. IVES.**—Life-boat day, with launch of the motor life-boat.

**SALCOMBE.**—Life-boat day.

**SALISBURY.**—Life-boat days at Fording-bridge, Gillingham, Ludgershall, Shrewton, and Wilton. Whist drive.

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

**SIDMOUTH.**—Life-boat day, with visit of the Torbay motor life-boat. Life-boat day at Ottery St. Mary and Sidbury.

**SWANAGE.**—The branch has suffered a severe loss by the death of Mr. E. W. Millward, joint honorary secretary since 1928. Life-boat day, with launch of the motor life-boat.

**TAUNTON.**—Presentation by the Mayoress at Holy Trinity School of certificate won in the life-boat essay competition.

**TAVISTOCK.**—Life-boat day.

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

**TRURO.**—Life-boat days at St. Agnes and Perranporth.

**WATCHET.**—Annual meeting, Mr. H. K. Hole, chairman, presiding. Efforts of the past year : Life-boat day and aquatic display. Amount collected in 1934 £85, as compared with £63 in 1933.

**WESTON-SUPER-MARE.**—Presentation to life-boat crew by Mrs. Porcher, president of the Ladies' Life-boat Guild, of woollen scarf-helmets received from Mrs. E. Manby, of Codsall, Staffordshire. Life-boat day at Weston and villages.

**WEYMOUTH.**—Life-boat days at Portland and Lulworth.

**WINCHESTER.**—Life-boat day.

**YEOVIL.**—Life-boat day at Yeovil and Martock.

Lectures at Fritwell, Shipton-under-Wychwood and Wimborne.

### Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 25th October, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Council, presiding. Speakers : Sir Godfrey Baring, Bt., chairman of the Institution, Commander the Hon. A. D. Cochrane, D.S.O., M.P., vice-chairman of the Council, and Mr. J. R. Barnett, O.B.E., M.I.N.A., consulting naval architect of the Institution. Harriet, Lady Findlay, D.B.E., honorary secretary of the Council, and Rear-Admiral E. J. Hardman Jones, O.B.E., Commanding Officer, Coast of Scotland, also took part in the meeting.

**ABERDEEN.**—Production of "The Best People" in the Beach Pavilion. Procession and flower stalls.

**ARBROATH.**—Annual meeting of the Ladies' Life-boat Guild, Lady Chapel, president, in the chair. Efforts of the past year : Life-boat day and Sunday evening concert.

**AYR.**—Life-boat day.

**AYTON AND BURNMOUTH.**—First annual meeting on 3rd October. Efforts of the past year : Concert and life-boat day. Amount collected in 1934 £32.

**BANFF, MACDUFF AND WHITEHILLS.**—Annual meeting on 18th October, Mr. Adam Walker, chairman, presiding. Speakers : The district inspector of life-boats and the Scottish organizing secretary. Amount collected in 1934 £79, as compared with £117 in 1933.

Special meeting, Sir George W. Abercromby, Bt., presiding, at which a Ladies' Life-boat Guild was formed. Speakers : The district inspector of life-boats and the Scottish organizing secretary. Guild badges were presented by the Countess of Seafield.

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

**BATHGATE, BIGGAR, AND BUCKIE.**—Life-boat days.

**BURNTISLAND AND ABERDOUR.**—Life-boat day at Aberdour.

**CAMPBELTOWN.**—Golf tournament.

**CARSTAIRS, COATBRIDGE, CROMARTY, CULLEN, CULROSS, DUMBAR-TON, AND DUMFRIES.**—Life-boat days.

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

**DUNFERMLINE AND ROSYTH.**—Annual meeting on 24th September, Mr. Archibald Frederick, chairman, presiding. Efforts of the past year : Concerts, dramatic entertainments, Christmas party, and life-boat days. Amount collected in 1934 £137, as compared with £108 in 1933.

Pageant at Rosyth.

