

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 124 :: Pulling & Sailing Life-boats, 48

LIVES RESCUED

from the foundation of the Institution in 1824

to February 14th, 1935 - - - - 63,938

The King and the Life-boat Service.

By Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

WHEN the Empire celebrates this summer the Silver Jubilee of His Majesty the King, the life-boat service will celebrate not only the fact that for these twenty-five years of his reign he has been its patron, but that for forty-five years he has been associated with its work, and that for eleven of those years he was a member of the committee of management of the Institution.

This long association began early in 1890, when, as Lieutenant H.R.H. the Prince George of Wales, K.G., R.N., he became a Vice-patron. Four years later, as Captain H.R.H. the Duke of York, K.G., R.N., he joined the committee of management. He remained a member until, in 1901, on the accession of King Edward VII to the throne, he succeeded him as the Institution's President.

In May, 1895, he gave another proof of his interest in the service by becoming President of the Life-boat Saturday Fund, and a year later the Duchess of York became President of the Ladies' Auxiliary of the Fund. In that same year, 1896, the Duke presided at the annual meeting.

He was President of the Institution from 1901 until his accession to the throne in 1910, when he became Patron. Shortly afterwards, when the Life-boat Saturday Fund, of which he had then

been President for fifteen years, was merged in the Institution, he sent a message expressing "his deep appreciation of the generosity and public spirit with which so many men and women throughout the country had devoted themselves to a great national object in their work for the Life-boat Saturday Fund." In the following year Queen Mary, who had been a Vice-patron since 1902, became a Patron, and throughout their reign their Majesties have continued, by their patronage, to show their confidence in the Institution.

That is the brief record of their official association with the service, but they have shown their personal interest in it in many other ways; they have met its life-boatmen; they have seen its work on the coast.

In 1902 when the King, as Prince of Wales, was visiting the Earl of Londesborough in Yorkshire, Coxswain John Owston, of Scarborough—a silver medallist of the Institution who, when he retired in 1911, had been coxswain for forty-one years—was in attendance, and the Prince presented him with two pipes bearing his monogram. In 1908 the Prince received at Marlborough House Coxswain John Owen, of Holyhead, a silver medallist, and presented to him the gold medal which the Institution had awarded him for the

rescue of the crew of the Liverpool steamer *Harold*. In 1909 the King and Queen, as the Prince and Princess of Wales, visited the life-boat station at Newquay, Cornwall, and in 1913, the King, during Cowes Week, went a trip in the motor life-boat *Frederick Kitchener*, just completed for the Beaumaris station, in Anglesey.

During the war the King sent two special messages to the service, one in 1915 and one in 1917, thanking its men for their gallantry and for carrying on "the splendid traditions of an Institution with which the King is proud to have been for so many years so closely identified."

In 1924, the centenary year of the Institution, the King sent a message to the delegates of the first International Conference, held in London, in which he said:

"I rejoice that the Prince of Wales succeeded me in the position of President of a society of which I am proud to be Patron, and which has, for upwards of one hundred years, provided, through voluntary support, a service honoured by every maritime people and linking all nations in the chivalry of the sea.

"May all success attend your deliberations; and I pray that God's blessing may be vouchsafed to all brave men who risk their lives in the humane and heroic work of the life-boat services of the world."

His Majesty also received at Buckingham Palace in 1924 seven of the eight living holders of the Institution's gold medal for gallantry and presented them with the medal of the Order of the British Empire, and in 1931 he knighted the Institution's secretary, Mr. George F. Shee.

The King has been a subscriber to the Institution for many years, and in 1930 he was present with the Queen, the Prince of Wales, president of the Institution, and the Princess Louise,

Duchess of Argyll, president of the Ladies' Life-boat Guild, at a variety *matinée* at the London Hippodrome, which raised over £1,500. This was the second *matinée* in recent years attended by the Queen, for in 1923 she had been present when the film of the Citroën Expedition, which crossed the Sahara in tracked motor cars, was shown in Great Britain for the first time, in aid of the Institution.

The King's Tribute and Appeal.

I do not think that I can better end this brief record of the long and generous association of their Majesties with the life-boat service than by quoting the peroration of the King's speech when he presided at the annual meeting thirty-nine years ago:

"As a sailor, I can most unhesitatingly say that I have always taken, and shall continue to take, the greatest interest in this Institution. I feel sure that I may speak in the name of the Navy and the merchant service and say that we all have the greatest admiration for the many brave men who risk their lives in stormy weather to save those of others in peril afloat.

"In our sea-girt isles, which are so largely dependent on our war and merchant ships, the greatest interest should always be taken by the nation in any institution which tries to lessen the dangers to which our seamen and fishermen are daily and hourly exposed.

"When we think of the number of vessels arriving at or leaving our ports every day, and the number of fishing boats employed in their occupation off our coasts, I think there must be a large majority of us who have a relation or dear friend afloat for one day in the year at least off our shores. It is to these that I specially wish to appeal for funds in order to enable this most noble Institution to efficiently carry out its glorious work of assisting those in peril on the sea."

Prince of Wales Day for the Life-boats.

H.R.H. THE PRINCE OF WALES, K.G., as President of the Institution, has been pleased to say that, in celebration of the King's Silver Jubilee, all life-boat days this year shall be known

as "Prince of Wales Day." It will be remembered that in 1923, the hundredth year of the Institution, the Prince also allowed the life-boat day appeals to be made in his name.

The Life-boat Service in 1934.

The Largest Number of Launches for Fourteen Years.

NINETEEN-THIRTY-FOUR, like 1933, will be remembered for its long and brilliant summer. In spite of this it was a year of great life-boat activity. The number of launches was 340, the largest number for fourteen years. The number of lives rescued was smaller than in 1933; 354 as compared with 406. Of these lives 276 were rescued by life-boats, and 78 by shoreboats and in other ways. Besides the 354 persons actually saved, another 50 were landed from vessels [or rocks on which they might have been in danger.

In addition life-boats saved or helped to save from destruction 54 boats and vessels. This is the same number as in 1932. To find a larger number we have to go back to 1915. Besides saving or helping to save these boats and vessels, life-boats stood by, escorted to safety or helped over 200.

Up to the end of 1933 the Institution had given rewards for the rescue of 63,913 lives since its foundation in 1824.

Services to Foreign Vessels.

Life-boats stood by, or helped in various ways, eleven vessels belonging to seven different countries. Four were Dutch, two Greek, and the other five were from Belgium, Denmark, France, Norway and Spain. In only one case was it necessary to rescue the crew—the

crew of five men of the Dutch motor vessel *Titia*, of Dordrecht. The vessel too was saved when in danger of being driven ashore. Life-boats were also called out to eight other foreign vessels, but their help was not needed.

Services to Yachts and Fishing Vessels.

The year was notable for the large number of services to yachts. Life-boats went out to the help of no fewer than 54 in distress (43 sailing and 11 motor yachts); rescued 50 lives from them; and saved or helped to save 25 of the yachts.

Services to fishing boats, though fewer than in 1933, were again many. Of the 340 launches, 113 were to fishing boats. Eighty-two fishermen were rescued, and 15 fishing boats were saved or helped to safety.

Five New Motor Life-boats.

Five new motor life-boats went to the coast during the year—to The Lizard and Coverack (Cornwall), Flamborough (Yorkshire), Cromer (Norfolk), and Maryport (Cumberland). There were, at the end of the year, 124 motor life-boats and 49 pulling and sailing life-boats, making a fleet of 173 life-boats round the coasts of Great Britain and Ireland.

Life-saving by the Coastguard in 1934.

DURING 1934 the coastguard organization was required to take action (sometimes only of a precautionary nature) in the case of 797 vessels observed or reported to be in distress, in difficulties, or overdue, off the coasts of Great Britain and Northern Ireland, and on 83 occasions the rocket life-saving appliance companies were assembled for service. In 70 cases it was not necessary for the appliances to be brought into action for saving life, but in the remaining 13 cases 66 persons were rescued, 45 being landed by means of the breeches-buoy and 21 by other means.

In addition 68 vessels which were observed to be standing into danger were warned by means of signals made by the coastguard officer or watcher on duty. As a result of such warnings the vessels were enabled to alter course and avoid the risk of being wrecked.

Help was also given to 44 persons in difficulties on cliffs and to 39 who had been cut off by the tide.

The coast life-saving corps, which includes the life-saving appliance companies, auxiliary watchers and the intelligence section, now has 6,000 members, and gave valuable help to the coastguard during the year.

Diesel Engines for Life-boats.

Up to the present all the motor life-boats in the Institution's fleet have been driven by petrol engines. The reason has been that, although the heavy oil used in Diesel engines is less inflammable than petrol, and the risk of fire much smaller, the ordinary Diesel engines, with their low speed of revolution, have been too heavy for life-boats. In recent years the speed of the revolutions in Diesel engines has been greatly increased, and as a result the weight has been reduced to little more than the weight of petrol engines of the same horse-power.

During the greater part of last year the Institution was experimenting with a six-cylinder 85-h.p. Diesel engine, running at 1,600 revolutions a minute, and weighing 26½ cwts., which was specially built for it. This engine was installed in a reserve motor life-boat,

the first of the 45-foot Watson Cabin life-boats, which had originally been stationed at Tenby. The engine is water-tight, and one of the preliminary trials to which it was put was an hour's run with the engine-room flooded. During this run the engine was stopped and started again.

After these trials the life-boat was stationed temporarily, first at Weymouth and then at Falmouth, replacing the boats at these stations during their overhaul in the summer; and in November she was permanently stationed at Yarmouth in the Isle of Wight, replacing another motor life-boat of the Watson Cabin type.

The Institution then ordered two 40-h.p. Diesel engines, and these are to be installed in the new 46-foot Watson Cabin life-boat which is shortly to be built for Selsey.

Italian Medals for Cromer.

THE Italian Government has awarded medals to the Cromer life-boat crew for their gallantry in rescuing thirty men from the steamer *Monte Nevoso*, of Genoa, in October, 1932. The steamer had stranded on the Haisborough Sands and had broken her back, and the life-boat was out for nearly fifty hours.¹ The Institution awarded its silver medal to Coxswain Henry Blogg, and its thanks on vellum to each member of the crew, and the Italian Government has awarded a silver medal to the coxswain and a bronze medal to each member of the crew.

Each medal was accompanied by a warrant which spoke of the Cromer crew's "humane action and honourable spirit of comradeship at sea."

The medals were presented at the annual meeting of the branch on 5th November. Lord Suffield, president of the branch, was in the chair, supported by Mr. F. H. Barclay, the honorary secretary, and Mr. F. W. Samuels, the honorary treasurer. The presentations were made by Lady Suffield. The Italian Embassy was represented by its naval attaché, Commander F. Capponi; the Institution by Captain Guy

Fanshawe, R.N., a member of the committee of management, and the district inspector of life-boats; and the Board of Trade by the inspector of coastguard and the district officer of coastguard.

Commander Capponi, in the course of his speech, said: "We Italians owe a great debt of gratitude to the British life-boat service. I have been looking through the records of the last seven years and I find that during that time twelve Italian vessels benefited by the assistance of British life-boats. My Government has very fittingly and very properly awarded official recognition of the life-boat service, and it is a privilege for me to be here at the presentation of the medals by Lady Suffield. I congratulate you on the gallant action, which is in keeping with the high tradition of your service, and in particular I would like to mention Coxswain Henry Blogg, who is well known for his very splendid record.

"I have been in the Navy well over twenty years, but my experiences have not been entirely in naval matters, and I have had the opportunity of admiring the great services rendered to humanity by the great brotherhood of seamen.

¹ See *The Life-boat* for November, 1932.

Italy is a seafaring nation; practically all her supplies come from over the sea, and the sea is her breath of life. The bond of the sea is one of the greatest; it makes for peace and goodwill among nations; and I am proud to be a member of the same brotherhood of the sea as you are."

In proposing a vote of thanks to Commander Capponi, Captain Fanshawe spoke of the great record of the Cromer station and its coxswain. He then said to Commander Capponi: "On shore we may be split up into all sorts of factions, but, as you have said, afloat all seamen are a band of brothers.

We welcome you here to-night as a seaman, we thank you as a seaman, and we ask you to send a message to your Government telling them that whenever Italian seamen are in peril on our coasts, they will always be succoured by the crews of the Royal National Life-boat Institution."

Besides the medals and warrants awarded to the life-boat crew, one silver and four bronze medals were awarded to the skipper and crew of the Lowestoft motor trawler *Gleam*, which had taken part in the rescue. These medals had previously been presented by the Mayor of Lowestoft.

Greek Award to Selsey.

THE Greek Government has awarded to the Selsey and Bognor motor life-boat its silver nautical medal for gallantry, in gratitude for the service to the steamer *Menelaos*, which was in distress on 2nd November, 1930.¹ A gale was blowing, with a heavy sea, that day. The life-boat had already been out on service in the morning and had rescued the crew of two men of the yacht *Lucy B.*, of Rye—a service for which Coxswain Frederick Barnes received the Institution's bronze medal, and each member of the crew the thanks of the

Institution inscribed on vellum. Then, during the afternoon, the crew had stood by, as there was a good deal of shipping in the Channel. Shortly after ten at night the S O S of the *Menelaos* was received. The life-boat put out and found her with her steering-gear disabled and her hatches stove in. Twelve of the crew had already been rescued by a Leyland liner, but the liner dared not stand by any longer, as the *Menelaos* was drifting rapidly into shoal water. The life-boat got alongside and rescued the remaining seven men. The steamer herself became a total wreck.

¹ See *The Life-boat* for February, 1931.

The Portrait on the Cover.

THE portrait on the cover is of Coxswain Henry G. Blogg, of Cromer. He became a member of the Cromer crew in January, 1894, at the age of eighteen. In 1902 he was appointed second coxswain, and in 1909 coxswain. In 1917 he won the gold medal of the Institution for the rescue of eleven men of the crew of the Swedish steamer *Fernebo*; in 1927 a second service clasp to his gold medal for the rescue of fifteen men of the Dutch oil tanker *Georgia*; in 1932 the silver medal for the rescue of thirty men from the Italian steamer *Monte Nevoso*; in 1933 a second service clasp to his silver medal for the rescue of the two men of the barge *Sepoy*, of Dover. Only two other men, in the 111 years since the Institution was founded, have equalled Coxswain Blogg's achieve-

ment of winning two gold and two silver medals, and none has surpassed it.

In addition to the Institution's medals he received from the King in 1924 the medal of the Order of the British Empire; in 1927 a gold watch from the Queen of Holland for the service to the *Georgia*, and in 1932 the silver medal of the Canine Defence League for saving a dog which was on board the *Monte Nevoso*.

He has now been a member of the Cromer crew for forty-one years, and for twenty-five of these years he has been coxswain. During his forty-one years the Cromer life-boats have been out on service 193 times, and have rescued 354 lives. Since he has been coxswain there have been 162 launches on service, and 300 lives have been rescued.

“Stand by Vessel.”

Anchor Chanty.

BY CAPTAIN Q. C. A. CRAUFURD, R.N., *honorary secretary of the Dungeness life-boat station.*

“She therefore stood by the vessel until dawn.”—*Honorary Secretary's Report.*

Oh it's stan' by vessel,
Aye-hey stan' by vessel,
An' there's nothin' to gain through the wind and the rain
For it's stan' an' stan' by vessel.

Oh it's stan' by vessel,
Oh-ho stan' by vessel,
We gotten to ride all the night alongside
For it's standin' an' standin' by vessel.

Oh it's stan' by vessel,
Yea, then, it's stan' by vessel,
So don' ye regret that ye're terrible wet
For ye'll stan' an' ye'll stan' by vessel.

Oh it's stan' by vessel,
Aye close by vessel,
'Tis a comfort to know we be 'andy an' so
We be standin' an' standin' by vessel.

Oh it's stan' by vessel,
Only stan' by vessel,
An' wot would ye think of a cup o' hot drink
While we're stan', standin' by vessel.

Oh it's stan' by vessel,
By la-bour-in vessel,
So lie within hail till she weather the gale,
An' it's stan', sta-an' by vessel.

This chanty is the fifth of nine life-boat chanties by Captain Craufurd, which he has generously given to the Institution. They are published together in a book with coloured cover, price 6d., and can be had from the Institution. Branch honorary secretaries can obtain copies at a cheaper rate for sale on behalf of the branch funds.

Services of the Life-boats.

Reported to the November, December and January meetings of the Committee of Management.

November Meeting.

Kingstown, Co. Dublin.—At 9.5 A.M. on the 20th August information was received from the lightkeeper on the East Pier that two yachts were adrift. A gale was blowing from the west and the sea was rough. The motor life-boat *Dunleary* was launched at 9.15 A.M. and went to the East Pier, where she found the yacht *Lil*, and her crew of two, who had got on to the pier. Learning that another yacht was drifting outside the harbour, the life-boat went out after her. She was found to be the *Gem* with no one on board. As she was a danger to navigation, she was towed into harbour. The yacht *Antares* was then found dragging her anchor with only one man on board, and the life-boat took her into the Inner Harbour for safety, returning to her station at 12.20 P.M. The owner of the *Gem* sent a donation and his thanks for the help given.—Rewards, £5 7s. 6d.

Montrose, Angus.—On the morning of the 26th September a strong southerly breeze increased to a whole gale, making the sea very heavy at the harbour bar. The local motor fishing boats *Comfort*, *Enterprise*, *Widgeon* and *Rosa* were at sea, and the motor life-boat *John Russell* was launched at 8.10 A.M. in case her help was wanted. She stood by at the bar while three of the boats got in, but the *Comfort* shipped a heavy sea which drowned her engine and left her helpless. The life-boat took her in tow, but the rope slipped, and the *Comfort* drifted over the Annat shoal into deeper water, where she let go anchor. Her crew of four wanted to leave her, but another rope was got aboard, and after a stiff pull she was towed into safety. The life-boat returned to her station at noon.—Rewards, £7 1s. 6d.

Fleetwood, Lancashire.—On the evening of the 7th October a pilot warned the coxswain that flares had been seen near No. 2 buoy, in the entrance to Wyre Channel. A fresh

and increasing S.W. breeze was blowing, with a choppy sea. The motor life-boat *Sir FitzRoy Clayton* was launched at 8 P.M., and soon found the motor yacht 535, of Preston, in distress, with a steam trawler standing by. The yacht was on passage from Fleetwood to Preston with a crew of four, but her engine was disabled, and she was water-logged. She was in grave danger of foundering. The life-boat passed a line on board and towed her back to Fleetwood harbour, returning to her station at 9 P.M.—Rewards, £15 4s. 6d.

Arbroath, Angus.—On the evening of the 11th October the coxswain was warned that the local fishing boat *Maggie Smith*, with a crew of four, had not returned to port when expected, and great anxiety was felt for her safety. The motor life-boat *John and William Mudie* was launched at 7.35 P.M., in a strong W.N.W. breeze with a smooth sea, to look for her. When off Whiting Ness the life-boat's crew saw lights and found the *Maggie Smith* in tow of another boat. Her engine had broken down. The boats were going against the strong wind and ebb tide, and in order to get them across the harbour bar while there was sufficient water, the life-boat helped by passing a rope to the towing boat. Harbour was reached at 8.45 P.M.—Rewards, £6 6s.

Hythe, Kent.—At 12.15 P.M. on the 12th October it was reported that the fishing boat *Good Luck*, of Folkestone, was in distress. The coastguard could see that the boat was flying a flag, but could not read the signal. It was decided to launch the motor life-boat *City of Nottingham*, and she left at 12.35 P.M. The weather was fine, with a smooth sea and moderate N.W. breeze. The life-boat found the *Good Luck* four miles S.S.E. of Hythe, short of oil, and with her propeller fouled by her nets. The fishing boat was taken to Folkestone, and the life-boat arrived at her station again at 2.30 P.M.—Rewards, £13 4s. 6d.

Southend-on-Sea, Essex.—At 3.55 p.m. on the 14th October the life-boat was called out to the help of the lighter *Scarborough*, which was employed in connexion with the building of a new life-boat slipway, and which had sprung a leak. The motor life-boat *Greater London* (Civil Service No. 3) was launched at 4.20 p.m. in a moderate westerly gale, with a heavy sea, and found the lighter sinking with her crew of three at the pumps. She towed the lighter to shallow water near the beach and returned to her station at 5.20 p.m.—Rewards, £8 16s. 6d.

North Sunderland, Northumberland.—During a strong northerly gale with a ground swell, on the 15th October, anxiety was felt for the *Dougllass's*, of North Sunderland, which was the only fishing boat at sea. She could be seen hauling her lines and would not be able to make harbour before darkness set in. At 5.45 p.m. the pulling and sailing life-boat *Lizzie Porter* was launched and stood by at the harbour entrance. The fishing boat arrived at 6.15 p.m., and was safely escorted into harbour by the life-boat.—Rewards, £18 7s.

Margate, Kent.—At 5 p.m. on the 15th October information was received from the coastguard that a vessel in the Gore Channel was flying a distress signal. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 5.20 p.m., and found the barge *Teresa*, of London, with a crew of three on board. Her steering-gear had been carried away and she was shipping a lot of water. A moderate N.N.W. gale was blowing, with a very heavy sea. It was impossible to save the barge, so her crew were taken off by the life-boat and she was abandoned. The rescued men were landed at 6.40 p.m. and handed over to the care of the Shipwrecked Mariners' Society.—Rewards, £16 18s. 6d.

