

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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THE LIFE-BOAT FLEET

Motor Life-boats, 124 :: Pulling & Sailing Life-boats, 46

LIVES RESCUED

from the foundation of the Institution in 1824

to May 31st, 1935 - - - - - 64,048

Bronze Medal Service at Appledore.

ON the morning of the 11th January last the motor fishing boat *Lee Bay*, of Ilfracombe, put out from Clovelly for long-line fishing. She carried a crew of three, one of whom was a cripple. In the afternoon the coast-guard reported that she was in serious difficulties about a mile inside Baggy Point. A moderate gale was blowing from the W.N.W. with squalls. The sea was very heavy and it was raining. The Appledore motor life-boat *V.C.S.* was launched at 4.37 P.M. As the coxswain was away from the station on account of the illness of a child, Second-Coxswain George H. E. Pow took command.

It was low water. The gale was blowing right into the bay, and a very heavy sea was breaking on the bar. The crew knew as they set out that, in such conditions, it was dangerous, and might be impossible, to cross the bar at all; but there was no hesitation. The life-boat did, in fact, touch once as she crossed, but got safely over. Second-Coxswain Pow then steered across to the Bell Buoy, as it would have been dangerous to make direct for Baggy Point beam on to the heavy seas. From the buoy he signalled for information. The coastguard's reply could not be read entirely, but enough was read to show that the *Lee Bay* was still in the same position. The

life-boat ran in towards the coast, through the darkness and the rain, guided by white flares which the coastguards were showing on the top of the cliffs, 150 feet above the fishing boat, to give her position.

She found the *Lee Bay* just round Baggy Point, anchored not more than thirty feet from the high cliffs. Her crew were exhausted and helpless in face of the heavy seas. To add to the difficulties of the life-boat, the *Lee Bay* lay with a rock just to seaward of her. The life-boat anchored and dropped down towards her stern first, but had to go ahead again to meet a heavy sea. Once more she dropped down, very skilfully manœuvred by the second-coxswain, with the able help of the motor mechanic. This time her crew succeeded in getting a line on board the *Lee Bay*, which was hauled away from the cliffs and alongside the life-boat; the crippled man was lifted on board; the other two men jumped; and the life-boat, letting the fishing boat go, got clear of the rocks.

As it would be impossible for the life-boat to cross the Appledore bar again for some time, she ran for Ilfracombe, where she landed the rescued men at 7.45 P.M. During the night the fishing boat was smashed to pieces on the cliffs. The life-boat left for

home at 8.30 the next morning. The weather was still the same, with a N.W. gale blowing. She was again in danger crossing the bar; but she got safely in. It was then 1.45 P.M.

For this gallant and skilful rescue the Institution awarded the bronze medal

and its thanks inscribed on vellum to Acting-Coxswain Pow; its thanks inscribed on vellum to the motor mechanic, C. T. Hornabrook; a framed letter of thanks to each member of the crew, and money awards amounting to £41 12s. 9d.

Services of Foreign Life-boats to British Vessels in 1934.

DURING 1934 services were rendered off the shores of foreign countries to 34 British vessels in distress, and 69 lives were rescued from them. Of these lives 22 were rescued off the Danish coast and 44 off the coast of Iceland. The following is the record of these services, with particulars of the life-boat fleets of each country:

Belgium.

There were no services to British vessels.

The Belgian life-boat service has 7 life-boat stations, equipped with 3 motor life-boats, 9 pulling and sailing life-boats and a tug. Its 7 stations are also provided with life-saving apparatus, and it has 2 stations with this apparatus only.

Denmark.

In the early morning of the 9th of June the steamer *Sprightly*, of Newcastle, stranded near the life-boat station at Lyngby, on the west coast of Jutland. A moderate gale was blowing from W.N.W., with a rough sea. The life-boat went out, but the *Sprightly's* captain refused to leave his vessel, as he hoped to refloat her when the tide rose. The life-boat returned ashore, but remained ready to put out again. In the evening she put out, stood by nearly all night, returned to her station, and again put out the following morning. It was then blowing a strong gale, with a heavy sea, and she had a hard pull to reach the steamer, over which the waves were now breaking heavily. This time she took off 13 men, but the captain and 8 men decided still to stand by the vessel, although the life-boat coxswain warned him that it might be impossible to put out again.

The rocket apparatus was now got ready. The gale increased and the

coastguard reported the steamer as in a very bad way. It was impossible to launch the life-boat again, but at the third attempt her crew succeeded in firing a line over the wreck, and the 9 men were, with difficulty, dragged through the seas and all brought safely ashore. The report from the Lyngby life-boat station concludes: "As the captain came in the last from the ship he thanked the life-boat crew very cordially for their good help."

The Danish life-boat service has 65 stations, and a fleet of 20 motor and 40 pulling and sailing life-boats. Ten of its stations have both a motor and a pulling and sailing life-boat; 10 have a motor life-boat; and 30 have pulling and sailing life-boats. Nearly all the 50 life-boat stations have rocket apparatus and there are 15 more stations with rocket apparatus only.

France.

In the early morning of 3rd May the motor life-boat and the pulling and sailing life-boat at Ile Molène, Finistère, went out to the help of the British fishing boat *Olive*, which had gone ashore on an island. The pulling and sailing life-boat found the wreckage of a small boat on the reefs, and then saw three men signalling from an island. They were the *Olive's* crew, who had abandoned her shortly after she struck and had got ashore safely, although their boat had been smashed. With great difficulty, in the heavy surf breaking among the rocks, the three men were got into the life-boat, three of the life-boatmen going overboard into the surf to help them. Meanwhile the motor life-boat went out to the wreck. Two of her crew boarded her and found that she had been abandoned. After two hours of struggle against the heavy seas the motor life-boat succeeded in towing off the *Olive*

and brought her safely in, although she was leaking badly.

The French life-boat service has a fleet of 40 motor life-boats and 69 pulling and sailing life-boats. In addition it has 72 stations provided with rocket apparatus and 350 other stations with other types of life-saving apparatus.

Germany.

There were no services to British vessels. The German fleet consists of 30 motor life-boats and 73 pulling and sailing life-boats. There are also 75 rocket apparatus, of which 61 are at life-boat stations and 15 at stations which have only this apparatus.

In May of this year the German life-boat service celebrated its seventieth birthday, with a record of over 5,000 lives rescued.

Holland.

Dutch life-boats went out to the help of 4 British vessels during the year. On 4th January a motor life-boat of the North and South Holland Life-saving Society stood by the s.s. *Waterland*, of London, which had gone ashore near Ymuiden, and helped a tug to get her afloat. On 17th January the s.s. *Oakford* went aground on the sandbanks between Texel and Vlieland. A beach motor life-boat went out to her, but her crew refused to leave her. The life-boat stood by for some time, but was compelled by the falling tide to put back. When the tide rose again the 58-foot motor life-boat *Brandaris* went out and found that the crew of the *Oakford* had left in one of the ship's boats. She informed the coastguard of this by wireless and two other motor life-boats went in search of them. They found the whole of the *Oakford's* crew of 10 men drowned. They must have left the steamer when the sea to leeward had gone down and was quite smooth; have underestimated the dangers of the coast; got among breakers; and been capsized.

On 12th June the British yacht *Lizzy* lost her way among the sandbanks at the mouth of the Scheldt and was piloted in by a motor life-boat of the South Holland Society for the Rescue of the Shipwrecked, and another motor life-boat of the same society stood by the motor barge

Johnny, of Rochester, in the mouth of the Scheldt, on 7th October, while she repaired her engine.

The North and South Holland Society has a fleet of 11 motor life-boats and 23 pulling and sailing life-boats. It also has 19 rocket apparatus. The South Holland Society has a fleet of 7 motor life-boats and 4 pulling and sailing life-boats.

Iceland.

On 24th February the steam trawler *Kingston Peridot*, of Hull, went ashore near Hafnaberg, on the Reykjanes peninsula, in a westerly gale, with a very heavy sea and snow. The whole crew of 13 were rescued from the shore by a party from the National Safety Association of Iceland, who fired a line over the trawler and hauled the men ashore in a breeches-buoy.

On 25th October the fishing boat *Holborn*, of Grimsby, went ashore in a snowstorm near Asar, in Medalland, on the south coast. A heavy surf was breaking. With the help of people on shore the whole crew of 15 were rescued, but the ship became a total wreck.

Four days later the steam trawler *Macleay*, of Grimsby, went ashore in a snowstorm, with a very heavy sea, at Ytrivikur, on the east coast. The Icelandic steam trawler *Gardar*, with the help of peasants, rescued the whole crew of 16, but the trawler became a total wreck.

The Association has 2 pulling and sailing life-boats, 1 British and 1 Danish, and 2 surf-boats. It is now having a cruising life-boat built on the Norwegian and Swedish models.

Japan.

There were no services to British vessels. The Japanese fleet consists of 52 motor life-boats and 218 pulling and sailing life-boats.

Latvia.

There were no services to British vessels. Latvia has 2 motor life-boats, 7 sailing life-boats, 7 pulling life-boats, and 2 rocket apparatus.

Norway.

There were no services to British vessels.

The Norwegian life-boat service has

9 motor cruising ketches, 16 sailing ketches, 2 pulling surf boats and 32 stations with rocket apparatus or line-throwing guns.

All these stations are maintained by the Norwegian Society for Saving the Shipwrecked. At one time there were several stations maintained by the Government, but since 1933 the whole Norwegian service has been under the control of the Society.

Portugal.

There were no services to British vessels.

The Portuguese fleet consists of 4 motor life-boats and 39 pulling and sailing life-boats.

Spain.

There were no services to British vessels. The Spanish fleet consists of 18 motor life-boats and 27 pulling and sailing life-boats. There are also 15 life-saving stations with line-throwing apparatus, either guns or rockets.

Sweden.

There were no services to British vessels.

The Swedish Society for Saving the Shipwrecked has 18 stations, 3 with cruising motor life-boats, 7 with motor life-boats, 5 with pulling and sailing life-boats and rocket apparatus and 3 with rocket apparatus only.

The Government, through the Royal Pilot Board, maintains 18 stations, 12 having pulling life-boats and 6 rocket apparatus, making a total Swedish fleet of 10 motor life-boats and 17 pulling and sailing life-boats.

Turkey.

There were no services to British vessels.

Turkey has 9 pulling and sailing life-boats.

United States of America.

United States life-boats went out to the help of 25 British vessels. In one case no help was needed. In another, a member of the crew was taken ashore to hospital, and in another the body of a man who had fallen overboard was recovered.

In the other cases life-boats stood by one vessel which was in the tow of tugs; helped to clear one which was ice-bound; helped to refloat and towed 5 which had gone aground; and took in tow 15 which were disabled. In addition to these British vessels, help was given to 62 Canadian vessels.

The United States fleet consists of 136 self-righting motor life-boats, 179 motor surf-boats, and 301 pulling surf-boats, a total fleet of 616 life-boats.

British Services to Foreign Vessels.

British life-boats stood by, or helped in various ways, 11 vessels, belonging to 7 different countries during 1934. Four were Dutch, 2 Greek, and the other 5 were from Belgium, Denmark, France, Norway and Spain. In only one case was it necessary to rescue the crew—the crew of 5 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 8 other foreign vessels, but their help was not needed.

The Roumanian Life-boat Service.

ON 14th June, 1933, a life-boat society was established in Roumania. The King was its founder and is its president, and the governor of the National Bank of Roumania is *ex officio* the vice-president. The full title of the society is Societatea de Salvare a Naufragiatilor in Apele Teritoriale Românești (Society for the Rescue of the Shipwrecked in Roumanian Territorial Waters), with the short title of Salvamar. Like the Institution, it is a private society, but it has received a grant from the

Government and taxes on its behalf will be levied on shipping entering Roumanian ports.

Before Salvamar was established the Roumanian Government had obtained from the Institution information about its organization and types of life-boat, and at the beginning of last November, at the request of Salvamar, the Institution sent to Roumania, Lieut-Commander P. E. Vaux, D.S.C., R.N., inspector of life-boats for the Eastern District, to advise it on its intention

of starting the service by placing a large motor life-boat at the principal port, Constanza, with a permanent crew, supplemented by a smaller motor life-boat to launch off the beach.

Lieut.-Commander Vaux spent three weeks in Roumania and the cost of his visit was borne by Salvamar. As a result of the report which he made, Salvamar has decided to have built a 51-foot Barnett (Stromness) type of motor life-boat, a 35 feet 6 inches light Liverpool motor life-boat, with carriage, and a motor caterpillar tractor for launching.

The 51-foot Barnett life-boat (with its radius of action of 60 miles at full speed) has been chosen, as being the most powerful type that can be launched down a slipway. By having such a life-boat Salvamar will be able to cover the largest possible area from one station. It is the intention of Salvamar to establish stations in the next three or four years on other parts of the coast.

The Institution has supplied plans of these life-boats, and they and the tractor are probably to be built in Great Britain.

Services of the Life-boats.

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

February Meeting.

Weston-super-Mare, Somerset.—On the afternoon of the 8th January, the Avonmouth haven master telephoned that a ship had gone aground on the Welsh Hook, seven cables N.W. by W. of the Welsh Hook Buoy, and was lying in a dangerous position. A fresh N.E. breeze was blowing and the sea was lumpy. The motor life-boat *Fifi and Charles* was launched at 5 P.M., and found the ship to be the three-masted schooner *Nelly Fleming*, of Cork. She carried a crew of five, and was bound from Lydney, in Gloucestershire, to Youghal with a cargo of coal. The life-boat stood by until she refloated, and then ran alongside. It was found that she was not damaged, and she went on her way. The life-boat then made for home, arriving at 9.15 P.M.—Rewards, £16 14s. 6d.

St. Peter Port, Guernsey.—When the mail steamer *Isle of Sark* arrived from Jersey on the morning of the 9th January, the captain reported to the harbour master that a small steamer appeared to be in difficulties about three miles S.W. of Sark. He had seen large volumes of steam coming out of her funnel, and a signal had been raised, but owing to poor visibility and the position of the sun, he was unable to distinguish the flags. Although there was no wind, and the sea was smooth,

the motor life-boat *Queen Victoria* put out at 10.30 A.M., in the absence of another suitable boat. She found the steamer—the *Mayflower*, of Liverpool—about five miles east of Sark light-house. She carried a crew of eight, and was bound in ballast from Guernsey to Jersey, but her boiler had burst. The life-boat towed her back to St. Peter Port and returned to her station at 2.30 P.M.—Property Salvage Case.

Tenby, Pembrokeshire.—On the afternoon of the 11th January, a doctor asked for the life-boat to go to Caldy Island to fetch to the mainland a girl who had been badly burnt and was in great pain. It would have been dangerous to fetch her in an open boat, and no other suitable boat was available. A strong S.W. breeze was blowing, with a heavy ground swell and rain showers. The motor life-boat *John R. Webb* put out at 3.30 P.M., taking a small boat in tow. By use of this the child was, with great difficulty, taken into the life-boat, which made for Tenby at full speed. She was taken to hospital, but collapsed and died during the night. At the inquest the jury expressed in a rider to its verdict its strong appreciation of the life-boat's help. The life-boat returned to her station at 5.30 P.M. The second coxswain had three fingers of his left hand badly crushed, and lost part of the

little finger, when she was being moored.
—Rewards, £19 4s. 6d.

Whitby, Yorkshire.—On the afternoon of the 13th January the coxswain of the motor life-boat *Margaret Harker Smith* was warned that a small boat, manned by three youths, had gone out of the harbour. A moderate N.W. breeze was blowing, and a heavy sea was breaking for about three hundred yards outside the pier extension, and it was only by great good fortune that the boat had got out of harbour without mishap. She was in grave danger, riding just clear of broken water. The motor life-boat was run down the slipway, but as there was not sufficient water she could not be launched, and was hauled back into her house. The pulling and sailing life-boat *Jacob and Rachel Vallentine*, which lies at moorings, was then called out. She set off at 3.15 P.M. and picked up the boat abreast of the Spa grounds, to the north of Whitby. One of the youths was sick and helpless and the other two were rowing hard to keep the boat out of the broken water. The life-boat rescued them and took them back to harbour through heavy seas which filled her and drenched all on board. She returned to her station at 4 P.M.—Rewards, £12 11s. 6d.

Scarborough, Yorkshire.—Owing to bad weather, the only fishing boat to put to sea on the morning of the 13th January was the *B.S. Colling*, with a crew of three. She did not return when expected, and, as the sea was getting worse, anxiety was felt for her safety. By 10.25 A.M. it was dangerous for the boat to attempt the harbour crossing, and the motor life-boat *Herbert Joy II* was launched. The wind was only light from the N.N.W., but the sea was very bad in the direction from which the fishing boat would come. The life-boat cruised round until she met the boat about three quarters of a mile N.E. of Scarborough, and escorted her safely into harbour. She returned to her station at 2 P.M.—Rewards, £20.

Caister, and Great Yarmouth and Gorleston, Norfolk.—On the morning of the 11th January, the steam trawler *Prosper*, of Ostend, bound from Ostend to the Orkney fishing grounds,

ran aground on the Scroby Sands. A moderate south-westerly breeze was blowing, increasing later to a whole gale. The sea was moderate and later became rough. The Caister pulling and sailing life-boat *Charles Burton* was launched at 7.52 A.M., and although the crew of the *Prosper* were in no immediate danger, stood by to help her refloat if possible. The Great Yarmouth and Gorleston motor life-boat *John and Mary Meiklam of Gladswood* was also launched, at 8.50 A.M., but her help was not wanted, and she returned to her station at 2 P.M. At 11.20 P.M., with the help of the Caister life-boat and a tug, the *Prosper* was refloated, and accompanied by them made for Yarmouth harbour. The life-boat returned to her station at 6 A.M. on the 12th, having been on service for twenty-two hours.—Caister—Property Salvage Case; Great Yarmouth and Gorleston.—Rewards, £14 13s.

Humber, Yorkshire.—On the evening of the 22nd January the Royal Naval Shore Signal Station telephoned that a vessel about the size of a trawler appeared to be aground on Spurn Point, south of the military pier. Two of the life-boat crew went to investigate and reported that a trawler was ashore at a place where the beach had a steep slope. The motor life-boat *City of Bradford II* was launched at 9.5 P.M. A light wind was blowing and the sea was smooth. The life-boat found the trawler to be the Icelandic *Havardour Isfirðingur*, of Isafjordur, bound from Grimsby to the fishing grounds. She carried a crew of sixteen. Shortly after the life-boat got alongside the trawler gave a list to port. Her crew were afraid that she would capsize and asked, at first, to be taken off. They stayed, however, and the life-boat stood by. At low water the life-boat ran out an anchor, which was hove in tight on the trawler's winch, and about 7 o'clock next morning the trawler hauled herself off and put to sea. The life-boat returned to her station at 7.3 A.M., having been on service for ten hours.—Property Salvage Case.

Aith, Shetland.—On the evening of the 24th January the Sandness lookout station reported having received a

morse message from Papa Stour, an island about twelve miles away, that a man on the island had been seriously injured and required medical attention. A strong gale was blowing, reaching about eighty miles an hour in squalls, and an unusually heavy sea was running. The weather was very cold, and it was snowing. In these conditions ordinary ferry communication was impossible, and the island was isolated. The local doctor and nurse were ready to make the journey, and the motor life-boat *K.T.J.S.* put out at 8 P.M. with them on board. She reached the island at 10 P.M., and it was found that the man's condition necessitated his removal to hospital. It was impossible to get him into the life-boat during darkness, owing to the state of the sea, and so she stayed at anchor overnight. Next morning the man was taken safely on board and the life-boat made for Aith. She got back at 11.55 A.M., and the man was taken to hospital.—Rewards, £15 15s.

New Brighton, and Hoylake, Cheshire.—On the afternoon of the 25th January the Mersey Docks and Harbour Board telephoned that *Pilot Vessel No. 2* was in distress off the Bar Lightship. A whole N.W. gale was blowing, with a heavy sea and heavy squalls of sleet and rain. The New Brighton motor life-boat *William and Kate Johnston* put out at 2.15 P.M., and met the pilot vessel near No. 12 red buoy in Crosby Channel. Her steering gear had broken down. The life-boat accompanied her until she was taken in tow by a steam tug, and then made for home. She reached her station at 3.45 P.M. The Hoylake motor life-boat *Oldham* was also launched, but her help was not needed.—Rewards, New Brighton, £6 18s. ; Hoylake, £33.

Donaghadee, Co. Down.—At 10.47 P.M. on the 25th January the coast-guard telephoned that a vessel was drifting ashore at Carnalea, between Donaghadee and Belfast. A whole north gale was blowing, with a very rough sea and a snow blizzard. The motor life-boat *Civil Service No. 5* got away at 11.5 P.M., and came up with the vessel at 12.45 A.M. She was the steamer *Emma Sauber*, of Hamburg,

bound light for the Clyde. She had lost one of her anchors, the other was dragging, and she was in a dangerous position. The life-boat ran alongside and signalled that she would guide her to safety. The *Emma Sauber* slipped her remaining anchor and the life-boat escorted her to a safe anchorage at Blackhead. Acting on the coxswain's advice, she stayed there until daylight, and then got into Belfast. The life-boat returned to her station at 3.30 A.M., on the 26th. Great skill and seamanship was needed both leaving and returning to her moorings to avoid collision with surrounding vessels, owing to the state of wind and sea. This was a long and arduous service and additional rewards were granted.—Rewards, £22.