**EDINBURGH.**—Annual meeting of the Ladies' Life-boat Guild on 25th October, Harriet, Lady Findlay, D.B.E., president, in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Orchestral concert, bridge and whist drive, life-boat day and procession, and golf competition.

Address by Sir Godfrey Baring, Bt., to George Watson's College.

**ELIE.**—Annual meeting, Lady Nairn, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year : Life-boat day, with visit from the Anstruther motor life-boat. Market stall at Lundin Links. Amount collected in 1934 £127, the same as in 1933.

Life-boat day, with visit of Anstruther motor life-boat, Market stall at Lundin Links.

**EYEMOUTH.**—Life-boat day and display by the Berwick, Eyemouth and Holy Island life-boats. Swimming gala organized by Eyemouth Town Improvements Committee at which Sir Christopher Furness, president of the branch, presented the prizes.

**FORFAR.**—Life-boat day and procession.

**HAWICK, INVERARAY, AND INVERGORDON.**—Life-boat days.

**INVERNESS.**—Life-boat day and market stall. Life-boat day at Fort William.

**ISLE OF ARRAN.**—Annual life-boat concert at Whiting Bay, organized by Mrs. Graham.

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

**KIRKCALDY.**—Dunbar motor life-boat open to public inspection. Life-boat day.

**KIRKCUDBRIGHT.**—Life-boat days at Colvend, Dalbeattie, and Kirkcudbright.

**KIRKINTILLOCH.**—Life-boat days at Kirkintilloch, and Lenzie.

**KIRRIEMUIR, KYLE, LARGS AND LAURENCEKIRK.**—Life-boat days.

**LERWICK.**—Presentation by ex-Provost J. T. J. Sinclair, chairman of the branch, of the challenge shield for Scotland in the life-boat essay competition for elementary schools won by H. C. Eva Jacobson, of Gruting Public School, Bridge of Walls.

**LESLIE AND LOCKERBIE.**—Life-boat days.

**LONGHOPE.**—Life-boat day at South Ronaldshay.

**MAYBOLE, MILLPORT, MONTROSE, NAIRN, AND NEWTON STEWART.**—Life-boat days.

**NORTH BERWICK.**—Annual meeting on 29th October, Captain J. B. Whitelaw, president, in the chair. Speaker : Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Council. Efforts of the past year : Life-boat day. Amount collected in 1934 £112, as compared with £104 in 1933.

Life-boat day.

**OBAN.**—Life-boat days at Benderloch, Connel Ferry, Easdale, Kinlochleven, Mallaig, and Taynuilt.

**PAISLEY AND PEEBLES.**—Life-boat days.

**PERTH.**—Annual meeting on 12th September, the Rev. P. R. Landreth, chairman, presiding. Speakers : Mr. F. Norie Miller, Colonel William Gray, Major Lewis Gibson and Mr. William Munro. Efforts of the past year : Life-boat days in twenty-six districts. Amount collected in 1934 £264, as compared with £284 in 1933.

Life-boat days at Blairgowrie, Pitlochry and Crieff, and Rattray.

**ST. ABBS.**—Swimming gala.

**SELKIRK, TARBERT, AND WIGTOWN.**—Life-boat days.

**WISHAW.**—Life-boat days at Wishaw and Shotts.

### Ireland.

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

**BALLYCOTTON.**—Presentation by Mr. Wilson Strangman, the patron of the branch, to the late chairman, the Very Rev. Dean Wilson, of "Britain's Life-boats" inscribed by H.R.H. the Prince of Wales, K.G., in appreciation of his twenty-five years' work for the branch as chairman. Life-boat day. Dance.

**BALTIMORE.**—Life-boat day.

**BANGOR.**—Dance, Mayor and Mayoress attending.

**BELFAST.**—Presentation of prizes won in the life-boat essay competition for elementary schools. Flannel dance.

**BRAY.**—Dance, at which the Lord Mayor of Dublin presented the record of thanks awarded by the Institution to Mr. A. F. McNulty, the late honorary secretary. Competition at Woodbrook Golf Club.