Moelfre, Anglesey.—At 10 p.m. on the night of the 15th October, during a whole N. by E. gale with a very heavy sea—one of the worst gales for some years—distress flares were seen to the S.W. of Moelfre Island. They came from the schooner *Isallt*, of Skibbereen, bound for home from Birkenhead with

a cargo of coal, and carrying a crew of five. The motor life-boat *G.W.* was launched. Rain was falling and the weather was very cold. The life-boat rescued the schooner's crew, but was unable to get back to Moelfre, and had to put into Beaumaris for the night. Conditions were very bad. One sea went clean over the life-boat, burying her and nearly washing some of her crew overboard. The master of the *Isallt* paid a tribute to the seamanship and courage of the life-boat crew, and the Institution granted them additional rewards.—Rewards, £21 1s. 6d.

Southend-on-Sea, Essex.—On the afternoon of the 21st October the coastguard reported a canoe with one man on board in distress four miles S.S.E. of the pier. A strong south breeze was blowing, with a moderate sea, when the motor life-boat *Greater London* (Civil Service No. 3) put out at 5.5 p.m. She picked up the canoe and the man and landed them on the pier at 5.55 p.m.; and returned to her station to find that the steamer *Hull Trader* had reported that she had a disabled motor boat in tow with three persons on board. The life-boat at once put off again and came up with the steamer at Shoebury. She took in tow the motor boat, which had put out from Queenborough, but had had trouble with her engine, brought her to a safe mooring off the pier, and landed the three persons on board. The life-boat returned to her station at 6.20 p.m.—Rewards, £17 17s.

Barry Dock, Glamorganshire.—On the night of the 21st October the Royal Naval Shore Signal Station at Nells Point telephoned that a vessel was ashore at Colhugh Point, and the motor life-boat *Prince David* was launched at 10.50 p.m. A moderate to strong S.S.W. breeze was blowing, with a rough sea and rain. The life-boat found that the vessel was the motor ship *Actuosity*, of London, bound in ballast from Cardiff to King's Lynn. She was ashore in a bad position and the seas were driving her up the beach. The life-boat stood by her until it was certain that her crew were not in any danger, and returned to her station at 4.50 a.m. on the 22nd.—Rewards, £16 2s. 6d.

Dunbar, Haddingtonshire.—On the morning of the 21st October three young men left harbour in a rowing boat. The weather was squally and the boat soon became unmanageable. The wind strengthened until it was blowing a moderate gale from the south-west, the sea became rough, and the boat was carried rapidly out to sea. She was seen by the coastguard, and the motor life-boat *George and Sarah Strachan* put out to her help at 1.15 P.M. She came up with the boat about three miles south-east of the harbour, rescued the three men, and towed the boat back to safety. She returned to her station at 2.5 P.M.—Rewards, £6 17s. 6d.

Swanage, Dorset.—Just after midnight on the 21st–22nd October the coastguard telephoned that a motor boat, anchored about one mile east of Hengistbury Head, was in danger of being washed ashore. A moderate south gale was blowing, with a heavy sea and rain squalls. The motor life-boat *Thomas Markby* was launched at 12.35 A.M. and found the boat to be the *Meg*, of Christchurch, with one man on board. He had lost his rudder, and had anchored, but the boat had dragged until she was only just clear of the broken water. With some difficulty the life-boat went alongside, passed the man a rope, and towed the boat off shore. The man was then taken into the life-boat. Owing to the weight of the seas the tow-rope parted, but two more ropes were made fast and the *Meg* was towed into Yarmouth, which was reached at 4.30 A.M. The life-boat left at 5.58 A.M. and got back to her station at 9.10—Rewards, £21 11s.

Cromarty.—On the morning of the 22nd October a whole S.W. gale was blowing, with a very rough sea. At 10.10 A.M. the harbour-master at Portmahomack telephoned that three fishing boats had put out, but only two had returned, and that the third was in distress and drifting. The motor life-boat *James Macfee* was launched at 10.20 A.M., but was recalled when off Balintore, as the fishing boat had got to safety. As the life-boat was returning to her station she saw the Fortrose ferry boat drifting and in danger of being driven on to the rocks. The

ferryman and another man were on board. With some difficulty a line was passed and the boat was towed into Cromarty harbour. The life-boat reached her station again at 1 P.M.—Rewards, £6 13s.

Rosslare Harbour, Co. Wexford.—On the afternoon of the 24th October the Curraclloe coastal watch reported that a boat in North Bay was flying a distress signal. A moderate S.S.W. gale was blowing, with a rough sea and driving rain. The motor life-boat *K.E.C.F.* was launched at 2.20 P.M. and found the boat to be the fishing boat *Fairy Brae*, of Wexford, with a crew of three. She was at anchor about two hundred yards offshore and was in grave danger, as her rudder had carried away. A rope was passed to her and she was towed towards Rosslare. When the two boats were crossing the harbour bar the sea was so rough that the life-boat pulled the towing bits out of the fishing boat. In spite of this she got her safely in, and returned to her station at 6.5 P.M.—Permanent crew; Rewards, £1 15s. 3d.

Yarmouth, Isle of Wight.—On the afternoon of the 25th October the coastguard at Cliff End telephoned that a vessel was burning flares at the mouth of Keyhaven river. A fresh S.W. gale was blowing, with a rough sea, and the weather was squally. The motor life-boat *B.A.S.P.* put out at 6.47 P.M. and found the yacht *Casita*, of Penzance, ashore and bumping heavily on the gravel bottom. She was leaking badly. With great difficulty the life-boat ran alongside, and two life-boatmen were put on board to help the yacht's crew of three. A tow-rope was passed and the *Casita* was towed into Yarmouth harbour. But for the prompt help given by the life-boat the three yachtsmen would have lost their lives, as the yacht would very soon have broken up. The life-boat returned to her station at 8.45 P.M.—Property Salvage Case.

Whitby, Yorkshire.—On the morning of the 30th October the coxswain was told that the local fishing boat *Pilot Me* was at sea. A strong N.E. breeze was blowing, with snow showers, and heavy seas were breaking over the pier extensions, and right out to the Rock buoy.

The motor life-boat *Margaret Harker Smith* was launched at 9.45 A.M. in case her help should be wanted. She met the *Pilot Me* about two and a half miles E.N.E. of the pier, and escorted her safely home, both boats using their drogues. The life-boat returned to her station at noon.—Rewards, £8 5s. 6d.

Fraserburgh, Aberdeenshire.—On the morning of the 30th October a message was received from Kinnaird Head that a small boat between Cairnbulg and Rattray appeared to be in difficulties. A strong N.N.E. breeze was blowing, with a very heavy sea, and rain. The motor life-boat *Lady Rothes* was launched at 12.45 P.M. She went about two miles north of Rattray Head and found the local fishing boat *Boy George*, with a crew of three. As the boat was finding it very difficult to make headway, the life-boat kept on the weather side and shielded her from the oncoming seas. In this way she escorted her safely back to harbour, and returned to her station at 3.45 P.M.—Rewards, £7 16s. 6d.

North Sunderland and Holy Island, Northumberland.—Four Beadnell fishing boats were overtaken by bad weather on the morning of the 30th October and made for home. The pulling and sailing life-boat *Lizzie Porter* was hauled on her carriage to Beadnell, where it was found that three boats had got safely into Knakker Hole. The fourth, the *Quest*, with a crew of four, was still at sea, and the life-boat was launched to her help at 11.45 A.M. A moderate east gale was blowing, with rain showers, and a very heavy sea was running. The life-boat stood by the *Quest* until she got into the shelter of Knakker Hole, and returned ashore at 12.45 P.M. She was taken back to her station by road, arriving at 1.50 P.M. The Holy Island motor life-boat *Milburn* was also launched, but recalled when it was known that her services would not be required.—Rewards: North Sunderland, £35 10s.; Holy Island, £7 15s. 6d.

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

Kingstown, Co. Dublin.—2nd September. A yacht, with a crew of four,

capsized while racing. Other yachts rescued two of the men, but the other two were drowned before the life-boat could reach the scene.—Rewards, £8 7s.

Piel (Barrow), Lancashire.—3rd October. Lights had been seen to the W.N.W., but no trace of a vessel in distress could be found.—Rewards, £16 1s.

Margate, Kent.—10th October. A vessel had been reported to be ashore W. by S. of the Tongue light-vessel, but no vessel could be found.—Rewards, £8 13s.

Piel (Barrow), Lancashire.—14th October. During a whole N.W. gale, with a very heavy sea, an SOS was received from the s.s. *Hubert*, which was being towed to Troon to be broken up. The life-boat put out at 11.5 P.M., and searched unsuccessfully until 2 A.M. She then returned for further news. As there was none, she set out again at once and continued the search until 7 A.M. She put out for the third time at 11.30 A.M. and found the *Hubert*, but help was not then needed, and she returned to her station at 5 P.M., having been out altogether for thirteen and a half hours. The Institution granted additional rewards to the crew and sent a letter of thanks to Mr. J. M. Mawson, the honorary secretary.—Rewards, £29 3s. 6d.

Margate, Kent.—15–16th October. A small boat had been seen off Herne Bay drifting helplessly, but could not be found. Early the following morning a further search was made without result.—Rewards, £13 12s. 6d. and £12 19s. 6d.

Southend-on-Sea, Essex.—14th October. A boat was in distress off Westcliff Beach, but the crew got ashore.—Rewards, £17 17s.

Ramsgate, Kent.—15th October. Rockets had been seen by the North Goodwin light-vessel, but no vessel in need of help could be found.—Rewards, £11 19s. 9d.

Southend-on-Sea, Essex.—15th October. Flares had been reported to the east of Warden Point, but nothing could be found.—Rewards, £13 8s. 6d.

Walton and Frinton, Essex.—24th October. A report that a steamer had sunk N.E. of the Kentish Knock lightship was received, but only a large survey buoy with a mast could be found at the position given.—Rewards, £32 17s.

Margate, Kent.—25th October. The Tongue light-vessel reported having seen flares to the S.W., but a search revealed nothing.—Rewards, £16 18s. 6d.

December Meeting.

Tenby, Pembrokeshire.—On the 25th October the s.s. *Ben Rein*, of Ramsey, sheltering in Caldey Roads while on passage from Penarth to Milford, began to drag her anchors and signalled for help. A strong S.W. breeze was blowing, with a heavy sea, and the weather was thick in squalls. The coastguard telephoned to the life-boat station and the motor life-boat *John R. Webb* was launched at 5.40 P.M. She took off the steamer's crew of four, one of whom sprained his ankle in returning to the steamer to bring off a dog. The men were landed at the pier, but the life-boat could not be rehoused until the 27th, and was left alongside the pier. The *Ben Rein* was not wrecked, but rode out the storm, and her crew were able to board her again.—Rewards, £23 8s. 6d.

Caister, and Great Yarmouth and Gorleston, Norfolk.—On the 31st October the steam drifter *Viola*, of Banff, ran ashore on Scroby Sands when returning to Yarmouth from the fishing grounds. An increasing N.N.E. wind was blowing and the sea was heavy on the sands. The drifter was seen by the Cockle lightship, which made distress signals, and the reserve motor life-boat *City of Bradford I*, which was on temporary duty at Great Yarmouth and Gorleston, put out at 7.45 A.M. When she got abreast West Scroby buoy the life-boat saw the *Viola* on the east side of the sands, and after going north for some time, crossed the sands and ran down to her. She was lying with her decks awash, and her nets were floating about. Her small boat was missing and there was no sign of life on board. The Caister pulling and sailing life-boat *Charles Burton*, which had been

launched a quarter of an hour after the *City of Bradford I*, came up, but she returned to her station when she saw the other life-boat already on the scene. The *City of Bradford I* spoke the Cockle and St. Nicholas lightships and made a thorough search, but was unable to find any trace of the crew of the *Viola*. Meanwhile a message had been received at Gorleston that the Caister look-out man had seen a small boat in the Pightle. The life-boat was recalled, given the boat's position, and put off again. This time she found the drifter's small boat, with the whole of the crew of ten on board, in a very dangerous position. She had been floating about for six hours and was in grave danger of being swamped. The men were very exhausted. The life-boat went to windward, to give the small boat the benefit of her lee, as a big swell was now running, and rescued the men. They were given rum and made as comfortable as possible, and the life-boat returned to harbour at full speed. She reached her station again at 12.15 P.M. The skipper wrote expressing the sincere thanks of himself and his crew, and their appreciation of the masterly handling of the life-boat.—Rewards, Great Yarmouth and Gorleston, £14 8s. 6d.; Caister, £22 5s.

Ramsgate, Kent.—On the morning of the 2nd November the coastguard telephoned that a seaplane was down on the sea, and apparently in difficulties, one mile east of North Foreland. A moderate N.W. breeze was blowing, but the sea was smooth. The motor life-boat *Prudential* was launched at 10.16 A.M., and found the R.A.F. seaplane 1231 down with engine trouble. She stood by while repairs were carried out and returned to her station at 11.55 A.M., after the seaplane had taken off for Felixstowe.—Rewards, £8 1s. 6d.

Lerwick, Shetland.—The motor life-boat *Lady Jane* and *Martha Ryland* put off at 6.30 P.M. on the 3rd November in response to a telephone message that the local flit boat *Alert*, with two men on board, was ashore in the bight of Grimista and was burning flares. A strong S.S.E. breeze was blowing, with a moderate sea and snow showers. The night was very dark and the life-boat's

searchlight was of great help. The life-boat found the *Alert* aground about fifty yards off a lee shore. She went alongside, towed the vessel off stern first, and took her back to Lerwick. The life-boat arrived back at her station at 7.20 P.M.—Rewards, £6.

Newbiggin, Northumberland.—On the morning of the 3rd November the local fishing fleet was out and was overtaken by bad weather. The sea rose rapidly, and at 9.15 A.M. a whole S.S.E. gale was blowing, with a rough sea. As the cobsles were in danger of swamping, the pulling and sailing life-boat *Arthur R. Dawes* was launched to their help at 9.45 A.M. The coxswain was out with the fishing fleet and the second coxswain took command. The life-boat stood by and escorted all the cobsles into safety, and returned to her station at 11.30 A.M.—Rewards, £10 19s.

Bridlington, Yorkshire.—On the 4th November, when the local motor fishing boat *Victory* was at sea, the weather broke and freshened with a gale from the eastward. A heavy sea was running. A watch was kept, and at 1.30 P.M., when the *Victory* was seen in the offing, the motor life-boat *Stanhope Smart* was launched. She met the *Victory* some distance out and escorted her into harbour. She returned to her station at 2.15 P.M.—Rewards, £9 5s.

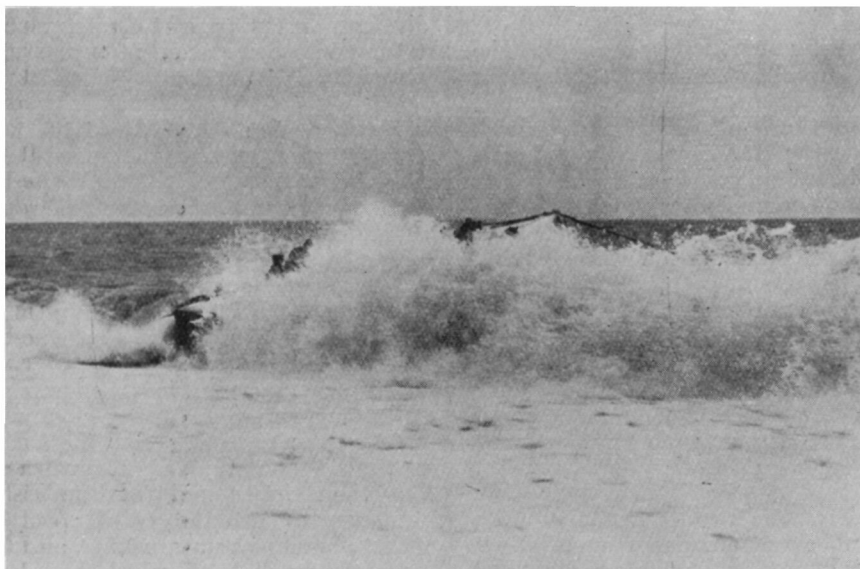
Scarborough, Yorkshire.—The life-boat crew kept a watch on the morning of the 4th November, as the local fishing cobsles *Kingfisher* and *Just Reward* were at sea, an east gale had sprung up and the sea was making. At 12.30 P.M. the sea was very rough and the second coxswain, in the absence of the coxswain, who was ill, decided to launch the motor life-boat *Herbert Joy II*. She put off at 12.40 P.M., and found the *Kingfisher*, an open coble, about two miles east of the harbour, in danger of being swamped. Two men and a boy were on board. The boy was taken into the life-boat, life-belts were handed to the men, and the *Kingfisher* was escorted into harbour. The life-boat put out again, met the *Just Reward* some distance off, and escorted her in. She returned to her station at 2.10 P.M.—Rewards, £19 14s. 6d.

Runswick, Yorkshire.—At 7.30 A.M. on the 5th November the local fishing cobsles *Four Sons*, *Sarah Elizabeth* and *Betty II* put out to the fishing grounds. During the morning the wind backed into the north-east and increased to a strong gale, with heavy showers of rain. The sea, which had been fairly rough, got very much worse. It was decided to send the motor life-boat *Robert Patton—The Always Ready* to look for the cobsles, and she was launched at 11.30 A.M. The cobsles were found in the bay and escorted safely in, although one of them had shipped a lot of water. The life-boat returned to her station at 12.45 P.M.—Rewards, £15 6s. 6d.

Fraserburgh, Aberdeenshire.—On the afternoon of the 6th November the coastguard telephoned that a fishing boat which had been seen about two miles N.N.E. of Kinnaird Head had disappeared in a squall. A moderate to strong N.N.E. gale was blowing, with a very rough sea and sleet. As the motor life-boat *Lady Rothes* was being launched at 3.10 P.M. a further message was received that the boat could be seen making her way south under very heavy weather. The life-boat met the boat, which was the *Violet*, of Fraserburgh, with a crew of five, and escorted her into harbour, keeping on the weather side to save her from the force of the sea. The life-boat returned to her station at 4 P.M.—Rewards, £7 16s. 6d.

Clovelly, Devonshire.—On the afternoon of the 9th November seven men in a small boat from the steam trawler *Pennard Castle*, of Swansea, who had come ashore during the afternoon, tried to get back to the trawler. A strong north gale was blowing, with a heavy sea and rain. Their first attempt was unsuccessful and they were driven back into the harbour. They made a second attempt and soon disappeared in the darkness. The life-boat station kept in touch with the trawler by means of morse, and when about an hour later the small boat had still not arrived, the pulling and sailing life-boat *Elinor Roget* was launched, at 7 P.M., to look for her. The life-boat found the small boat to leeward of the harbour, trying

THE HASTINGS MOTOR LIFE-BOAT.



By courtesy of]

THE LAUNCH.

[The "Morning Post"]



By courtesy of]

THE RETURN.

[The "Morning Post"]

to make her way back to Clovelly, and escorted her to safety. — Rewards, £35 16s. 6d.

St. Peter Port, Guernsey.—On the 16th November the motor fishing boat *Frolic*, with two men on board, broke down off the Gouffre and began to drift towards the Hanois reef. Her signals were heard on shore and the motor life-boat *Queen Victoria* was launched at 6.12 P.M. She kept in touch with shore by means of her wireless and morse lamp, and eventually found the *Frolic* about one and a half miles south of Icart Point. She towed her back to St. Peter Port, and returned to her station at 11.25 P.M. During the service a light N.N.E. wind was blowing. The sea was smooth at first, but very rough later.—Rewards, £14 1s. 6d.

Moelfre, Anglesey.—On the 16th November the auxiliary ketch *Marie Celine*, of Connah's Quay, was bound from Connah's Quay to Dublin with a cargo of bricks. She had a crew of three. Four miles N.W. of Point Lynas all her sails were blown away and her engine was put out of action by water. She was unmanageable and began to drift on to a lee shore. A telephone message was sent from Point Lynas to the life-boat station, and the motor life-boat *G.W.* was launched at 5.30 P.M. A strong N.N.E. breeze was blowing, with a heavy sea. The master of the *Marie Celine* did not want to abandon his ship, but asked for a tow. A line was passed, and the life-boat towed her into Holyhead, arriving there at 11.30 P.M. The life-boat left for home at 4.30 next morning, reaching her station again at 7.30 A.M.—Property Salvage Case.

Eastbourne, Sussex.—On the afternoon of the 19th November the coast-guard telephoned that the local fishing boat *Millicent*, with three men on board, had been out for twelve hours, and some anxiety was felt for her safety. A moderate north wind was blowing, and the sea was smooth, but a thick fog had come down. Enquiries were made along the coast, but no news of the *Millicent* could be got, and the motor life-boat *Jane Holland* was launched, with great difficulty, at 6.15 P.M. She

found the *Millicent* alongside the Royal Sovereign lightship with her engine broken down, and towed her and her crew back to safety. She returned to her station at 9.30 P.M.—Rewards, £47 2s. 6d.