Rosslare Harbour, Co. Wexford.—At 1.30 A.M. on the 26th January the life-boat watchman reported a vessel ashore near the harbour. A whole N.W. by N. gale was blowing with a very heavy sea. The motor life-boat *K.E.C.F.*, with Mr. Moncas, the branch secretary, on board, put out at 2.20 A.M., and found the steam trawler *Mill o' Buckie*, of Ramsgate, ashore about half a mile S.W. by W. from Rosslare pier. She carried a crew of eight, and was on a fishing trip. She was ashore in shallow and broken water. Three life-boatmen got into a small boat, which the life-boat had taken in tow, and at great risk were veered down to the wreck. Shortly afterwards they signalled to be hauled back, and reported that the trawler's crew did not wish to leave. The life-boat then stood by. At 10 A.M. the trawler signalled on her whistle and the life-boat ran in to her. Her captain asked for a tug. The life-boat took the message ashore and returned to her station at 12.15 P.M. She had been on service for ten hours. The Committee granted special monetary rewards of £1 per man to the life-boat crew (which is a permanent paid crew) and presented framed letters of thanks to James Wickham, coxswain, T. P. Wickham, motor mechanic, Martin O'Rourke, second coxswain, J. T. Wickham, assistant motor mechanic, and Raymond Wickham, the last three being the men who manned the small

boat. A letter of thanks was also sent to Mr. W. J. B. Moncas, branch secretary.—Permanent Crew; Rewards, £11 10s.

Clacton-on-Sea, and Walton and Frinton, Essex.—Early on the morning of the 27th January, the barge *T.T.H.*, of London, bound from Brightlingsea for Chatham with a load of shingle, got into difficulties. She lost her rudder and started a bad leak. A moderate northerly gale was blowing, with a rough sea and snow squalls. The barge made distress signals, and the Clacton motor life-boat *Edward Z. Dresden* was launched at 5.15 A.M. She found the barge about three quarters of a mile from Heap's buoy in the West Swin. Her crew were exhausted from working the pumps. Some life-boatmen were put on board and the life-boat hung astern until daybreak. At the request of the barge's skipper the life-boat then put back to Clacton to get a tug, but there was not one available. The Walton motor life-boat *E.M.E.D.* put out at 7 A.M., and together the two life-boats towed the barge into the safety of the river Colne. The Clacton boat returned to her station at 5.30 P.M. and the Walton boat at 6 P.M.—Property Salvage Case.

Lowestoft, Suffolk.—At 8.50 A.M. on the 30th January, the coastguard reported that a large steamer was aground on the Newcome Sands, and the motor life-boat *Agnes Cross* put out at 9 A.M. A moderate S.W. breeze was blowing and the sea was smooth. Owing to dense fog the steamer could not be seen from shore, but the life-boat soon found her and manoeuvred alongside. The steamer was the *Pagasitikos*, of Andros, bound with cotton seed and skins from Andros to Hull. She carried a crew of thirty-five. She was lying broadside on the sands with a heavy list to starboard, but her captain did not want any help. As the tide ebbed the steamer settled in the sand and the list was not so evident. Tugs arrived but their offers of help were not accepted. The life-boat stood by until a German tug arrived and made fast to the steamer. At 7.10 P.M., as the steamer was not in immediate danger, the life-boat made for home, after it

had been arranged that she should be signalled for if necessary. She got back to her station at 7.45 P.M., having been on service for nearly eleven hours. The steamer was refloated next day by three tugs.—Rewards, £47 3s. 6d.

Whitby, Yorkshire.—The fishing fleet put to sea early on the morning of the 4th February. At about 1 P.M., on the flowing tide, the sea made rapidly, and conditions became dangerous for the boats. The motor life-boat *Margaret Harker Smith* was launched at 1.50 P.M. A moderate N.E. breeze was then blowing with a heavy ground sea. The life-boat went about one mile north, picked up the *Noel II*, and escorted her into harbour. She went out again and escorted in, one by one, *Golden Gate*, *Venus*, *Galilee*, *Lady Kitchener*, *Pilot Me*, and *Success*. She returned to her station at 5.15 P.M. A very large crowd of people watched this service.—Rewards, £8 5s. 6d.

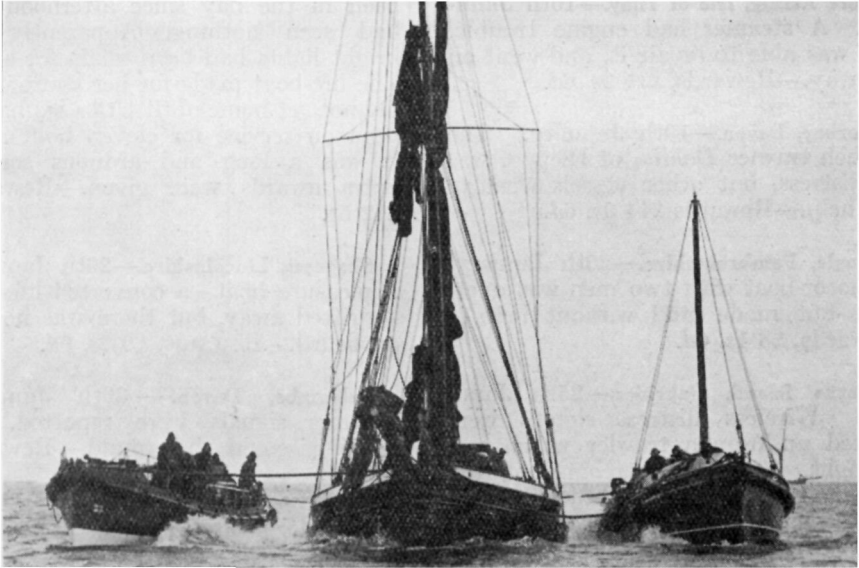
The following life-boats were launched, but no services were rendered for the reasons given:

Buckie, and Whitehills, Banffshire, and Fraserburgh, Aberdeenshire.—9th November. A fishing boat was in distress off Buckie and the motor life-boat was launched. She took the boat in tow but was disabled by the tow-rope fouling her propeller. The Whitehills and Fraserburgh motor life-boats were then launched, but the fishing boat made harbour without further help and the Buckie life-boat succeeded in clearing her propeller.—Rewards, Buckie, £13 11s. 6d.; Whitehills, £15 12s.; Fraserburgh, £15 9s.

Blyth, Northumberland.—9th January. A steamer was reported to have been blowing for help, but she could not be found.—Rewards, £14 9s. 6d.

Walmer, Kent.—10th January. The German trawler *Poseidon*, of Wesermund, had gone ashore on the Goodwin Sands, but got off before the life-boat arrived. Rewards.—£30 16s. 6d.

The Mumbles, Glamorganshire.—11th January. A fishing boat was out in heavy weather, but got in without help.—Rewards, £7 10s.



By courtesy of]

[Norman K. Harrison, Clacton-on-Sea.

SALVING A BARGE.

The motor life-boats at Clacton-on-Sea and Walton and Frinton bringing in the barge *T.T.H.*, of London, on 27th January, 1935.

(See opposite page.)



By courtesy of]

[Franz Boehmke, Junior, Lovestoft.

PUTTING OUT TO THE RESCUE.

The Anstruther motor life-boat going to the help of fishing boats on 21st February, 1935.

(See page 457)

Port Askaig, Isle of Islay.—16th January. A steamer had engine trouble, but was able to repair it, and went on her way.—Rewards, £14 9s. 6d.

Torbay, Devon.—19th January. The French trawler *Dahlia*, of Dieppe, was in distress, but other vessels went to her help.—Rewards £14 9s. 6d.

Angle, Pembrokeshire.—20th January. A motor-boat with two men was overdue, but made land without help.—Rewards, £8 1s. 6d.

Barra Island, Hebrides.—25th January. Wireless distress signals were picked up from a trawler which was thought, from the strength of the signals, to be between Barra Head and the Island of Tiree. She was actually near Tory Island, off the Irish coast, and this information was given the life-boat by another trawler while she was searching. Rewards, £17 0s. 3d.

Margate, Kent.—At about 8.40 P.M. on the 26th January, the coastguard reported that news had been received from Herne Bay that two rockets had been seen in the neighbourhood of the Girdler lightvessel. A moderate N.N.W. gale was blowing, with a heavy sea and snow. The motor life-boat *Lord Southborough (Civil Service No. 1)* was launched at 9.15 P.M., but although she searched all night, nothing could be found. She got back to her station at 5.30 A.M., having been on service for over eight hours. As it was a long and arduous service, extra awards were given.—Rewards £27 4s.

Portpatrick, Wigtownshire.—On the evening of the 26th January, the coastguard reported that a vessel was on fire about seven miles east of the Mull of Galloway. A moderate north gale was blowing, with a moderate to rough sea, and the weather was very cold. The motor life-boat *J. and W.* was launched at 5.15 P.M., and finding nothing, signalled to the Drummore coastguard for further information. The coastguard directed the life-boat to the Port William side of Luce Bay, and here she found two Fleetwood trawlers, brightly lighted and close together. They said that they had

been in the bay since afternoon and had seen nothing. Apparently the bright lights had been taken for a fire. The life-boat made for her station, but did not get home until 4.15 A.M., having been on service for eleven hours. As it was a long and arduous service, extra awards were given.—Rewards, £12 5s.

Skegness, Lincolnshire.—26th January. A pleasure boat—a converted life-boat—drifted away, but there was no one on board.—Rewards, £9 2s. 6d.

Salcombe, Devon.—30th January. Distress signals were reported, but nothing could be found.—Rewards, £15 9s.

Whitby, Yorkshire.—4th February. A fishing boat was sinking but another fishing boat went to her help.—Rewards, £12 11s. 6d.

Southend-on-Sea, Essex.—6th February. A boat was reported to be in distress off Canvey Island, but it was found to be only a drifting beach hut.—Rewards, £15 2s. 3d.

Southwold, Suffolk.—7th February. A motor trawler was in difficulties, but was taken in tow by a tug.—Rewards, £12 15s.

Exmouth, Devon.—8th February. A ketch had run ashore but was found to have been abandoned.—Rewards, £26 15s.

March Meeting.

Appledore, Devon.—On the 11th January the motor fishing boat *Lee Bay*, of Ilfracombe, was in a dangerous position under the cliffs in a gale, with a very heavy sea, and the motor life-boat rescued the crew of three.—Rewards, bronze medal, thanks of the Institution inscribed on vellum, framed letters of thanks, and £41 12s. 9d.

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

Hastings, Sussex.—On the morning of the 13th February, the local motor fishing boat *Gipsy Queen*, with two men on board, went out sprat-fishing off

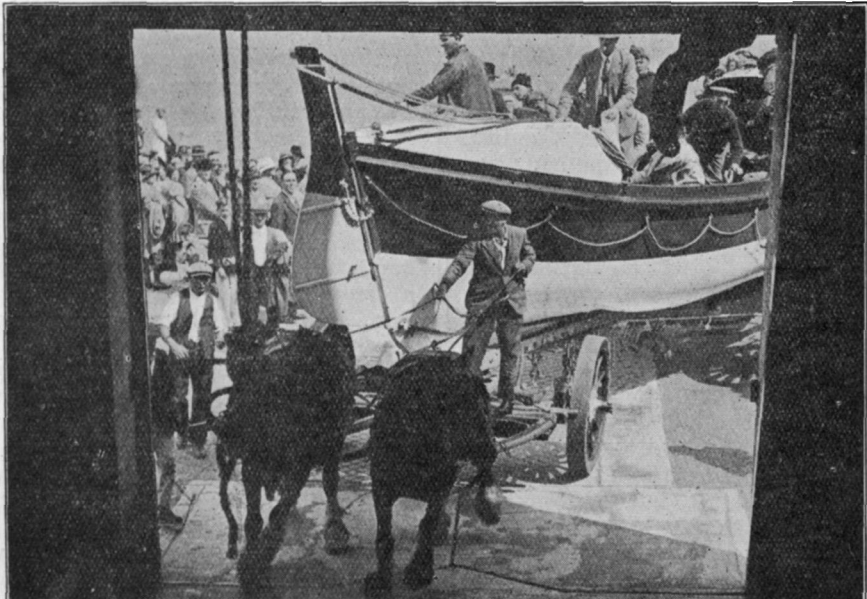
THE NEWQUAY (CORNWALL) STATION.



By courtesy of]

THE LAUNCH.

[W. H. Jenkin, Penzance.



By courtesy of]

RETURN TO THE BOAT-HOUSE.

[Central Press Photos.

The Newquay life-boat station was established in 1860. Its life-boats have been launched fifty-one times on service and have rescued 103 lives. It has the steepest launching slipway on our coasts, with a gradient of 1 in 2½, and the life-boat cannot be hauled up it, but after a launch is brought back to her house by horses. As there are no longer horses available, the station has been closed. There are now motor life-boats on either side, at St. Ives and Padstow, and it is thirteen years since the Newquay life-boat was required on service.

Fairlight Glen. Her engine broke down; she began to drift; and the men signalled for help. A moderate S.W. breeze was blowing, with a moderate sea, and rain. Another motor boat put out to help the *Gipsy Queen*, and began to tow her in, but when they got into some very broken water, about two hundred yards S.E. of the breakwater, the line parted. A watch had been kept on the boats, and the motor life-boat *Cyril and Lilian Bishop* was launched at 12.52 P.M. She reached the *Gipsy Queen* in a few minutes, towed her ashore, and returned to her station at 1.5 P.M.—Rewards, £25 4s. 9d.

(An account of the shoreboat service appears on page 464.)

Cromer, Norfolk.—The No. 1 motor life-boat *H.F. Bailey* was launched at 4.35 P.M. on the 13th February as a message had been received from the coastguard that the s.s. *Campus*, of Cardiff, was ashore on Haisborough Sands. The *Campus*, 2,249 tons, was bound from Rosario to Leith with a cargo of grain. She carried a crew of twenty-nine. A S.W. wind was blowing, veering later to the W.N.W., and increasing in violence to gale force. The sea was moderate and getting worse. The coxswain boarded the *Campus*, and her master said that she had been aground since 3 A.M., and he had failed to move her by working the engines astern. At the coxswain's advice, at the next high tide, the engines were put ahead, so that the steamer's head was turned to seaward. It was now 6 A.M. on the 14th. At the master's request the life-boat continued to stand by. Tugs were standing by also, but he did not want their help. Eventually, under the coxswain's directions, the *Campus* came afloat fore and aft, but she was still aground amidships. For about half an hour she was in a critical position. She was in grave danger of breaking her back, but two tugs were called alongside and in about five minutes had towed her afloat. The life-boat left the *Campus* for home at 4.30 P.M. She reached her station at 8.30 P.M., but could not be rehoused until 11.30 P.M., owing to the heavy sea.—Rewards, £33 5s. 3d., also Property Salvage Case.

Stornoway, Isle of Lewis.—Shortly before midnight on the 14th February, the Tolsta post office telephoned that two local fishing boats were in distress off Tolsta Head, which is about twenty-two miles by sea north of Stornoway. A strong west wind was blowing with a rough sea. The weather was squally, with showers of sleet. The motor life-boat *William and Harriot* put out at 12.25 A.M. on the 15th. One of the boats managed to reach Tolsta unaided, but the life-boat found the other, the *Ribhinn Og*, of Tolsta, with her mast and oars broken, lying helpless, close under Tolsta Head. She carried a crew of nine. Had the wind changed, her position would have been extremely dangerous. The life-boat towed her into Tolsta, and returned to her station at 5.15 A.M.—In appreciation of the service the residents of Tolsta held a collection and contributed £10 1s. to the Institution's funds.—Rewards, £9 7s. 6d. (See also page 466.)

Bridlington, Yorkshire.—At 11.45 A.M. on the 14th February, the coastguard at Hornsea telephoned that a barge, anchored about six miles S.E. of Hornsea, was flying a flag that could not be distinguished, but that she was apparently in no immediate danger. At 1.35 P.M. they asked for the motor life-boat *Stanhope Smart* to be launched, and she left at about 2 P.M. A whole W.N.W. gale was blowing, with a rough sea. The life-boat found the barge to be the *Davenport*, bound, with a crew of four, and a cargo of scrap-iron, from Faversham to Hartlepool. Her sails had been blown away and her anchors were dragging. The motor fishing vessel *Gloamin'* had arrived shortly before the life-boat, but the skipper of the *Davenport* asked the life-boat to stay with her until it was certain that the *Gloamin'* could tow her to safety. The life-boat stood by for two hours and then made for home. On her way in she was told by a fishing boat that another fishing boat, the *Protect Me II*, was in difficulties about five miles S.E. of Bridlington. She searched but failed to find the boat, and once more made for her station. She arrived at 9.25 P.M., when it was learned that the *Protect Me II* had got safely in.—Rewards, £25 13s. 9d.

Thurso, Caithness-shire.—Early on the 14th February, three local fishing boats put out to fish off Brims Ness. At 8 A.M. a sudden N.E. gale broke, with heavy snow and sleet. The sea was very rough. As the boats were on a lee shore it was decided to send out the motor life-boat *H.C.J.*, and she left at 8.13 A.M. Just before she got away two of the boats came into harbour. She found the third, the *Marigold*, with a crew of five, about a mile to the west of Hoborn Head, making very heavy weather. She stood by and escorted her into safety. The life-boat returned to her station at 9.15 A.M.—Rewards, £7 12s.

Boulmer, Northumberland.—On the 14th February, the local fishing fleet was caught at sea by a very sudden strong W.N.W. gale. A rough sea was running. The cobbles ran for home, and the life-boat coxswain, first ashore in his coble, launched the motor life-boat *L.P. and St. Helen* at 9.5 A.M. She put out to the *Brighter Dawn* and *Mary Isabella*, which were in an exposed position S.E. of Alnmouth bay, and escorted them into safety. She returned to her station at 10.20 A.M.—Rewards, £9 1s.

Southend-on-Sea, Essex.—On the afternoon of the 16th February, the coxswain and the shore signalman, who were at the pier head, saw two barges in difficulties midway between Sea Reach buoy No. 3 and Jenkin buoy. One barge was driving hard astern. A whole W.S.W. gale was blowing, with a heavy sea. The motor life-boat *Greater London* was launched at 4.10 P.M. and found the barges to be the *Sunrise* and the *Afternoon*, each with a crew of two. The *Afternoon* did not want any help, and the life-boat went on to the *Sunrise*, which had had nearly all her sails blown away. As she went alongside, the *Sunrise* sheered into her, causing slight damage to her starboard side. She towed the *Sunrise* out of the fairway into the Yantlet. Before returning to her station, at 7.10 P.M., she saw that all barges anchored on the flats were safe. Owing to the very heavy sea she could not be rehooused until next day.—Rewards, £15 9s.

Girvan, Ayrshire.—On the morning of the 20th February, the motor fishing boat *Consort*, of Girvan, was seen lying at anchor about five hundred yards north of the harbour. A moderate S.S.W. gale was blowing with a rough sea. A watch was kept on the boat, and about 8.0 A.M. distress signals were seen. The motor life-boat *Lily Glen—Glasgow* was launched at 8.15 A.M., but meanwhile the motor fishing boat *Robine*, returning from the Ballantrae banks, had gone to the help of the *Consort*. She tried to take her in tow, but failed, and went on her way to harbour. The life-boat, after one or two tries, got a line on board, and towed the *Consort* and her crew into safety. She returned to her station at 8.50 A.M.—Rewards, £6 13s.

Anstruther, Fifeshire.—At 11.2 A.M. on the 21st February, the coastguard reported that a number of fishing boats belonging to Pittenweem were making for shelter owing to the bad conditions of wind and sea. A strong S.W. gale was blowing with a rough sea. The motor life-boat *Nellie and Charlie* left her house at 11.10 A.M., but owing to the low tide and heavy sea great difficulty was experienced in getting her afloat, and it was 11.32 when she cleared the harbour. The tractor was swamped by heavy seas while launching the life-boat, and was submerged by the incoming tide. It was recovered, together with the life-boat carriage, later in the day. The life-boat escorted three boats into Anstruther harbour, and then, going eastward, met and escorted into Pittenweem harbour six or seven more boats. She returned to her station at 3 P.M., and was rehooused next day with the aid of a drifter's winch, as the tractor was out of order.—Rewards, £20 19s. 9d.

Scarborough, Yorkshire.—On the morning of the 23rd February the motor life-boat *Herbert Joy II* was launched for her monthly engine trials, in bad weather. The local motor fishing boat *Progress* also put out, long-line fishing. By 10.20 A.M. a heavy gale was blowing, and the sea was very rough. In these conditions it would have been very dangerous for the *Progress* to try to make harbour.