**BUNDORAN.**—Golf competition.

**CARRICKFERGUS.**—The branch has suffered a severe loss by the death of Mr. C. M. Legg, J.P., its president. Life-boat day.

**CLONES.**—Cinderella dance, organized by Miss O. Knight.

**CLOUGHEY.**—Golf competition.

**COBH.**—Presentation by Mr. H. P. F. Donegan, honorary secretary of the Cork branch, of the record of thanks awarded by the Institution to Mrs. W. R. Harman.

**COURTMACSHERRY.**—Life-boat day and tennis tournament.

**CORK.**—Annual meeting, Mr. J. J. Horgan, chairman, presiding. Speakers: The honorary secretary and the district organizing secretary. Amount collected in 1934 £421, as compared with £407 in 1933.

Special meeting of the Ladies' Life-boat Guild. Miss E. Hamilton appointed honorary secretary in place of Mrs. Scott, who had resigned.

Presentation of prizes won in the life-boat essay competition for elementary schools, at Model School, Cork, by Coroner J. J. Horgan, chairman of the branch.

**DONAGHADEE.**—Collection at the picture house. Presentation of prize won in the life-boat essay competition for elementary schools.

**DUNDALK, DUNMORE EAST, GREY-STONES, KILLYLEA, KILMORE, KINSALE, LIMERICK, LISTOWEL, LONDONDERRY, LURGAN, AND MILTOWN-MALBAY.**—Life-boat days.

**NEWCASTLE.**—Annual dance.

**NEW ROSS, PORTRUSH, AND SKERRIES.**—Life-boat days.

**SLIGO.**—Golf competition.

**TANDRAGEE.**—Annual meeting. Amount collected in 1934 £36, as compared with £33 in 1933. Mrs. V. Bebe elected honorary secretary, and Mrs. A. R. Foy, honorary treasurer.

**TRAMORE, TUAM, WEXFORD, WHITEGATE AND WHITEHEAD.**—Life-boat days.

**WICKLOW.**—Golf competition.

Presentations of prizes won in the life-boat essay competition for elementary schools at Ballyboley, Ballymena, Bunclody, Clarecastle (Ennis), Costelloe (Co. Galway), Carragh Camp (Kildare), Dromakeenan (Roscrea), Ring (Dungarvan), Tallow and Woodlawn.

## Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

**ABERAYRON.**—Life-boat day.

**ABERCYNON.**—Presentation by Mr. D. J. Price, director of education of Mountain Ash U.D.C., of a prize won in the life-boat essay competition for elementary schools at Carnetown Junior Mixed School. Address by the district organizing secretary.

**ABERDOVEY.**—Life-boat day and hotel collections.

**ABERGAVERNNY.**—Two whist drives.

**ABERYSTWYTH.**—Life-boat day, with launch of the life-boat and hotel collections.

**BANGOR.**—Life-boat day.

**BARMOUTH.**—Life-boat day and hotel collections, with launch of the life-boat.

**BARRY.**—Annual meeting of Ladies' Life-boat Guild, Mrs. J. R. Llewellyn, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day and whist drives. Amount collected in 1934 £81, as compared with £77 in 1933.

**BLAENAU FESTINIOG.**—Life-boat day and cinema collection.

**BORTH.**—Life-boat day and hotel collections.

**BRIDGEND AND BRIDGNORTH.**—Life-boat days.

**BUCKLEY AND BISTRE.**—Life-boat day and cinema collections.

**BURRY PORT.**—Life-boat day, with visit of the Tenby motor life-boat. Lecture by the district organizing secretary, Mrs. Mansel Lewis, chairman of the Llanelly Ladies' Life-boat Guild, presiding.