Humber, Yorkshire.—At 1.10 A.M. on the 24th November the Spurn Point Royal Naval Signal Station reported that a vessel was ashore one mile north of Kilnsea. The sea was smooth, but a fog had come down, and it was decided to send out the motor life-boat *City of Bradford II*. She left at 1.45 A.M. and, searching the coast northwards, found the steam trawler *Chrysea*, of Grimsby, aground half a mile north of Easington. She carried a crew of ten and was returning from the fishing grounds. The life-boat offered help, but the skipper said that he would first try to get the trawler off. A ground swell was now making, and the trawler's small boat, which had been launched, was smashed against her as she rolled. The life-boat stood by until 4.15 A.M., when the trawler refloated and went on her way towards Grimsby. The life-boat returned to her station at 5 A.M.—Permanent crew; Rewards, 9s.

Great Yarmouth and Gorleston, Norfolk.—At 11.30 A.M. on the 24th November the reserve motor life-boat *City of Bradford I* (on temporary duty at this station), which had already been out earlier in the day to search for a vessel reported ashore, see page 414), put out again, as the coastguard had received a message from Caister that a drifter was ashore on the east side of Scroby Sands. There was a dense fog, and a heavy swell was breaking on the sands. The life-boat crossed Scroby Sands, striking the bottom in doing so, and found the motor drifter *Curlew*, of Banff, on the sands abreast Caister. She was bound to Yarmouth from the fishing grounds and carried a crew of nine, two of whom had been taken off by a steamer anchored near-by. In trying to get alongside the *Curlew* the life-boat ran aground, and lay there with the heavyswell breaking into her. The line-throwing gun was got ready, but the seven men had by this time got away in the ship's small boat. There was

great danger of the boat capsizing, but the life-boat threw heaving lines to her, and the seven men got safely into the life-boat. The life-boat's engines were then put astern, and with all the crew hauling on her cable, the life-boat refloats. The rescued men, all very cold and wet, were taken ashore, and the life-boat returned to her station at 3 P.M. The *Curlew* became a total wreck. A letter was received from her crew, thanking the life-boatmen, and wishing them success in their work.—Rewards, £14 8s. 6d.

Cromer, Norfolk.—On the morning of the 24th November the coastguard telephoned that a vessel was ashore at West Runton. The sea was smooth, but there was a dense fog. The motor life-boat *H. F. Bailey* was launched at 11.30 A.M. She found the motor barge *Rian*, of Groningen, lying broadside on to the beach, about two and a half miles north-west of the life-boat station. She was bound with a cargo of coals from Newcastle to London, and carried a crew of five. The life-boat ran out the barge's anchors for her and stood by until the flood tide. Then, with the barge pulling on her anchors, and the life-boat towing, the barge was re-floated, and went on her way. The life-boat returned to her station at 10 P.M., having been on service for more than ten hours.—Property Salvage Case.

Maryport, Cumberland.—On the evening of the 30th November the herring drifter *Maid of Erin*, of Portavogie, returning to port from herring fishing, had engine trouble when about two miles N.E. of Maryport. She carried a crew of four. She dropped her anchor, but it dragged, and she signalled for help. A motor fishing boat near-by went to her, but she was too small and her engine not sufficiently powerful for her to be able to do anything, so she made for Maryport to get help, and the motor life-boat *Joseph Braithwaite* was launched at 8.47 P.M. A strong and increasing S. to S.W. breeze was then blowing, with a rough sea, and the weather was thick. The life-boat towed the *Maid of Erin* back to Maryport, and returned to her station at 9.50 P.M.—Rewards, £18 9s. 6d.

North Sunderland, and Holy Island, Northumberland.—The fishing fleets of North Sunderland and Beadnell put out at about 5 A.M. on the 4th December for the fishing grounds, fifteen to twenty miles off shore. The weather was threatening, and gradually grew worse, until at midday an easterly gale was blowing with a very heavy sea. Heavy rain fell. The boats ran for shelter. With the help of sixty launchers the North Sunderland pulling and sailing life-boat *Lizzie Porter* was launched at 12.57 P.M., and stood by five of the North Sunderland boats as they made the harbour entrance. News was then received that two Beadnell fishing boats were still at sea, and the life-boat again put out. The Holy Island motor life-boat *Milburn* was also launched at 2.30 P.M., to help in the search. Both boats, however, got safely in, one at Beadnell and the other at North Sunderland, and the life-boats were recalled as soon as possible. The North Sunderland life-boat put into Beadnell at 4 P.M. It was now dark and blowing very hard. The life-boat carriage was dragged the three miles to Beadnell by sixty-one fresh helpers, and the life-boat was brought back to her station by road. It was then 8 P.M. All the helpers were wet through from the driving rain, and most of the life-boat's crew, who had gone out in the boat immediately they returned from fishing, had had nothing to eat for fifteen hours. Additional rewards were granted to both the crew and the helpers at North Sunderland.—Rewards: North Sunderland, £48 16s. 6d.; Holy Island, £7 15s. 6d.

St. Abbs, and Eyemouth, Berwickshire.—Early on the morning of the 5th December fishermen about the harbour saw red flares a few miles due east. An E.N.E. gale was blowing, with a very heavy sea. The weather was very cold, with heavy blasts of rain. With some difficulty, owing to the low tide, the motor life-boat *Helen Smitton* was launched at 7.15 A.M., and eventually saw the steamer *Dunscore*, of Glasgow, about six miles east of St. Abbs Head. She was listing badly, and turned over and sank just before the life-boat reached her, but her crew of six managed to get away in the ship's boat.

It was overloaded, was shipping a great deal of water, and could not have lived for long in such a heavy sea. The crew, one of whom had been injured in leaving the steamer, were rescued, and the life-boat made for home. She encountered some rough seas at the harbour entrance, but got safely in, and reached her station at 9.10 A.M. The Eyemouth pulling and sailing life-boat *Anne Frances* was also launched, but was recalled, as her services were not required. The rescue was a fine and prompt piece of work and additional rewards were granted to the crew of the St. Abbs life-boat.—Rewards: St. Abbs, £14 6s.; Eyemouth, £16 9s.

Scarborough, Yorkshire.—The motor life-boat *Herbert Joy II* was launched at 9.30 A.M. on the 5th December, as a gale had sprung up from the N.E., and several local fishing boats were at sea. A heavy sea was running, and heavy rain falling. The life-boat made six trips altogether and escorted into harbour the *Hilda*, *Premier*, *Albatross*, *B. S. Colling*, *Sceptre* and *Hyperion*, passing life-belts to the crews as she met them. She returned to her station at 2 P.M.—Rewards, £20 5s. 6d.

Whitby, Yorkshire.—The local motor fishing boats *Pilot Me* and *Success* put to sea early on the morning of the 5th December in moderate weather. Later the wind and sea rose, and as it had been raining heavily since the previous night, the river was running strongly out of the harbour. At 11 A.M., when the boats were seen returning, a rough sea was breaking at the harbour entrance, and for a long way out to sea. A strong N.E. breeze was blowing. The motor life-boat *Margaret Harker Smith* was launched and escorted both boats through the dangerous harbour entrance into safety. Both boats used their drogues and one poured oil on to the sea to lessen the effects of the waves. The life-boat returned to her station at 12.40 P.M.—Rewards, £8 5s. 6d.

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

Galway Bay, Co. Galway.—15th October. The crew of a Danish steamer,

the *Viking*, of Aabenraa, abandoned their vessel in two boats, but reached safety without help.—Rewards, £12 6s. 3d.

Selsey, Sussex.—25th October. A missing fishing boat came in while search for her was being made.—Rewards, £17 12s. 6d.

Tynemouth, Northumberland.—28th October. A rowing boat got into difficulties, but a pilot boat took off the crew.—Rewards, £9 6s. 6d.

Boulmer, Northumberland.—3rd November. An unsuccessful search was made for a coble which had been lost together with her crew of two.—Rewards, £10 14s. 6d.

Weymouth, Dorset.—3rd November. A motor boat from H.M.S. *Orion* stranded, but got off unaided.—Rewards, £6 13s.

St. Peter Port, Guernsey.—4th November. Rockets were reported to have been seen, but no vessel in distress could be found.—Rewards, £13 11s. 6d.

Ramsgate, Kent.—9th November. A man was washed overboard from a barge, but could not be found.—Rewards, £13 8s. 3d.

Campbeltown, Argyllshire.—9th November. Searched, without result, for a man in a small boat which had drifted away from a fishing smack.—Rewards, £14 0s. 6d.

Walmer, Kent.—10th November. A steamer's signal was misunderstood and the life-boat put off with a doctor who was not needed.—Rewards, £15 10s. 6d.

Humber, Yorkshire.—10th November. A barge was known to have gone ashore, but the life-boat could not find her in the darkness, as she had no lights. The barge remained ashore, but her crew were in no danger.—Permanent crew; Rewards, £1 2s. 6d.

Humber, Yorkshire.—22nd November. A motor vessel stranded, but a tug gave the help needed.—Permanent crew; Rewards, 9s.



By courtesy of]

STANDING BY THE FISHING FLEET.

[Doran Bros., Whitby

The Whitby motor life-boat at the harbour bar (See opposite page.)



By courtesy of]

BACK FROM HER FIRST SERVICE.

[The "Yorkshire Post"

The new Flamborough motor life-boat. (See page 415.)

Walmer, Kent.—24th November. A steamer stranded on the Goodwin Sands, but came off with the rising tide.—Rewards, £30 16s. 6d.

Great Yarmouth and Gorleston, Norfolk.—24th November. A drifter had been reported ashore, but must have got off, as she could not be found.—Rewards, £14 8s. 6d.

North Sunderland.—1st December. A German trawler, the *Spitzbergen*, of Wesermunde, stranded and the life-boat crew assembled, but did not launch, as the vessel was not in immediate danger. Later a message, believed to have come from another vessel in distress, was received, and the life-boat went out, only to find, after an unsuccessful search, that it was the same vessel.—Rewards, £26 10s. 6d.

The Mumbles, Glamorganshire.—3rd December. An aeroplane came down near the shore, but her crew got to safety unaided.—Rewards, £11 5s.

Newbiggin, Northumberland.—4th December. A vessel grounded, but got off without help and went on her way.—Rewards, £44 12s. 6d.

Walmer, Kent.—4th December. A barge was in distress, but was helped by a motor boat.—Rewards, £30 16s. 6d.

January Meeting.

Appledore, Devon.—On the 7th December the s.s. *Carricklee*, of Sunderland, outward bound from Fremington to Sunderland with a cargo of clay, got into difficulties and ran ashore on Middle Ridge. She was carrying a crew of eight, and a dog. The coastguard at Northam Burrows telephoned the news, and the motor life-boat *V.C.S.* was launched at 7.27 P.M. A strong southerly breeze was blowing, with a rough sea, and the weather was thick. The life-boat found the steamer with seas breaking over her. As she drew alongside some loose iron on the steamer's belting fouled her and held her alongside for some seconds. This stove in her port gunwale, but it enabled the eight men and the dog to jump aboard the life-boat, although two men were slightly injured in doing

so. The life-boat drew clear and returned to her station at 8.40 P.M.—Rewards, £20 1s.

Walton and Frinton, Essex.—On the morning of the 9th December the coast-guard telephoned that a motor vessel was driving ashore just south of the pier. A S.S.W. gale was blowing and a very rough sea was running. The motor life-boat *E.M.E.D.* put out at 9.50 A.M. and found the motor vessel *Titia*, of Dordrecht, aground about half a mile south of the pier. She was bound, laden, for Colchester, and carried a crew of five. She had two anchors out, but they had dragged. Her master asked for a tug, but on being told that there was not one nearer than Yarmouth, he asked the life-boat to help. With difficulty the life-boat ran alongside and a life-boatman was put on board. A wire hawser was made fast, and the coxswain very skilfully manœuvred the life-boat ahead and pulled the *Titia* off the beach. When they were almost clear of the pierhead the tow parted. Another line was passed, but parted, and so did a third. There were no more hawsers to use, and by this time the *Titia* was very close to the pier. She struck against it, and after a long struggle she was made fast to it. The life-boat put back to her station at 4.30 P.M. At 10.35 P.M., when the tide flowed, she put out again, once more got a line on board the *Titia*, and towed her to a safe anchorage in Harwich harbour. She arrived back at her station again at 3.15 A.M. on the 10th. But for the help given by the life-boat the *Titia* would have become a total wreck.—Property Salvage Case.

Scarborough, Yorkshire.—On the morning of the 12th December a very heavy sea got up, and the local motor fishing boat *Sceptre*, which was at sea, was in danger of being swamped. The motor life-boat *Herbert Joy II* was launched at 10.5 P.M., met her about one and a half miles to the north-east, and escorted her back to the safety of the harbour. The life-boat returned to her station at 12.5 P.M. The district inspector, who was visiting the station, went out on this service.—Rewards, £20 5s. 6d.

Ballycotton, Co. Cork.—After six days of gales from the S.E. to S.W. the wind changed on the 15th December to the N.W., blowing a moderate gale, with squalls of rain and a heavy, confused sea. During the afternoon the coxswain saw, about six miles S.E., a tramp steamer with a very heavy list making head-on for the land, and apparently flying some signal from the mast. The motor life-boat *Mary Stanford* put out at 3 P.M., within six minutes of the decision to launch. After she had gone about four miles she saw the steamer alter her course and head for Cork harbour. In view of her list, she escorted her there. She arrived back at her station at 7.15 P.M. The steamer was the *Lady Martin*, of Dublin, bound, laden, from Havre to Cork.—Rewards, £17 0s. 3d.

Clacton-on-Sea, Essex.—Early on the morning of the 18th December the coastguard telephoned that a sailing barge was dragging her anchor about three miles E. by N. of the pier, and the motor life-boat *Edward Z. Dresden* was launched at 1.52 A.M. A moderate south gale was blowing, with a heavy sea and rain squalls. The life-boat dropped anchor, veered as near as possible to the barge—which was the *William Cleverly*, of Rochester—and got a drogue-rope aboard by means of her line-throwing gun. The rope parted and the barge ran aground. The life-boat stood by until high water, and then, as the barge was no longer in danger, returned to her station. She arrived there at 9.55 A.M., but could not be rehoused until noon.—Rewards, £26 1s. 9d.

Lowestoft, Suffolk.—Early on the morning of the 18th December the coastguard warned the coxswain that a flare had been seen to the E.N.E. The coxswain went to the look out, and after some time saw a red flare. A S.E., veering to S., gale was blowing, with a very heavy sea, and it was raining heavily, when the motor life-boat *Agnes Cross* was launched at 6.25 A.M. Heavy seas were shipped crossing the bar and the Ness Point, and the crew were soaked to the skin. About one and a half miles N.N.E. of the look out the life-boat found the

sailing barge *Davenport*, of Ipswich. She carried a crew of three, and was bound with a cargo of coal from Grimsby to Rye. She had been driven back by the gale for about thirty miles, and had lost two anchors and cables and had her topmast broken. The seas were breaking right over her, and her crew were exhausted. She dropped an anchor, and the master asked the life-boat to stand by until it was seen whether it would hold, failing which he would leave his vessel. The life-boat stood by for some time, until the weather moderated, and as the barge was then all right, put back to her station. She reached there at 10.30 A.M.—Rewards, £26 3s.

Troon, Ayrshire.—On the afternoon of the 19th December the coxswain was warned that a vessel was ashore at Blackburn Rock, south of Ayr. A moderate S.E. breeze was blowing, with a moderate sea, and the weather was thick. The motor life-boat *Sir David Richmond of Glasgow* put out at 6 P.M. She found two steamers aground. One of them, the *Melissa*, of Belfast, refloated just as she arrived. She stood by the other, the *Balmerino*, of Belfast, which was bound, light, from Belfast to Ayr, until she too refloated, and returned to her moorings at 10 P.M.—Rewards, £13 11s. 6d.

Flamborough, Yorkshire.—At 11.15 A.M. on the 4th January a moderate north gale was blowing, with a heavy breaking sea. As the local motor fishing cobles *Quest* and *Imperialist* were at sea, the No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched. She met the *Quest* about two miles out and escorted her to the safety of the North Landing. She put out again and found the *Imperialist* about four miles N.E. of the station. On the coxswain's advice the coble cut away her gear, and the life-boat accompanied her until she made the shelter of Bridlington Bay. The life-boat returned to her station at 2 P.M. This was her first service.—Rewards, £14 16s.

Campbeltown, Argyllshire.—At 4.35 A.M. on the 4th January a telephone message was received from the South-end coastguard that the trawler *Nor-*

mandie had reported a vessel firing rockets one or two miles north of the Mull of Kintyre lighthouse, where very heavy seas were running. A moderate N.W. gale was blowing and the weather was cold. The motor life-boat *City of Glasgow* put off at 4.55 A.M., but was recalled when she was off Southend, as the vessel was going on her way. On her way home the life-boat saw flares and found the motor fishing boat *Ocean Queen*, of Campbeltown, in distress with engine trouble. She carried a crew of two. The life-boat towed her into harbour, and returned to her station at 8.20 A.M.—Rewards, £10 18s.

Seaham Harbour, Co. Durham.—The local motor fishing boat *Nancy II*, carrying a crew of three, put to sea on the 4th January. She did not return when expected, and the motor life-boat *Elliot Galer* was launched at 4.33 P.M. to look for her. A strong north breeze was blowing, with a strong and increasing sea. The life-boat saw flares, and found the *Nancy II* about three miles S.S.E. of Seaham with her engine broken down. She was in great danger of being swamped. The life-boat towed her and her crew back to the safety of the harbour, and returned to her station at 5.50 P.M.—Rewards, £11 13s. 3d.

Filey, Yorkshire.—The local fishing cobs *Civil Joyce*, *Helier*, *Blue Bird* and *Dorothy* put to sea at 7 A.M. to haul lines which had been shot overnight. The weather was fair. By 11 A.M. a north gale was blowing, with a very rough sea, and the cobs were in danger. The pulling and sailing life-boat *Hollon the Third* was launched at 11.20 A.M., met them off Filey Brigg and escorted them into safety. She returned to her station at 1.30 P.M.—Rewards, £14 15s. 6d.

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

Fenit, Co. Kerry.—6th December. A trawler grounded near Valentia, about fifty miles away, but her crew got ashore unaided. The life-boat was out for twenty-eight hours.—Rewards, £26 17s. 6d.

Fowey, Cornwall.—8th December. The Swedish steamer *Ewy*, of Seffle, appeared to be in difficulties, but weathered the storm.—Rewards, £15.

Aith, Shetlands, and St. Mary's, Scilly Islands.—11th December. A vessel in difficulties off the Hebrides sent out a wireless message, but her position was not identified and as it was thought that she might be in the neighbourhood of either of these stations, both the life-boats put out. They learnt afterwards that the vessel had reached safety in the Isle of Harris.—Rewards : Aith, £11 14s. 9d. ; St. Mary's, £7 15s. 6d.

Walmer, Kent.—18th December. A barge was in distress, but was helped by a motor boat.—Rewards, £31 18s. 6d.

Aberdeen.—20th December. A trawler ran ashore, but got off and went on her way.—Rewards, £10 6s. 3d.

Great Yarmouth and Gorleston, Norfolk.—Explosions due to the dispersing of a wreck in foggy weather were mistaken for distress signals by a light-vessel.—Rewards, £21 6s.

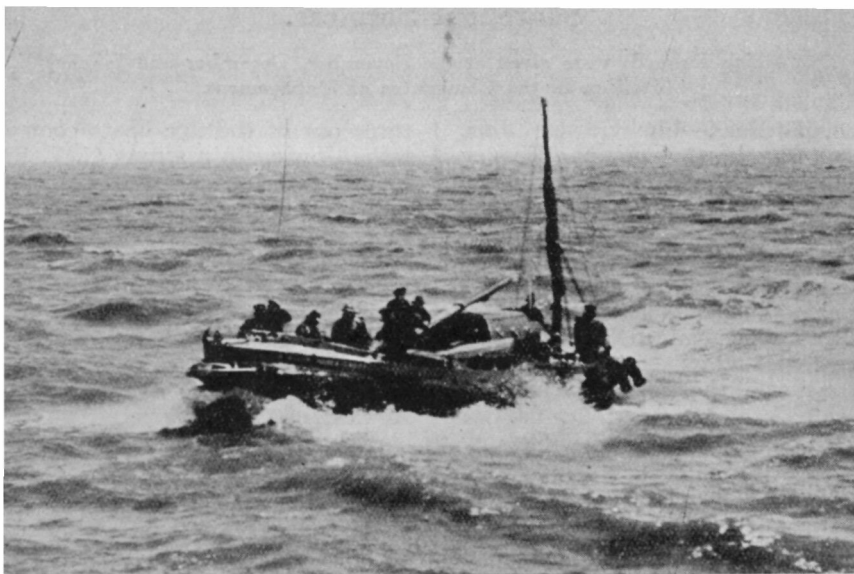
Clacton-on-Sea and Southend-on-Sea, Essex.—21st December. An aeroplane reported to have been lost in the fog came down safely in the Medway.—Rewards : Clacton, £16 19s. ; Southend, £17 14s.

Skegness, Lincolnshire.—25th December. The Swedish steamer *Bella*, of Gothenburg, stranded, but the crew got ashore without help.—Rewards, £18 15s.

Walmer, Kent.—2nd January. A steamer thought to be ashore on the Goodwins was found to be at anchor very near the sands.—Rewards, £15 10s. 6d.

Holyhead, Anglesey.—2nd January. Flares were reported to have been made by a steamer, but they were found to be flames from her funnel.—Rewards, £9 19s. 6d.