The life-boat returned ashore, took a full crew on board, and put out on service. She met the *Progress* about two miles out and escorted her safely into harbour. She reached her station again at 11.30 A.M.—Rewards, £19 9s.

Wells, Norfolk.—On the morning of the 25th February the local motor fishing boat *Tony* put to sea, with the life-boat coxswain and two other men on board. Later in the day the weather turned rough, and the second coxswain made enquiries for the boat. The coastguard telephoned Cley coast-guard, who reported that they had seen her going towards Blakeney, but had lost sight of her. The pulling and sailing life-boat *Baltic* was launched at 3.15 P.M., in a moderate N. by E. gale, with a very heavy sea, and found her about half a mile N.N.W. of the harbour. Owing to the state of the sea the *Tony* was unable to make harbour. The life-boat rescued the three men, and towed the boat towards Burnham Overy in an endeavour to find a smooth place to beach her. She broke away from the life-boat, however, and went ashore on the Burnham beach. The life-boat made for home, and returned to her station at 6.15 P.M. The *Tony* was refloated later.—Rewards, £29 16s. 9d.

Great Yarmouth and Gorleston, Norfolk.—At 9 A.M. on the 27th February, the coastguard reported that a sailing trawler in Yarmouth roads had had her sails carried away, and was flying a distress signal. A fresh S.S.E. gale was blowing, and the sea was very rough on the bar and in the roadstead. The trawler was the *Mirador*, of Ramsgate, bound from the Lowestoft fishing grounds. She had dropped anchor, but it was not holding, and she was driving towards Britannia pier. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 9.7 A.M., and reached the trawler at the same time as a tug. The tug took her in tow and the life-boat escorted them safely into harbour. She returned to her station at 11 A.M.—Rewards, £14 13s.

Scarborough, Yorkshire.—The crew of the motor life-boat *Herbert Joy II* were assembled at 9 A.M. on the 27th

February, as several fishing boats were at sea, and conditions were getting bad. At noon a S.E. gale was blowing, with a very heavy sea. One of the boats was seen approaching and the life-boat was launched at 12.10 P.M. She met the boat, the *Mary Joy*, of Filey, about one mile east, and escorted her into harbour. She then made four more trips and in turn escorted in the *Just Reward*, *Floreat*, and *Launch Out*. She returned to her station at 2.10 P.M.—Rewards, £20 11s.

Thurso, Caithness-shire.—On the evening of the 27th February, the honorary secretary was warned that the motor fishing boat *Celerity*, of Buckie, had just arrived in the harbour and reported that the Wick fishing boat *Fisher Boy*, with a crew of five, was in distress off Sandside with her propeller fouled, and that the motor fishing boat *Courage* was trying to tow her into Scrabster. The honorary secretary, after assembling the life-boat crew, motored along the coast for about seven miles, but could not see the boats, and got back to the harbour at 9 P.M. At 9.30 P.M. the *Courage* came in and asked for the life-boat as all her tow ropes had broken. A south east gale was blowing, with a heavy, broken sea. The motor life-boat *H.C.J.* put out at 9.45 P.M., but found that the *Celerity* had put out again and had taken the *Fisher Boy* in tow. She escorted the boats into safety, and returned to her station at 11 P.M. Owing to the heavy sea on the slipway she had to be left at moorings until the next day.—Rewards £14 10s. 6d.

Kirkcudbright.—On the 27th February the s.s. *Hamilton*, of Stranraer, bound light from Port William to Maryport, was overtaken by bad weather, and dropped anchor in Port Yerrick bay. A whole southerly gale was blowing, with rain and snow, and a very heavy sea was running. The coastguard reported her, and, as it was considered that she was in a dangerous position, the motor life-boat *Morison Watson* was launched at 9.45 A.M. After a very rough passage, during which heavy seas swept over her and drenched the crew, the life-boat reached the *Hamilton* at 12.20 P.M.

OLD STYLE AND NEW.



By courtesy of

[The "Daily Mirror."]

WOMEN LAUNCHERS AT CRESSWELL.

Hauling up the pulling and sailing life-boat.



By courtesy of

[The "Morning Post."]

LAUNCHING BY TRACTOR AT BROOKE, ISLE OF WIGHT.

The pulling and sailing life-boat going out with Coxswain Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., in command.

The *Hamilton* had just lost both her anchors, and was being blown about by the gale. At her master's request the life-boat stood by and then escorted her safely into Garlieston harbour, which was reached at 3.30 p.m. The life-boat, after her crew had had some food and a brief rest, set out for home, and arrived at her station at 10 p.m. She had been away for over twelve hours. This was a long and arduous service and the Committee sent a letter of appreciation to the life-boat's crew.—Rewards, £26 8s.

Whitby, Yorkshire.—Early on the morning of the 2nd March, several local fishing boats and cobles put to sea. By 9 a.m. the sea was making fast and breaking at the pier ends; and the river, running strongly out of the harbour, made the entrance dangerous. A moderate breeze was blowing. The motor life-boat *Margaret Harker Smith* was lowered down the slipway, but owing to the low tide stuck on the sand. She was hauled up again and a second attempt was made. This time she got clear. In the meantime the pulling and sailing life-boat *Jacob and Rachel Vallentine* had put off, and was lying to outside the pier ends. She stood by while the cobles *Lady Morris*, *Royal Empire* and *Louise Mary* crossed the bar, and returned to her moorings at 10.45 a.m. The motor life-boat met and escorted into safety two cobles, and then stood by while seven motor fishing vessels made harbour. She returned to her station at 3.25 p.m.—Rewards, £8 8s.

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

Aberdeen.—14th February. A sudden northerly gale overtook several fishing boats, but they reached safety without help.—Rewards, £6 17s. 6d.

Piel (Barrow) Lancashire.—16th February. A coasting steamer stranded, but her crew were rescued by the Board of Trade rocket apparatus from the shore.—Rewards, £12 6s. 9d.

Lowestoft, Suffolk.—17th February. A small boat had been reported to be

drifting, but no trace of her could be found.—Rewards, £19 19s. 6d.

Stornoway, Island of Lewis.—21st February. A fishing boat was disabled but was taken in tow by a trawler.—Rewards, £5 14s.

Clacton-on-Sea, Essex.—23rd February. A barge grounded on the Gunfleet, but a motor boat which had her in tow took off the only man on board.—Rewards, £13 2s. 6d.

Hartlepool, Co. Durham.—23rd February. A coble's engine failed and the two men on board were washed out of her. One was rescued from the shore, but the other was drowned before the life-boat could reach him.—Rewards, £7 6s. 6d.

Fowey, Cornwall.—24th February. A steamer went ashore on a sandy beach, but her crew were not in danger.—Rewards, £13 2s. 6d.

Donaghadee, Co. Down.—25th February. A steamer had grounded on rocks, but her crew of six jumped overboard, and with the exception of one man who was drowned, reached the shore.—Rewards, £7 16s.

Holyhead, Anglesey.—27th February. The Spanish steamer *Luchana*, of Bilbao, dragged her anchors, but did not require help.—Rewards, £6 13s.

Wick, Caithness-shire.—27th February. Distress signals had been reported, but no vessel in need of help could be found.—Rewards, £15 9s.

Aberdeen.—27th February. A trawler ran ashore, but the Board of Trade rocket apparatus had rescued the crew before the life-boat arrived.—Rewards, £10 6s. 3d.

Clacton-on-Sea, Essex.—27th February. A barge had had her topsail blown away, but did not want help.—Rewards, £14 11s.

Skegness, Lincolnshire.—28th February. A steamer stranded, but did not want help.—Rewards, £24 13s.

Walmer, Kent.—7th March. A flare had been reported but nothing could be found.—Rewards, £23 5s. 9d.

April Meeting.

Galway Bay, Co. Galway.—On the 25th February there was an urgent call from Inishere, about nine miles away, for a doctor. A strong N.E. gale was blowing, with a rough sea, and as the motor life-boat *William Evans* was the only boat which could make the trip, she put out at 5 P.M., with a doctor on board. She returned to her station at 2 A.M. on the 26th.—No expense to the Institution.

Weymouth, Dorset.—Early on the morning of the 9th March the coast-guard reported that a barge was dragging her anchors and making distress signals west of Castletown pier, Portland harbour. A strong east breeze was blowing with a rough sea. The weather was cold with snow and sleet. The motor life-boat *William and Clara Ryland* was launched at 4.10 A.M. and found that the barge had gone ashore. She was the *Shamrock*, of Faversham, and carried a crew of two. The life-boat stood by until she refloated on the flood tide, and then helped her into safety. She returned to her station at 7.15 A.M. The master and owner of the barge made a donation to the Institution.—Rewards, £16 9s.

St. Abbs, Berwickshire.—Early on the morning of the 17th March the Royal Naval Shore Signal Station telephoned that a vessel was apparently in distress near Fast Castle Point, about four miles up the coast. Her siren could be heard, but owing to the dense fog she could not be seen. A north breeze was blowing and a moderate swell was running. The motor life-boat *Helen Smitton* was launched at 5.35 A.M., and, hugging the coast, found the steam trawler *Tyrwhitt*, of South Shields, aground below Earnsheugh Cliff, just north of Pennycowick Bay. Part of her crew of ten or eleven had taken to the ship's small boat, but they returned when they saw the life-boat. With the life-boat's help, and under the coxswain's directions, the *Tyrwhitt* was refloated. It was found that she was seaworthy and she made for South Shields. The life-boat then put back to her station, arriving at 9 A.M. The owners of the trawler made a donation to the Institution.—Rewards, £15 9s.

St. David's, Pembrokeshire.—On the 22nd March a small boat left the mainland for Ramsey Island with two men, a pig and a lamb on board. The boat got into difficulties when about half-way across Ramsey Sound, and, drifting with the tide, began to bump along the rocks. The coxswain saw her, and the motor life-boat *General Farrell* was launched at 11.20 A.M. A moderate breeze was blowing with a moderate sea. The life-boat reached the boat within a few minutes. She found that one man was exhausted, and the other, his son, could not pull the boat away from the rocks alone. The two men and the animals were rescued, and the boat was towed into safety. She was leaking and the only means of baling was a small tin. The life-boat returned to her station at 11.50 A.M.—Rewards, £1 18s.

Watchet, Somerset.—Early on the morning of the 23rd March three boys put out from the harbour in a small boat and headed up the Bristol Channel. When about half a mile out they tried to put about and return but were unable to do so, as a fresh W.S.W. breeze was blowing and a strong tide running, which tended to carry the boat offshore. The boat was seen from shore and the pulling and sailing life-boat *Sarah Pilkington* was launched at 6.50 A.M. The boys did not want to leave their boat and the life-boat took her in tow. The wind lulled for a time, but before the boats reached harbour it blew strongly, bringing a very nasty sea. But for the life-boat's help the small boat would have been capsized or swamped. The life-boat returned to her station at about 9.50 A.M.—Rewards, £24 18s. 9d.

Rosslare Harbour, Co. Wexford.—The motor life-boat *K.E.C.F.*, with a tender in tow, put out at 3.35 P.M. on the 25th March, as the life-boat watchman had seen a small vessel go ashore about half a mile S.W. of the fort. A strong S.W. breeze was blowing, with a moderate sea. The life-boat found the vessel to be the fishing boat *Maybird*, of Wexford, with one man on board. She had gone aground after her rudder had been damaged. The life-boat went as near, as the shoal

water would allow, and then the tender, with some of the life-boat crew on board, went alongside. The life-boatmen helped to refloat the *Maybird*, and then, as she was leaking badly, the life-boat escorted her into a safe anchorage in Wexford harbour. The life-boat, but for whose help boat and man would have been lost, returned to her station at 7.15 P.M. The rescued man expressed his thanks by a letter in the press.—Permanent crew; Rewards, £2 18s. 3d.

Fraserburgh, Aberdeenshire.—Soon after midday on the 27th March the coastguard telephoned that a steam drifter three miles N.E. of Troup was flying a "Not under control" signal. The motor life-boat *Lady Rothes* put out at 12.40 P.M. In the absence of the coxswain, Captain Stephen, the harbour master and a member of the local committee, took command of the life-boat. A moderate to fresh N.W. wind was blowing, and the sea was choppy. The life-boat found the drifter, the *Pitness*, of Macduff, about two miles north west of Roseheartly, with a crew of six. She had been seine-net fishing, but had had trouble with her boiler and was out of control. The life-boat got a line on board and towed her back to Fraserburgh, returning to her station at 3.40 P.M.—Rewards, £7 16s. 6d.

The Lizard, Cornwall.—During a dense fog on the evening of the 27th March the steam trawler *Le Vieux Tigre*, of Boulogne, ran on to the rocks at Beast Point. A moderate E.S.E. wind was blowing and the sea was smooth. Lloyd's signal station reported her, and the motor life-boat *Duke of York* was launched at 8.7 P.M. She ran alongside and took off thirteen men and two dogs. The remaining five members of the crew would not leave at once, and so the life-boat stood by. At 1 A.M. the five men launched a ship's boat, but they got lost in the fog, and the life-boat had to search for some considerable time before picking them up. The rescued men were taken ashore, and the lifeboat returned to her station at 6.45 A.M. She had been on service for nearly eleven hours. *Le Vieux Tigre* became a total loss. Her stern was firmly wedged between rocks, and she was

almost wholly submerged at high water.—Rewards, £21 10s. 6d.

Berwick-on-Tweed, Northumberland.—On the 31st March a visitor went for a row in a small boat, but was carried out to sea by the wind and tide. He was seen by the coastguard, and the motor life-boat *Westmorland* was launched to his help at 12.23 P.M. A strong W.S.W. breeze was blowing with a moderate sea. The life-boat reached the boat about two and a half miles outside the pier. She rescued the man and towed the boat back, returning to her station at 1.5 P.M.—Rewards, £7 6s. 6d.

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

Peterhead, Aberdeenshire.—24th February. A trawler's propeller was fouled by her trawler-net, but another trawler took her in tow.—Rewards, £20 3s.

Torbay, Devon.—9th March. Rockets were reported, but nothing could be found.—Rewards, £14 0s. 6d.

Great Yarmouth and Gorleston, Norfolk.—15th March. A sailing trawler ran ashore in a fog, but was towed off by a tug.—Rewards, £28 19s.

Great Yarmouth and Gorleston, Norfolk.—19th March. A lightvessel fired signals that a vessel had gone ashore, but she must have got off without help, as she could not be found.—Rewards, £21 6s.

Great Yarmouth and Gorleston, Norfolk.—22nd March. A steamer was reported to be aground, but she was found at anchor very close to a shoal.—Rewards, £28 19s.

Dungeness, Kent.—27th March. Two vessels collided in thick weather, but were able to go on their way.—Rewards, £32 18s. 6d.

Dover, Kent.—28th March. Two vessels collided in a fog, but were not in want of help.—Rewards, £4 5s. 6d.

Hastings, Sussex.—28th March. A steamer had run ashore, but refloated without help, and went on her way.—Rewards, £20 11s. 9d.

Thurso, Caithness-shire.—4th April. Lights had been seen, but nothing could be found. The weather was very bad and it is thought that the lights might have been caused by a bursting meteorite.—Rewards, £10 12s.



By courtesy of]

[E. Richards, Penzance.

WRECK OF LE VIEUX TIGRE AT BEAST POINT.

This steam trawler went ashore on 27th March, 1935, in a fog, and her crew of eighteen were rescued by the motor life-boat at The Lizard.

(See opposite page.)



By courtesy of]

[Doran Bros., Whitby.

FIVE WHITBY COXSWAINS: 217 YEARS OF SERVICE.

Left to right: Ex-Coxswain Joseph O. Tomlinson, Coxswain Robert Harland, ex-Coxswain Richard Eglon, Coxswain Thomas William Welham, ex-Coxswain Thomas McGarry Kelly. Their total service is 217 years; their total ages 356 years.

Shoreboat Services.

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

Stroma Island, Caithness-shire.—On the morning of the 24th October, 1934, a man saw what he took to be an aeroplane fall into the sea off Duncansby Head. He reported this to a boatman who, with ten other men, put off in a motor boat and searched for the aeroplane. Nothing was found, and it was discovered later that what had been seen was a smoke bomb, dropped by an aeroplane.—Rewards, £2 15s., and 5s. for fuel used.

Teesmouth, Yorkshire.—At 8.55 P.M. on the 9th September, 1934, the coast-guard reported flares from the south side of the training wall abreast of 6th Buoy. As the night was fine and the weather calm the motor boat *Mizpah*, with a crew of four, and the motor boat *Modasa*, with a crew of three, put out, instead of the life-boat. Three of the crew of the *Mizpah* landed on the wall in a small dinghy, and then launched the dinghy on the other side. Here the motor boat *Rebecca*, of Hartlepool, was found. She was considerably damaged, having hit the wall and then stranded. The five men and four women on board were taken off in the dinghy, one at a time, to the motor boats, and later put aboard a pilot cutter, which landed them.—Rewards, *Mizpah*, £2, and £1 for damage; *Modasa* £1 2s. 6d., and £1 10s. for damage.

Whitby, Yorkshire.—The motor fishing boat *Mizpah II*, of Whitby, left at 5.15 A.M. on the 2nd February, for the fishing grounds, to pick up crab pots. The wind was increasing to a strong north-westerly gale, and when off Rockcliffe, about two miles north of Staithes, she was knocked about to such an extent by the heavy seas that she began to fill and sink. In response to her distress flares the *Galilee*, another Whitby motor fishing boat, with a crew of five, which was in the neighbourhood, went to her help. At great risk of holing their own cable on the water-logged *Mizpah*, the crew of the *Galilee* succeeded in rescuing the *Mizpah's* crew and landed them at Whitby at 9 A.M.—Rewards, £5, and 7s. 6d. for fuel used.

St. Peter Port, Guernsey.—On the 4th February a motor fishing boat, with seven on board, near the south coast, broke down. A strong W.N.W. breeze was blowing, with a very strong spring tide, and the boat began to drift out to sea and was in danger of swamping. At the request of the harbour master two fishermen in a small motor boat went out to her help and overtook her just as she was reaching the open sea. They took her in tow and brought her into St. Peter Port. The service occupied two hours, and the rescuers, who did not incur any risk, were rewarded by one of the rescued party as well as by the Institution.—Institution's rewards, £1 8s., and 7s. 6d. for fuel used.

Hastings, Sussex.—The Hastings motor fishing boat *Gipsy Queen* was fishing off Fairlight, in a moderate S.W. breeze, with a moderate sea, on the morning of the 13th February, when her engine failed. She signalled for help, and the *Fairlight Belle*, another motor fishing boat, belonging to the same owner, put out and started to tow her home. Progress was slow, and in the broken water near the shore the tow rope parted. The Hastings motor life-boat was then launched and towed the *Gipsy Queen* into safety. Moderate risk was incurred by the crew of two of the *Fairlight Belle*, who were engaged for about three hours.—Rewards, £1 18s.

(An account of the life-boat service appears on page 454.)

Port Askaig, Islay, Hebrides.—At 9 A.M. on the 23rd February a man fell overboard from a steamer which had just left Port Askaig pier. He was rapidly carried away by a strong ebb tide. A moderate northerly breeze was blowing, but the sea was smooth. The coxswain of the life-boat and two other men manned the life-boat's boarding-boat, pulled after him, and picked him up a considerable distance from the pier as he came to the surface in a tide whirl. He was unconscious, but revived after treatment. Five other men also put out in two boats

and took part in the search.—Rewards, £3 7s. 6d.

Island of Yell, Shetlands.—While on fishery duty under charter by the Scottish Fishery Board, the steam drifter *Nellie Gardiner*, of Banff, struck the Burga Skerries, off the south end of Yell, at about 1 P.M. on the 23rd February. There was a fresh northerly breeze which increased to a moderate gale in squalls, and the sea was moderate to rough. As the drifter was listing heavily the crew of nine took to their small boat and secured astern. News that the drifter was aground was given by the coastguard, and the steam trawler *John Gillman*, of Aberdeen, which was lying at Mid Yell, nine miles away, went to the scene. Meanwhile, five men had put off from Burravoe, half a mile distant, in a shoreboat and landed six of the drifter's crew. The remaining three men, the owners of the *Nellie Gardiner*, stood by her, but were eventually taken to Mid Yell on the trawler *John Gillman*. The drifter became a total loss.—Rewards, £2 10s. to the crew of the small boat from Burravoe; a framed letter of thanks to the master and crew of the *John Gillman*, and a letter of thanks to her owners.

Brora, Sutherlandshire.—On the 1st February the motor fishing boat *Mary Annie* was seen to be in difficulties in

a W.N.W. gale with a rough sea. Another motor fishing boat, the *Mary Geary*, put off manned by three fishermen, two of whom were over seventy. The *Mary Annie* managed to make Brora Harbour without help, but the *Mary Geary* got into difficulties herself. Her engine failed; an attempt to return under sail failed; then an anchor was let go but the cable parted. She then ran for Helmsdale, but lost her rudder, shipped a lot of water, and was totally wrecked at the mouth of the Helmsdale River, where her crew were rescued by the Board of Trade rocket apparatus. They had incurred great risk in their gallant efforts to help the *Mary Annie*.—Rewards, £6 to the crew of the *Mary Geary*, £40 to the owners for the loss of the boat, and 7s. to the man who gave information of the first boat in difficulties. A letter of thanks has been received from the owners saying: "We have now secured another boat and are able to follow our calling on the sea."