**CARDIFF AND DISTRICT AND CARDIGAN.**—Life-boat days.

**COLWYN BAY.**—Annual meeting on 22nd August, Alderman Thos. E. Purdy, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collections and life-boat day. Amount collected in 1934 £280, as compared with £266 in 1933. Presentation by Canon Thompson of the gold badge awarded to Mrs. T. E. Purdy. Presentation by Mr. Thomas Purdy of the records of thanks awarded to Miss Elizabeth Howarth, Miss T. Morton-Bailey and Miss Rosetta Franklin. Life-boat day.

**CONNAH'S QUAY.**—Life-boat day and cinema matinée. Life-boat day at Hawarden, Queen's Ferry and Shotton.

**CONWAY, CRICCIETH, AND DYFFRYN.**—Life-boat days.

**ELLESMERE.**—Lantern lecture to Ellesmere Young People's Guild, with collection.

**FISHGUARD AND GOODWICK, AND HARLECH.**—Life-boat days.

**HAVERFORDWEST.**—Branch re-formed. President, Mrs. A. F. Middleton ; chairman, Mrs. A. Wigley Jones ; honorary treasurer, Mr. Wigley Jones ; honorary secretary, Mrs. D. T. Jones.

Life-boat day.

**KINGTON.**—Life-boat day and cinema collection.

**LLANDRINDOD WELLS.**—Life-boat day and hotel collections.

**LLANDUDNO.**—The branch has suffered a serious loss by the death of Councillor John Roberts, who had been joint honorary secretary since 1922.

Naming ceremony of the new motor life-boat. (See special report on page 382.)

Life-boat day and hotel collections.

**LLANELLY.**—Annual meeting of the Ladies' Life-boat Guild, Lady Howard-Stepney in the chair. Efforts of the past year : Life-boat day and cinema collections. Amount collected in 1934 £125.

**LLANFAIRFECHAN AND LLYWNGWRIL.**—Life-boat days.

**MUMBLES.**—Presentations of prizes won in the life-boat essay competition for elementary schools at the Oystermouth Church of England School by the Ven. Archdeacon Harold Williams, with life-boatmen from the Mumbles attending, and at the Oystermouth Council School by Mrs. Biggs. The district organizing secretary gave addresses.

**NEATH, NEW QUAY, NEWTOWN (Mont.), AND OSWESTRY.**—Lifeboat days.

**PENARTH.**—Ladies' Life-boat Guild formed. Chairman, Mrs. A. T. Yeld-Stephens ; honorary treasurer, Miss B. Williams ; honorary secretary, Miss Enid M. Morcom.

**PENMAENMAWR.**—Life-boat day.

**PORTHCAWL.**—Life-boat day, with visit of the Barry Dock motor life-boat. Miss Olive Jenkins appointed joint honorary secretary in place of Miss Dowdeswell.

**PORTMADOC.**—Life-boat day.

**PRESTATYN.**—Life-boat day and cinema collection.

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

**RHYL.**—Life-boat day.

**ST. DAVID'S.**—Life-boat fête and carnival ; crowning of the carnival queen by Lady Ramsey.

**ST. FAGAN'S.**—House-to-house collection.

**SHIFNAL.**—Presentation by Mrs. Brook of a prize won in the life-boat essay competition for elementary schools at the Shifnal Church of England School. Address by the district organizing secretary.

**TENBY.**—Life-boat day, hotel and cinema collections, with launch of the life-boat.

**TOWYN.**—Life-boat day and hotel collection.

**TREALAW.**—Presentation by Mr. Morris Jones, director of education for the Rhondda U.D.C., of a prize won in the life-boat essay competition for elementary schools at the Boys' School, Trealaw. Address by the district organizing secretary.

**TREVOR.**—Life-boat day.

**WHITCHURCH.**—Dance, organized by the Ladies' Life-boat Guild.

Presentations of prizes won in the life-boat essay competition for elementary schools at Bwlch, Pantydwr (Radnorshire), Swansea and Tonypandy.

## 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 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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