Maryport, Cumberland.—4th January. A vessel was reported to be in distress, but nothing could be found.—Rewards, £22 5s. 4d.



By courtesy of]

[“ East Anglian Daily Times ”

RETURNING FROM A SERVICE.

The Lowestoft Motor Life-boat after standing by a ketch for six hours.
(See page 415.)



By courtesy of]

[A. J. Lewis, Aberystwyth

THE ABERYSTWYTH MOTOR LIFE-BOAT COMING ASHORE.

Shoreboat Services.

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

Crail, Fifeshire.—The trawler *Jane Ross*, of Aberdeen, struck the Harvey Rock off Crail, while bound in ballast from Aberdeen to Methil in a thick fog on the 14th September. A moderate easterly breeze was blowing and the sea was moderate. The Anstruther life-boat was called out, but a motor boat from Crail manned by three men arrived first, and at slight risk rescued the nine men of the crew of the trawler. —Rewards, £1 10s., and 2s. 6d. for fuel used.

Machri, Isle of Arran.—Five visitors to Machri, three of whom were women, put out at 3 P.M. on the 6th September in a 12-foot rowing boat. At 6.45 P.M. the coastguards were informed that the boat had been blown out to sea, and could not be seen. A strong S.E. breeze increasing towards a gale was blowing and the sea was rough. The Campbeltown motor life-boat was launched and went in search. Meanwhile the woman from whom the boat had been hired had got the use of an 18-foot rowing boat with an out-board motor from Dugarie, and manned by four men, this boat had put off. It found the missing boat, but owing to the increasing wind and sea both boats became waterlogged and their occupants exhausted. At 7 P.M., when they were about a mile and a half east of Carradale, they were found by the motor fishing boat *Perseverance*, of Campbeltown, in great difficulties. The weather was too bad for it to be possible for the *Perseverance* to take the nine people on board at once, but she towed the two boats towards the Arran coast until smoother water was reached. Those in the two boats who were most exhausted were then got on board the *Perseverance*, and all were landed at Pirnmill, Arran, at about 8.15 P.M.—Rewards to the boat from Dugarie, £2 10s.

Queenstown, Co. Cork.—During a sailing race on the afternoon of the 22nd September, in Cork Lower Harbour,

three out of the five boats competing retired owing to a strong N.W. by N. breeze. Of the two boats remaining in the race one, the *Crimson Dawn*, was capsized in a squall, and the other, the *Paula*, tried to rescue her crew, but was unable to do so, as her sails split. Five men put off in a 23-foot rowing boat, and raced for half a mile to the rescue. They succeeded in saving the crew of four of the capsized yacht.—Rewards, £3 2s. 6d.

Kyle, Ross-shire.—At about 5 P.M. on the 6th October the Danish sailing yacht *Sif*, which was on a world cruise with a crew of three, was at anchor eighty yards from the rocks at Kyle Akin. A moderate to fresh southerly gale was blowing, with a rough sea, and the yacht was in danger of dragging her anchor and going ashore. At some risk to themselves four men manned a 45-foot motor fishing boat and put out. They anchored near the yacht, got a tow-rope to her and succeeded in bringing her into shelter.—Rewards, £4, and 5s. for fuel used.

Goole, Yorkshire.—On the 12th October the motor vessel *Eddie*, of Hull, was bound for Selby with a cargo of sugar beet. At 8.30 P.M., when opposite the entrance to Goole Docks, she touched the bottom while manœuvring to pick up a pilot, was rolled over by the tide, filled and sank. The night was very dark, and the tide was running very strongly. Four men and the wife of the master, with two dogs, were aboard the *Eddie*. They managed to cling to the hull and shouted for help. In response two men put off in a 12-foot boat and rowed with great difficulty across the swiftly running river. All five, and the dogs, were rescued, but the small boat was then overloaded. Meanwhile an outward-bound Dutch vessel had launched a boat and she took two of the rescued on board. All were then landed at the Victoria Pier.—Rewards, £1 5s. to the two men who manned the first boat.

Ackergill, Caithness-shire.—While making for Wick at 2 A.M. on the 25th October the fishing boat *Northward*, of Wick, was disabled by the failure of her engine. She drifted and eventually anchored in Sinclair Bay, near Ackergill, where, after daybreak, she was seen by the ex-coxswain of the Ackergill life-boat. As the weather was fine, it was decided that it was not necessary to launch the Wick life-boat, but that a boat should put off from Ackergill. The ex-coxswain, with three other men, went out in his own motor boat. Two of the *Northward's* crew of five and the boat's nets were brought ashore. Shortly afterwards the weather got worse and the rescuers put out again and, at some risk to themselves of being swamped, brought ashore the remaining three members of the *Northward's* crew.—Rewards, £3, and 5s. for fuel used.

New Brighton, Cheshire.—At 10.50 A.M. on the 19th November the coast-guard reported a steamer ashore near the Perch Rock Battery. The weather

was calm, with a thick fog. The second coxswain and chief motor mechanic put off in the motor boarding boat, and found the vessel to be the *Cromarty*, ashore on the Rip Rap Bank. As the captain had already summoned tugs by wireless, the men returned and informed the Mersey Docks and Harbour Board of the exact position of the vessel.—Reward, 5s.

Lytham St. Anne's, Lancashire.—Two men who had been down the river to gather cockles on the 25th November lost their way in the darkness as they were returning. Their small boat was caught in a cross current and grounded on the south training wall. At about 6 P.M. they made flares which were seen from Lytham by Mr. G. Margerison, Commodore of the Motor Boat Club. He put off in a motor boat with the assistant motor mechanic of the life-boat, found the two men, and rescued them from their dangerous position.—Rewards, letters of thanks to Mr. G. Margerison and to Mechanic J. Parkinson; also 2s. 6d. for fuel used.

Jubilee of the Walton and Frinton Station.

THE life-boat station at Walton-on-the-Naze and Frinton, Essex, celebrated its jubilee with a dinner on 17th November. Fifty years before, almost to a day, on 18th November, 1884, the inaugural ceremony was held of the first Walton life-boat, a gift to the Institution from the Dramatic Club of the Honourable Artillery Company. Between eleven and twelve o'clock the same night the life-boat was called out on her first service, and spent the remainder of the night searching for a steamer reported to be in distress. Of the crew who took part in that first service two are still alive, ex-Coxswain William Hammond, who served for over thirty-four years as an officer of the boat, and in 1918 won the silver medal for gallantry, and Mr. F. Sparrow. Ex-Coxswain Hammond was at the dinner. The station has the fine record of 395 lives rescued from shipwreck.

Over a hundred guests were present.

The chair was taken by Lieut.-Col. Sir Albert Stern, K.B.E., C.M.G., president of the branch, and the Institution was represented by Captain R. L. Hamer, R.N., deputy chief inspector of life-boats. Among others present were Sir John Pybus, Bt., C.B.E., M.P. for Harwich, Mr. J. W. Eagle, J.P., the chairman of the branch, Captain W. J. Oxley and Mr. F. W. Calvert, the honorary secretaries, representatives of the Clacton branch and the coast-guard, the life-boat crew, old life-boat men of Walton, and Mr. Jesse L. Salmon, now in his eighty-first year, who was coxswain of the Clacton life-boat from 1919 to 1924, and holds the silver and bronze medals for gallantry. A telegram was sent to H.R.H. the Duke of Kent, who, in 1930, named the motor life-boat now stationed at Walton and Frinton, and the minutes were read of the meeting, held on 1st June, 1884, at which, at the request of the Institution, it was decided to form the branch.

Old Life-boats.

THE adventures of life-boats after they pass out of the service have, from time to time, been recorded in this journal.¹ Some go far afield. One became a launch on a South African river. Another, a steam life-boat, was sent some years ago to the Gold Coast, to serve as a tender of the Elder-Dempster Line, in landing passengers through the surf. Another is plying with passengers and cargo between Guernsey and Sark in the Channel Islands. Another is a mission yacht, belonging to the Missions to Seamen, and is working in the Solent. Yet another became a coal boat. At several places round the coasts old life-boats pass busy summers taking holiday-makers on pleasure trips. The old Coverack pulling and sailing life-boat, *Constance Melanie*, which was replaced by a motor life-boat last year, made an adventurous overland journey by motor, from Falmouth to Skegness, causing great excitement in villages, where the inhabitants had never before seen a life-boat. At Skegness she became a pleasure boat.

Other old life-boats have fallen to

¹ See *The Life-boat* for February, 1922, and November, 1926.

still humbler service. One, sawn in half and up-ended, for long served as two shelters on the beach at Aldeburgh. Others are bought simply to be broken up for the sake of their timber.

The illustration on the opposite page shows the old Falmouth pulling and sailing life-boat in a Surrey lane. She had been bought by a builder for her timber, but has never been broken up, and is lying at her last peaceful moorings in the depth of the country.

The great majority of old life-boats are bought to be converted into yachts, and as such sail many seas. The Institution always has a long list of would-be purchasers, who are informed whenever old life-boats are for sale. They are gaining an international reputation. The American magazine, *Yachting*, had an article on their conversion into yachts last year, illustrated with photographs of the old Cromarty pulling and sailing life-boat converted into a ketch rigged yacht, and during the past year letters from would-be purchasers have come from Monte Carlo, Lagos, in West Africa, Los Angeles, in California, Vancouver, in British Columbia, and Singapore, in the Straits Settlements.

Twentieth Anniversary of the Wreck of the *Rohilla*.

A CONGREGATION of nearly a thousand people filled the West Cliff Congregational Church at Whitby, on the evening of 28th October, to commemorate the twentieth anniversary of the wreck of the hospital ship *Rohilla* on Saltwick Nab, Whitby, on 30th October, 1914, and the gallantry of those who, during a struggle which lasted for more than forty-eight hours, succeeded in rescuing

over ninety of the 229 men and women on board. The service was conducted by the pastor of the church, the Rev. D. Marriott Perkins, and many were present who had taken part in the work of rescue. Among the congregation were the Whitby life-boat crews, members of the life-saving apparatus brigade, the coastguard, and the St. John Ambulance Brigade.

An Acknowledgment.

THE photograph of the Maryport motor life-boat, *Priscilla Macbean*, which appeared in the article "On Service in a Motor Life-boat," in the last issue of *The Life-boat*, was taken by Messrs. Baxter & Son, of Maryport, and was reproduced by their kind permission.

A Giant Marrow's Help.

A GIFT of seven shillings has been received from the Isle of Wight. It is the proceeds of a penny competition for guessing the weight of a marrow, grown in a garden at Shanklin, which weighed twenty-nine pounds.



By courtesy of]

HER FINAL MOORINGS.

[Miss D. M. Clarke, Oxsted

The old Falmouth pulling and sailing life-boat in a Surrey lane.



By courtesy of]

[Norman Smith, Loughton, Essex

A PROUD LIFE-BOAT COLLECTOR.

This is Punch, a Yorkshire terrier, owned by Mr. E. G. Davis, of the Cock Hotel, Epping, Essex. He spends his life collecting and can find money wherever it is hidden.

Stories of a Life-boat Day.

ST. ALBANS, Hertfordshire, has the distinction of the help of many of its ex-mayors and ex-mayoresses on its life-boat day. Last autumn no fewer than six mayors and six mayoresses took part in the appeal. It also had among its collectors two who were over eighty years old. One of them was very lame, and could only get about with the help of two sticks, but dressed in life-boatman's cap and jersey, he gallantly went on with his collecting until the rain compelled him to stop.

The rain was heavy, but it could not damp the ardour of the collectors. At the produce stall in the market place one worker went home to change three times during the day.

The "crew" of the "life-boat," which is a feature of the St. Albans day, showed themselves as indifferent to bad weather as a real life-boat crew. This life-boat, about five feet long, is painted on oilcloth, and the public are asked to put their contributions on it—copper on the blue

part, silver on the white end-boxes and life-lines. Its crew continued on duty until late in the evening, when, wet through, they were forcibly deprived of their life-boat.

Another feature of the St. Albans day, which helps the hospital as well as the life-boat service, is the "goose from an egg" scheme. Eggs, which are given to the branch, are on sale, but the purchasers instead of taking them away, write their names on them and put them in an incubator. At the end of the day an egg is taken out and the goose (also a gift to the branch) is given to the purchaser whose name is on it. The eggs then go to the hospital. This year the goose was won by a man who was out of work and who had never before tasted goose.

Another man was invited to look at the things on the produce stall. He said that he was out of work and had no money to buy anything—but he had bought and was wearing his life-boat flag.

In Memory of Grace Darling.

THE motor life-boat *Herbert Joy*, the gift of Mr. Alexander O. Joy, of London, which was at one time stationed at Scarborough, and is now in the Institution's reserve fleet at Poplar, went up the Thames on 24th November to take part in the planting on the foreshore of Battersea Park of a tree in memory of Grace Darling and her father, William Darling, keeper of the Longstone Lighthouse. Captain E. S. Carver, R.D., R.N.R., the superintendent of stores, and a silver medallist of the Institution, was in charge of the life-boat. Commander Henry Strong, R.D., R.N.R., a member of the committee of management, represented the

Merchant Navy. The tree was an oak from Northumberland, presented by the Lord Lieutenant of the county, Sir Charles Trevelyan, and was planted by Commander Strong, Captain Carver and Lighthouse-keeper Mills, of Chatham.

The ceremony had been arranged by the Grace Darling League and the Green Cross Society, and was the first of a number of such ceremonies which are to take place all round the coast during the next three years in anticipation of the celebrations in 1938 of the centenary of the rescue by Grace Darling and her father of the survivors of the *Forfarshire*.

Golf Competitions.

AN appeal was again made at the beginning of 1934 to the principal golf clubs in Great Britain and Ireland to hold competitions in aid of the life-boat service, for which the Institution would present silver and enamel spoons as prizes. As a result forty-

one clubs held competitions, as compared with forty-three in 1933, and the entrance fees given to the Institution amounted to £127 6s. 10d., as compared with £145 9s. in 1933. The same appeal has been made to golf clubs for 1935.

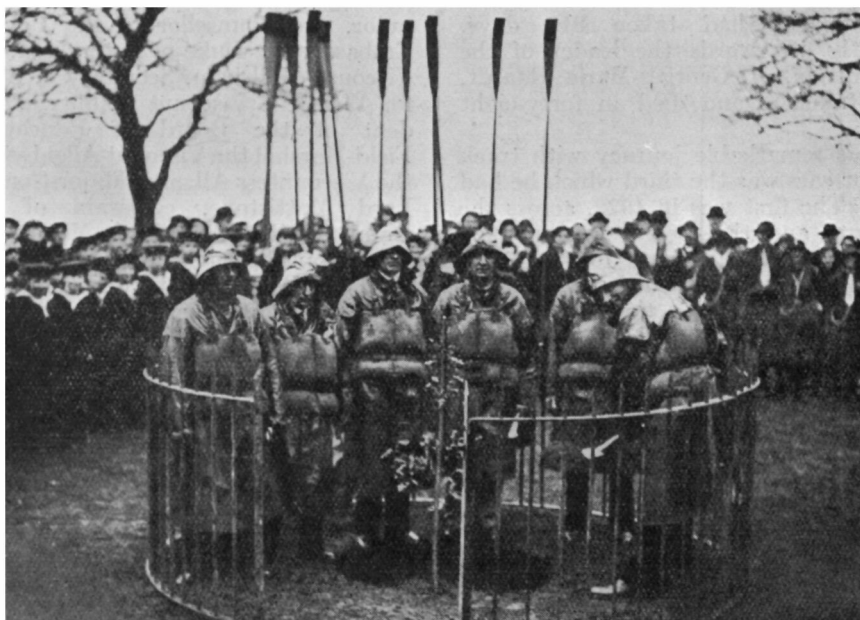


By courtesy of]

OFF DUTY.

G. M. Greenwell

Life-boatmen in the Caister Watch House.



By courtesy of]

IN MEMORY OF GRACE DARLING.

[The Keystone View Co.]

Planting an oak tree in Battersea Park, London. (See opposite page.)

A Gala Performance.

H.R.H. the Prince of Wales Present.

H.R.H. the Prince of Wales, K.G., President of the Institution, was present at the Plaza Theatre, on 29th November, at a gala performance, in aid of the life-boat service, at which the film "An Eastern Odyssey" was shown for the first time in Great Britain. This film, which was shown through the generosity of M. André Citroën, is the record of the Citroën Expedition which, after three years of preparation, set out in April, 1931, to cross Asia in tracked motor cars, a journey of over 7,000 miles. The expedition had the cordial help of the British and Indian Governments in making its arrangements to cross British territory, and a great deal of the equipment, including all the maps, was British. One part of the expedition started from Beirut, in Syria, on the Mediterranean, and travelled eastwards. The other set out from Tientsin, in China, on the Pacific, travelling westwards. The two parties met in the centre of Asia, in Chinese Turkestan, and together journeyed to Peking, which they reached in February, 1932. The journey of 7,219 miles had taken 315 days. Shortly afterwards the leader of the expedition, M. Georges-Marie Haardt, was taken ill and died in forty-eight hours.

This remarkable journey with track motor cars was the third which he had led. The first was in 1922, across the Sahara, and the second was in 1924 and 1925, from Algiers to the Cape. The film of each expedition was shown in Great Britain for the first time in aid of the life-boat service. The Queen was present at the showing of the first film in 1923, at the Victoria Palace, and the Prince of Wales, the Duke and Duchess of York and Prince and Princess Arthur of Connaught at the second film, at the Plaza, in 1928.

The arrangements for the gala were

made by a committee of which the Duchess of Sutherland, president of the Ladies' Life-boat Guild, was chairman, and the Plaza again generously lent its theatre and staff to the Institution.

The Prince of Wales was received by the Mayor of Westminster, M. Audouin-Dubreuil, one of the leaders of the expedition, and Sir Godfrey Baring, Bt., chairman of the Institution; and the following ladies and gentlemen were presented to him: The Duchess of Sutherland, president of the Ladies' Life-boat Guild, the Lady Cynthia Colville, the Viscountess Bearsted, chairman of the Central London Women's Committee of the Ladies' Life-boat Guild, the Lady Dorothy D'Oyly Carte, deputy chairman, the Hon. George Colville, deputy chairman of the Institution, Major-General Sir Ernest Swinton, representatives of Citroën Cars, Ltd., representatives of the Plaza Theatre, and Lieut.-Col. C. R. Satterthwaite, secretary of the Institution.

Among those present were the French Ambassador, the Portuguese Ambassador, the Counsellor of the Belgian Embassy, the Duke of Sutherland, the Viscount Hailsham, Secretary of State for War, the Viscount Halifax, President of the Board of Education, Field-Marshal the Viscount Allenby and the Viscountess Allenby, Major-General Lord Mottistone, coxswain of the Brooke life-boat, and Lady Mottistone, Lord Southborough, president of the Civil Service Life-boat Fund, and Lady Southborough, General Sir Archibald Montgomery-Massingberd, Chief of the Imperial General Staff, Major-General Sir Percy Cox, president of the Royal Geographical Society, and Sir E. Denison Ross, director of the School of Oriental Studies, London Institution.

The amount raised by the gala was £680 1s. 8d.

A Year's Halfpennies.

For the fourth year running the Institution has received a gift of a year's

collection of halfpennies. It numbered 468, or nineteen shillings and sixpence.

Life-boat Days in 1934.

LAST year there was again an increase in the number of branches which held life-boat days, in the number of people who contributed and in the amount collected.

The number of branches holding days was 732, one more than in 1933. It has been rising steadily each year, and in the past five years has increased from 616 to 732.

The number of people who con-

tributed was 5,172,000, an increase on last year of 193,000. This is the largest number since 1930, the year before the national crisis in finance.

The amount contributed was £42,845, an increase on last year of £2,973. This is the largest amount since 1930, when it was £45,590.

The average contribution was very slightly higher than in 1933, being not quite twopence per head.

"Heroes of the Sea" Film.

THIS film, which was presented to the Institution in 1931, by British International Pictures, and was first shown in February of that year, has during the following four years been shown in

415 cinemas, and has collected for the Institution £1,473 11s. 6d. Thus it has been shown on an average twice a week throughout four years and during that time has collected a pound a day.

The Gold Coast Again.

THE interest of the natives of the Gold Coast in the life-boat service has on several occasions been mentioned in this journal. The Institution has received letters from them written to it as a general stores, as "the best dealers in Life-boat Service in the City of London," and as the authority on how to smoke or dry fish. It has now received a letter from a volunteer on the Gold Coast who wishes to come to Great Britain to serve as a life-boatman. It runs as follows:

DEAR FATHER,

I am very glad to write you these few lines, that I got your address from one

of my friends, and of the profession in which you are engaged.

As I am interesting the same work, and as I know how to swim very well, I put before you this my humble application, that I want to join the life-boatmen, but no money to pay my passage.

Please Sire I only pardon you to do all the expences for my passage and everything, then when I come, I will pay you when I work and get sufficient payment for your expence you made of me.

I will be more than happy if you accept this my humble application. With my best compliment to you and all—

Yours unknown but faithful servant,

S. K.

Coins of all Countries.

OUR life-boats can claim to be an international service, not only because they have saved lives and vessels belonging to every country with a seaboard, but because the coins of all countries find their way into the life-boat collecting boxes. In boxes in London opened recently were found coins from twenty-four different mints. The British

Empire was represented by coins of Canada, Australia, South Africa, India, Cyprus, Jersey, Guernsey and the Straits Settlements. The rest of the world was represented by coins from Belgium, Holland, France, Germany, Italy, Spain, Greece, Portugal, the United States, Argentina, Bolivia, Brazil, Turkey, Egypt, Persia, and China.