Campbeltown, Argyllshire.—On the 6th September, 1934, the fishing boat *Perseverance* helped in the rescue of five people who had got into difficulties after putting off from Machri in a rowing boat.—Rewards, £3 2s. 6d. (An account of this service and the rewards made to others who took part in this rescue appeared in *The Life-boat* for last February.)

£100,000 from the Civil Service.

THE Civil Service Life-boat Fund held its sixty-eighth annual meeting at the Home Office on 15th May. The Right Hon. Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., the chairman and honorary treasurer of the fund and a vice-president of the Institution, was in the chair. Mr. H. A. Clark, I.S.O., the honorary secretary, reported that the fund had, since its establishment in 1866, contributed £100,000. It has provided twenty-three life-boats, and there are at present six Civil Service motor life-boats on the coast, at Margate (Kent), Southend-on-Sea (Essex), Walmer (Kent), Whitehills (Banffshire), Donaghadee (Co. Down), and Kingstown (Co. Dublin). As a result

of the meeting, a seventh motor life-boat is to be provided, for St. David's (Pembrokeshire).

With the exception of Kingstown, which will cease to be a Civil Service station when the present boat comes to the end of its term of service, all the boats are endowed, and, when the time comes, will be replaced by new boats out of the fund. The fund also contributes £1,000 a year to the maintenance of its boats, and pays the rewards given to the crews.

The individual subscriptions of civil servants are small, mostly half-crowns or under, and it shows the wide interest of the Civil Service in the life-boats that last year these subscriptions amounted to £3,157 6s. 7d.

A Fisherman's Appeal.

As reported in the "Services of the Life-boats," the motor life-boat at Stornoway, on the Island of Lewis, in the Hebrides, was called out shortly before midnight on 14th February, to the help of two fishing boats off Tolsta Head, twenty-two miles away. One of them succeeded in getting into North Tolsta without help. The other, with her mast and oars broken, was towed in by the life-boat. The little village of North Tolsta, which has a population of under a thousand people, at once collected over ten pounds for the Institution in admiration for this rescue; and a crofter fisherman of the village, Mr. Kenneth MacDonal, wrote two sets of verses, one describing the service and the other, called "The Life-boat Fund," making an appeal to the public to help the service. By his kind permission, and that of the editor of the *Stornoway Gazette*, we quote the following verses from the appeal:

Few fisherfolk e'er wind their way
To banks to cash their cheques,
And fewer still be they who'll see
Friends perishing in wrecks.

* * * *

Brown pennies help to swell the fund.
A shilling for a drink!
Before you spend another such,
Will you not stop to think?

A boat is helpless off the coast,
And death looms very near,
Minutes drag as long as hours.
"Is there a life-boat here?"

Times are bad, yes, so are you,
If you refuse a bob,
To help the boat to rush out there,
With Crockett on the job.

A life-boat I shall never need—
Ah, do not be so sure,
For many who are really rich
Are numbered with the poor.

Not long ago I read of one
Whose handmarks simply "read":
"By drowning you will meet your
end"—
The sea was now his dread.

Far from the sea he did remove,
To counteract the "spell."
He met his fate by drowning: note—
By slipping down a well!

Show sympathy and common sense
And money from your purse;
Indifference and callousness
May bring an orphan's curse.

True charity will never fail;
Be careful sowing seed:
The reapers may of you declare:
"A Christian in deed."

The King's Jubilee. An Old-Age Pensioner's Gift.

AN anonymous gift of ten shillings has been received with the message: "A jubilee gift from an old-age pensioner of West Hampstead."

Another anonymous gift, of half a

crow, has come from another old-age pensioner, who wrote that she had read an appeal of the Institution in a newspaper wrapped round a piece of fish which she had bought.

Giving Instead of Receiving.

THE Institution has received a gift from a Liverpool man who celebrated his twenty-first birthday by asking his friends, instead of buying him presents, to give him money for the life-boat service.

Gift of 392 Farthings.

Two gifts have been received of 392 farthings. One, of 152 farthings, was anonymous. The other, of 240, was a year's collection of farthings made by the women's staff in a London office.

OLD STYLE AND NEW.



By courtesy of]

[The "Daily Mirror."

AT THE OARS.

The Cresswell 34-feet pulling and sailing life-boat.



By courtesy of]

[Fox Photos.

TWO 40 H.P. ENGINES.

The 45-foot Watson cabin motor life-boat at Cromer

The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1934.

£	s.	d.	
58	6	0	Construction, Repairs, Upkeep and Inspection of Life-boats and Life-boat Stations.
20	12	0	Payments to Life-boat Crews.
16	18	0	Propaganda and Publicity at Headquarters and 1,133 Branches.
4	4	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure, see pages 492-494.)

The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1934.

£	s.	d.	
36	18	0	Subscriptions, Donations, and Life-boat Days.
40	3	0	Legacies.
15	3	0	Income from Investments.
6	14	0	Special Gifts.
1	2	0	Other Sources.
<hr/>			
£100	0	0	

(For full Statement of Income, see pages 493-495.)

The Annual Meeting.

THE hundred and eleventh annual meeting of the governors of the Institution was held at the Central Hall, Westminster, at 3 P.M. on Friday, 5th April.

Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by vice-presidents of the Institution, members of the committee of management, honorary life-governors and members of the Central London Women's Committee of the Ladies' Life-boat Guild.

The principal speaker was Mr. Leslie Hore-Belisha, M.P., the Minister of Transport, who presented medals and other special awards for gallantry during the past year, and awards to honorary workers for distinguished services.

The other speakers were: His Excellency the Minister for the Netherlands (Jonkheer Maître R. de Marees Van Swinderen), Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P., vice-chairman of the Scottish Life-boat Council and a member of the committee of management, Mr. W. W. Harris, vice-chairman of the New Brighton branch, the Hon. George Colville, deputy-chairman of the Institution, and Mr. Charles G. Ammon, a member of the committee of management.

Among those who accepted the Institution's invitation were the representatives of seven foreign countries: Their Excellencies the Belgian Ambassador, and the Danish, Norwegian, Greek, and Latvian Ministers, the Secretary to the German Embassy, and the Swedish Naval Attaché; the Mayors and Mayoresses of twenty-one boroughs: Westminster, Hornsey, Wimbledon, Holborn, Ealing, Finchley, Tottenham, Acton, Walthamstow, Hendon, Lewisham, Fulham, Wandsworth, Paddington, Battersea, Bromley, Barnes, Deptford, Lambeth, Poplar, and Arundel; the Chairman of the Swanage Urban District Council, and the Chairman of the Northam Urban District Council; and representatives of the Board of Trade, National Union of Seamen, King George's Fund for Sailors, Royal Humane Society, and the British Sailors' Society.

Sir Godfrey Baring, Bt.

SIR GODFREY BARING, Bt.: Your Excellencies, My Lords, Ladies and Gentlemen: No assembly of English people, or I should say, perhaps, British people, can meet at this moment without remembering with great pleasure and anticipation that exactly a month from now we are going to celebrate the Silver Jubilee of His Majesty's reign. It seems to me, therefore, appropriate that I should remind the governors of the Institution of His Majesty's long, most gracious and close connexion with the Institution. It is forty-five years since His Majesty accepted the office of Vice-Patron of the Institution. Five years later he became President of the Life-boat Saturday Fund. In 1910 he became President of the Institution, and since his accession he has been its Patron. During that long period of time, over and over again His Majesty has shown the greatest interest in our work in many ways. (*Applause.*) Eleven years ago, during our centenary celebrations, His Majesty received the Gold Medallists of the Institution at Buckingham Palace and presented them with the medal of the Order of the British Empire, and I shall not easily forget the great pleasure and gratification which those brave men received at His Majesty's gracious reception and the words he said to them. In common with all the millions of his loyal subjects we earnestly pray that His Majesty's life may be long spared to rule over a united, contented and, above all things, a peaceful Empire. (*Applause.*)

Now I have the honour of presenting the annual report. I think it shows that the work of the Institution has been efficiently done during the last year. Its life-boats and life-boatmen have saved 276 lives from shipwreck during the year. I believe there has never been a time when our boats have been more efficient, our men more gallant, resourceful and determined and our equipment more complete, and I should like to say that never in our history has the generosity of the public been more admirably manifested than during the last year. (*Applause.*) If I were to thank all our active friends who ought to be thanked, I should speak for several hours. On the whole, I do not propose to do that, but I should like to call your special attention to what has been done by the Civil Service Fund under the auspices of Lord Southborough, whom we are glad to see on our platform. The Fund was initiated in 1866, and up to the end of last year had provided the Institution with over £98,000. That does seem to me a splendid example of long-continued, discriminating and deeply appreciated generosity. (*Applause.*)

I am sure I am expressing the feeling of everyone in this hall when I say how much we welcome the presence here to-day of the Minister of Transport, Mr. Hore-Belisha. (*Applause.*) May I relate to the Minister two little incidents which I have experienced in the last week or so, which I am sure will

give him pleasure? We have a store-yard in Poplar and I should like many of the Governors to visit it, because it is admirably run and managed. In that store-yard, we have an entrance yard, I think about 120 feet across. The other day a desperate criminal rode a motor bicycle into that yard at a speed which was estimated by competent observers at quite seven miles an hour. Within twenty-four hours of his crime a large poster, beautifully got-up, with a representation of a black and white post with an orange top, was placed outside the yard with a stern warning that no one must enter in a motor at more than walking pace. (*Laughter.*) I think that will show the Minister that his beneficent influence has reached even the recesses of Poplar.

Only a few days ago I was on a life-boat mission, spoke at Liverpool in the morning, and then had to go on to New Brighton, Wallasey, and various places on the other side of the Mersey. I was driven by Mr. Harris, who is on our platform and who is going to second a resolution later on. Being above all things law-abiding citizens we never exceeded during the long drive the speed of 29 miles 1,759 yards. We had a good many appointments to keep. We were a little late for those appointments. But we had a delightful drive and during the whole time we called down silent and, indeed, sometimes vocal blessings on the Minister's head. (*Laughter.*)

I am sure he will be gratified to hear of those two personal incidents, but seriously, Ladies and Gentlemen, we do admire the courage, the resource and the persistence with which he is tackling this most difficult and menacing question of accidents on the roads; and I think it specially appropriate that one who is saving life on the roads should speak at the annual meeting of the Institution whose proud boast it is that its life-boats and life-boatmen have saved, during the 111 years of its history, over 64,000 lives from shipwreck at sea. (*Applause.*)

In conclusion I earnestly and most confidently appeal to all governors of the Institution present not to lose their interest in the life-boat service, but to redouble that interest, because I believe the service is worthy of their enthusiastic support, and should make an irresistible appeal to every worthy citizen of our great maritime nation. (*Applause.*)

The annual report and accounts for 1934 were adopted.

Election of the Committee of Management.

Those nominated as president, vice-presidents, treasurer and other members of the committee of management and the auditors for the ensuing year, were elected.¹

Presentation of Medals and Other Awards for Gallantry.

LIEUT.-COL. C. R. SATTERTHWAITE, O.B.E., secretary of the Institution, read the accounts of the services for which medals and other special awards had been made during the

year, and the presentations were made by Mr. L. Hore-Belisha, M.P., as follows:

To SECOND-COXSWAIN ROBERT C. BROWN, of Swanage, Dorset, the bronze medal for his gallantry in going overboard, in oilskins, belt and sea-boots, from the Swanage motor life-boat to the rescue of a man who had been flung into the sea from the yacht *Hally Lise* when she went ashore near Boscombe Pier, in a gale, on 19th March, 1934.

To ACTING-COXSWAIN H. E. POW, of Appledore, Devon, the bronze medal for the rescue, on 11th January, 1935, of the crew of three men (one of them crippled), of the Ilfracombe fishing boat *Lee Bay*, which was in great danger under the cliffs in a gale, with a very heavy sea, and shortly after the rescue was smashed to pieces on the cliffs.

To MOTOR-MECHANIC C. T. HORNABROOK, of Appledore, Devon, the thanks of the Institution inscribed on vellum for the same service.

(A full account of the gallantry of Second-coxswain Brown appeared in *The Life-boat* for June, 1934, and a full account of the Appledore service appears on the first page of this issue.)

Mr. L. Hore-Belisha, M.P.

MR. L. HORE-BELISHA, M.P.: Mr. Chairman, Ladies and Gentlemen: In a gracious reference to my presence here you, Sir, related the efforts of my Ministry to save life on land with your noble task of rescuing life at sea. You might well say that your triumphant efforts are calculated to excite my envy and admiration. They do more. They inspire my emulation. There is, indeed, cause to reflect on the contrast between the risks run by those who travel by sea, on the one hand, and by land on the other. The water is an unreliable and an uncontrollable element. The land is firm and can be laid out to make smooth the ways of man. Yet while fatalities at sea are being progressively lessened, the dangers on land increase.

A hundred years ago, when the Royal National Life-boat Institution was founded, as many as 3,000 to 5,000 persons were drowned in a year in British territorial waters. To-day, owing to the improved construction of ships, to the regulations for safety made by the Board of Trade and principally the efficiency of your service, the worthiness of your boats and the gallantry of your men and women, only about thirty to forty persons, I am told, perish annually in these waters. (*Applause.*)

In other words, the perils, the mortal perils of our coasts, have diminished in a century a hundred-fold. The life-boat service has given rewards for the rescue of 64,000 lives in the period. Now the dependants of every one of these persons would have to be provided for either by the State, by insurance moneys, or otherwise. Assuming the capital sum required to make good to the widow or other dependant the loss of support given by each one of the persons who have been saved to be the nominal amount of £1,000—it is, of course, much more—the value of the lives you have saved in 100 years is £64,000,000.

¹ The list appears in the Annual Report.



By courtesy of]

AT THE ANNUAL MEETING.

["Sport & General."]

Mr. L. Hore-Belisha, M.P., Minister of Transport, looking at the Institution's medal which Acting-Coxswain Pow was wearing, awarded to his grandfather, Captain John Marshall, in 1850.



By courtesy of]

IN LONDON FOR THEIR AWARDS.

["Planet News."]

Second-Coxswain Robert C. Brown, of Swanage, Acting-Coxswain H. E. Pow, of Appledore, Motor-Mechanic C. T. Hornabrook, of Appledore.

(See opposite page.)

But in the last ten years, we have lost about the same number of people on the roads, to say nothing of the million and three-quarters persons who have been injured. You can make a calculation, therefore, of the economic loss brought to the nation by these casualties.

If, therefore, I come here, it is to capture something of the spirit of the sea. To save a life you risk a life—or more. The life-boatman, to save a life, puts at hazard not only himself, but his family. He strains his endurance. He faces the storm in its most inclement mood. He displays the quality of courage and the virtue of discipline in the most exacting circumstances—voluntarily. Why? Because of the chivalry of the sea. And the public support his work and should support his work, by their contributions. Why? Because the humanitarian instincts of the people are so strong that they cannot bear the contemplation of untimely death or unmerited suffering. But a life is worth as much spiritually and materially whether it be lost by sea or on the roads. What effort, what self-sacrifice, what goodness of nature to save a life at sea! But on land attempts to save life which call, not for bravery, or hardship, but merely for decency and courtesy, are often regarded as restrictions on convenience, and interference with liberty, and, therefore, to be resisted. I am happy to say that through the exercise of these virtues, together with the measures we are taking, we have, during the first three months of this year, as compared with the same period last year, effected a reduction of no less than 2,843 in the number of persons killed and injured on our roads. (*Applause.*) The significance of this figure is enhanced when it is remembered that there are over a quarter of a million more motor vehicles this year than last.

To save lives on the roads it is not valour that is needed, but just thoughtfulness. It is not inappropriate, therefore, that I should come to you in admiration and, if you will, in envy, hoping that this meeting will not only bring the financial support which your great cause deserves, but will spread throughout the nation a respect for human life and a concerted determination to save it, whether it be imperilled by the storms of the sea or by the inconsiderateness of men on land. I move this resolution which thanks the coxswains and crews of your life-boats and the help rendered to the cause by your local committees, honorary secretaries and honorary treasurers combined in the noblest of all works. (*Loud Applause.*)

THE CHAIRMAN: It is now my great privilege to ask His Excellency the Minister for the Netherlands to second this resolution. I should like to say, as so many governors must know, that His Excellency has always been the kindest and most considerate friend of the Institution during the long years that he has represented the Netherlands in this country, and we remember with gratitude the eloquent speech that he addressed to us on the celebration of the centenary of the Institution eleven years ago.

The Minister for the Netherlands.

HIS EXCELLENCY THE MINISTER FOR THE NETHERLANDS: Mr. Chairman, your Excellencies, Ladies and Gentlemen: I have been entrusted by the committee with the duty of seconding the resolution moved in such eloquent terms by Mr. Hore-Belisha. I accept the honour with the more pleasure as I like to see in it the tribute paid to the part which my country has played since so many years in that international drama, the rescue of human life at sea. To Great Britain, Mr. Chairman, belongs the honour of having founded the first Life-boat Institution; but in less than nine months afterwards Holland followed suit and under the inspiration of Sir William Hillary's initiative established its first similar Society, and since that hour, nearly all the sea-board nations of the world have responded to and developed Britain's example. Indeed, no relaxation can be permitted, for no matter to what extent disarmament may find its application, the sea will never disarm, and the sea-faring nations will always have to fight her.

No nation has experienced this more than Holland, which has had to fight the enemy not only on the waters, but to a great extent on land as well. You know that this ocean gnaws with a ferocious appetite every year at our shores, the consequence of which has been that through the protection we have had to take about it, Holland has sometimes been called, in a very flattering sense of the word, the most dammed nation in the world. (*Laughter.*) It is not only that we lose to the sea; we take our revenge, too. We have taken from her many bits which she regrets now, and we are still taking a very big bit from her through this, I dare to say, masterly engineering work of the reclaiming of the Zuider Zee at this moment. All this, Ladies and Gentlemen, has given cause to amend the legend that God has created the whole world, by adding to it the exception of Holland, which has created itself. (*Laughter.*)

Our indebtedness to Great Britain has never ceased since the centenary celebration of 1924, when that list was pretty heavy already, and it has grown steadily. Thirty-two Dutch lives have been rescued since then, and this last year, of eleven services rendered to vessels of foreign countries, four were to Dutch. I trust that you will admit that if there is anywhere a place where Holland's voice may be heard in the Council of Nations, it is on occasions like this, when a resolution is moved expressing hearty appreciation of the gallantry of the coxswains and crews of this Institution's life-boats.

Still—comfortably sitting as we all are here, giving full praise and credit to the hearty efforts of the men we have honoured this afternoon in rescuing from the sea what the sea had so often already claimed as a victim—how little, how little can our imagination approach reality and give us a true picture of what they endured when saving at the risk of their own lives the lives of people who were absolutely unknown to themselves!

Mr. Chairman. I will not take up any more of your time, especially as we know

that the distinguished mover of the resolution likes and rightly imposes a limit on us. I therefore feel happy to comply with his wise rules and regulations, and I impose a limit on the patience and indulgence of this audience to listen to me; and, thanking the Committee again for the honour they have done me, I beg to second most heartily the Resolution. (*Applause.*)

The resolution: "That this meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the local committees, honorary secretaries and honorary treasurers," was carried unanimously.

Presentations to Honorary Workers.

THE SECRETARY: Since the last annual meeting three honorary workers have been appointed honorary life governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by His Royal Highness the Prince of Wales, K.G., as President of the Institution. The three new honorary life governors are:

EXETER: COUNCILLOR MRS. ARTHUR REED.

LITTLEHAMPTON: COMMANDER H. B. BOOTHBY, D.S.O., R.N.R.

THE MUMBLES: MR. F. LE BOULANGER.

All three are present this afternoon to receive their vellums.

Mr. L. Hore-Belisha, M.P., then presented the vellums.

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

BLYTH: MR. C. E. BALDWIN, J.P.

HALIFAX: MRS. H. OLLERENSHAW.

KESSINGLAND: MRS. H. A. BROCK.

NEWPORT (Monmouth): MR. H. S. LYNE, M.B.E.

Mr. L. Hore-Belisha, M.P., then presented the badges.

Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P.

COMMANDER THE HON. A. D. COCHRANE, D.S.O., R.N., M.P.: Mr. Chairman, Your Excellencies, My Lords, Ladies and Gentlemen: You have already accorded to the crews of the life-boats your thanks for their services, and now I am going to ask you to give thanks also to their thousands of supporters throughout the country, and I would ask you to do so by supporting this Resolution: "That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild, and its many hundreds of voluntary members, for the work which they have done in raising funds for the life-boat service." The proof of the success of the work of the Ladies' Life-boat Guild is very clear. Last year,

that is 1934, there were 732 branches which held life-boat day collections. That is a record in numbers for the history of the Institution. The sum collected was £42,800, an increase of nearly £3,000 over the previous year. That, also, is a most admirable result. In addition to the thanks which I am asking you to give to the members of the Ladies' Life-boat Guild, I think we should also give thanks to the civic heads of all the local authorities throughout the country, because we know well that without their permission life-boat day collections would not be possible, and without that keen support which we get from them, certainly these collections could not be the success which they have proved to be during the past year.

I have indicated to you the results which have been achieved by the Ladies' Life-boat Guild, but I confess that I am entirely ignorant as to how these results are achieved. I am certain that there are many married men here who have found themselves doing something which, in fact, they had no very direct intention of ever doing, and I expect that they have often felt, as I have felt, unbounded admiration when, after the event, they began to appreciate the subtle influence which has been brought to bear and has led them in the course which they had no intention of following. I presume that it is the same magic on the part of the ladies which leads to this magnificent result. I thought, in my innocence, that when cinemas came into being then it might be possible to discover what it was that the ladies did when they wanted to influence the men and the women for a purpose such as this. But no: The celluloid smile is as the poles asunder from the enthusiasm, the tact and the friendliness which the members of the Ladies' Life-boat Guild exercise in the great work which they do. So I am sorry that I cannot help you in any way with any suggestion as to how this great work is done. But it has been achieved with immense success, and in the terms of the resolution I ask you to accord to those who have done that great work for the Institution your most enthusiastic thanks. (*Applause.*)

Mr. W. W. Harris.

MR. W. W. HARRIS: Mr. Chairman, Your Excellencies, My Lords, Ladies and Gentlemen: It is only upon an occasion such as this that opportunities are afforded us to express our feelings of gratitude to those whose labours mean so much to the life-boatmen. It was, therefore, with the utmost pleasure that I accepted your invitation to support the resolution so eloquently and pleasantly put by Commander Cochrane. He has spoken to you with the voice of one versed in the responsibilities and anxieties of a member of the Committee of Management, whose sole object is to organize the finances and work of the Institution, and to maintain the splendid efficiency of the life-boat stations around our coasts. I will, therefore, ask you to descend with me from administrative altitudes to sea level, where, amidst the turmoil of the sea, the roar of the wind and the scream

of the gull you find the life-boat stations and men endeavouring to fulfil your hopes and to carry out the work you so generously help to maintain.

I am one of the small army of honorary secretaries whose duties are to see that the boats and stations are ever in an efficient state to respond to the flash of the warning gun, the call to rescue by day or night. There must be no hesitation or delay; the boats must be ready to launch and cast off moorings instantly the men are on board; and may pity help the Honorary Secretary if he has been wanting in his duties in that respect! I have the honour to be the honorary secretary of the New Brighton Station at the entrance to the Mersey. That river has a rise and fall of thirty feet at Spring tides, and a flow of tide of between five and six knots. We have a powerful 60-foot motor life-boat with two 80 horse-power engines capable of a range of 200 nautical miles, and when built in 1923 she was the largest motor life-boat in the world. She carries a crew of eight, is always afloat, and when our last call for rescue came in January of this year, she was actually under way, with her full crew on board, twelve minutes after the firing of the rockets. (*Loud applause.*) In addition, we have a very fine sailing boat, both seaworthy and fast. In fact, so proud are we of her speed that she had a race with our adjoining station's motor life-boat to a wreck during April last year and beat her at the post. We have thirty men on our crew list, and there is a wild rush when the call comes, for each man is selected by the coxswain as he arrives at the station. I have seen this gallant crew tearing along the New Brighton stage, fastening their lifebelts as they ran, to board her, the boat having been got ready by the stagemen; and then they get into the boat and disappear into the stormy darkness.

The adjoining station of Hoylake is eight miles away at the entrance to the Dec, and whereas we are a station which is, as I say, always afloat, they are always ashore. Their boats are kept in the life-boat houses, one a sailing and the other a small type motor boat. How they are taken to sea depends on the tide. If it is high water they run down the slip; if it is low water they are pulled by a tractor over two miles of sand before they reach the sea. Anyhow, they get there all the same. We recently had an occasion in this year when both boats were out after the same steamer that was in trouble. Both those stations are under the control and within the district of the Port of Liverpool branch.

Now I must pay tribute to the unceasing vigilance of the coastguards, who give instant warning, by either rocket or telephone, when distress signals are sighted and whose unflinching service is inspiring and encouraging to our men. Every detail of our equipment must be kept to the highest standard. And here let me say what a pride and privilege it is to be associated with a national and voluntary Institution which is so pre-eminently efficient in every detail. Only those who have association with it at close quarters can fully appreciate the superlative efforts

that we have behind us. The life-boat stations are, in fact, the arms of the Institution, which they stretch out over the sea to rescue those in distress from what otherwise would be certain death. (*Applause.*)

Whom are we to thank for this? It is the members of the Ladies' Life-boat Guild. Without the labour of love which they so freely and generously give, it would be impossible for us to maintain the service with any degree of efficiency, even if we were able to carry on at all, and we render to them our grateful homage and thanks. (*Applause.*) It is difficult enough to earn money nowadays. How much more difficult must be the work of those who collect the subscriptions from the public, even for a national cause such as ours! What a thankless task it is, that of selling flags on flag days? I have no experience, but I know they get far more rebuffs than encouragement, yet they persevere. Surely, with the immortal Scott, we may call our ladies ministering angels? My station cost £750 to run last year, exclusive of awards to the crew. Our adjoining station at Hoylake cost £564. But the Port of Liverpool Branch returned £3,240, exclusive of the annual grant of £1,000 generously given by the Mersey Docks and Harbour Board. Of this sum returned by Liverpool, the ladies of the Life-boat Guild collected £1,211. (*Applause.*) Nearly half of that was in sums of 5s. and under. That indicates the enormous amount of energy and time freely given by those ladies. Is this not a direct proof that these ladies of the Life-boat Guild actually maintain our stations, and enable the honorary secretaries, through the Institution, to carry on that glorious service of which we are so proud? Ladies, your labours have not been in vain. Mr. Chairman, I second the resolution proposed by Commander Cochrane with both pride and pleasure, and with all honour to the ladies of the Life-boat Guild. (*Applause.*)

The resolution: "That this meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members for the work which they have done in raising funds for the life-boat service," was carried unanimously.

The Hon. George Colville.

THE HON. GEORGE COLVILLE: Mr. Chairman, Your Excellencies, My Lords, Ladies and Gentlemen: It falls to me to move a resolution with which I know you will most cordially agree, namely, a vote of thanks to the speakers of this afternoon. First on the list is Mr. Hore-Belisha, the Minister of Transport, who has kindly attended and presented the medals and other rewards. This he has done in a most delightful manner, and we have also to thank him for a most charming address. (*Applause.*) I have a very warm corner in my heart for Mr. Hore-Belisha, but I do not quite know what our relationship is with the Ministry of Transport, unless he conceives it his duty to watch us transporting shipwrecked mariners to the shore; but, for us, the sea is an unrestricted area, except so far as the rocks are concerned.

We look upon them as beacons, only they are black, and not orange; and, so far as speed is concerned, our speed limit is the utmost speed we can put out, and we claim equal rights with the fire brigade in rushing to the salvage of life. (*Applause.*)

Next, we have to thank the Minister for the Netherlands for his attendance and for the speech he has given us. We have all, I am glad to say, seen him here before, and his attendance tends to show that our work is not parochial, but entirely international in its character. (*Applause.*)

Then we thank Captain Cochrane, who is a member of the committee of management and one of my brother committeemen, for his speech. We also thank Mr. Harris, who works very hard indeed as the Honorary Secretary of the New Brighton Branch, for what he has told us about his station and his neighbours at Hoylake. (*Applause.*) They give their services and we value them very highly indeed.

Now I may not have exceeded the speed limit, but I think I have exceeded the time limit, and I will therefore ask you to vote the hearty thanks of this Meeting to the speakers at this, the 111th Annual General Meeting of the Royal National Life-boat Institution. (*Applause.*)

Mr. Charles Ammon.

MR. CHARLES AMMON: Mr. Chairman, Your Excellencies, My Lords, Ladies and Gentlemen: It is with very great pleasure that I second this resolution, and I am sure no one will appreciate more than Mr. Hore-Belisha what a very mixed platform we get at our life-boat occasions. I imagine that it is very probable that Mr. Hore-Belisha has been looking with somewhat envious eyes at the extent of the highway that we are concerned with. What it would be like and what it would look like if he had his way over it it is somewhat difficult for many of us to imagine, but certainly we are glad that he is, in some measure, doing something to save life on land, and it is a very natural thing that we should find him in association here with us. I think, perhaps, Mr. Harris has shown the greatest restraint, because I heard that he was contemplating selling his high-powered motor car and getting a Morgan on account of the regulations that have been made by the Ministry of Transport.

I think Mr. Hore-Belisha is likely to find immortality with one other Member of Parliament, in the other House (his name escapes me for the moment), who was also associated with the regulation of traffic in days gone by. When there came before that House a motion that coaches should supersede carriages for the carrying of mails—a man named Palmer of Bath having introduced the mail coach—this noble Lord solemnly warned his fellow Peers not to ride in Palmer's coaches. Men had been known to die of heart failure because of the speed at which they travelled—and that speed was eight miles an hour! Even Mr. Hore-Belisha has allowed us something a little more than that. (*Laughter.*)

Then we are very delighted to have again

with us His Excellency the Minister of the Netherlands, who has certainly put up a very high claim for his country, namely, co-authorship in the creation. (*Laughter.*) Of course, nobody would dispute that. We congratulate him and we are glad that two nations which have had so long an association with the sea are found co-operating together in this very estimable service.

Commander Cochrane, of course, is one of ourselves. He has simply discharged his duty, a duty that he feels all the more near to him because he is also concerned with the sea, and he is delighted to help to pay honour to those who serve this Institution. I have very great pleasure in seconding this resolution. (*Applause.*)

The vote of thanks was carried with applause.

Mr. L. Hore-Belisha, M.P.

MR. L. HORE-BELISHA, M.P.: Mr. Chairman, Your Excellencies, My Lords, Ladies and Gentlemen: Strange things happen at sea, and one of the strangest is that Mr. Ammon should be seconding a vote of thanks to me. We sat and glowered at one another across the floor of the House of Commons for many years, and I did not know that your great cause would be the excuse for bringing us together upon a common platform. I am very grateful to him for what he has said and still more for the great work which he has done for your Institution. Commander Cochrane said that he could not reveal the secret of the devotion which the women gave to this work, and of the success which they have achieved in attracting financial support for it. Well, women bring life into the world, and that explains the interest that they have in this Institution, which exists to preserve it.

I want to thank you most sincerely for the gesture of kindness and friendliness which you have made in selecting the representative of my Ministry to come here this afternoon. There is a bond between us, and I was, of course, deeply honoured to come, but I felt a sense of modesty, if not of shame, in presenting those medals to these brave men. One ought to have great respect for those who run risks such as they have run. They are so infinitely superior to ourselves, and when you move a vote of thanks, as you have so kindly done, through the lips of Mr. Colville to the speakers, one must recognize how infinitely inferior the speakers are to the actors. (*Applause.*) One of the gentlemen to whom it was my privilege to present a medal, already had a medal on his other lapel. He told me that his grandfather had won it, I think he said, 100 years ago. So the greatness of the British people is carried on. (*Applause.*)

I thank Mr. Colville deeply for his sympathy with what I am trying to do, and for his respect for the speed limit upon land. I thank him, indeed, for the manner in which he moved this resolution and I thank Mr. Ammon for the generous way in which he seconded it. But I do not thank them on my own account, for I stand here merely as the representative of those other speakers

who have addressed you and principally His Excellency, the Minister for the Netherlands, whom we in England have grown to regard as an Englishman, and if he is not an Englishman, he is, as a Dutchman, as he himself would say—I only use the quotation—something dammed near it. (*Laughter.*)

It has been a grand and gracious experience to come here and to meet you who are carrying on this work. You do not need any thanks for it, because you mean to carry it on. May you grow more and more successful in your efforts, which everyone in this kingdom should support. Thank you very much.

I am told that the chairman objects to a vote of thanks being passed to him, because he is very modest, so modest, in fact, that he once fought my constituency of Devonport. Had he been elected, he might have been standing here as Minister of Transport to-day. He and I have, at any rate, this in

common, that we have both been interested in Devonport, a seafaring town. I shall not move a vote of thanks to him because he does not think he deserves it, although we know he does, but I thank him very much indeed. (*Applause.*)

Entertainment of the Medallists.

After the meeting those who had received awards for gallantry were taken to tea at the House of Commons by Commander Cochrane, and in the evening they occupied a box at the Coliseum, as the guests of the management.

When Acting-Coxswain Pow and Motor-mechanic C. T. Hornabrook returned to Appledore, they were given a civic welcome, being met by the Mayor and representatives of the Appledore branch of the Institution.

Duke of Northumberland's Life-boat Essay Competition, 1935.

THE Duke of Northumberland's Life-boat Essay Competition for elementary schools has been held this year for the fifteenth time. The number of schools which took part was 2,511, an increase of 10 on last year.

Of this total of 2,511 schools, 1,841 were English, 306 Scottish, 216 Irish, and 148 Welsh. This was a decline of 36 in the number of English schools, but in each of the other three countries there was a slight increase. The number of essays sent in for the inter-school competition was 1,414, a decline of 182, and the number of schools which held their own competitions but did not send in for the inter-school was 1,097, an increase of 192.

"Why does our country need a Life-boat Service?"

The subject was "Why does our country need a life-boat service?" One of the judges writes: "The essays are with few exceptions very satisfactory indeed, and are highly creditable to all concerned. Most of the candidates express themselves clearly and well, and have evidently got well-defined ideas on the subject. One feature which is quite noticeable is that the candidates are 'full' of the subject, and their difficulty seems to

be that of confining themselves to that particular branch of it which is chosen for the essay."

Another judge writes: "The essays reveal much variety in the treatment of the subject. The best effects, however, endeavour to point out why *we*, above all other nations, need a life-boat service."

A number of the children found graphic and original ways of describing the dangers of the sea, the importance of saving life, and the life-boats themselves.

One essayist, more topical, perhaps, than accurate, wrote: "Life-boats to seamen are like Belisha beacons to pedestrians." Another calls them "sea ambulances," and another has transferred to them the description which no longer belongs to the Navy: "The wooden walls of England."

Several made bold attempts to describe the horrors of shipwreck. "The unhappy mariners are buffeted from side to side, each forming his earnest opinion that the next hour would be the last—that he would have shuffled off his mortal coil, to be received into the jaws of the Grim Reaper."

Here is a gloomy picture of the life-boat putting out: "Poorly dressed, the life-boatmen run their frail craft into the murky turbid waters, leap in

and shoot off into oblivion, with the gods of the sea howling round them."

And who could describe better the helplessness and insignificance of man in the midst of a gale than the essayist who writes: "When the sea is in an angry mood she treats the ships like matchwood and counts a man's life as that of a small shell-fish?"

The Value of a Life.

No one can estimate the national value of a life saved, but one essayist puts it rather high: "There is every reason to believe that a baby saved from a watery grave might make history, or when older be a general."

Another thinks of the families: "Without such a service countless families would to-day be mourning the loss of foolhardy and indiscreet relatives."

Numbers took a very business-like view of the subject: "It is much cheaper to keep a life-boat service running than to pension off the dependants of the sailors and fishermen who have perished," and this view is summed up by another writer: "What a boon to insurance companies is the life-boat service!"

Perhaps the quaintest phrase of all came from the writer who, trying to imagine how desolate our country would be without a life-boat service, wrote: "To think of England without a life-boat service is like thinking of a millionaire without a home," but the essayists who best succeeded in putting the spirit of the service in a sentence were the two who wrote: "He is all a knave and half a slave who would not harken to save those in peril," and "It is the British inspiration to help the weak."

The Best Essay in Great Britain & Ireland.

The best essay in Great Britain and Ireland came from an Irish school. It was written by Alice Chambers, of the Rockvale Public Elementary School, Newry, Co. Down, the youngest by over two years of the nine winners of challenge shields. Her essay won the special prize on its merits, for it was adjudged the best even without the handicap to which her age entitled her.

A Welsh Record.

Wales has set up yet another record. Last year the Wood Memorial School, Saltney, Flintshire, won the Welsh challenge shield for the third year running, and the shield became the school's property. This had been done once before, but the Wood Memorial School set up a record by winning the shield in each of the three years with an essay from the same boy. The same school has again done what no other school has done. It has won the shield for the fourth year running. The boy who has won it is Frederick Channell, a brother of the winner of the previous three years.

Two schools have won a challenge shield for the second year running, and will retain the shields if they succeed in winning them next year. They are the Clothworker's School, Peel, Isle of Man, and the Grove Road Senior Boys' School, Gosport. The same boy at the Grove Road School, George Baker, has won the shield for his school both years.

In the Midlands the shield has been won by Herbert Thompson, of Hill Top Council Senior Boys' School, Blackheath, Worcestershire, with an essay in verse, in imitation of Pope's "Essay on Man."

Successful Towns.

This year pride of place for the number of winners belongs to the Orkneys, which has no fewer than eight. Liverpool has seven, Cardiff six; Bristol, Stoke-on-Trent, Portsmouth and Birkenhead have five each. Gosport has not only won the challenge shield, but has the first four places in the list of winners in the South-West of England, and Rotherham, in Yorkshire, has four winners, including the winner of the challenge shield for the North-East of England.

Boys versus Girls.

The honours are fairly evenly divided between boys and girls. Boys have won five of the nine challenge shields, and girls four, but a girl has won the prize for the best essay of all. Of the 315 prizes, boys have won 163

and girls 152. The prize for the best essay has now been won nine times by girls and seven times by boys (a boy and a girl tying for it in 1933).

The Awards.

Alice Chambers will receive a copy of *Britain's Life-boats*, by Major A. J. Dawson, inscribed by the Prince of Wales, and a certificate. Each of the other eight winners of challenge shields will receive a copy of *Launch*, by Major-General Lord Mottistone (Major-General Seely), coxswain of the Brooke, Isle of Wight, life-boat, inscribed by the author. The schools will hold the shields for a year and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prize-winners will each receive a certificate and a copy of *Launch*. In a few cases, where winners of prizes last year have again won them, they will receive, instead of *Launch*, copies of *Modern Motor Life-boats*, by Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's consulting naval architect.

The 1,097 schools which did not enter for the inter-school competition, and the 1,099 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school.

Thanks to Education Authorities, Teachers and Judges.

The Institution again owes its warmest thanks to the Education Authorities for their kindness in giving permission for the competition to be held, and, in a number of cases, in sending out the particulars of it themselves, or in drawing attention to the competition in their circulars to teachers. It would also like most cordially to thank the teachers for their kindness in voluntarily undertaking the considerable extra work which the competition lays on them. The passages quoted from the judges' reports show how much trouble they must have taken to instruct their classes in the work of the life-boat service, and the Institution gratefully recognizes that it is chiefly

due to the teachers that, in the words of one of the judges, "the competition has done a great service in arousing the interest of thousands of children in the Institution."

To the judges, also, the Institution's warmest thanks are due. Some of them have now for many years been giving the Institution their generous help.

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

Winners of the Challenge Shields.

LONDON.—Edward Franks, The Hither Green Senior Boys' School, Beacon Road, Lewisham.

NORTH-EAST OF ENGLAND.—Mary Barraclough, Kimberworth Central School, Rotherham.

NORTH-WEST OF ENGLAND.—Phyllis Quirk, Clothworkers' School, Peel, Isle of Man.

MIDLANDS.—Herbert Thompson, Hill Top Senior Boys' Council School, Blackheath, Worcestershire.

SOUTH-EAST OF ENGLAND.—Olive Mae Jakes, The Croydon British Girls' School, Tamworth Road, West Croydon.

SOUTH-WEST OF ENGLAND.—George Baker, Grove Road Senior Boys' School, Gosport.

SCOTLAND.—William Forrest, St. Cuthbert's Roman Catholic School, Burnbank, Lanarkshire.

IRELAND.—Alice Chambers, Rockvale Public Elementary School, Newry, Co. Down.

WALES.—Frederick John Channell, Wood Memorial Boys' School, Saltney, Flintshire.

The Best Essay.

BY ALICE CHAMBERS (10½), Rockvale Public Elementary School, Newry, Co. Down, Ireland.

Why Does our Country Need a Life-boat Service?

OUR country needs a Life-boat Service because we are a nation of the sea and live by it. Right down the ages one characteristic of our race was prominent, and that was their love for the oceans. They ranged the ocean, wrestled with the fury of its waves, rejoiced in its strength, and often found their graves beneath its surface. The British people were, and are, and shall be Ocean-lovers as long as its waters shall lap our shores.

The love of the sea is in our blood. It is a national inheritance from a long line of ancestors who, as dauntless invaders, came across the wild waters in their frail ships. It is the courage of these men, and their passionate love for the sea, that has given to our race the acknowledged supremacy of its sailors and navigators.