Death of a Gold Medallist.

By the death on 4th August last of Captain T. Fitzgibbon McCombie, M.B.E., the honorary representative in Dublin of the Royal Humane Society, passed away, at the age of 82, a man who, though he was not a life-boatman, had the rare distinction of winning both the silver and the gold medals of the Institution for gallantry. He also did the Institution fine service by the part he took in its appeals in Dublin.

Captain McCombie won both his medals while in the service of the Commissioners of Irish Lighthouses. He won the silver medal nearly sixty-one years ago, when he was second officer of the Commissioners' steamer *Princess Alexandra*. On 13th April, 1874, the brig *Hampton*, of Dublin, was wrecked on the Bull Sand, in Dublin Bay, in a heavy gale. The first and second officers of the *Princess Alexandra*, with twelve men, put off in the steamer's gig and cutter, and succeeded, at great peril, in rescuing three of the *Hampton's* crew. Both the first officer, Mr. Michael Langan, and the second officer, Mr. Thomas McCombie, were awarded the silver medal.

Twenty-one years later Captain McCombie, who was then in command of the Commissioners' steamer *Tearaght*, played the principal part in a still more perilous and gallant rescue. On the morning of the 24th December, 1895, the barque *Palme*, of Finland, was anchored off Kingstown harbour in a strong gale, with a very heavy sea running. Her anchors would not hold,

and she went ashore. The Kingstown No. 2 life-boat put out to her help, but was capsized in the rough, confused sea, and her whole crew of fifteen were drowned. The Kingstown No. 1 life-boat also put out. She too capsized, but righted herself; her crew got on board again; but she had lost her mizen sail and some of her oars, and could not reach the wreck. Next day the Poolbeg life-boat went out in tow of a tug, but she too failed to reach the wreck. Captain McCombie also put out, from Kingstown Harbour, in the *Tearaght*, but was forced to put back. On the third day, the 26th December, the *Tearaght* and the Poolbeg life-boat both again attempted a rescue. Captain McCombie put out at daylight, anchored ahead of the wreck, and lowered one of the ship's boats. He took command of the boat himself, and with eight volunteers from his crew, and his son, aged fifteen, he made two journeys to the wreck. His boat was nearly swamped by the heavy seas, but he rescued all on board the *Palme*, including the master's wife and child. For this very gallant feat he was awarded the gold medal, his son a binocular glass, and each member of his crew a money reward.

Twenty-nine years later Captain McCombie was one of the seven gold medallists who were received by the King at Buckingham Palace, on the occasion of the centenary of the Institution in 1924, and presented by His Majesty with the medal of the Order of the British Empire.

Fifty-Three Years' Service.

Second Coxswain William Mowat, of Longhope, and Mr. Edward Bensley, of Gorleston.

Two life-boatmen died last October, each of whom had the remarkable record of fifty-three years' service in the life-boat. One was Second Coxswain William Mowat, of Longhope, in the Orkneys, and the other Mr. Edward Philip Newson Bensley, of Gorleston, Norfolk.

Second Coxswain W. Mowat, who died at the age of seventy-three, began

his career as a life-boatman at the age of sixteen. He was a member of the Longhope crew for twenty-five years, and was then appointed second coxswain. As second coxswain he served for twenty-eight years, retiring in 1930 at the age of sixty-nine. During his fifty-three years of service the Longhope life-boats rescued 107 lives. The principal service in which he took part was

the rescue on 5th January, 1930, of the crew of the trawler *Braconmoor*. A gale was blowing, and the men were rescued in the middle of the night with the trawler lying close to rocks and from time to time completely smothered in the heavy surf. For that dangerous service the coxswain was awarded the silver medal and Second Coxswain Mowat and each member of the crew the thanks of the Institution inscribed on vellum.

Mr. Edward Bensley, of Gorleston.

Mr. Edward Bensley died at the age of seventy-six. During his fifty-three years as a member of the crew the Gorleston life-boats rescued 940 lives. His outstanding service was on the night of 29th March, 1916, when the famous pulling and sailing life-boat *Mark Lane* went out to the help of the schooner *Dart*, of Jersey. A gale of exceptional violence was blowing, with a very heavy sea. It was a night of severe frost and thick snow. The *Dart* had sunk. Only her masts were

above water. Her crew of four men had lashed themselves in the rigging, two on the mainmast and two on the foremast.

The coxswain anchored, and veering down, got close to the wreck, but the four men—one of them over eighty-one years of age—had been exposed to the bitter cold and driving sleet for twelve hours; they were, by now, scarcely conscious, and unable to do anything to help themselves. Edward Bensley jumped into the main rigging, untied the two men there and, helpless though they were, got them into the life-boat. She was then manœuvred close to the foremast. Bensley again got into the rigging and, with the help of another life-boatman, untied and rescued the other two men. For this act of personal gallantry he was awarded the Institution's silver medal. He also won the vellum of the Royal Humane Society, in 1892, for saving three persons in danger of drowning. In December, 1933, he was awarded a life-boatman's certificate of service by the Institution.

Obituary.

The Rev. The Earl of Devon and Commander Sir Harry Mainwaring, Bt., R.N.V.R.

THE committee of management deeply regret the loss of two of their colleagues, The Rev. the Earl of Devon and Commander Sir Harry Mainwaring, Bt., R.N.V.R.

The Earl of Devon, who died suddenly on 8th February, at the age of sixty-two, had been a vice-president of the Institution since 1930. When he succeeded his brother in the title in 1927 he also succeeded him as president of the Exeter branch of the Institution and during the past eight years he took an active and generous part in its work.

Commander Sir Harry Mainwaring died suddenly on 29th December, at the age of fifty-six. He served in the Royal Naval Volunteer Reserve from 1913 to 1920, and became a member of the committee of management in 1915, so that he had served on it for nearly twenty years. At the memorial service held in London the Institution was represented by Sir Godfrey Baring, Bt., its chairman.

Mr. F. H. Barclay, of Cromer.

By the death of Mr. F. H. Barclay, of Cromer, on 28th January, at the age of sixty-five, the Institution has lost one of its most trusted and valued honorary secretaries. As the honorary secretary at Cromer, Mr. Barclay was in charge of one of the most important stations on the coast, a station with two life-boats, which, in recent years, has been more prominent in life-saving than any other. Mr. Barclay became the honorary secretary in 1908, so that he held the post for twenty-six years. During that time the Cromer life-boats rescued 302 lives, and Cromer life-boatmen won two gold, four silver, and twenty-five bronze medals, and thirty thanks of the Institution on vellum for their gallantry.

Mr. Barclay himself was awarded an inscribed barometer in 1919, and inscribed binoculars last year. He was also specially thanked last year for his services in connexion with the rescue of the crew of two men of the barge *Sepoy* in December, 1933.

In addition to the management of the station, Mr. Barclay was very successful in collecting funds for the Institution. Last year Cromer's contribution reached the record figure of £717, and during the past ten years it has averaged over £480. Mr. Barclay carried on his work for the Institution in the midst of much other important public work. He was a Justice of the Peace. For thirty years he was a member of the Urban District Council and the Cromer Commissioners. He was actively associated with many other charities. His death is a great loss to Cromer, as it is to the Institution, and none will miss him more than the Cromer life-boat crew, to whom he was a trusted friend.

Mr. Frederick Britain, of Southend-on-Sea.

Another honorary worker whose death the Institution greatly regrets is Mr. Frederick Britain, of Southend-on-Sea, who died on 1st January at the age of sixty-eight. For eighteen years he was the honorary secretary of the station. He was appointed in 1914, and retired in 1932. He then became the chairman of the branch, remaining its chairman until his death. His work for the Institution was recog-

nized by the presentation of inscribed binoculars in 1928, and its thanks inscribed on vellum when he retired from the honorary secretaryship. Mr. Britain was another of those men who find time to serve the Institution in the midst of much other public work. For twenty years he was a member of the Southend Corporation, and he was a Justice of the Peace. Mr. Britain was head of a firm of toy-makers, Messrs. Britains, Ltd., of London, and one of the last things he did was to design the new toy figure of a life-boatman for the Institution.

Mr. R. O. Hill, of Drogheda.

The Clogher Head Station, Co. Louth, and the Drogheda branch, which was also a life-boat station until 1929, have lost one of their most valued supporters by the death of Mr. R. O. Hill. For twenty years, from 1911 to 1931, he was the honorary secretary of both branches, and until his death he took the keenest interest in their work. In 1925 he was awarded inscribed binoculars, and on his retirement he received the thanks of the Institution inscribed on vellum. His generous interest in the Institution has been shared by Mrs. Hill, who is the president of the Ladies' Life-boat Guild at Drogheda.

Summary of the Meetings of the Committee of Management.

Thursday, 8th November, 1934.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
South Metropolitan Gas Co. —	26	5	0
Miss N. M. Phillips —	20	0	0
Anonymous per Anstruther Branch —	20	0	0

Paid £17,708 0s. 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 :—

£230 5s. 9d. to pay the rewards for life-boat services ;

£186 2s. 9d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 403-407) ;

£17 9s. 6d. for the assemblies of crews ;

£32 0s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour.

£13 10s. to men for injury in the life-boat service at Fowey and Moelfre.

Voted £1 12s. 6d. to pay the rewards for the Crail shoreboat service, an account of which appears on page 418.

Voted a further compassionate grant of £5 to Henry Barrett, ex-coxswain of the Bude life-boat, in view of his serious illness and poor circumstances.

Voted a compassionate grant of £14, in view of their straitened circumstances, to the widow and daughter of James Crask, who was second coxswain of the Grimsby life-boat for a number of years and retired on account of ill health.

Thursday, 13th December, 1934.

Sir GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
The late Miss Emily Alcock, donation from executors —	250	0	0
Miss Florence —	50	0	0
Royal Air Force at Hinaidi and Basrah —	29	2	7

Paid £18,475 6s. 4d. for the total charges

of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£337 1s. to pay the rewards for life-boat services ;

£321 9s. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 407-414) ;

£1 5s. for the assembly of a crew ;

£14 8s. 10d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Eastbourne and Rye Harbour ;

£17 10s. 6d. to men for injury in the life-boat service at Whitby.

Voted £14 15s. to pay the rewards for the shoreboat services at Ackergill, Goole, Kyle, Lytham St. Anne's, Machri, New Brighton and Queenstown, accounts of which appear on pages 418-419.

Monday, 31st December, 1934.

Paid £13,476 5s. for sundry charges in connexion with the construction of life-boats, life-boathouses and slipways, etc., and the maintenance of the life-boat stations.

Included in the above were :—

£332 4s. 3d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Ramsgate, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, St. David's, Troon, Wells and Whitby ;

£73 2s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven and Walmer ;

£3 15s. for the benefit of a pensioner of Fethard who is ill.

Thursday, 10th January, 1935.

Paid £12,006 9s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of the life-boat stations.

Included in the above were :—

£175 0s. 9d. to pay the rewards for life-boat services ;

£226 1s. 10d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 414-416) ;

£1 for the assembly of a crew ;

£9 to a man for injury in the life-boat service at Eastbourne.

Decided that, in view of the straitened circumstances of the widow of Henry Barrett, late coxswain of the Bude life-boat, who died on the 24th December, 1934, the amount of the pension which would have been payable on the 1st January, 1935, namely £14 12s. 6d., be paid to her.

Decided that, in view of the straitened circumstances of the widow of William Mowat, late second coxswain of the Longhope life-boat, who died in October last, the amount of the pension which would have been payable on the 1st January, 1935, namely £10, be paid to her.

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 ANGUS, 35 years coxswain of the Howth life-boat.

FRANK UPCRAFT, 12½ years coxswain and 9½ years bowman of the Southwold life-boat.

ROBERT WEST, 6 years coxswain, 5 years second coxswain and 4 years bowman of the Montrose life-boat.

ALEXANDER GALL, 5 years coxswain and 15 years second coxswain of the Broughty Ferry life-boat.

There has also been awarded to the widow of the late MICHAEL HAMILTON, 27½ years coxswain of the Blackrock life-boat, the coxswain's certificate of service which would have been awarded to him on his retirement.

Life-boatman's Certificate of Service.

The LIFE-BOTMAN'S CERTIFICATE OF SERVICE, and a GRATUITY, have been awarded to the following, on their retirement :

WILLIAM BURKE, 6 years coxswain, 1½ years second coxswain and 17½ years a member of the crew of the Dunmore East life-boat.

ALEXANDER STEWART, 8 years bowman and 20½ years a member of the crew of the Montrose life-boat.

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

MONTAGUE GRUNNILL, 26½ years second coxswain and 13½ years a member of the crew of the Skegness life-boat.

GEORGE POWELL, 20½ years second coxswain and 7½ years a member of the crew of the Mumbles life-boat.

DENIS DRISCOLL, 15½ years second coxswain of the Baltimore life-boat.

WILLIAM JONES, 14 years second coxswain, 9 years bowman and 13 years a member of the crew of the Pwllheli life-boat.

THOMAS MARTIN, 15 years bowman and 30 years a member of the crew of the Berwick-on-Tweed life-boat.

WILLIAM PATTERSON, 13 years bowman and 22 years a member of the crew of the Eyemouth life-boat.

PETER DULLAGHAN, 10½ years bowman of the Blyth life-boat.

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

FRANCIS SUTHERAN, 8½ years second coxswain, 7½ years bowman and 16½ years a member of the crew of the Hartlepool life-boat.

JOHN W. STEVENS, 34 years a member of the crew of the St. Ives life-boat.

A PENSION has been awarded to WILLIAM S. COFFEY, shore-signalman at Port St. Mary for 38½ years, on his retirement.

A FRAMED LETTER OF THANKS has been awarded to THOMAS BINDING, on his retirement, after 50 years' association with the Watchet life-boat as helper and head launcher.

Awards to Honorary Workers.

Honorary Life-Governor.

Commander HUBERT B. BOOTHBY, D.S.O., R.N.R., chairman of the Littlehampton branch, has been appointed an honorary life-governor of the Institution in recognition of the valuable services which he has rendered to the Institution both at Grimsby and Littlehampton during the past twenty-five years.

Gold Badge.

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

Miss BESSIE BOWEN, honorary secretary, Bangor (Co. Down) branch.

Mrs. FRANK GRESHAM, honorary treasurer, South Caernarvonshire Ladies' Life-boat Guild.

Mr. HORACE S. LYNE, M.B.E., honorary treasurer, Newport (Mon.) branch.

Miss ALICE J. PHILLIPS, honorary secretary, Tunbridge Wells branch.

Mr. SAM WHITEHEAD, honorary secretary, Preston branch.

Aneroid Barometer.

The ANEROID BAROMETER, with inscription, has been awarded to Mr. JOHN L. McNAUGHTON, for his valuable services as honorary secretary of the Buckie branch for thirty-seven years.

Binocular Glass.

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

Mr. GEORGE ALEXANDER, Aberdeen.

Mr. ALEXANDER ALLAN, Kirkcudbright.

Mr. JAMES H. DAWSON, Holy Island.

Mr. J. H. JOHNSTONE, Gourdon.

Mr. JOHN MANNERS, Blyth.

Captain THOMAS A. WYNESS, Aberdeen.

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

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

Miss ALEX BROOK-JACKSON, life-boat worker, Streatham branch.

Mrs. F. M. B. CONLY, for organizing life-boat days at Frinton-on-Sea.

Miss ALBINA D. CURRIE, honorary secretary, Putney and Roehampton branch.

Mr. WILLIAM T. DAVIES, honorary secretary, Criccieth branch.

Miss IONA GRAHAM, honorary secretary, Rochester branch.

Mr. CHARLES P. HAMPSON, chairman, West Salford guild of the Manchester, Salford and District branch.

Mrs. HERBERT OLLERENSHAW, honorary secretary, Halifax branch.

Miss ELIZABETH PERKINS, life-boat worker, St. David's branch.

Mrs. BESSIE B. ZUSSEN, life-boat worker, Cardiff and Penarth branch.

Record of Thanks.

The RECORD OF THANKS has been awarded to the following :

The EMPLOYEES OF THE CO-OPERATIVE WHOLESALE SOCIETY, LTD., Manchester, for collections carried out at its works and branches.

Mrs. W. T. ANDERSON, honorary secretary, Old Trafford district, Manchester, Salford and District branch.

Mrs. MARY E. BARNES, O.B.E., J.P., president, Farnworth branch.

Mr. JAMES I. BARRATT, honorary treasurer and organizer, Penmaenmawr branch.

Mrs. ETHEL F. BERRY, life-boat worker in Dublin and Glenageary.

Mrs. FANNY E. COLLIER, president, South Salford district, Manchester, Salford and District branch.

Mr. T. G. COWAN, honorary treasurer, Carlisle branch.

Mr. N. WILSON CROWTHER, honorary treasurer, Farnworth branch.

Mr. HENRY E. DONEGAN, for helping the honorary secretary of the Cork branch.

Mrs. W. H. EGGINTON, honorary secretary, Sutton Coldfield branch.

Mrs. LILLIAN E. EVARARD, a member of the committee of the Cardiff and Penarth branch.

Mr. JOHN H. FORD, M.A., honorary secretary, Hornsey branch.

Miss ELLEN FORD-SMITH, president, Altrincham and Bowdon district, Manchester, Salford and District branch.

Mr. CHARLES F. FOX, honorary treasurer, Accrington branch.

Miss LYDIA M. GRAY, honorary secretary, Peterborough branch.

Mrs. M. M. APPENNEA GREEN, honorary secretary, Clapham branch.

Mrs. HENRY P. GREG, president, Styal and Handforth district, Manchester, Salford and District branch.

Miss JANE GRIFFITH, a member of the South Caernarvonshire Ladies' Life-boat Guild.

Mrs. ALICE M. HALES, honorary secretary, Holt branch.

Mrs. HERBERT H. HODGSON, life-boat worker, Leeds branch.

Mr. FRANK HOLT, honorary secretary and treasurer, Leigh branch.

Mrs. EDITH R. JACOB, for organizing life-boat days at Tramore.

Miss SUSAN M. JEPSON, London, for knitting woollen scarves for life-boatmen.

Mrs. VIPOND LEWIS, honorary secretary, Laugharne branch.

Councillor Mrs. ANNIE MANN, life-boat worker, Leeds branch.

Mrs. SARA MARSDEN, life-boat worker, City of Dublin branch.

Mr. CHARLES N. MASON, honorary secretary, Evesham branch.

Mrs. MAUDE M. MUGFORD, collector, Shrewsbury branch.

Mr. WILLIAM P. NABB, honorary secretary, Haslingden branch.

Mrs. ANNIE M. OWEN, life-boat worker, Sutton Coldfield branch.

Mrs. GORDON PARK, life-boat worker, City of Belfast branch.

Mrs. ELIZABETH PELL-ILDERTON, president, Fairfield and Droylsden district, Manchester, Salford and District branch.

Mrs. ELIZABETH V. POOLE, honorary secretary, Langwith branch.

Miss EDITH H. ROBINSON, life-boat worker, City of Dublin branch.

Miss ALICE STOCKTON, collector, Tenby branch.

Mrs. ELSIE M. THOMAS, vice-president, Ladies' Life-boat Guild, Cardiff and Penarth branch.

Mrs. GEORGINA TOLER, honorary secretary and treasurer, Whaley Bridge branch.

Miss EDITH M. TOMLINSON, honorary secretary, Sedbergh branch.

Mrs. MARY N. TROUP, honorary secretary, Ladies' Life-boat Guild, Peterhead branch.

Miss MARY WILLIAMS, a member of the South Caernarvonshire Ladies' Life-boat Guild.

Miss ELIZABETH WOOD, life-boat worker, Birmingham branch.

Mr. WILFRED H. WOOD, honorary secretary, Middleton branch.

Mrs. A. D. ZAIR, honorary secretary, Solihull branch.

News from the Branches.

1st November, 1934, to 31st January, 1935.

Greater London.

CHELSEA.—Annual meeting on 29th January, General Sir Walter Braithwaite, G.C.B., Governor of the Royal Hospital, Chelsea, patron of the branch, in the chair. Speaker: Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of the past year: Life-boat day. Amount collected in 1934 £278.

CLAPHAM.—Committee meeting. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

HAMMERSMITH.—Annual meeting on 22nd November. Amount collected in 1934 £97, an increase of £6 on 1933.

HAYES.—Dance.

HORNSEY.—Whist drive, the Mayor presenting prizes. Bridge drive. Concert, with the help of the Ferme Park Social Guild. Lecture to Hornsey Methodist Sunday School.

NEW MALDEN.—Dance.

ST. ALBANS.—Dance.

ST. PANCRAS.—Films shown to Camden Street Church by Mr. Leckie, assistant secretary of the branch.

TOOTING.—Poultry drive.

WALTHAMSTOW.—Concert, with address by the district organizing secretary.

WELLING.—First annual meeting on 7th November. Amount collected in 1934 £30.

WESTMINSTER.—Film Gala (see special report on page 424).

Lectures to Francis Holland Girls' School, Stanmore Park School, Haberdashers' Aske's Hatcham Girls' School, and Mark XX Toc H., and at Brentford and Chiswick, East Ham, East Sheen, Greenwich, Kentish Town, Kingston, Lewisham, and Westminster.

North-West of England.

ACCRINGTON.—Annual meeting on 30th November, the Mayor, president, in the chair. Speaker: Mr. John Campbell, Borough Treasurer and chairman of the branch. Efforts of the past year: Life-boat day at Church, Clayton-le-Moors and Oswaldtwistle, Christmas gift and calendar tea, bridge drive, and cinema collections. Amount collected in 1934 £148, an increase of £48 on 1933.

Christmas gift and calendar tea, arranged by the Ladies' Life-boat Guild.

ASHTON-UNDER-LYNE.—Annual meeting on 24th January. Amount collected in 1934 £24.

BLACKPOOL.—Life-boat band's fiftieth anniversary celebration dinner. The bandsmen were entertained by their president, Mr. Hargreaves Bateson, and amongst their number were six original members of the band: Messrs. H. Parr (coxswain), J. H. Parr (chairman), T. Bilsborough (treasurer), R. Parr, W. Parkinson and R. Parkinson. The guests included the Mayor (Alderman G. Whittaker), and the ex-Mayor (Alderman C. E. Tatham), honorary secretary of the branch.

BOLTON.—Annual dinner dance and whist drive, arranged by the Ladies' Life-boat Guild.

BREDBURY.—Annual meeting on 26th November. Amount collected in 1934 £47, an increase of £13 on 1933. Mrs. E. Bailey and Mrs. J. Pemberton elected honorary secretary and honorary treasurer, respectively, in succession to Mrs. W. A. C. Mountain and Mrs. S. A. Driver, resigned.

BURY.—Christmas effort.

CASTLETOWN.—Lantern lecture by Mr. John Watson, of Colby, with collection.

DALTON - IN - FURNESS.—The branch has suffered a severe loss by the death of Mrs. E. A. Layland, who had been its honorary secretary since 1930.

DOUGLAS.—Annual meeting on 15th December, Sir Montague Butler, K.C.S.I., Lieutenant-Governor of the Isle of Man and patron of the branch, in the chair. Amongst those present were Deemster Farrant, president of the branch, and Mr. W. Cunningham, chairman. Efforts of the past year: Life-boat day, collections on ships and in hotels, etc. Amount collected in 1934 £602, an increase of £29 on 1933.

DUKINFIELD.—Annual meeting on 15th November. Officers elected: President, the Mayoress; vice-presidents, Mrs. Cooke and Mrs. Underwood; honorary treasurer, Miss Shaw; joint honorary secretaries, Mrs. N. Cooke and Miss Cooke. Amount collected in 1934 £23.

Annual whist drive and dance.

FLEETWOOD.—Annual meeting on 30th November. Speaker: Mr. J. Wood, chairman of the branch. Efforts of the past year: Life-boat day, collections at boat-house. Amount collected in 1934 £601, an increase of £144 on 1933.

HEYWOOD.—Annual meeting on 15th November. Efforts of the past year: Life-boat day, whist drives, and collections in works. Amount collected in 1934 £44. Mrs. Staines appointed honorary secretary in succession to Miss Jacques, resigned.

HORWICH.—Annual whist drive and dance.

HYDE.—Lantern lecture by Mrs. F. Allsop, the honorary secretary.

KENDAL.—Annual meeting on 3rd December. Amount collected in 1934 £103, an increase of £7 on 1933.

Annual whist and bridge drive.

KESWICK.—Annual meeting in November, Mr. A. R. Thomson, chairman, presiding. Amount collected in 1934 £31.

LAKE DISTRICT.—Life-boat lantern lecture by the head master at The Old College, Windermere.

LANCASTER.—Annual meeting on 27th November, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Dramatic entertainment, including the life-boat play "Their Business in Great Waters," jumble sale, football collections, whist drive, cinema collections. Amount collected in 1934 £118.

LIVERPOOL.—Annual meeting of the Wallasey Ladies' Life-boat Guild on 5th November, the Mayor presiding, accompanied by the Mayoress. Speaker: The Rev. W. S. Coad, M.A., vicar of New Brighton. Annual seafarers' service at Christ Church, Wallasey, conducted by the vicar, the Mayor and Mayoress attending. Life-boatmen from New Brighton took the offertory in aid of the Institution's funds.

LYMM.—Christmas effort.

MANCHESTER, SALFORD AND DISTRICT.—Annual meeting on 24th January, the Lord Mayor of Manchester presiding. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, the Mayor and Mayoress of Eccles, Alderman Sir William Davy, J.P., honorary treasurer of the branch, Councillor R. S. Harper, Mr. C. P. Hampson, chairman of the West Salford district, Mr. R. F. Lancaster, secretary of the Co-operative Wholesale Society Ltd., Manchester, and the district organizing secretary. Amount collected in 1934 £2,612, an increase of £89 on 1933. The life-boat picture awarded to Mr. C. P. Hampson (chairman of the West Salford Life-boat Guild) was presented, and the records of thanks awarded to the employees of the Co-operative Wholesale Society Ltd., Manchester, Mrs. Henry P. Greg, J.P. (president of the Styal and Handforth Ladies' Life-boat Guild), Miss Ford-Smith (president of the Altrincham Ladies' Life-boat Guild), Mrs. Anderson (honorary secretary of the Old Trafford Ladies' Life-boat Guild), Mrs. Pell-Ilderton (president of the Fairfield and Droylsden Ladies' Life-boat Guild), and Mrs. Frederick Collier (president of the South Salford Life-boat Guild).

Annual dinner, dance and whist drive, Alderman Sir William Davy, J.P., honorary treasurer of the branch, presiding. Speakers: The Deputy Lord Mayor of Manchester, the Mayoress of Oldham, Mrs. Harold Baerlein (chairman, City of Manchester Ladies' Life-boat Guild), Mrs. Bayfield (chairman of District Guilds' Committee), Mr. P. M. Oliver, C.B.E. (honorary secretary of the branch), Mr. C. P. Hampson (chairman, West Salford Life-boat Guild), Councillor S. N. Penlington, J.P. (chairman of Urmston U.D. Council). Entertainment by members of the local life-boat guilds; dancing display by members of the Everywoman's Health Movement arranged by the principal, Miss Sali Löbel.

DENTON.—"Bring-and-buy" sale at the house of the president, Mrs. J. Wilson, organized by the Ladies' Life-boat Guild.

DIDSBURY.—Annual dance.

GORTON.—Annual meeting on 8th November, Mr. H. Grace elected honorary secretary in succession to Mr. J. H. Fearnley, resigned.

Annual dance.

HARPURHEY.—Old-time dance.

MANCHESTER.—Special meeting of the Ladies' Life-boat Guild.

NEW MOSTON.—Annual dance.

PRESTWICH.—Annual meeting on 22nd November, the chairman of the Urban District Council presiding. Ladies' Life-boat Guild formed. President, Mrs. Wild, J.P.; vice-president, Mrs. S. F. Hardman; joint honorary secretaries, Mrs. Kitching and Mrs. B. H. Awford.

URMSTON.—Annual whist drive and dance.

WEST SALFORD.—Dance, which the Mayor and Mayoress of Salford and the Deputy Mayor and Mayoress of Salford attended.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 19th December.

"Bring-and-buy" sale, at the house of Mrs. Bancroft, president of the Ladies' Life-boat Guild. Speakers: Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District branch, Councillor R. S. Harper, and Mrs. J. Brundrett Tweedale.

MOTTRAM AND BROADBOTTOM.—Whist drive.

OLDHAM.—Annual meeting on 21st January, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day at Shaw and Crompton, whist drive and dance, works collections. Amount collected in 1934 £266, an increase of £19 on 1933. Presentation of prizes won in the life-boat essay competition for elementary schools.

ORRELL.—Annual whist drive and dance.

PIEL (Barrow).—Annual meeting on 6th December. Eng.-Lieut. Commander Ferguson, R.N., a member of the committee, presiding in the absence of the Mayor. Efforts of the past year: Life-boat day, dance, whist drive, bridge drive, collections in works. Amount collected in 1934 £131, an increase of £2 on 1933.

PRESTON.—Whist drive, Christmas tree, fête and sale at Clayton Green, organized by Miss Audrey Gardiner. Presentation of a prize won in the life-boat essay competition for elementary schools by Mrs. T. C. Rainford, honorary secretary of the Ladies' Life-boat Guild.

RADCLIFFE.—Whist drive. Dancing matinée, given by Miss Little Warburton.

RAMSBOTTOM.—Annual meeting on 17th December, the president, Councillor R. T. Turnbull, chairman of the Urban District Council, presiding. Amount collected in 1934 £36. Presentation by Councillor Turnbull of the framed record of thanks awarded by the Institution to Mr. H. Price, honorary secretary.

RAMSEY.—Annual meeting on 14th December, the Rev. M. W. Harrison, M.A., chairman, presiding. Efforts of the past year: Life-boat day, dinner-table collection, bridge drive. Amount collected in 1934 £126, an increase of £29 on 1933.

RISHTON.—Annual ball and whist drive.

ROMILEY.—Performance by the Romiley Dramatic Society.

STANDISH.—Bridge and whist drive.

TOTTINGTON.—Jumble sale.

TYLDESLEY.—Annual whist drive and American tea.

WESTHOUGHTON.—Annual whist drive.

WIGAN.—Annual meeting held on 12th December, the Deputy Mayor presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge drive, collections in works. Amount collected in 1934 £150, an increase of £4 on 1933.

Annual bridge and whist drive.

WORKINGTON.—Annual ball. Children's fancy dress ball.

North-East of England.

ALNMOUTH AND BOULMER.—Mr. R. Stephenson, on behalf of the family of the late Coxswain W. Stephenson, of Boulmer, presented two oil paintings to the branch in memory of him. They were received by Colonel the Hon. H. B. Robson, J.P., chairman of the branch and a member of the committee of management of the Institution, and are hung in the boat-house.

ALNWICK.—Annual meeting, Sir Stephen Aitchison, chairman, presiding. Efforts of the past year: Garden fête. Amount collected in 1934 £79.

BEDLINGTON.—Whist drive and dance.

BERWICK.—Annual supper to life-boat crew. Whist drive, dance, and bridge drive.

BEVERLEY.—The Ladies' Life-boat Guild has lost a generous friend by the death in December of Miss Eldon. She became the honorary secretary of the guild when it was formed in 1926 and though compelled through failing eyesight to give up the honorary secretaryship in 1930, she still continued to work for the guild.

BLAYDON.—Annual meeting. Amount collected in 1934 £114, including a special donation of £100, an increase of £92 on 1933.

BLYTH.—Annual meeting, the Mayoress, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Dance, whist drive and annual tea. Amount collected in 1934 £334, an increase of £21 on 1933.

Whist drive and dance.

BRADFORD.—Thirty-fifth annual matinée at the Alhambra Theatre.

BRIDLINGTON.—Whist drive.

BRIGHOUSE.—Whist drive.

CAWTHORNE.—Whist drive and dance.

CULLERCOATS.—Presentation of the record of thanks awarded to the fisherwives for their annual collections.

DARLINGTON.—Three whist drives.

DONCASTER.—Annual meeting on 25th January, the Mayoress, president of the branch, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Jumble sale, life-boat day. Amount collected in 1934 £169, an increase of £66 on 1933.

GATESHEAD.—Three bridge drives.

HALIFAX.—Drawing-room meeting at the Gladdings, Lady Fisher-Smith, chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

HECKMONDWIKE.—Two bridge and two whist drives.

HEMSWORTH.—Annual meeting. Amount collected in 1934 £21.

HOLMFIRTH.—Annual meeting. Amount collected in 1934 £44, an increase of £7 on 1933.

Whist drive and dance.

HUDDERSFIELD.—Annual meeting on 7th December. Efforts of the past year: Life-boat day, American tea and whist drive. Amount collected in 1934 £295.

LEEDS.—Annual meeting, the Lord Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Dance and whist drive, and life-boat day. Amount collected in 1934 £1,406, including a special donation of £500, an increase of £480 on 1933.

NEWCASTLE-UPON-TYNE.—House-to-house appeal at Gosforth. Two bridge drives.

NORTHUMBERLAND.—County ball. Guests received by the Duchess of Northumberland, C.B.E., a vice-patron of the Ladies' Life-boat Guild, and a patron of the Newcastle-upon-Tyne branch.

SEAHAM HARBOUR.—Whist drive and dance. Whist drive. Children's ball.

SELBY.—Bridge drive.

STAMFORDHAM.—Dance.

STOCKTON.—Dinner dance.

TYNEMOUTH.—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1934 £13.

WAKEFIELD.—Whist drive.

WASHINGTON.—Concert.

WHITBY.—On Armistice Day, 11th November, the motor life-boat went to sea. A service was conducted on board in memory of sailors of Whitby who died in the Great War, and wreaths were cast on the sea.

Lectures at Keighley and Sheffield.

Midlands.

BIRMINGHAM.—Annual life-boat ball, attended by the Earl of Warwick. Collections at Theatre Royal, Hippodrome, and Alexandra. Lantern lectures to Edgbaston High School for Girls and Hamstead Road Baptist Church. Carol singing. House-to-house collections in Handsworth, King's Heath, Hall Green, Balsall Heath and Northfield.

BRIERLEY HILL.—Annual meeting. Amount collected in 1934 £52, an increase of £25 on 1933.

BRISTOL.—Annual life-boat ball. Concert by retired postal officers.

KIDDERMINSTER.—Dance at Bewdley, arranged by Mrs. G. S. Lawrence.

LOUTH.—Life-boat day.

MIDDLETON - BY - WIRKSWORTH.—Carol singing.

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

NOTTINGHAM.—Annual meeting, the Duke of Portland, K.G., P.C., G.C.V.O., a vice-president of the Institution and patron of the branch, presiding, supported by the Lord Mayor, president. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1934 £591.

Whist drive and dance at Flinton. Dance and social evening at Carlton, organized by Mrs. C. W. Preston-Hillary, chairman of the Ladies' Life-boat Guild.

OUNDLE.—House-to-house collection, and "Heroes of the Sea" film shown.

OWSTON FERRY.—Concert, organized by Miss Leggott.

PETERBOROUGH.—Concert, organized by Mr. J. A. Fowler, the Mayoress presiding.

SCOTHERN.—Whist drive and dance.

STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.—Annual meeting of Newcastle-under-Lyme Ladies' Life-boat Guild, Miss Harrison, M.B.E., patron, presiding. Speaker: The district organizing secretary.

Whist drive and dance at Stoke-on-Trent.

TOWCESTER.—Carol singing.

WELLINGBOROUGH.—Life-boat dance, organized by Mrs. G. M. Roff.

WOLVERHAMPTON.—Supper dance, attended by the Mayor and Mayoress, and Mr. Geoffrey Le Mander, M.P. for East Wolverhampton.

Lectures at Bredon and Fairford.

South-East of England.

ARUNDEL.—Bridge drive at Arundel Castle.

ATTLEBOROUGH.—Life-boat day.

BOGNOR REGIS.—Carol singing.

BOXMOOR AND HEMEL HEMPSTEAD.—Lantern lecture at Leverstock Green Women's Institute, by Captain H. E. Holme, R.N., honorary secretary of the branch.

BROADSTAIRS.—Mr. J. L. Cuming appointed honorary secretary.

BYFLEET AND PYRFORD.—Golf competition at New Zealand Club.

CAISTER.—Presentation by the district organizing secretary of the record of thanks awarded to Mr. Edward Boning, honorary secretary of the branch on his retirement.

Concert.

COBHAM.—Carol singing.

CROMER.—Annual meeting, Lord Suffield, president of the branch, in the chair. Efforts of the past year: Public meeting, life-boat day, life-boat cup competition, etc. Amount collected in 1934 £717, an increase of £289 on 1933. Presentation to the coxswain and crew of medals awarded by the Italian Government for the service to the *Monte Nevoso* in October, 1932. (See special report on page 400.)

CUCKFIELD.—Carol singing.

DARTFORD.—Lantern lectures by Mr. Percy Kemp, a vice-president of the branch, at Darenth Women's Institute, Farningham, Christ Church Hall, Parish Church Hall, Gartley House, Y.M.C.A. Hall, Our Lady's High School, and the Co-operative Hall.

DOVER.—Dance.

EASTBOURNE.—Annual meeting, Mr. Ernest Armstrong, chairman of the branch, and a member of the committee of management of the Institution, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution, who presented the certificate of service awarded to Mr. James H. Hardy, bowman, on his retirement. Efforts of the past year: Life-boat days in Eastbourne and district, and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1934 £1,172.

Annual Christmas treat for the life-boatmen, their wives and children, arranged by the Ladies' Life-boat Guild.

EAST GRINSTEAD.—Carol singing. Lecture by Miss M. C. Rowe, honorary secretary, at Felbridge.

GERRARD'S CROSS.—Children's theatricals.

GODALMING.—Bridge tournament.

GREAT YARMOUTH AND GORLESTON.—On Armistice Day, 11th November, the motor life-boat went out to sea. A service was conducted on board in memory of local men who lost their lives at sea in the Great War, and wreaths were cast on the sea.

Annual meeting, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman of the branch, presiding. Efforts of the past year: Special meeting, whist drive, life-boat day, collections at hotels, etc. Amount collected in 1934 £189, an increase of £14 on 1933.

Part proceeds of collection at fishermen's service at Gorleston Parish Church given to the branch.

GUILDFORD.—Whist drive, arranged by the East Horsley Women's Institute.

HALSTEAD AND GOSFIELD.—Concert at Gosfield, arranged by Mrs. Lowe, president of the branch. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution.

HITCHIN.—Whist drive.

HYTHE AND DYMCHURCH.—Theatricals, with address by Sir Godfrey Baring, Bt., chairman of the Institution.

KESSINGLAND.—Annual whist drive and dance, arranged by the Ladies' Life-boat Guild.

LEATHERHEAD.—Carol singing.

LITTLEHAMPTON.—Dance.

LOWESTOFT.—Annual meeting, Mr. F. Spashett, J.P., chairman of the branch, presiding. Efforts of the past year: Life-boat day, special collection. Amount collected in 1934 £175, an increase of £4 on 1933.

NEWHAVEN.—Annual meeting, Mr. R. W. Dewdney, chairman of the branch, presiding. Efforts of the past year: Life-boat days in Newhaven and Peacehaven. Amount collected in 1934 £78, an increase of £31 on 1933.

RICKMANSWORTH AND CROXLEY GREEN.—"Heroes of the Sea" film shown, with collections. Bridge drive. Address by Captain H. E. Holme, R.N., honorary secretary of the Boxmoor and Hemel Hempstead branch.

ROCHESTER.—Lantern lecture to the Women's Citizens' Association by Colonel A. C. Barnby, O.B.E., honorary secretary of the branch.

SITTINGBOURNE.—Whist drive.

SOUTHEND-ON-SEA.—Supper to the life-boat crew, given by Mr. Frank Garon. Mr. Garon has also presented the branch with a barometer and three life-boat pictures.

SOUTHWOLD.—Dinner given by the local committee to Coxswain F. Upcraft on his retirement, Alderman A. J. Critten, chairman of the branch, presiding.

WALTON AND FRINTON.—Annual meeting, Sir Albert Stern, K.B.E., president, in the chair. Efforts of the past year: Life-boat day, life-boat Sunday. Amount collected in 1934 £230, an increase of £19 on 1933.

Dinner in celebration of the Jubilee of the branch. (See special report on page 419.)

WATFORD.—Lantern lecture to the Boys' Brigade, by Mr. H. Mellon, honorary secretary of the branch.

WEYBRIDGE.—Bridge tournament.

WINSLOW.—Whist drive.

Lectures at Charing Heath and Lenham, Findon, and Reigate, and presentation at Berkhamstead of prizes in the life-boat essay competition for elementary schools.

South-West of England.

APPLEDORE.—Annual meeting, Colonel C. Didham, J.P., chairman, presiding. Amount collected in 1934 £227. The chairman referred to the great loss the branch has sustained by the death of its president, Dr. W. A. Valentine, and Mr. H. C. Whitehead, who was honorary secretary for thirty years, and is an honorary life-governor of the Institution, was elected president in his place.

Coxswain Sidney Cann, Mr. C. T. Hornsbrook, the motor mechanic, Mr. Richard Cann, the bowman, and ex-Second Coxswain S. S. Bignall, took part in a programme called "Blue Water Experiences," which was broadcast by the West Regional, and related life-boat experiences.

BASINGSTOKE.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Stratford, chairman, presiding. Amount collected in 1934 £54, an increase of £4 on 1933.

BATH.—The branch has suffered a severe loss by the death of Mrs. George Goldie, who was honorary secretary, and has been a life-boat worker for over ten years. Mrs. Goldie was presented by the Institution with the gold badge in 1930.

BODMIN.—Address by the Rev. W. T. Price, with collection.

BOURNEMOUTH.—Four performances of three plays—"Catherine Parr," "Postal Orders," and "Tommy Dodd," the last a life-boat play written by Lieut.-Col. V. D. Stenhouse, the honorary secretary, who played the leading part.

BRIDGWATER.—Dance at North Petherton.

BRIDPORT.—Annual meeting, the Mayor, chairman, presiding, supported by Rear-Admiral C. H. Fox, C.B., the president. Amount collected in 1934 £83, an increase of £14 on 1933. Colonel Castle-Smith presented a model boat, built by himself, to be sold for the benefit of the branch.