We need a Life-boat Service because we are the greatest maritime nation in the world, and have to feed, clothe and supply the raw materials for the industries that provide work for the millions of our people. Most of the commodities for these purposes are sea-borne, and their provision necessitates the arrival and departure of many ships to and from our ports, and all of these, with their crews, are at the mercy of the gales and fogs which are so common around the British Isles.

The sea encircles us on all sides. Our shores extend for 5,000 miles and round their vast extent are rocks and sand-banks, both of which present a dreadful menace to all ships approaching to or departing from them. A Life-boat Service is necessary to provide for the rescuing of those souls who may suffer shipwreck near our coasts, and each year many ships are driven unto the cruel rocks that surround our land.

Britain needs a Life-boat Service because her weather conditions are so uncertain that fogs and gales may arise suddenly and jeopardize her shipping, which is the greatest in the world. She enjoys the happy position of being in the centre of the World's Land Hemisphere, and this unique position combined with the nautical skill and bravery of her mariners has given to her the foremost place in the World's Commerce. For these reasons she needs Life-boats to ensure the safety of her sailors, her ships and their cargoes.

Our country needs a Life-boat Service

because our brave fishermen are constantly netting the harvests of the deep. These brave "toilers of the sea" venture in small crafts over the wildest of waters and pursue their work at all times and in all weathers. At present there are over fourteen thousand fishing boats around the shores of the British Islands manned by hardy fishermen who brave the ever-changing elements. It is a National duty to provide the best possible means of safeguarding these splendid seafarers from the sudden gales that raise the storm-tossed billows, which threaten to engulf them.

Our country requires Life-boats to provide succour for her ever-increasing squadrons of sea and air planes. Even with the enormous progress of our modern civilization, and the marvellous inventions of our generation, we are still at the mercy of the elements both on the sea and in the air.

There is no wealth but life and anything that robs our country of its citizens robs it of its life-blood. Cruel Neptune is continually taking toll of some of Britain's bravest and best sons, consequently we need an adequate and well-equipped Life-boat Service.

Our country needs Life-boats because we lead the world in the efficiency and bravery of our Life-boatmen and desire to maintain this pre-eminent position. We are proud of the fact that ours was the first country in the whole world to have a Life-boat Service, and are gratified to know that now fifteen other countries have followed our lead and possess similar Life-saving Services.

We need a Life-boat Service because of the inherent desire in our race to suffer privation, and if need be to sacrifice their lives to relieve the suffering, and to save the lives of those in peril on the sea, because storms like those our Saviour calmed on the Sea of Galilee are still prevalent around our shores.

Sir William Hillary, the founder of our magnificent Life-boat Service which has stood the test of one hundred and eleven years of loyal service to the most sacred cause of humanity, says that, "So long as men shall continue to navigate the ocean and the tempests shall hold their course over its surface, disasters by sea, shipwreck and peril to human life must inevitably take place." So long, also, shall we need a Life-boat Service.

Great is the fame of the Royal National Life-boat Institution, but greater still is the need of its guarding care by those "who go down to the sea in ships."

Obituary.

SINCE the last issue of *The Life-boat* appeared the Institution has lost a number of old and distinguished friends, among them Lieut.-Colonel Sir John Collie, C.M.G., M.D., and Mr. Norman Clark Neill, members of the committee of management, ex-Coxswain John T. Swan, of Lowestoft, Miss Alice J. Phillips, honorary

secretary of the Tunbridge Wells branch, Mr. Keppel H. Foote, late district inspector of life-boats, Captain Thomas Pengilly, late coxswain at Clovelly, and ex-Coxswain William Miller, of Eyemouth. Accounts of their services to the Institution will appear in the next number of *The Life-boat*.

Awards to Coxswains and Life-boatmen.

Awards on the Closing of Stations.

ALNMOUTH.

JOHN W. STEWART, 12½ years second coxswain and 8½ years a member of the crew, a life-boatman's certificate of service, and a pension.

THOMAS DONALDSON, 15½ years bowman, a life-boatman's certificate of service, and a pension.

BLAKENEY.

HERBERT C. LONG, 14¾ years coxswain, 9 years bowman and 13¼ years a member of the crew, a coxswain's certificate of service, and a pension.

WILLIAM BISHOP, 14¾ years second coxswain and 16¼ years a member of the crew, a life-boatman's certificate of service, and a pension.

MATTHEW LONG, 14¾ years bowman and 20½ years a member of the crew, a life-boatman's certificate of service, and a pension.

Life-boatmen's certificates to the following, the figures after names being the years of service :

WILLIAM BAINES (40),
WILLIAM E. BAINES (35),
EDWARD BAMBRIDGE (23),
ELLIS BISHOP (10),
ERNEST BISHOP (18),
FRED LONG (25),
FRED LONG (15),
GEORGE LONG (12),
SAMUEL LONG (21),
WILLIAM LONG, sen. (35),
WILLIAM LONG, jun. (15),
FRED WESTCOTT (10).

BRANCASTER.

WILLIAM H. LOOSE, 26¾ years coxswain and 8 years a member of the crew, a coxswain's certificate of service, and a pension.

WILLIAM T. SOFFLEY, 16 years second coxswain, 6¼ years bowman and 2½ years a member of the crew, a life-boatman's certificate of service and a pension.

ROBERT LOOSE, 16 years bowman and 15 years a member of the crew, a life-boatman's certificate of service, and a pension.

Life-boatmen's certificates to the following, the figures after names being the years of service :

HORACE BILLING (21),
ALFRED LARGE (10),
WILLIAM HOWELL, sen. (15).

NEWQUAY (CORNWALL.)

JOSEPHUS J. HARRIS, 11¾ years coxswain and 6½ years second coxswain, a coxswain's certificate of service, and a pension.

ALFRED OSBORNE, 11½ years second coxswain and 2¼ years a member of the crew, a life-boatman's certificate of service, and a pension.

ANDREW MCPHERSON, 10¾ years bowman and 4 years a member of the crew, a life-boatman's certificate of service, and a pension.

Life-boatmen's certificates to JOSEPHUS G. BURT and JOHN H. HUGO, members of the crew for 12 and 15 years respectively.

Coxswain's Certificate of Service.

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

FREDERICK SHAYLOR, 17 years coxswain and 12 years second coxswain of the New Quay (Cardigan) life-boat.

HENRY PARR, 15 years coxswain, 14 years second coxswain and 2 years bowman of the Blackpool life-boat.

JAMES THOMPSON, 10¼ years coxswain, 10¾ years second coxswain, 2½ years bowman and 21½ years a member of the crew of the Teesmouth life-boat.

There has also been awarded to the family of the late ROBERT P. BAIN, 14 years coxswain of the Wick 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-BOATMAN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to the following, on their retirement :

JAMES C. LORIMER, 5 years second coxswain and 13 years shore signalman of the Broughty Ferry life-boat.

WILLIAM PARKINSON, 4½ years second coxswain, 10½ years bowman and 28½ years a member of the crew of the Blackpool life-boat.

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

JOSEPH MOSS, 50 years a member of the crew of the Scarborough life-boat.

CHARLES JARVIS, 4 years coxswain, 20½ years second coxswain and 23½ years a member of the crew of the Southwold life-boat. (He has already been awarded a pension.)

ALFRED W. TOOKE, 7½ years second coxswain, 1 year bowman and 32½ years a member of the crew of the Southwold life-boat. (He has already been awarded a gratuity.)

JOHN T. FISH, 4½ years bowman and 12 years a member of the crew of the Blackpool life-boat.

Awards to Honorary Workers.

Honorary Life-Governors.

Mr. FRANCIS LE BOULANGER, honorary secretary of the Mumbles branch, has been elected an honorary life-governor of the Institution in recognition of the valuable services which he has rendered to the life-boat service during the past 35 years. Councillor Mrs. ARTHUR REED has been elected an honorary life-governor of the Institution in recognition of the valuable services which she has rendered to the life-boat service at Exeter for many years, especially as chairman of the branch and vice-president of the Ladies' Life-boat Guild.

The Thanks of the Institution on Vellum.

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

The Reverend HERBERT L. SCOTT, on his retirement after 19 years as honorary secretary of the Kilmore Branch.

Gold Badge.

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

Mr. C. E. BALDWIN, J.P., honorary treasurer, Blyth branch.
 Mrs. H. BROCK, chairman, Ladies' Life-boat Guild, Kessingland branch.
 Mr. G. F. IGGLESDEN, chairman, Birmingham and District branch.
 Mrs. HERBERT OLLERENSHAW, honorary secretary, Ladies' Life-boat Guild, Halifax branch.

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

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

Mrs. CHRISTINE C. CRAN, president, Ladies' Life-boat Guild, Peterhead branch.
 Mrs. LILLIAS F. S. MCHARDY, joint honorary secretary and treasurer, Ladies' Life-boat Guild, Wick branch.
 Miss CARRIE THAIN, joint honorary secretary and treasurer, Ladies' Life-boat Guild, Wick branch.

Record of Thanks.

The RECORD OF THANKS has been awarded to the following :

Miss CONSTANCE L. ADAMSON, life-boat worker, Heathfield, Dallington and District.

Mrs. EDWARD ARCHER, president, Ladies' Life-boat Guild, Greystones branch.

Mrs. SOPHIA C. ARMSTRONG, life-boat worker, Pevensey, Westham, Hankham and District.

Mrs. ETHEL M. BEAL, life-boat worker, Hampden Park and District.

Mrs. MARY C. BRADFORD, life-boat worker, Eastbourne.

Mrs. MARIA CLAY, life-boat worker, Horam and District.

Miss ROSALIND COURTIS, life-boat worker, Hurstmonceaux and District.

Mrs. FLORENCE E. EMARY, life-boat worker, Eastbourne.

Vice-Admiral HARRY R. GODFREY, C.B., D.S.O., life-boat worker, Heathfield, Handcross, Waldron and District.

Mrs. MARTHA HAINE, life-boat worker, Eastbourne.

Mrs. ESMÉ HAINES, life-boat worker, Wilmington and Milton Street District.

Mrs. ELIZABETH HAYLAND, life-boat worker, Eastbourne.

Mrs. NANCY HILTON, life-boat worker, Heltingly, Upper Dicker and Horsebridge County Districts.

Mrs. ELLEN HOOKHAM, life-boat worker, Eastbourne.

Miss LILIAN LEWES-PITT, life-boat worker, Eastbourne.

Mrs. HILDA MARCHANT, life-boat worker, Wannock and District.

Mrs. NYE, life-boat worker, Alfriston.

Mrs. BLANCHE E. PERKINS, life-boat worker, Eastbourne.

Miss BERTHA G. PURDUE, life-boat worker, Mayfield and district.

Miss HENRIETTA A. RUSSELL, life-boat worker, Littlington.

Miss FLORENCE G. D. SKUDDERS, life-boat worker, Pevensey Bay and District.

Mr. JACOB COWPER SMITH, formerly honorary secretary and now vice-president, Eastbourne branch.

Miss MABEL G. SOUTHOUSE, life-boat worker, Boreham Street, Bodle Street and Hurstmonceaux.

Miss MURIEL B. F. OWEN TUDOR, life-boat worker, Willingdon.

Miss MARTHA M. WEIR, honorary secretary, Ladies' Life-boat Guild, Isle of Bute branch.

Mr. BENJAMIN WHITMORE, life-boat worker, Eastbourne.

Miss GERTRUDE WRIFORD, life-boat worker, Hailsham and District.

Miss LOTTIE WRIGHT, life-boat worker, Eastbourne.

Portrait on the Cover.

THE portrait on the cover is of Coxswain Michael F. Hardy, of Eastbourne.

He was second-coxswain from 1919

to 1924, and since then he has been coxswain, so that he has now been an officer of the life-boat for nearly sixteen years.

Summary of the Meetings of the Committee of Management.

Thursday, 14th February, 1935.

SIR GODFREY BARING, Bt., in the chair.

Reported the death of the Rt. Hon. and Rev. the Earl of Devon, a vice-president of the Institution since 1930.

Reported that the Swedish Life-boat Society would organize the fourth international life-boat conference in Stockholm, in 1936.

Resolved that a message of congratulation be sent to the German Life-boat Society on its seventieth birthday.

Resolved that Captain R. Trenam, M.B.E., M.C., be appointed Organizing Secretary for the North-Western district, as from the 1st March, on the retirement of Brigadier-General W. S. Swabey, C.B., C.M.G., C.B.E.

Reported the receipt of the following special contributions:—

	£	s.	d.
The Rt. Hon. the Viscount Wakefield of Hythe, C.B.E.	-	6,000	0 0
Great Western Railway	-	70	0 0
Miss L. A. Whittaker	-	50	0 0
Mr. Alfred Barrett, J.P.	-	33	12 0
The Prudential Assurance Co., Ltd.	-	21	0 0

Paid £14,592 10s. 10d. 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:—

£180 2s. 6d. to pay the rewards for life-boat services;

£291 13s. 6d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 449-454.)

£35 11s. for the assemblies of crews, etc.;

£2 5s. 9d. additional rewards in connexion with cases already reported;

£27 5s. 2d. 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.

Voted £8 12s. 6d. to pay the rewards for shoreboat services at Stroma Island and Teessmouth, accounts of which appear on page 464.

Thursday, 14th March, 1935.

SIR GODFREY BARING, Bt., in the chair.

Reported that a telegram of condolence had been sent to the *Société Centrale de Sauvetage des Naufragés* on the disaster to its new motor life-boat at Casablanca, Morocco, which, while on service on 28th February, capsized with the loss of all but one of its crew of eight men.

Decided to close the life-boat stations at Blakeney and Brancaster.

Reported the receipt of the following special contributions:—

	£	s.	d.
Mrs. E. W. Montford, J.P.	-	3,000	0 0
The late Miss E. S. Atkinson, donation from her executors	-	200	0 0
Borough of Rawtenstall Workpeople's Hospital Fund	-	35	0 0

Paid £17,561 17s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£328 15s. to pay the rewards for life-boat services;

£181 3s. 3d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 454-460.)

£321 0s. 1d. 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;

£74 12s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, Scarborough and Walmer.

Voted a compassionate grant of £10 to James Cusack, who had been a member of the Ballycotton life-boat crew for over forty years, and who is now very ill and in straitened circumstances.

Voted a payment of £7 7s. 9d. to the widow of the late second coxswain W. B. Picknett, of Redcar, who is in straitened circumstances. Second-coxswain Picknett died in November, 1934, having been pensioned in 1931, and this sum is the amount of the annual pension he would have received for 1935 had he lived until the end of the year.

Voted £11 0s. 6d. to pay the rewards for shoreboat services at Whitby, St. Peter Port, Hastings, and Port Askaig; accounts of which appear on page 464.

Thursday, 11th April, 1935.

SIR GODFREY BARING, Bt., in the chair.

Reported that the Right Hon. the Viscount Wakefield, C.B.E., had been elected a vice-president of the Institution.

Reported the death of Lieut.-Col. Sir John Collie, C.M.G., a member of the committee of management, and resolved that an expression of sympathy be sent to his relatives.

Reported the death of Mr. Norman Clark Neill, a member of the committee of management, and resolved that an expression of sympathy be sent to his widow.

Received with regret the resignation from the committee of management of Sir Gervais S. C. Rentoul, K.C.

Reported the receipt of the following special contribution:—

	£	s.	d.
Lloyd's collection	-	1,436	5 0

Paid £28,696 3s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£98 6s. 6d. to pay the rewards for life-boat services ;

£181 15s. 3d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 461-462.)

£5 17s. 6d. to pay the rewards for the service by the Selsey motor life-boat to the speed-boat *White Cloud II* in July, 1933, an account of which appeared in *The Life-boat* for November, 1933.

£1 18s. for the assembly of a crew ;

£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.

Decided that the special weekly allowance now being paid to W. E. Haylett, ex-second coxswain of the Caister life-boat, who was compelled to retire owing to serious illness due to exposure in the life-boat service, be continued.

Voted £51 19s. 6d. to pay the rewards for the Island of Yell, Brora, and Campbeltown shoreboat services, accounts of which appear on page 465.

News from the Branches.

1st February to 30th April, 1935.

Greater London.

ACTON AND CHISWICK.—Annual meeting on 29th April, the Mayoress of Acton, president, in the chair. Speakers: The Mayor and the district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1934 £92.

BEXLEY HEATH.—Old-fashioned party. Address by the district organizing secretary.

Address by the district organizing secretary to Rotary Club.

BRIXTON.—Whist drive.

BROMLEY.—Concert.

CLAPHAM.—Whist drives.

EALING.—Address by Mr. A. G. Spaul, honorary secretary of the branch, to the Hanwell Conservative Association (Women's Section).

HAMMERSMITH.—Dance.

HORNSEY.—Annual meeting on 13th February, the Mayor, president, 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: Dance, garden fête, whist drive and life-boat day. Amount collected in 1934 £307.

Guild social. Address by the district organizing secretary.

ISLINGTON.—Lantern lecture and film display by Mr. F. Heffer. Lantern lecture to Boy Scouts by Mr. F. Heffer.

MILL HILL.—The branch has suffered a severe loss by the death of Miss Helen M. Greatorex, its honorary secretary for the past 10 years.

MITCHAM.—Presentation of second searchlight by Mitcham Surrey Schools. Lantern Lecture by the district organising secretary.

ST. ALBANS.—The branch has suffered a heavy loss by the death of Sir Edgar Wigram, Bt., who was its first president when it was formed in 1927 round the existing Ladies' Life-boat Guild, and who, when ill health compelled him to live at Bath, still maintained his interest in the branch and returned to St. Albans to attend its functions.

ST. PANCRAS.—Whist drive. Address by the district organizing secretary. Lecture by Mr. A. Leckie, assistant secretary, with films and slides.

TOTTENHAM.—Special meeting of life-boat day organizers.

WALTHAMSTOW.—Concert.

WESTMINSTER.—Surprise cocktail party at Claridge's.

Lectures to the British Sea Anglers' Association and H.M.S. *President*; and at Chislehurst, Cockfosters, Croydon, Hornsey, Richmond, St. Albans, Stepney, Tooting and West Norwood.

North-West of England.

ACCRINGTON.—Special meeting, at which the Mayor presented the record of thanks awarded to Mr. C. F. Fox, honorary treasurer. Cinema collections.

ASHTON - UNDER - LYNE.—Annual American tea.

ATHERTON.—Special meeting, Miss A. M. Fletcher, M.A., presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. President, Miss A. M. Fletcher; honorary treasurer, Mr. F. Peters; honorary secretary, Miss D. Wilson.

BACUP AND BLACKBURN.—Prince of Wales Days.

BLACKPOOL.—Annual meeting on 12th February, the Deputy-Mayor presiding in the absence of the Mayor. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, special night launch of the life-boat, life-boat service at St. Stephen's-on-the-Cliffs, collections in hotels. Amount collected in 1934 £699, an increase of £92 on 1933.

Annual life-boat service at St. Stephen's-on-the-Cliffs. Preacher: The Rev. F. B. Freshwater, chaplain of the branch. Lesson read by Coxswain Harry Parr. The Blackpool life-boat band, conducted by Mr. J. Brier, accompanied the service, with Dr. G. A. Armstrong at the organ.

BOLTON.—Annual meeting on 13th February, the Mayor, president, in the chair.

Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Life-boat day, annual dinner, dance and whist drives, afternoon whist drive, bowling tournament, works' collections. Amount collected in 1934 £389, an increase of £29 on 1933.

Whist drive.

BURY.—Annual meeting on 11th February, the Mayor, president, in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Life-boat day, bridge and whist drive, works' collections. Amount collected in 1934 £136.

CARLISLE.—Annual meeting on 15th February, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day at Silloth, whist drive, bridge drive. Amount collected in 1934 £199, an increase of £16 on 1933. Presentation of the record of thanks awarded to Mr. T. G. Cowan, honorary treasurer.

Prince of Wales Day. Whist drive and dance.

CARNFORTH.—Annual meeting on 26th March. Amount collected in 1934 £70.

CHESTER.—Prince of Wales Day.

DALTON - IN - FURNESS.—House - to - house collection.

FLEETWOOD.—Social and concert given to the members of the life-boat crew.

HEYWOOD.—Whist drives.

HINDLEY.—Annual meeting on 20th February. Efforts of the past year : Life-boat day, dance, whist drive. Amount collected in 1934 £59, an increase of £2 on 1933.

Whist drive.

HORWICH.—Annual house-to-house collection.

HYDE.—Prince of Wales Day. Whist drive.

LANCASTER.—Annual football collections. Annual cinema collections.

LEIGH.—Dance, arranged by the Ladies' Life-boat Guild.

LIVERPOOL.—Annual meeting on 2nd April, the Lord Mayor, president, in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1934 £3,241, including a special donation of £1,000, an increase of £980 on 1933.

LYMM AND HEATLEY.—Prince of Wales Day.

LYTHAM ST. ANNE'S.—The branch has suffered a severe loss by the death of Sir Thomas Smethurst, K.B.E., J.P., its chairman for the past 7 years.

MACCLESFIELD.—Annual meeting on 11th April, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Mayor's appeal for subscriptions, life-boat day, collections in works. Amount collected in 1934 £125, an increase of £3 on 1933. Alderman E. Eaton, J.P., elected chairman. The Mayoress, Mrs. H. L. Kirk and Miss W. Bennett elected joint honorary secretaries.

MANCHESTER, SALFORD AND DISTRICT.—Address by the branch secretary to the Soroptimists Club of Greater Manchester.

CHORLTON - CUM - HARDY.—Whist drives and social evenings, arranged by Miss Faulkner, a member of the Ladies' Life-boat Guild.

ECCLES.—Special meeting to re-constitute the branch. The Mayor presided and was elected president ; Mr. E. Beaumont Crowther, honorary treasurer ; Mrs. E. B. Crowther, honorary secretary.

FALLOWFIELD.—Fallowfield Junior Life-boat Guild fancy dress dance.

HEATON MOOR.—Special meeting arranged by the president, Mrs. William Brown, M.B.E.

PRESTWICH.—Special meeting held to form a Ladies' Life-boat Guild. Mrs. Wild, J.P., president ; Mr. S. H. Hardman, honorary treasurer ; Mrs. B. H. Awford, honorary correspondence secretary ; Mrs. Kitching, honorary organizing secretary. Whist drive.

MOSS SIDE.—Annual dance.

SALFORD.—Special meeting at which a City of Salford Life-boat Guild was formed. President, the Mayor of Salford ; chairman, Councillor E. A. Hardy, J.P. ; honorary treasurer, Mr. H. W. Glover ; honorary secretary, Mr. C. P. Hampson.

NORTH SALFORD.—Annual meeting on 26th March.

SOUTH SALFORD.—Jumble sale.

WALKDEN.—Whist drive at Boothstown arranged by Mrs. Davies, a member of the Ladies' Life-boat Guild.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Special meeting of the Ladies' Guild.

MIDDLETON.—Annual meeting on 12th March, the Mayor, president, in the chair. Speakers : Mrs. H. Bayfield, chairman of the Manchester and District Ladies' Life-boat Guild and president of the Chorlton-cum-Hardy Ladies' Life-boat Guild, and the district organizing secretary. Amount collected in 1934 £58. Presentation of the record of thanks awarded to Mr. H. W. Wood, honorary treasurer.

MIDDLEWICH.—Prince of Wales Day.

MORECAMBE AND HEYSHAM.—Annual meeting on 14th March, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day, fishermen's concert, works' collections. Amount collected in 1934 £135.

NEW BRIGHTON.—The branch, and in particular the crew, have lost a devoted friend by the death of Mrs. B. J. Kirkham, widow of Mr. B. J. Kirkham, who died last year, and had been for forty years associated with the work of the branch. Mrs. Kirkham was also for many years a valued worker for the life-boat service and a very generous



By courtesy of]

[“ Carlisle Journal.”

PRINCE OF WALES DAY IN CARLISLE.

This year the Prince of Wales, K.G., President of the Institution, was pleased to say that, in celebration of the King's Silver Jubilee, all life-boat days should be known as "Prince of Wales Day."

friend to the New Brighton crew. In 1920 she was awarded the gold badge of the Institution.

Annual meeting on 2nd April, and annual supper and entertainment to the crews.

PADIHAM.—Annual meeting on 20th February. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1934 £21.

PORT ERIN.—Military whist drive.

PRESTON.—Annual meeting on 21st March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, Mayor's appeal for subscriptions, dance and whist drive, house-to-house collection, works' collections. Amount collected in 1934 £296, an increase of £187 on 1933. A life-boat day was held in 1934, but not in 1933. Presentation by the Mayor of the gold badge awarded to Mr. S. Whitehead, honorary secretary.

RADCLIFFE.—Annual dance. Whist drive arranged by Mrs. Etheridge.

RAMSBOTTOM.—Bridge and whist drive and dance.

WARRINGTON.—Annual bridge drive.

WESTHOUGHTON.—Whist drive.

WHALEY BRIDGE.—Presentation of the record of thanks awarded to Mrs. Toler, honorary secretary of the Ladies' Life-boat Guild.

WIGAN.—Life-boat day.

North-East of England.

BERWICK-ON-TWEED.—Annual meeting of the Wooler section. Speaker: Lady Francis Osborne, president of the branch. Amount collected in 1934 £12, an increase of £1 on 1933.

Social evening.

BEVERLEY.—Whist drive.

BLAYDON.—House-to-house collection.

BLYTH.—Annual meeting on 28th March, Col. the Hon. Harold Robson, a member of the committee of management and chairman of the Alnmouth and Boulmer branch, presiding. Presentation of awards made by the Institution, to Mr. John Manners, honorary secretary, of the binoculars; to Mr. C. E. Baldwin, J.P., honorary treasurer, of the record of thanks accompanying the gold badge, and to the bowman, Peter J. Dullaghan, of the certificate of service. Efforts of the past year: Life-boat day. Amount collected in 1934 £334, an increase of £21 on 1933.

BRADFORD.—Annual meeting on 27th February, the Lord Mayor, president, in the chair. Efforts of the past year: Life-boat day, house-to-house collection. Amount collected in 1934 £1,306, an increase of £6 on 1933.

BRIDLINGTON.—Annual meeting on 7th March, the Mayor, patron, presiding. Efforts of the past year: Life-boat day and concert. Amount raised in 1934 £231, an increase of £39 on 1933.

CONISBOROUGH.—Bridge drive.

DARLINGTON.—Annual meeting on 21st March, the Mayor, president, in the chair. Efforts of the past year: Life-boat day, and whist drives. Amount collected in 1934 £187, an increase of £22 on 1933.

DONCASTER.—Prince of Wales Day.

GATESHEAD.—Annual meeting on 5th March, the Mayor, president, in the chair. Speaker: Col. the Hon. Harold Robson, a member of the committee of management and chairman of the Alnmouth and Boulmer branch. Efforts of the past year: Life-boat day, garden fête, bridge drives. Amount collected in 1934 £175.

HALIFAX.—Dance.

HARROGATE.—Whist drive.

HEXHAM.—Dance.

KEIGHLEY.—Prince of Wales Day.

KIRKBURTON.—House-to-house collection and whist drive.

LEEDS.—Prince of Wales Day. Dance.

MALTON.—Whist drive and lantern lecture.

MARKET WEIGHTON.—Whist drive.

MEXBOROUGH.—Whist drive.

MIRFIELD.—"Bring-and-buy" sale.

MORPETH.—Annual meeting on 11th February. Efforts of the past year: Life-boat day. Amount collected in 1934 £22.

NEWCASTLE - UPON - TYNE.—Bridge drive and dancing *matinée*. Bridge drive.

NORMANTON.—Prince of Wales Day.

POCKLINGTON.—Bridge drive.

PONTEFRACT.—Special meeting, arranged by the Mayoress. Ladies' Life-boat Guild formed.

REDCAR.—Supper to Redcar and Tees-mouth life-boat crews, given by Mr. T. W. Wilson, the Mayor of Redcar presiding.

The station has lost one of its oldest life-boatmen by the death of ex-Coxswain William Upton. He served as second-coxswain for 6½ years, and as coxswain for 18½ years, retiring in 1923 at the age of seventy.

RUNSWICK.—Jumble sale.

RYTON.—Prince of Wales Day.

SCARBOROUGH.—Launch of the motor life-boat on the occasion of the annual conference of the National Union of Teachers.

SELBY.—Bridge drive.

SHEFFIELD.—Annual meeting on 8th April, the Lord Mayor, president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1934 £380.

SKELMANTHORPE AND SCISSETT.—Whist drive and dance.

SOUTH KIRBY AND EMSALL.—Whist drive and dance.

SOWERBY BRIDGE.—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Life-boat day and dance. Amount collected in 1934 £45.

Whist drive and dance.

SUNDERLAND.—Considerable progress has been made with the new boat-house and slipway.

Whist drive.

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

WAKEFIELD.—Collections at football ground and Playhouse Cinema. Dancing display. Dramatic performance.

WHITLEY BAY.—Whist and bridge drive.

YORK.—Jumble sale.

Midlands.

BIRMINGHAM.—Special meeting at which Mr. T. J. Score was elected chairman in place of Mr. G. F. Igglesden, who has left Birmingham.

Jumble sale, organized by the Ladies' Life-boat Guild. House-to-house collections in Aston, Selly Oak, Bournbrook, Harborne, Erdington, and Edgbaston. Collections at Aston Hippodrome, West End Cinema and Gaumont Cinema. Whist-drive, arranged by the vice-chairman.

SMETHWICK.—Annual meeting, the Mayor in the chair. Speaker: The district organizing secretary. Amount collected in 1934 £54, an increase of £8 on 1933.

Two lectures.

HANDSWORTH.—Lantern lecture.

BRIERLEY HILL.—Whist drive.

BRIGG.—Prince of Wales Day.

BRISTOL.—Lantern lecture: "Sailing Ships," by Mr. James Randall, arranged by the Bristol Shiplovers' Society.

BURTON LATIMER AND KETTERING.—Prince of Wales Day.

CIRENCESTER.—Prince of Wales Day.

COVENTRY.—Annual meeting on April 17th, the Mayor, president, in the chair. Amount collected in 1934 £181.

CRADLEY HEATH AND OLD HILL.—House-to-house collection.

HEANOR.—Prince of Wales Day. "Heroes of the Sea" film shown.

HOLBEACH.—Dance.

ILKESTON.—Prince of Wales Day.

KENILWORTH.—House-to-house collection.

KIDDERMINSTER.—Lantern talk on life-boat work, with slides, given by the head-mistress of the High School.

LANGWITH.—Whist drive.

LEAMINGTON.—Annual house-to-house collection. "Heroes of the Sea" film shown at the Bath Cinema, and another life-boat film at the Scala Cinema.

LICHFIELD.—Victorian tea-party and dance.

LONG EATON.—Address by the district organizing secretary to the Rotary Club.

MALVERN.—Lantern lecture at Malvern Preparatory School, by the district organizing secretary.

MARKET HARBOROUGH.—House-to-house collection.

NEWCASTLE - UNDER - LYME.—Whist and bridge drive, arranged by the Ladies' Life-boat Guild.

NORTON CANES.—Prince of Wales Day.

NOTTINGHAM.—Dance.

NUNEATON.—"Heroes of the Sea," film shown at Atherstone. Dance, organized by Miss M. Bostock.

OAKHAM AND UPPINGHAM.—Prince of Wales Day.

OLDBURY.—Annual meeting, Mrs. M. R. Growcott, chairman, presiding. Amount collected in 1934 £43, an increase of £3 on 1933.

PETERBOROUGH.—Annual meeting on 7th March, Lady Winfrey, president, in the chair. Speaker: Commander E. D. Drury, O.B.E., R.N.R., chief inspector of life-boats. Presentation by the chairman of the record of thanks awarded to Miss L. M. Gray, honorary secretary. Amount collected in 1934 £206, an increase of £37 on 1933.

RUGELEY.—Annual life-boat ball.

SHEPSHED.—House-to-house collection.

SHIPSTON - ON - STOUR.—House-to-house collection.

SPALDING.—Dance.

STRATFORD-ON-AVON, WARWICK, AND WEDNESFIELD.—Prince of Wales Days.

WELLINGBOROUGH.—Prince of Wales Day. Whist drive.

WOLVERHAMPTON.—Prince of Wales Day.

South-East of England.

AYLESBURY, BEACONSFIELD and BECCLES.—Prince of Wales Days.

BIGGLESWADE.—Bridge Drive.

BLETCHLEY AND BRAINTREE.—Prince of Wales Days.

BRIGHTON AND HOVE.—Life-boat ball. Lecture at Roedean School, by Sir Godfrey Baring, Bt., chairman of the Institution.

BROADSTAIRS.—Address to the Young People's Fellowship by Councillor H. E. Bing.

CAISTER.—Whist drive.

CANTERBURY.—Annual meeting. Captain W. Vansittart Howard, D.S.O., R.N., chairman, presiding. Efforts of the past year: Church and chapel collections, cinema collections, bridge drive. Amount collected in 1934 £81.

Lantern lecture to the Women Helpers of Toc H. by Surgeon-Captain K. H. Jones, R.N., M.B., F.Z.S., vice-chairman of the branch.

CATERHAM.—Bridge drive.

CHESHAM AND AMERSHAM.—Prince of Wales Day.

CHORLEY WOOD.—Dance, with address by Captain Basil Hall, R.N.

CLACTON-ON-SEA.—Annual meeting, Mr. H. J. Grant, president, in the chair. Efforts of the past year: Life-boat Sunday, collections at the boat-house, life-boat day and other efforts organized by the Ladies' Life-boat Guild. Amount collected in 1934 £516.

CROWBOROUGH.—"Heroes of the Sea" film shown, with collections at Crowborough and Forest Row.

DARTFORD.—Prince of Wales Day and cinema collections.

DISS.—Prince of Wales Day.

DUNSTABLE.—Branch formed. Honorary secretary, Mr. W. G. Thompson.

EASTBOURNE AND DISTRICT.—Prince of Wales Days at Hailsham, Hellingly and Heathfield.

EAST DEREHAM.—Prince of Wales Days at East Dereham and Swaffham.

EAST GRINSTEAD.—Lecture by Miss M. C. Rowe, the honorary secretary, to "Young Britons" at Baldwins Hill.

ELY.—Prince of Wales Day.

EPPING.—Whist drive.

GERRARD'S CROSS, GRAYS AND DISTRICT, AND HALESWORTH.—Prince of Wales Days.

HASBOROUGH.—Whist drive at Bacton.

HASTINGS.—The station has lost one of its best-known life-boatmen by the death of Mr. Alfred Moon, who was bowman of the life-boat for 24½ years. He retired in 1927, at the age of fifty-eight, owing to ill health, becoming caretaker of the station.

Theatre collection.

HYTHE AND DYMCHURCH.—Life-boat revue. Address by the district organizing secretary. Presentation of woollen scarf-helmets from Mrs. E. Manby, of Codsall, Staffordshire.

KESSINGLAND.—Presentation by Captain Guy Fanshawe, R.N., a member of the committee of management, of the gold badge awarded to Mrs. Brock, chairman of the Ladies' Life-boat Guild. The Rev. F. W. Emms, Rector of Kessingland, presided. Annual life-boat church service, with address by Lord Elmley, M.P.

LINDFIELD.—Branch formed. Honorary secretary, Mrs. L. A. Knowles.

LITTLEHAMPTON.—The vellum recording the appointment of Commander H. B. Boothby, D.S.O., R.N.R., chairman of the branch, as an honorary life-governor of the Institution, presented to him at the monthly meeting of the Urban District Council, Colonel C. C. R. Murphy presiding.

MAIDENHEAD AND DISTRICT.—Prince of Wales Day.

MARGATE.—Dinner to past and present members of the life-boat crew, given by Mr. T. W. Gomm, honorary secretary, and Mrs. Gomm. The Mayor, president, was in the chair, and presented the life-boat picture awarded to Mr. Kerbey Cleveland.

MARLOW.—Prince of Wales Day. Theatricals.

NORWICH.—Address to the Rotary Club by Sir Godfrey Baring, Bt., chairman of the Institution. Among the guests were the coxswains of the Caister, Cromer and Great Yarmouth and Gorleston Stations.

ROMFORD.—Prince of Wales Day. Golf competition.

RYE AND WINCHELSEA.—"Heroes of the Sea" film shown, with collection.

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

SEVENOAKS.—Golf competition at the Wilderness Country Club, Seal.

SLOUGH.—Prince of Wales Day.

SOUTHBOROUGH AND DISTRICT.—Annual meeting, Councillor G. H. Wilson, chairman, presiding. Efforts of the past year: Life-boat day, special appeal. Amount collected in 1934 £44, an increase of £10 on 1933.

SOUTHEND-ON-SEA.—The new boat-house and slipway have been completed.

SOUTHWOLD.—Presentation by Mr. P. C. Loftus, M.P., of certificate of service awarded to Coxswain F. Uprcraft, on his retirement. Alderman A. J. Critten, chairman, presided.

TENTERDEN.—Jumble sale.

TETFORD.—Prince of Wales Day.

UCKFIELD AND DISTRICT.—Prince of Wales Day.

UPMINSTER.—Prince of Wales Day. Progressive bridge drive.

WALTON AND FRINTON.—Life-boat officers and crew entertained to supper by the Yacht Club.

WALTON-ON-THAMES.—Dance. Bridge tournament.

WELWYN.—House-to-house collection.

WESTERHAM.—Bridge evening.

WINDSOR, ETON AND DISTRICT.—Presentation at Ascot of the record of thanks awarded to Miss Alice Stockton, late of Tenby

WINSLOW.—Prince of Wales Day.

WOKINGHAM.—Competition at East Berks Golf Club.

WOLVERTON AND DISTRICT.—Prince of Wales Day.

WORTHING.—Annual meeting, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day in Worthing and district. Amount collected in 1934 £391.

Lectures at Chorley Wood, Offham, Woking, Wolverton, and Southend.

South-West of England.

APPLEDORE.—Civic welcome at Bideford by the Mayor of Bideford to Acting-Coxswain H. E. Pow and Motor Mechanic C. T. Hornabrook, on their return from London after receiving the bronze medal and the Institution's thanks on vellum, at the annual meeting. (See page 470.)

AXMINSTER.—Prince of Wales Day.

BASINGSTOKE.—Annual meeting, Mrs. Stratford, chairman, presiding, supported by the Mayoress, president. Amount collected in 1934 £54, an increase of £4 on 1933. Prince of Wales Day.

BATH.—Annual meeting, Mr. H. K. Ingham presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, house-to-house collection, special appeal. Amount collected in 1934 £322.

Prince of Wales Day.

BURNHAM-ON-SEA.—Performances of "Prunella" by the pupils of Gardenhurst School.

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

DAWLISH, DORCHESTER, AND EAST-LEIGH.—Prince of Wales Days.

EXETER.—Annual meeting, the Mayor presiding, supported by Mr. A. C. Reed, M.P., the honorary treasurer, Councillor Mrs. Arthur Reed, chairman of the branch and vice-president of the Ladies' Life-boat Guild, and Mrs. Pollard, vice-chairman of the Guild. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1934 £269. Presentation to Mrs. Arthur Reed of the vellum recording her appointment as a life-governor of the Institution. Mr. A. C. Reed, M.P., elected president, in succession to the late Rev. the Earl of Devon.

Tea-party by Mrs. Pollard to Prince of Wales Day depot-holders. Jumble sale. Performance by Topsham Amateur Dramatic Society of the play "As you Were," at Topsham.

FALMOUTH.—Bridge tournament, arranged by the Ladies' Life-boat Guild.

FAREHAM.—Prince of Wales Day in Fareham and adjoining villages.

FARNBOROUGH.—Performance at Fleet of the play "The Irresistible Marmaduke."

HENLEY - ON - THAMES.—Prince of Wales Day.

ILFRACOMBE.—Annual meeting, Mr. R. M. Rowe, C.C., president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1934 £128.

American tea.

LYMINGTON.—The branch has lost one of its three joint honorary secretaries by the death of Mrs. Kay.

Whist drive at Milford-on-Sea.

OXFORD.—Annual meeting, the Mayor, president, in the chair. Speaker: Vice-Admiral G. K. Chetwode, C.B., C.B.E., Admiral Commanding Reserves, and a member of the committee of management. Efforts of the past year: Life-boat day, and house-to-house collections. Amount collected in 1934 £582.

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

PENLEE.—Bridge drive, arranged by the Ladies' Life-boat Guild.

PLYMOUTH.—Members of the crew entertained to dinner by Mrs. A. G. Bowen, honorary secretary of the Ladies' Life-boat Guild.

POOLE.—Annual meeting of the Ladies' Life-boat Guild, the Mayor presiding, supported by the Deputy Mayor. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day and house-to-house collection. Presentation of woollen scarf-helmets to the crew from Mrs. E. Manby, of Codsall, Staffordshire.

PORTSMOUTH.—Annual meeting of Ladies' Life-boat Guild, Miss Breton presiding. Speaker: The district organizing secretary.

READING.—Drawing-room meeting, the Mayor presiding. Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the life-boat picture awarded to Mr. G. Burton Fraser, late honorary secretary. Prince of Wales Day. Address to Cholsey Women's Institute by the district organizing secretary.

ST. IVES.—Whist drive, arranged by the Ladies' Life-boat Guild. Presentation of the certificate of service awarded to Mr. J. W. Stevens, a member of the crew, on his retirement.

SALISBURY.—Prince of Wales Day. Annual whist drive at Bemerton.

SHERBORNE.—Variety entertainment given by "The Magpies."

SOUTHAMPTON.—Annual meeting, the Mayor, president, in the chair, supported by the Mayoress. 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, special collections on Isle of Wight steamers, whist drives. The Mayoress presented certificates won in the life-boat essay competition for elementary schools. Amount collected in 1934 £723.

Special appeals and collections at the Grand Theatre, made by Mr. C. J. Sharp, the chairman. Special meeting in connexion with Prince of Wales Day, the Mayor, president of the branch, in the chair, supported by the Mayoress. Speaker: The district organizing secretary.

SWANAGE.—First annual meeting of the Ladies' Life-boat Guild, Mrs. Hastings, president, in the chair. Speaker: The district organizing secretary.