BUDE.—By the death of Captain Henry Barrett, on 24th December, at the age of eighty-two, the station has lost a former coxswain. Captain Barrett was its second coxswain for six years, and then served as coxswain for nearly seventeen years, retiring at the age of seventy-one with a pension.

COVERACK.—Annual dinner to life-boat crew and helpers, given by Mr. Francis Roxburgh.

COWES.—Annual ball and young people's dance, arranged by the Ladies' Life-boat Guild.

CREDITON.—Bridge drive.

EXETER.—Whist drive, arranged by Mrs. Cottey.

EXMOUTH.—Presentation to Mr. Sam Bennett by Sir Garbutt Knott, Bt., of the record of thanks awarded to him by the Institution.

FALMOUTH.—Whist drive.

FAREHAM.—Life-boat dance at Warsash.

FOWEY.—Coxswain John H. Grose died in November, only three months after he had retired on account of ill health. He had served as coxswain for over twelve years.

Whist drive, arranged by the Ladies' Life-boat Guild. Prizes presented by the Mayor.

GOSPORT.—Presentation by Colonel R. F. A. Sloane-Stanley, J.P., president of the branch, and a member of the committee of management of the Institution, of the challenge shield for the South-West of England in the life-boat essay competition for elementary schools, won by George John Baker, of Grove Road Senior Boys' School, Gosport. Colonel Sloane-Stanley was supported by the Mayor, Alderman Lee, J.P., C.C., chairman of the Education Committee, and Mr. H. Fereday, honorary secretary of the branch. Colonel Sloane-Stanley himself presented the winner with a watch, and the

staff of the school presented him with a fountain-pen. Prizes were also presented to pupils of the Leesland Girls' School, and the Clarence Square Senior Boys' School.

The branch has suffered a serious loss by the death of Alderman E. W. Laphorn, a member of the committee, who from 1917 to 1932 was the honorary secretary, and in 1917 was presented by the Institution with a life-boat picture.

HELSTON.—Life-boat day, arranged by the Mayor.

ILFRACOMBE.—Special meeting to re-organize the Ladies' Life-boat Guild, Mrs. Fairfax, honorary secretary of the Guild, presiding. Speaker: The district organizing secretary.

LISS.—Annual meeting. Efforts of the past year: Life-boat day. Amount collected in 1934 £54, an increase of £4 on 1933.

LYMINGTON.—Life-boat film shown, with collections, at the Lyric Cinema.

LYNMOUTH.—Annual meeting, Mr. J. W. Holman, O.B.E., chairman, in the chair. Amount collected in 1934 £145.

MARLBOROUGH.—The life-boat play, "Their Business in Great Waters," presented by the Manton Amateur Dramatic Society.

MINEHEAD.—Annual meeting, Lieut. H. M. Brandram, R.N.R., chairman, presiding. Efforts of the past year: Collections at boat-house, life-boat day, and cinema collections. Amount collected in 1934 £160, an increase of £10 on 1933.

NEWQUAY.—Special meeting of the committee and Ladies' Life-boat Guild about the closing of the station. Speaker: The district organizing secretary.

PADSTOW.—Annual meeting, Mr. C. H. Babington, vice-president, in the chair. Amount collected in 1934 £131, an increase of £15 on 1933.

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

PENZANCE.—Presentation by the Mayor of two certificates of service to retiring members of the Penlee crew, and of woollen scarf-helmets from Mrs. E. Manby, of Codsall, Staffordshire.

PLYMOUTH.—Ball. Life-boat day, dance, and concert at Bere Ferrers.

POOLE.—Whist drive.

PORTSMOUTH.—Annual meeting on 17th January, Alderman Sir Harold Pink, J.P., chairman, presiding, in the absence of the Lord Mayor, the president. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, bridge drive. Amount collected in 1934 £473, an increase of £36 on 1933. Prizes won in the life-boat essay competition for elementary schools presented by Lady Pink.

Lecture to the British Legion. Bridge tea at Purbrook, with presentation of prizes by Lorna, Countess Howe.

SWANAGE.—Annual meeting, Sir Arthur Adams, K.B.E., vice-president, in the chair, supported by Captain H. P. Buckle, R.N., district officer of coastguard. Efforts of the past year: Life-boat day and whist drive, and

life-boat day and house-to-house collection at Wareham. Amount collected in 1934 £161, an increase of £30 on 1933.

Bridge and whist drive, arranged by the Ladies' Life-boat Guild.

TEIGNMOUTH.—Presentation by the chairman of petty sessions, Col. R. S. Pottinger, of the coxswain's certificate of service awarded to Coxswain Thomas Hitchcock on his retirement.

WARMINSTER.—Bridge tournament.

WEYMOUTH.—Annual meeting, Major J. A. Devenish, chairman, presiding. Amount collected in 1934 £274. The chairman referred to the great services of Mrs. Williamson, who had just retired, as honorary secretary of the Ladies' Life-boat Guild. Presentation of prizes won by Portland schools in the life-boat essay competition for elementary schools.

WINCHESTER.—The branch has received a gift of £1 10s.—in memory of Miss Margaret Lee, who for many years served the Institution as a member of the committee of the Ladies' Life-boat Guild.

Scotland.

ABERDEEN.—Annual life-boat ball, attended by the Lord and Lady Provost and the Marquess and Marchioness of Aberdeen and Temair. Over 600 people present.

AIRDRIE.—Life-boat day.

AYTON AND BURNMOUTH.—New Year dance and military whist drive.

BANFF, MACDUFF, AND WHITEHILLS.—Performance of "To Have the Honour," by the Banff Dramatic Society. Concert.

BURNTISLAND AND ABERDOUR.—Annual meeting on 15th November, Mr. James Piper, chairman, presiding. Efforts of the past year : Bridge and whist drives and life-boat days. Amount collected in 1934 £72.

CUPAR.—Special meeting, Provost Struth presiding, at which a Ladies' Life-boat Guild was formed. Speakers : Commander the Hon. A. D. Cochrane, D.S.O., M.P., a member of the committee of management of the Institution and vice-chairman of the Scottish Life-boat Council, and the Scottish organizing secretary. Guild badges were presented by Lady Cochrane of Cults.

DUNBAR AND SKATERAW.—Presentation of Christmas gifts to the crew.

DUNDEE.—Annual meeting on 10th December, Mr. Ralph C. Cowper, president, in the chair. Speakers : The Lord and Lady Provost, Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council, Lady Nairn, Sir Alexander Spence and Provost Scrymgeour. Efforts of the past year : Life-boat day and procession, bridge drive and house-to-house collection. Amount collected in 1934 £930.

DUNFERMLINE.—Annual church service in Dunfermline Abbey. The Rev. G. M. Dryburgh, M.A., of St. Columba's Parish Church, officiated, assisted by the Rev. J. W. Baird, of the Abbey. Sunday concert at Rosyth.

EDINBURGH.—Annual meeting on 30th November, Baillie Raithby in the chair. Speakers : The Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution, and chairman of the Scottish Council, the Hon. Lord Carmont and the Master of the Merchant Company. Efforts of the past year : Orchestral concert, bridge and whist drive, life-boat day, and special appeal by committee. Amount collected in 1934 £2,806.

Performance of the life-boat play, "Their Business in Great Waters," by the Civil Service Dramatic Society to Claremont Church Guild.

Lantern lecture in the British Legion Unemployed Club by Commander Robert Mends, R.N. Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council, presided, and the Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution, and chairman of the Scottish Life-boat Council, and Admiral Sir John F. E. Green, K.C.M.G., C.B., were present.

GALASHIELS.—Special meeting, Provost Mercer presiding, at which a Ladies' Life-boat Guild was formed. Speakers : The Earl of Haddington, M.C., ex-Provost Hayward and the Scottish organizing secretary. Guild badges were presented by the Countess of Haddington.

GIRVAN.—Presentation by the district inspector of the record of thanks accompanying the gold badge awarded to Mr. James Brewster, J.P., the honorary treasurer. Basket whist drive and dance, organized by the Ladies' Life-boat Guild.

GLASGOW.—Dance, organized by the Ladies' Life-boat Guild, with address by Mrs. J. J. D. Hourston, O.B.E., president of the guild.

GOUROCK.—Annual whist drive.

GREENOCK.—Annual meeting of the Ladies' Life-boat Guild, Mrs. J. A. Morrison presiding.

Lantern lecture by Mr. Thomas Smart.

INVERGORDON.—Whist drive and dance, organized by the Ladies' Life-boat Guild. Mrs. Ross, president, was in the chair, and prizes were presented by Mrs. Robert Mends.

ISLE OF BUTE.—Annual whist drive and ball. The Marchioness of Bute, D.B.E., president of the Ladies' Life-boat Guild, presided and presented prizes. Speakers : Lord Colum Crichton Stuart, Provost Thompson and the Scottish organizing secretary.

KIRKCALDY.—Whist drive and dance, arranged by the Ladies' Life-boat Guild, with address by the Scottish organizing secretary.

KIRKCUDBRIGHT.—Annual meeting of the Ladies' Life-boat Guild on 6th December, the Countess of Galloway, president, in the chair. Speaker : Dr. Grant Morris. Efforts of the past year : Life-boat days and house-to-house collections.

Branch annual meeting on 21st December, Sir Charles Hope-Dunbar, Bt., president, in the chair. Speaker : Vice-Admiral Eustace Leatham, C.B. Amount collected in 1934 £129.

NEWBURGH.—Children's fancy dress party, organized by the Ladies' Life-boat Guild.

PETERHEAD.—Annual life-boat dance, organized by a special committee. Presentation to Mrs. Troup, honorary secretary of the Ladies' Life-boat Guild, of the record of thanks awarded to her by the Institution.

RENFREW.—Basket whist drive, organized by the Ladies' Life-boat Guild.

TROON.—Annual meeting on 23rd October, Mr. James Clark, J.P., chairman, presiding. Efforts of the past year: Whist drive, life-boat day and special appeal by the committee. Amount collected in 1934 £153, an increase of £28 on 1933.

Annual joint church service. Whist drive.

VALE OF LEVEN.—Special meeting, Sir Iain Colquhoun, Bt., of Luss, presiding, at which a Ladies' Life-boat Guild was formed. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Scottish Life-boat Council, and Commander the Hon. A. D. Cochrane, D.S.O., M.P., a member of the committee of management of the Institution, and vice-chairman of the Scottish Life-boat Council, and the Scottish organizing secretary. Guild badges were presented by the Hon. Mrs. A. D. Cochrane.

WICK.—Coxswain P. Bain died in January at the age of sixty, while still serving as coxswain. He had held the post for fourteen years.

Lecture at Barrhead.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

BARRY.—Bridge and whist drive, organized by the Ladies' Life-boat Guild.

CARDIFF.—Nautical Fayre and bridge drive, the first effort organized by the recently formed Ladies' Life-boat Guild. Mrs. Ormond Lewis, chairman of the Guild, presided at the opening ceremony, and in the absence of the Rt. Hon. Viscount Tredegar, D.L., the Lady Mayoress of Cardiff declared the Fayre opened. Vote of thanks to the Lady Mayoress proposed by Councillor James Griffiths, J.P. (Deputy Lord Mayor), seconded by Mr. T. H. Mordey, J.P., honorary secretary of the branch.

IRONBRIDGE.—Annual life-boat dance, organized by the Ladies' Life-boat Guild.

LLANDUDNO.—The branch has suffered a severe loss by the death of Mrs. William Roberts, joint honorary secretary of the Ladies' Life-boat Guild, and an enthusiastic worker for many years.

NEWPORT (Mon.)—Presentation by Mr. A. J. Phillips, chairman of the branch, of a prize won in the life-boat essay competition for elementary schools. Address by the district organizing secretary.

PENARTH.—Presentation by County Councillor D. B. Jones of a prize won in the life-boat essay competition for elementary schools. Address by the district organizing secretary.

SHREWSBURY.—Special meeting of collectors, the Viscountess Bridgeman, D.B.E., president, in the chair. Committee elected.

SWANSEA.—Whist drive and dance, organized by the Ladies' Life-boat Guild.

TENBY.—Special meeting, the Mayoress presiding, at which a Ladies' Life-boat Guild was formed. Speaker: The district organizing secretary. Officers appointed: Vice-presidents, the Lady Merthyr, Mrs. Bickerton Edwards, Alderman Mrs. M. J. Jenkins, Mrs. E. Silcott, and Mrs. Strong; chairman, Mrs. Hulton; joint honorary secretaries, Miss M. Hulton and Mrs. Norman; honorary treasurer, Miss M. Pudsey Dawson.

Lecture to the Sea Rangers.

Lectures at Bromyard and Oakengates, and presentation of prizes in the life-boat essay competition for elementary schools at Corwen, Pontypool, and Whitchurch.

Ireland.

BALBRIGGAN.—Whist drive.

BALLYSHANNON.—Mrs. Sproule-Myles appointed honorary secretary.

BELFAST.—Eighth annual life-boat ball at the Plaza, the guests received by the Viscountess Bangor.

CORK.—Annual life-boat ball.

DONAGHADEE.—Annual meeting. Speakers: Mr. J. F. Ward, vice-president, Mr. Alexander M. Hamilton, chairman, Mr. David McKibbin, honorary secretary, and the district organizing secretary. Amount collected in 1934 £159, an increase of £70 on 1933.

DOWNPATRICK.—Mr. Lyle Reid, Belfast Banking Company, appointed honorary treasurer.

DUN LAOGHAIRE.—Mr. Oscar A. Eaton appointed honorary treasurer in the place of Mr. J. A. Fulton resigned. Cinderella dance.

FERMOY.—Golf competition.

KILMORE.—Annual meeting. Amount collected in 1934 £28, an increase of £17 on 1933.

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

MARYBOROUGH.—Carol-singing week, organized by Mrs. T. F. E. Morrow, the honorary secretary.

NAAS.—Dance.

PORTRUSH.—Annual meeting, Sir Francis Macnaghten, Bt., president, in the chair. Amount collected in 1934 £153, an increase of £7 on 1933.

WESTMEATH, NORTH.—Cinderella dance, organized by Miss Rose Chapman, honorary secretary.

YOUGHAL.—Annual meeting, Mr. J. R. Smyth, chairman, presiding. Speakers: Mr. A. Nelson Cole, honorary secretary, Mr. J. G. T. McGrath, honorary treasurer, and the district inspector of life-boats. Amount collected in 1934 £95.

Whist drive.

Services of the Life-boats of the Institution during 1934.

		Time of Launching.		Persons rescued from shipwreck.
1934.	Jan.	3.	4.54 a.m. S.S. <i>Landes</i> , of Liverpool. New Brighton No. 2 motor life-boat landed 1.	
	"	5.	8.40 p.m. Steam trawler <i>Ben Strome</i> , of Aberdeen. Peterhead motor life-boat saved vessel and rescued - - - - -	10
	"	7.	11.10 a.m. A sailing boat. Dover motor life-boat's motor boarding boat - - -	2
	"	8.	11.40 a.m. Motor fishing boat <i>Streamlight</i> , of Thurso. Thurso motor life-boat escorted boat into harbour.	
	"	9.	9.30 p.m. Sailing trawler <i>Evala</i> , of Lowestoft. Southwold motor life-boat	4
	"	11.	1.25 p.m. Motor fishing boat <i>Cheerful</i> , of Lerwick. Lerwick motor life-boat saved boat and rescued - - - - -	4
	"	11.	2.17 p.m. Motor fishing boats <i>Excelsior</i> , <i>Maggie</i> , <i>Protect Me II</i> , and <i>Victory</i> , of Bridlington. Bridlington motor life-boat escorted boats into safety.	
	"	14.	9.10 a.m. Auxiliary schooner <i>Rover</i> , of Lowestoft. Bembridge motor life-boat - - - - -	4
	"	14.	1.30 p.m. Galway Bay motor life-boat took a doctor to Innisheer.	
	"	17.	8.40 a.m. Fishing boats of Kingstown. Kingstown motor life-boat escorted boats into safety.	
	"	17.	12 noon S.S. <i>Plawsworth</i> , of Newcastle. Maryport motor life-boat - - -	13
	"	17.	12 noon The fishing fleet of Gourdon. Gourdon pulling and sailing life-boat stood by fleet.	
	"	17.	2.30 p.m. Fishing boat <i>Agnes and Betsy</i> , of Arbroath. Arbroath motor life-boat escorted boat into safety.	
	"	17.	8.30 p.m. Boat of H.M.S. <i>Wolfhound</i> . Troon motor life-boat saved boat and rescued - - - - -	4
	"	18.	11.40 a.m. Barge <i>Teresa</i> , of London. Margate motor life-boat escorted vessel into harbour.	
	"	18.	11.0 p.m. S.S. <i>Brereton</i> , of Liverpool. Rosslare Harbour motor life-boat rescued 9 and a dog - - - - -	9
	"	19.	12 noon Fishing boats of Whitby. Whitby No. 2 pulling and sailing life-boat escorted boats into harbour.	
	"	22.	11.59 a.m. Seven fishing cobsles of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobsles into safety.	
	"	26.	3.30 p.m. Galway Bay motor life-boat fetched a specialist from the mainland.	
	"	27.	2.0 p.m. Canoe <i>Lone Star</i> . Swanage motor life-boat saved canoe and rescued - - - - -	1
Feb.	1.	11.55 a.m.	Motor vessel <i>Garthclyde</i> , of London. Filey pulling and sailing life-boat landed 4.	
	"	8.	4.25 a.m. S.S. <i>Disperser</i> , of West Hartlepool. Runswick motor life-boat	1
	"	11.	6.45 p.m. S.S. <i>Trito</i> , of Rotterdam. Salcombe motor life-boat stood by vessel.	
	"	14.	7.45 a.m. Steam trawler <i>Shandwick</i> , of London. Newburgh pulling and sailing life-boat rendered assistance.	
	"	16.	8.10 a.m. S.S. <i>Stepney</i> , of Glasgow. Great Yarmouth and Gorleston motor life-boat stood by vessel.	
	"	18.	3.25 a.m. Motor vessel <i>Vestvard</i> , of Oslo. Ramsgate motor life-boat rendered assistance.	
	"	21.	4.55 p.m. Motor fishing coble <i>Royal Empire</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted coble into harbour.	
	"	22.	3.28 a.m. A boat of motor vessel <i>Grit</i> , of London. Hythe motor life-boat saved boat and rescued - - - - -	6
	"	24.	9.45 a.m. S.S. <i>Unbe Mendi</i> , of Bilbao. Newhaven motor life-boat stood by vessel.	
	"	26.	10.56 a.m. S.S. <i>Bangor</i> , of Beaumaris. Cloughy motor life-boat stood by vessel.	
Mar.	2.	7.30 p.m.	Motor fishing boat <i>Tony</i> , of Wells. Wells pulling and sailing life-boat rendered assistance.	
	"	2.	9.30 p.m. S.S. <i>The Monarch</i> , of Glasgow. The Humber motor life-boat stood by vessel.	
	"	3.	3.10 p.m. A small boat. Howth motor life-boat saved boat and rescued -	2
	"	10.	10.35 a.m. Motor fishing cobsles <i>Mizpah</i> and <i>Silver Line</i> , of Staithes. Staithes pulling and sailing life-boat stood by cobsles.	
	"	11.	12 noon Motor fishing coble <i>Premier II</i> , of Scarborough. Scarborough motor life-boat escorted coble into harbour.	
	"	12.	10.40 a.m. Motor fishing boat <i>Unity</i> . Portpatrick motor life-boat landed 2.	
	"	12.	4.0 p.m. Motor fishing boats <i>Pilot Me</i> and <i>Success</i> , of Whitby. Hartlepool motor life-boat escorted boats into safety.	
	"	14.	1.50 p.m. Barge <i>Nellie</i> , of Appledore. Appledore motor life-boat - -	3

		Time of Launching.		Persons rescued from shipwreck.
1934.				
Mar.	14.	8.10 p.m.	Barge <i>Claxfield</i> , of Queenborough. Southend-on-Sea motor life-boat - - - - -	2
"	16.	8.45 p.m.	Motor fishing boat <i>Leander</i> , of Guernsey. St. Peter Port motor life-boat rendered assistance.	
"	19.	12.37 p.m.	Yacht <i>Hally Lise</i> . Swanage motor life-boat - - - - -	1
"	19.	8.25 p.m.	Steam trawler <i>La Violette</i> , of Ostend. Weymouth motor life-boat rendered assistance.	
"	24.	1.20 p.m.	The fishing fleet of Fraserburgh. Fraserburgh motor life-boat escorted fleet into safety.	
"	24.	6.50 p.m.	S.S. <i>Cairn Glen</i> , of Newcastle. Longhope motor life-boat stood by vessel.	
"	25.	9.50 a.m.	S.S. <i>K. Ktistakis</i> , of Chios. Walmer motor life-boat stood by vessel.	
"	26.	8.15 p.m.	S.S. <i>Tsiropinas</i> , of Syra. Barry Dock motor life-boat stood by vessel.	
April	2.	6.5 a.m.	Boat <i>Joybell</i> , of St. Helier. St. Helier pulling and sailing life-boat landed two men from Maitre Ile.	
"	2.	8.30 a.m.	The fishing fleet of Filey. Filey pulling and sailing life-boat escorted fleet into safety.	
"	2.	11.52 a.m.	Yacht <i>Y Draig</i> , of Portmadoc. Aberystwyth motor life-boat stood by yacht.	
"	2.	12.11 p.m.	Swanage motor life-boat landed two men who were stranded on the rocks between Pinnacles and Old Harry Rocks.	
"	5.	8.35 a.m.	Motor fishing coble <i>Provider</i> , of Newbiggin. Blyth motor life-boat escorted coble into safety.	
"	5.	1.0 p.m.	S.S. <i>Lancashire</i> , of Sunderland. The Humber motor life-boat landed 10.	
"	7.	11.25 a.m.	Motor fishing cobbles <i>Gratitude</i> , <i>Brethren</i> and <i>Curlew</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted cobbles into safety.	
"	9.	10.30 a.m.	Seven fishing boats of North Sunderland. North Sunderland pulling and sailing life-boat stood by boats.	
"	10.	4.15 p.m.	Motor fishing boat <i>Launch Out</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
"	11.	6.0 a.m.	Steam trawler <i>Touquet</i> , of Boulogne. Salcombe motor life-boat stood by vessel.	
"	14.	10.40 p.m.	S.S. <i>Wisbech</i> , of Hull. Blyth motor life-boat escorted vessel into safety.	
"	17.	7.0 p.m.	Motor fishing vessel <i>Briar</i> , of Fraserburgh. Fraserburgh motor life-boat landed 1.	
"	20.	10.52 p.m.	S.S. <i>Penton</i> , of Newcastle. Southend-on-Sea motor life-boat rendered assistance.	
"	23.	6.35 p.m.	Fishing boat <i>Irish Leader</i> , of Wexford. Rosslare Harbour motor life-boat saved boat and rescued - - - - -	2
"	24.	8.40 a.m.	Barge <i>Lady Maud</i> , of London. Walton and Frinton motor life-boat stood by vessel.	
"	26.	1.0 p.m.	Small boat <i>Imp</i> , of Westgate. Margate motor life-boat saved boat and rescued - - - - -	1
"	29.	3.5 p.m.	A sailing boat. Dover motor life-boat's motor boarding boat -	2
May	1.	6.45 a.m.	Royal Fleet auxiliary <i>Argo</i> . Hythe motor life-boat stood by vessel.	
"	2.	12.25 a.m.	Motor vessel <i>Westlaan</i> , of Groningen. Weymouth motor life-boat stood by vessel.	
"	5.	8.25 a.m.	Yacht <i>Fidget</i> , of Bosham. Bembridge motor life-boat saved yacht and rescued - - - - -	1
"	5.	5.40 p.m.	Schooner <i>Duchess</i> , of Dublin. Hoylake motor life-boat - - -	3
"	5.	5.45 p.m.	A small boat from tug <i>Yorkgarth</i> , of Liverpool. New Brighton No. 1 pulling and sailing life-boat. - - - - -	2
"	6.	11.0 a.m.	Yacht <i>Mizpah</i> , of Liverpool. Llandudno motor life-boat saved yacht and rescued - - - - -	3
"	6.	12 noon	Fishing boats of Bridlington. Flamborough No. 2 pulling and sailing life-boat stood by boats.	
"	6.	2.30 p.m.	Yacht <i>Foam</i> . Hoylake motor life-boat assisted to save yacht and rescued - - - - -	2
"	6.	7.55 p.m.	Schooner <i>Snowflake</i> , of Runcorn. Holyhead motor life-boat landed 4.	
"	7.	7.0 a.m.	Schooner <i>Snowflake</i> , of Runcorn. Holyhead motor life-boat rendered assistance.	
"	17.	3.45 a.m.	Steam trawler <i>Salacon</i> , of Grimsby. The Humber motor life-boat rendered assistance.	
"	20.	6.30 a.m.	Yacht <i>Wallaroo</i> , of Fleetwood. Fleetwood motor life-boat escorted yacht into safety.	

1934.	Time of Launching.		Persons rescued from shipwreck.
May 21.	11.0 a.m.	Motor fishing boat <i>Thistle</i> , of Montrose. Montrose No. 1 motor life-boat saved boat and rescued	4
" 21.	2.27 p.m.	Motor boat <i>May Belle</i> . Hythe motor life-boat saved boat and rescued	3
" 21.	5.15 p.m.	Rowing boat <i>Ivy</i> , of Tunstall. The Humber motor life-boat rendered assistance.	
" 21.	8.30 p.m.	Yacht <i>Gariad</i> . Caister pulling and sailing life-boat stood by yacht.	
" 30.	8.40 p.m.	Yacht <i>Argo</i> . Walton and Frinton motor life-boat rendered assistance.	
June 6.	3.35 a.m.	Yacht <i>Jubilee</i> , of Fleetwood. Ramsey motor life-boat saved yacht and rescued	2
" 17.	3.30 p.m.	Motor yacht <i>Taille</i> , of Kingstown. Wicklow motor life-boat saved yacht.	
" 18.	11.50 a.m.	Royal Air Force aeroplane. Broughty Ferry motor life-boat landed 1.	
" 20.	11.15 a.m.	Small boat <i>Isabella and Nina</i> , of Peterhead. Peterhead motor life-boat saved boat and rescued	1
" 22.	11.32 a.m.	Motor shrimp boat <i>Florrie</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat stood by boat.	
" 22.	11.58 a.m.	Auxiliary yacht <i>Albion</i> , of Burnham-on-Crouch. Aldeburgh No. 2 pulling and sailing life-boat landed 3 and saved yacht.	
" 23.	11.35 a.m.	Yacht <i>Morandi</i> , of Mumbles. Mumbles motor life-boat saved yacht and rescued	4
" 25.	4.50 p.m.	A rowing boat. Southwold motor life-boat landed 6.	
July 1.	2.15 a.m.	A small fishing boat of Portrush. Portrush motor life-boat rendered assistance.	
" 11.	9.30 a.m.	Steam trawler <i>Pelagos</i> , of Granton. Dunbar motor life-boat stood by vessel.	
" 11.	10.45 p.m.	S.S. <i>Runnelstone</i> , of London. The Lizard motor life-boat stood by vessel.	
" 12.	11.5 a.m.	Steam drifter <i>Sprig o' Heather</i> , of Fraserburgh. Fraserburgh motor life-boat escorted vessel into harbour.	
" 13.	5.42 p.m.	A small boat of Boscombe. Swanage motor life-boat saved boat and rescued	1
" 15.	12.15 a.m.	Fishing boat <i>Replete</i> , of Brixham. Sennen Cove motor life-boat landed 4.	
" 15.	4.5 p.m.	A small boat of Benllech. Moelfre motor life-boat saved boat and rescued	4
" 18.	9.24 p.m.	A small boat of Dunbar. Dunbar motor life-boat saved boat and rescued	2
" 26.	3.50 p.m.	Bishop Rock Lighthouse. St. Mary's motor life-boat brought urgent message ashore.	
" 29.	7.10 p.m.	Motor fishing boat <i>Only Two</i> , of Newquay. Padstow No. 2 motor life-boat saved boat and rescued	4
" 31.	12.30 p.m.	A small boat of Benllech. Moelfre motor life-boat saved boat and rescued	2
Aug. 1.	7.35 p.m.	Motor boat <i>Help</i> . Tenby motor life-boat	2
" 2.	4.0 p.m.	Fishing boat <i>Hyperion</i> . Bridlington motor life-boat escorted boat into harbour.	
" 7.	7.5 a.m.	Fishing boat <i>Handy Billy</i> , of Great Yarmouth. Caister pulling and sailing life-boat	2
" 10.	12 noon	Yacht <i>Blue Bird</i> . Dungeness No. 2 motor life-boat saved yacht and rescued	2
" 10.	1.49 p.m.	Dinghies <i>Shearwater</i> , <i>Fellister</i> , <i>Departure</i> and another. Yarmouth, Isle of Wight, motor life-boat saved four boats.	
" 10.	7.32 p.m.	Yacht <i>Jackdaw</i> , of Wallasea Bay. Aldeburgh No. 1 motor life-boat	3
		Yacht <i>Chanticleer</i> , of London. Aldeburgh No. 1 motor life-boat rendered assistance.	
" 11.	1.48 a.m.	Paddle steamer <i>Clacton Queen</i> , of Rochester. Clacton-on-Sea motor life-boat rendered assistance.	
" 13.	7.15 p.m.	Fishing vessel <i>Protect Me II</i> . Bridlington motor life-boat assisted to save vessel and rescued	4
" 14.	5.15 p.m.	Flamborough No. 1 pulling and sailing life-boat rescued four men who were marooned on the cliffs.	4
" 15.	9.40 p.m.	Motor boat <i>Penguin</i> , of St. Mary's. St. Mary's motor life-boat rendered assistance.	
" 17.	10.20 p.m.	Motor yacht <i>Romantic</i> . Dover motor life-boat rendered assistance.	
" 20.	9.15 a.m.	Yachts <i>Gem</i> and <i>Anlares</i> . Kingstown motor life-boat rendered assistance.	

		Time of Launching.		Persons rescued from shipwreck.
1934.				
Aug.	20.	9.45 a.m.	Motor fishing boats <i>Victory</i> and <i>Billow's Crown</i> , of St. Abbs. St. Abbs motor life-boat escorted boats into safety.	
	"	20.	10.30 a.m. Yacht <i>Mizpah</i> , of Liverpool. Llandudno motor life-boat saved yacht and rescued—	3
	"	20.	11.15 a.m. Motor fishing boats <i>Emma</i> and <i>Boy Billie</i> , of Lowestoft. Southwold motor life-boat saved boats and rescued—	3
	"	20.	1.15 p.m. Motor barge <i>Mardy</i> , of King's Lynn. Aldeburgh No. 1 motor life-boat stood by vessel.	
	"	20.	3.40 p.m. Yacht <i>Ariel</i> , of Sunderland. Runswick motor life-boat—	1
	"	21.	2.58 p.m. Motor cruiser <i>Ilka</i> , of London. Aldeburgh No 1 motor life-boat rendered assistance.	
	"	21.	6.4 p.m. Swanage motor life-boat landed the body of a man who had fallen over the cliffs.	
	"	21.	9.55 p.m. Barge <i>Florence Myall</i> , of Rochester. Southend-on-Sea motor life-boat rendered assistance.	
	"	27.	9.15 a.m. Six motor fishing boats of Montrose. Montrose No. 1 motor life-boat stood by boats.	
	"	28.	2.37 p.m. Motor launch <i>Oberon</i> , of Totland Bay. Yarmouth, Isle of Wight, motor life-boat—	6
	"	28.	10.25 p.m. Steam trawler <i>Dorileen</i> , of Aberdeen. Berwick-on-Tweed motor life-boat rendered assistance.	
	"	29.	7.50 p.m. Fishing boat <i>Chrissie Jane</i> , of Cromarty. Cromarty motor life-boat—	3
Sept.	2.	4.40 p.m.	A motor launch. Weston-super-Mare motor life-boat—	3
	"	2.	4.45 p.m. A small boat of Portrush. Portrush motor life-boat—	2
	"	2.	8.45 p.m. Yacht <i>Wallaroo</i> , of Barrow. Piel (Barrow) motor life-boat saved yacht and rescued—	5
	"	3.	4.25 a.m. Yacht <i>Betsy</i> , of Portsmouth. Shoreham Harbour motor life-boat saved yacht and rescued—	2
	"	4.	10.33 a.m. Sailing boat <i>Vigilant</i> , of Totland Bay. Yarmouth, Isle of Wight, motor life-boat—	2
	"	4.	10.10 p.m. Motor fishing boat <i>Prevail</i> , of Cromarty. Cromarty motor life-boat saved boat and rescued—	5
	"	5.	1.49 p.m. Motor boat <i>Ken</i> , of Polruan. Fowey motor life-boat landed 3.	
	"	6.	2.45 p.m. Royal Air Force flying-boat S1423. Angle motor life-boat—	6
	"	7.	12.20 p.m. Four fishing boats, of Gourdon. Gourdon pulling and sailing life-boat stood by boats.	
	"	8.	5.0 a.m. Motor fishing vessel <i>Nordstjernan</i> , of Frederickshaven. The Humber motor life-boat rendered assistance.	
	"	8.	11.20 a.m. Steam trawler <i>Dagon</i> , of Grimsby. Peterhead motor life-boat stood by vessel.	
	"	8.	2.40 p.m. A motor fishing boat, of Stromness. Stromness motor life-boat escorted boat into safety.	
	"	9.	5.15 p.m. Holyhead motor life-boat rescued a man who had fallen over the cliff—	1
	"	15.	2.45 p.m. A small boat of Donaghadee. Donaghadee motor life-boat saved boat and rescued—	3
	"	15.	8.40 p.m. Motor yacht <i>Moonbeam</i> , of Fleetwood. Fleetwood motor life-boat rendered assistance.	
	"	19.	5.0 p.m. Motor boat <i>Sunbeam</i> , of Cleethorpes. The Humber motor life-boat saved boat and rescued—	14
	"	19.	10.30 p.m. Motor barge <i>Gwynronald</i> , of London. Aldeburgh No. 1 motor life-boat assisted to save vessel and rescued—	3
	"	20.	3.55 p.m. Small boat <i>Lizzie</i> , of Sunderland. Sunderland motor life-boat saved boat and rescued—	2
	"	22.	1.10 p.m. Motor yacht <i>Wild Duck II</i> , of Woodbridge. Southwold motor life-boat saved yacht and rescued—	3
	"	22.	7.0 p.m. No. 7 sailing yacht, of Instow. Appledore motor life-boat—	1
	"	26.	8.10 a.m. Motor fishing boats <i>Enterprise</i> , <i>Rosa</i> and <i>Widgeon</i> , of Montrose. Montrose No. 1 motor life-boat stood by boats.	
	"		Motor fishing boat <i>Comfort</i> , of Montrose. Montrose No. 1 motor life-boat saved boat and rescued—	4
	"	29.	3.40 p.m. Fishing boats <i>Congress Bell</i> and <i>Nancy</i> , of Wicklow. Wicklow motor life-boat saved boats and rescued—	9
Oct.	3.	5.35 a.m.	Steam drifter <i>Silver Prince</i> , of Lowestoft. The Humber motor life-boat stood by vessel.	
	"	3.	2.10 p.m. Motor yacht <i>Lavinia</i> . Weymouth motor life-boat saved yacht and rescued—	2
	"	7.	8.0 p.m. Yacht 535, of Preston. Fleetwood motor life-boat saved yacht and rescued—	4

		Time of Launching.		Persons rescued from shipwreck.
1934:				
Oct.	11.	7.35 p.m.	Fishing boat <i>Maggie Smith</i> , of Arbroath. Arbroath motor life-boat rendered assistance.	
	12.	12.35 p.m.	Fishing boat <i>Good Luck</i> , of Folkestone. Hythe motor life-boat rendered assistance.	
	14.	4.20 p.m.	Lighter <i>Scarborough</i> . Southend-on-Sea motor life-boat rendered assistance.	
	15.	5.20 p.m.	Barge <i>Teresa</i> , of London. Margate motor life-boat - - - -	3
	15.	5.45 p.m.	Fishing boat <i>Douglass's</i> , of North Sunderland. North Sunderland pulling and sailing life-boat escorted boat into harbour.	
	15.	10.15 p.m.	Schooner <i>Isallt</i> , of Skibbereen. Moelfre motor life-boat - - -	5
	21.	1.15 p.m.	A rowing boat, of Dunbar. Dunbar motor life-boat saved boat and rescued - - - - -	3
	21.	5.5 p.m.	A canoe. Southend-on-Sea motor life-boat saved boat and rescued	1
	21.	5.55 p.m.	A motor boat, of Queenborough. Southend-on-Sea motor life-boat landed 3.	
	21.	10.50 p.m.	Motor vessel <i>Actuosity</i> , of London. Barry Dock motor life-boat stood by vessel.	
	22.	12.35 a.m.	Motor boat <i>Meg</i> , of Christchurch. Swanage motor life-boat saved boat and rescued - - - - -	1
	22.	10.20 a.m.	The ferry boat of Fort Rose. Cromarty motor life-boat saved boat and rescued - - - - -	2
	24.	2.20 p.m.	Fishing boat <i>Fairy Brae</i> , of Wexford. Rosslare Harbour motor life-boat saved boat and rescued - - - - -	3
	25.	6.47 p.m.	Yacht <i>Casita</i> , of Penzance. Yarmouth, Isle of Wight, motor life-boat saved yacht and rescued - - - - -	3
	25.	5.40 p.m.	S.S. <i>Ben Rein</i> , of Ramsey. Tenby motor life-boat landed 4.	
	30.	9.45 a.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby No. 1 motor life-boat escorted boat into harbour.	
	30.	11.45 a.m.	Fishing boat <i>Quest</i> , of Beadnell. North Sunderland pulling and sailing life-boat stood by boat.	
	30.	12.45 p.m.	Fishing boat <i>Boy George</i> , of Fraserburgh. Fraserburgh motor life-boat escorted boat into safety.	
	31.	7.45 a.m.	A boat of steam drifter <i>Viola</i> , of Banff. Great Yarmouth and Gorleston motor life-boat - - - - -	10
Nov.	2.	10.16 a.m.	Royal Air Force seaplane 1231. Ramsgate motor life-boat stood by seaplane.	
	3.	9.45 a.m.	The fishing fleet of Newbiggin. Newbiggin pulling and sailing life-boat stood by fleet.	
	3.	6.30 p.m.	Flit boat <i>Alert</i> , of Lerwick. Lerwick motor life-boat rendered assistance.	
	4.	12.40 p.m.	Motor fishing coble <i>Kingfisher</i> and motor fishing boat <i>Just Reward</i> , of Scarborough. Scarborough motor life-boat escorted boats into harbour.	
	4.	1.30 p.m.	Motor fishing boat <i>Victory</i> , of Bridlington. Bridlington motor life-boat escorted boat into harbour.	
	5.	11.30 a.m.	Fishing cobsles <i>Four Sons</i> , <i>Sarah Elizabeth</i> and <i>Betty II</i> , of Runswick. Runswick motor life-boat escorted cobsles into safety.	
	6.	3.10 p.m.	Fishing boat <i>Violet</i> , of Fraserburgh. Fraserburgh motor life-boat escorted boat into harbour.	
	9.	7.0 p.m.	A boat from steam trawler <i>Pennard Castle</i> , of Swansea. Clovelly pulling and sailing life-boat escorted boat into safety.	
	16.	5.30 p.m.	Ketch <i>Marie Celine</i> , of Connah's Quay. Moelfre motor life-boat saved vessel and rescued - - - - -	3
	16.	6.12 p.m.	Motor fishing boat <i>Frolic</i> , of Guernsey. St. Peter Port motor life-boat rendered assistance.	
	19.	6.15 p.m.	Fishing boat <i>Millicent</i> , of Eastbourne. Eastbourne motor life-boat saved boat and rescued - - - - -	3
	24.	1.45 a.m.	Steam trawler <i>Chrysea</i> , of Grimsby. The Humber motor life-boat stood by vessel.	
	24.	11.30 a.m.	Motor barge <i>Rian</i> , of Groningen. Cromer motor life-boat rendered assistance.	
	24.	11.30 a.m.	Motor drifter <i>Curlew</i> , of Banff. Great Yarmouth and Gorleston motor life-boat - - - - -	7
	30.	8.47 p.m.	Herring drifter <i>Maid of Erin</i> , of Portavogie. Maryport motor life-boat rendered assistance.	
Dec.	4.	12.57 p.m.	Five fishing boats, of North Sunderland. North Sunderland pulling and sailing life-boat stood by boats.	
	5.	7.15 a.m.	S.S. <i>Dunscore</i> , of Glasgow. St. Abbs motor life-boat - - - -	6
	5.	9.30 a.m.	Six fishing boats, of Scarborough. Scarborough motor life-boat escorted boats into harbour.	

		Time of Launching.		Persons rescued from shipwreck.
1934.				
Dec.	5.	11.0 a.m.	Motor fishing boats <i>Pilot Me</i> and <i>Success</i> , of Whitby. Whitby motor life-boat escorted boats into harbour.	
„	7.	7.27 p.m.	S.S. <i>Carricklee</i> , of Sunderland. Appledore motor life-boat rescued 8, and a dog - - - - -	8
„	9.	9.50 a.m.	Motor vessel <i>Titia</i> , of Dordrecht. Walton and Frinton motor life-boat assisted to save vessel and rescued - - - - -	5
„	12.	10.5 a.m.	Motor fishing boat <i>Sceptre</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
„	15.	3.0 p.m.	S.S. <i>Lady Martin</i> , of Dublin. Ballycotton motor life-boat escorted vessel into safety.	
„	18.	1.52 a.m.	Sailing barge <i>William Cleverly</i> , of Rochester. Clacton-on-Sea motor life-boat stood by vessel.	
„	18.	6.25 a.m.	Sailing barge <i>Davenport</i> , of Ipswich. Lowestoft motor life-boat stood by vessel.	
„	19.	6.0 p.m.	S.S. <i>Balmerino</i> , of Belfast. Troon motor life-boat stood by vessel.	

SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats	276
Lives rescued in other ways for whose rescue the Institution gave rewards	78
Total of lives rescued	354
Persons landed from vessels or rocks on which they might have been in danger	50
Boats and vessels which Life-boats saved or helped to save	54
Boats and vessels which Life-boats stood by, escorted to safety, or helped	200
Total number of launches, including those in which for various reasons no services were rendered	340

Notice.

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

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

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

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

The next number of THE LIFE-BOAT will be published in May, 1935.