TAUNTON.—Whist drive at Blagdon.

THAME.—Annual meeting and concert, Lieut.-Col. S. E. Ashton, chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, village collections. Amount collected in 1934 £73.

TORQUAY.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Callard presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist and bridge drives, dance. Amount collected in 1934 £210, an increase of £24 on 1933.

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

TROWBRIDGE.—Prince of Wales Day.

WANTAGE.—Prince of Wales Day, and life-boat films at cinema.

WAREHAM, WARMINSTER, AND WELLS.—Prince of Wales Days.

WINCHESTER.—Prince of Wales Day, and sale of produce at the "Butter Cross."

YEOVIL VILLAGES.—Prince of Wales Day.

Lectures at Alresford, Burghclere, East Hanney, Hartley Wintney, Highclere and Park Gate, Hook, Sarisbury Green, Sonning, Southampton and Thame.

Scotland.

ABERDEEN.—Annual meeting on 27th February, Mr. George Hall, vice-president, 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, Lady Lewis, and the Scottish organizing secretary. Efforts of the past year: Annual ball, house-to-house collection, life-boat day, procession, dance and dramatic entertainment. Amount collected in 1934 £1,000. Presentation by the Duke of Montrose of the binoculars awarded by the Institution to Mr. George Alexander, honorary secretary of the Aberdeen branch, Captain T. A. Wyness, honorary marine secretary of the Aberdeen branch, and Mr. J. H. Johnstone, honorary secretary of the Gourdon branch.

ABERLOUR.—Prince of Wales Day.

ALLOA.—Annual meeting on 2nd April. Efforts of the past year: Life-boat day. Amount collected in 1934 £172.

ARBROATH.—Cinema concert, organized by the Ladies' Life-boat Guild.

BANFF, MACDUFF AND WHITEHILLS.—Three performances of "The Mikado" by the Banff Operatic Society. Whist drive and dance, organized by the Ladies' Life-boat Guild. Prizes presented by Lady Abercromby of Forglan.

BARRHEAD.—Prince of Wales Day.

BUCKIE.—The station has lost one of its oldest life-boatmen by the death of ex-Coxswain Alexander Cuthbert. He served as coxswain for 22 years, retiring in 1913 at the age of fifty-nine.

CARNWATH.—Prince of Wales Day.

CUPAR.—Special meeting of the Ladies' Life-boat Guild, Mrs. Armour-Hannay, vice-president, presiding. Bridge drive.

DINGWALL.—Prince of Wales Day.

DUNDEE.—Reception for collectors on H.M.S. *Unicorn*, given by Mrs. Rettie, president of the Ladies' Life-boat Guild. Special meeting of life-boat day conveners, Mr. Ralph C. Cowper, J.P., presiding.

The existing boat-house and slipway have been adapted for the new twin-screw 45 feet 6 inches Watson cabin motor life-boat which has been built for this station.

DUNFERMLINE AND ROSYTH.—Concert and dancing display by Miss M. Clark's pupils.

DUNNOON.—Life-boat ball, attended by the Duke and Duchess of Montrose.

EDINBURGH.—Special meeting of collectors, Harriet, Lady Findlay, D.B.E., president of the Ladies' Life-boat Guild, and honorary secretary of the Scottish Council, in the chair. Speakers: Rear-Admiral E. J. Hardman Jones, C.B., O.B.E., and the Scottish organizing secretary. "Heroes of the Sea" and other films shown.

Prince of Wales Day. Bridge and whist drive, organized by the Ladies' Life-boat Guild. Concert, organized by Mr. David Sharp.

Address to the Rotary Club by Harriet, Lady Findlay, D.B.E. Lantern lecture to the British Legion Women's Western Branch by Commander Robert Mends, R.N.

FALKIRK.—Prince of Wales Day at Falkirk and Polmont.

FORRES.—Prince of Wales Day. Lantern lecture by Commander Robert Mends, R.N.

GALASHIELS.—Bridge drive, organized by the Ladies' Life-boat Guild. Daffodil day.

GREENOCK AND PORT GLASGOW.—Annual meeting of the Ladies' Life-boat Guild, Mrs. P. B. Wright, president, in the chair. Efforts of the past year: Life-boat day.

KILMARNOCK.—Annual meeting of the Ladies' Life-boat Guild on 10th April, Lady Rowallan, president, in the chair. Speaker: Commander Robert Mends, R.N. Efforts of the past year: Life-boat day and appeal.

KIRKCUDBRIGHT.—Lecture, under the patronage of Mrs. Yerburgh, of Barwhillanty, and Miss Duncan, of Danevale, by Captain D. J. Munro, C.M.G., R.N., on the Battle of Jutland, in aid of the branch.

LAMINGTON.—Prince of Wales Day.

LEVEN.—Special meeting, Provost Aitken presiding, at which a Ladies' Life-boat Guild was formed. Speakers: Dr. J. M. Johnstone, president of the branch, and the Scottish organizing secretary.

MONTROSE.—Annual meeting on 15th March, Ex-Provost W. Douglas Johnston, O.B.E., president, in the chair. Provost Soutar presented the certificates of service awarded to Coxswain Robert West and Bowman A. Stewart. Efforts of the past year: Life-boat day and appeal by the committee. Amount collected in 1934 £145.

NEWBURGH.—Dramatic entertainment, organized by the Ladies' Life-boat Guild.

VALE OF LEVEN.—Whist and bridge drive and dance, organized by the Ladies' Life-boat Guild.

WHITBURN.—Prince of Wales Day.

WICK.—Whist drive and dance, organized by the seine-net fishermen.

Lectures at Bolton, Cardenden, Ellon, Kelso and Madderty.

Ireland.

BANDON.—Annual life-boat dance.

BELFAST.—Annual meeting, the Lord Mayor presiding. Speakers: Sir Godfrey Baring, chairman of the Institution, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1934 £872, an increase of £393 on 1933. Presentation by Sir Godfrey Baring of the record of thanks awarded to Mrs. Gordon Park.

Dinner in honour of Sir Godfrey Baring's visit to Belfast, the Lord Mayor presiding. Speakers: His Grace the Governor of Northern Ireland, Sir Godfrey Baring, Bt., and Mr. Thomas Richardson, D.L., chairman of the branch.

Popular dance.

BRAY.—Golf competition.

CLOGHELY.—Visit of Sir Godfrey Baring, Bt., chairman of the Institution, accompanied by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary, and the district organizing secretary.

CORK.—Card drive, organized by Miss Kathleen Doyle and the Ladies' Life-boat Guild.

DONAGHADEE.—Whist drive, organized by Mrs. Agnew.

DUBLIN.—Annual meeting. Speakers: Senator the Right Hon. Andrew Jameson, P.C., D.L., chairman, David Barry, O.B.E., vice-chairman, Mr. R. N. Guinness, honorary secretary, Mr. Walter Baird, Major Arthur Whewell, chairman of the special effort committee, and the district organizing secretary. Amount collected in 1934 £1,141, an increase of £81 on 1933. Presentation of the records of thanks awarded by the Institution to Mrs. Marsden and Miss Harvey Robinson.

Annual meeting of the Ladies' Life-boat Guild, Mrs. David Barry presiding. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, Senator the Right Hon. Andrew Jameson, P.C., D.L., chairman of the branch, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

Performance of play, "Tons of Money." Third annual life-boat ball.

GREYSTONES.—Concert, organized by Mrs. Archer, president of the Ladies' Life-boat Guild. Speakers: The Lord Mayor of Dublin and the district organizing secretary.

KILMORE.—Presentation by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, of the thanks of the Institution inscribed on vellum, awarded to the Rev. H. L. Scott, on his retirement from the honorary secretaryship of the branch.

MARYBOROUGH.—Golf competition.

MILFORD.—The branch has suffered a serious loss by the death of Miss B. M. Osborne, who had been its honorary secretary since 1927.

MILTOWN-MALBAY.—Presentation of the silver watch awarded by the Institution to Mr. Thomas Boyle, of Seafield, for his gallantry in saving three men whose curragh had capsized in a gale on 2nd December, 1933, by Mrs. Elliott, honorary secretary of the branch. Chairman, Rev. M. McKenna, C.C. Speakers: The district inspector of life-boats, and the district organizing secretary.

PORTADOWN.—Whist and bridge drive, organized by Mr. and Mrs. Blair. Speaker: The district organizing secretary.

PORTRUSH.—Cinema performance.

ROSSLARE.—Presentation by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, to five members of the Rosslare life-boat crew, of letters of thanks for the service to the trawler *Mill o' Buckie* on 26th January last.

TANDRAGEE.—Whist and bridge drive, organized by Mrs. White, president of the branch, and Mrs. Bebe, honorary secretary. Speaker: The district organizing secretary.

WEXFORD.—Special meeting, the Mayor, Alderman Richard Corish, T.D., presiding. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary.

YOUGHAL.—Whist drive, organized by Mrs. Condon, president of the Ladies' Life-boat Guild, Col. Roch, president of the branch, and Mrs. Roch, honorary secretary of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERTILLERY.—Prince of Wales Day.

ABERYSTWYTH.—Special meeting, the Mayor in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. President, the Mayoress; honorary secretary, Miss P. Ballard; honorary treasurer, Mrs. Mervyn Griffiths.

BANGOR.—Special meeting, the Mayor presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed.

BARRY.—The branch has lost an old supporter by the death of Mr. S. Harwood, who had been a member of the committee of the Barry Dock station since it was established in 1901, and had previously been on the committee of the Penarth station. The branch has also lost a valuable worker by the death of Mrs. J. R. Llewellyn, chairman of the Ladies' Life-boat Guild since it was formed.

CARDIFF.—Annual meeting on 19th March, the Deputy Lord Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day and appeal by the branch secretary. Amount collected in 1934 £275. Presentations of life-boat picture awarded to Mrs. Zuzzen, and of the framed records of thanks awarded to Mrs. Alfred Thomas and Mrs. D. Evarard.

FISHGUARD.—Presentation of the certificate of service awarded to ex-Coxswain J. D. Lewis. Presentation of woollen scarf-helmets from Mrs. E. Manby, of Codsall, Staffordshire.

LAMPETER.—Special meeting, the Mayor in the chair. Branch formed. Captain J. Davies, president; Captain W. E. Jones, chairman; Captain F. Bowen Jones, honorary secretary; and Mr. D. M. Evans, honorary treasurer.

(Continued on page 496.)

INCOME AND EXPENDITURE FOR 1934.

		Expenditure.			
Life-boats :—		£	s. d.	£	s. d.
New Life-boats for the following stations :—On account—					
Aith, Broughty Ferry, Coverack, Cromer, Exmouth, Flamborough, Lizard, Llandudno, Maryport, Portaskaig, Runswick	— — — — —	32,778	19 11		
Upkeep of Office and Store at Cowes	— — — — —	100	12 5		
Alterations and Repairs of Life-boats, etc.	— — — — —	13,513	11 9		
Consulting Naval Architect	— — — — —	406	1 6		
Salaries of Superintendent, Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff	— — — — —	10,707	17 8		
Travelling Expenses	— — — — —	3,321	13 5		
Pensions under the Pension Scheme	— — — — —	459	17 0		
Contributions to Superannuation and Provident Fund	— — — — —	245	10 0		
				61,534	3 8
Life-boat Carriages and Tractors :—					
New Carriages, etc.	— — — — —	331	5 9		
New Tractors, etc.	— — — — —	4	5 4		
Repairs to Tractors	— — — — —	433	16 9		
Alterations and Repairs of Life-boat Carriages, etc.	— — — — —	498	8 8		
Salaries of Assistant Surveyor of Carriages, and Tractor Engineer	— — — — —	696	0 0		
Travelling Expenses	— — — — —	546	0 2		
Contributions to Superannuation and Provident Fund	— — — — —	34	10 0		
				2,544	6 8
Life-boat Houses and Slipways :—					
New Construction and Adaptation	— — — — —	23,927	0 11		
Repairs and Maintenance	— — — — —	4,496	7 1		
				28,423	8 0
Life-boat Stores	— — — — —			11,995	14 1
Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs					
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers	— — — — —	13,895	3 10		
Pensions under the Pension Scheme	— — — — —	302	13 4		
Contributions to Superannuation and Provident Fund	— — — — —	50	11 8		
				16,825	11 10
Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally ; Conveyance of Boats, Carriages and Stores ; Postages, etc.					
Salaries of Assistant Secretaries, etc., of Stations	— — — — —	10,077	11 7		
		330	6 0		
				10,407	17 7
Wages, Rewards and other payments to Coxswains, Motor Mechanics and Crews :—					
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	— — — — —	5,275	14 0		
Grants to men injured in the Life-boat service	— — — — —	385	11 9		
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	— — — — —	31,449	3 6		
Payments to Life-boat Crews and Launchers for exercises, etc.	— — — — —	6,017	14 3		
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	— — — — —	4,285	6 9		
Pensions and Grants to Relatives of deceased Life-boatmen and others	— — — — —	1,834	4 6		
Pensions and Gratuity under the Pension Scheme to Ex-permanent Crews of old Steam Life-boats, etc.	— — — — —	809	6 6		
				50,057	1 3
Carried forward	— — — — —			181,788	3 1

Income.

Subscriptions, Donations, etc. :—	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters - - - -	6,227	9	11			
" " through Station Branches - -	6,510	16	9			
" " through Financial Branches - -	16,751	16	1			
Donations to Headquarters - - - -	9,425	19	2			
" " through Station Branches - -	20,632	13	6			
" " through Financial Branches - -	48,095	12	9			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations - - - - -	1,836	2	10			
Contribution Boxes (Headquarters) - - - - -	219	19	2			
" " (Station Branches) - - - - -	3,890	1	8			
" " (Financial Branches) - - - - -	756	2	3			
	-----			114,346	14	1

Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments— Donaghadee, Margate, Southend-on-Sea, Walmer and Whitehills - - - - -	1,187	5	0			
Hollon Life-boat Fund (per the Charity Commissioners) -	25	5	0			
Bevan Reward Fund (per the Charity Commissioners) -	208	5	0			
	-----			1,420	15	0

Income from Investments :—

Dividends and Interest on Investments - - - - -	44,757	14	3			
Less Income Tax deducted - - - - -	5,653	12	2			
	-----			39,104	2	1

Special Purposes Trust Fund Income	£	s.	d.
Account - - - - -	1,720	8	6
Less Transfer to Special Purposes and Maintenance Fund - - - - -	216	7	0

	1,504	1	6

Less Transfers to General Subscriptions, Station Branch Contributions, and Financial Branch Contributions - - - - -	446	15	4			
	-----			1,057	6	2
Income Tax recovered - - - - -				6,761	6	6
	-----			46,922	14	9

Carried forward - - - - -	-----	162,690	3	10
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Expenditure.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				181,788	3	1
Life-boat Inspectors :—						
Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	6,899	8	4			
Travelling Expenses - - - - -	2,091	4	1			
Pensions under the Pension Scheme - - - - -	874	17	0			
Contributions to Superannuation and Provident Fund - - - - -	188	15	3			
				10,054	4	8
Administration :—						
One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff - - - - -	4,391	7	1			
Rent, Leasehold Depreciation Rates, Taxes, £ s. d. Lighting, Heating, Insurance, etc. - - - - -	1,778	16	5			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts - - - - -	805	10	1			
Commissionaires and Watchmen - - - - -	553	14	4			
Telephones, Postages and Parcels - - - - -	840	18	4			
Pensions under the Pension Scheme - - - - -	1,460	11	0			
Travelling and other Expenses of Chairman and Committee of Management - - - - -	701	5	9			
	6,140	15	11			
Less estimated amount chargeable to Publicity - - - - -	3,070	8	0			
				3,070	7	11
Contributions to Superannuation and Provident Fund Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -	229	19	6			
Auditors' Fee - - - - -	1,571	3	7			
Law Expenses - - - - -	315	0	0			
Repairs and improvements to the House of the Institution - - - - -	400	4	6			
	179	6	6			
				10,157	9	1
Expenses <i>re</i> the Estate of the late Mrs. F. McLorg - - - - -				50	0	0
Publicity at Headquarters and 1,107 Branches :—						
One-half of Salaries of Secretary, Deputy Secretary, Assis- tant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc. - - - - -	5,314	7	7			
Salaries of District Organizing Secretaries and Clerical Staff - - - - -	7,812	17	2			
Travelling Expenses of District Organizing Secretaries - - - - -	2,082	2	8			
Annual General Meeting - - - - -	98	3	5			
Advertising and Appeals - - - - -	6,192	18	10			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	10,899	10	2			
Printing and Binding the Annual Report and <i>The Life-boat Journal</i> - - - - -	1,896	18	10			
Pension under the Pension Scheme - - - - -	172	10	0			
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	3,304	8	3			
Contributions to Superannuation and Provident Fund - - - - -	249	11	9			
Estimated proportion of Administration Expenses as above - - - - -	3,070	8	0			
				41,093	16	8
TOTAL EXPENDITURE - - - - -				£243,143	13	6
Surplus transferred to General Purposes Fund - - - - -				54,666	19	2
				£297,810	12	8

Income.		£	s.	d.
Brought forward	- - - - -	162,690	3	10
Sundry Receipts :—				
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses,		£	s.	d.
Condemned Stores, etc.	- - - - -	1,760	5	10
Sale of <i>The Life-boat Journal</i> , Advertisements, etc.	- - - - -	109	13	9
		1,869	19	7
Ordinary Income	- - - - -	164,560	3	5
Legacies for General Purposes	- - - - -	112,936	13	3
Gifts and Legacies for Special Purposes :—				
Income only available :—				
Legacies	- - - - -	1,764	16	0
Special Gifts	- - - - -	203	5	4
		1,968	1	4
Capital available :—				
Legacies	- - - - -	9,547	2	9
Special Gifts	- - - - -	20,571	15	7
		30,118	18	4
		32,086	19	8
TOTAL RECEIPTS	- - - - -	309,583	16	4
<i>Less :—</i>				
Transferred to General Endowment Fund	- - - - -	1,968	1	4
Transferred to Special Purposes and Maintenance Fund	- - - - -	30,118	18	4
		32,086	19	8
Total Receipts available for General Purposes	- - - - -	277,496	16	8
Transferred from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations				
	- - - - -	20,313	16	0

£297,810 12 8

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1934, and of the Branches for the year to 30th September, 1934.

LLANELLY.—Prince of Wales Day. Works' collection and cinema collection.

LUDLOW.—Bridge drive.

MENAI BRIDGE.—Special meeting. Capt. R. R. Davies, honorary secretary for Anglesey, in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild re-formed. Mrs. R. R. Davies, chairman; Miss Madge Philip Hughes, honorary secretary; Miss E. R. Fison, honorary treasurer.

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

NEWPORT (Mon.).—Annual meeting on 21st March, the Mayor, patron, supported by the Mayoress, presiding. Speakers: Captain F. W. Cutcliffe, the honorary secretary, Mrs. R. Rees, chairman of the Ladies' Life-boat Guild, Mrs. J. Sadler, a member of the Guild, the district organizing secretary, and Mr. G. F. Day, assistant secretary. Efforts of the past year: Annual life-boat ball, whist and bridge drives, life-boat day, and cinema collections. Amount collected in 1934 £140, an increase of £30 on 1933. Presentation of a figure of a life-boatman to Mrs. Minchin. After the meeting a concert was given by Mr. Reginald B. Jones, Miss G. Gimmett, Miss Vera Stacey, Mr. Tom Ridd, Master Roy Quaintance, Madame Nella Martin, and the Navy League Sea Scouts. Refreshments were provided by members of the Guild and their friends.

Annual life-boat ball, organized by the Ladies' Life-boat Guild. Cinema collections.

OSWESTRY.—The branch has suffered a severe loss by the death of the Rev. O. F. Jacson, its president, and an enthusiastic supporter of the life-boat service for many years.

PENARTH.—Life-boat ball, the first effort organized by the recently formed Ladies' Life-boat Guild.

PENMAENMAWR.—Presentation of the record of thanks awarded to Mr. J. I. Barratt, honorary treasurer and organizer.

PONTYPRIDD.—Annual meeting on 19th February, Mrs. Edgar Jenkins, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, house-to-house collection, cinema collection. Amount collected in 1934 £62, an increase of £2 on 1933.

P O R T H C A W L . — Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Mrs. Frank Gaskell, president; Mrs. E. R. Bullimore, chairman; Miss Margaret Grover and Miss Olive Jenkins, joint honorary secretaries; Mr. W. L. Grover, honorary treasurer.

ST. DAVID'S.—Work has begun on adapting the existing boat-house and slipway for the new twin-screw 46 feet Watson cabin motor life-boat which has been laid down.

SWANSEA AND DISTRICT.—Annual meeting on 19th March, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Annual life-boat ball, whist drive and dance at the Mumbles, life-boat day and cinema collection. Amount collected in 1934 £186.

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

W E L L I N G T O N . — Special meeting. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Mrs. A. E. Boulton, chairman; Mrs. H. Foulkes, honorary treasurer.

Notice.

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

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

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

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

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