

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXIX.

SEPTEMBER, 1935.

No. 323.

## THE LIFE-BOAT FLEET

Motor Life-boats, 124 :: Pulling & Sailing Life-boats, 45

## LIVES RESCUED

from the foundation of the Institution in 1824

to August 31st, 1935 - - - - - 64,159

## A Winter Passage in a Motor Life-boat.

By Mr. Frank G. G. Carr.<sup>1</sup>

ON Saturday, January 26th, it "snowed and it blowed" all day, as the barge-men express it, and in the evening I slipped my moorings at Chelsea and proceeded under power to Southend, where at the "Cornucopia," a snug beer-house on the front, I was told to report for duty to the coxswain of the Southend boat. There I was introduced to Coxswain A. Spurgeon, of the Lowestoft life-boat, and his crew of two who were to take the stand-by boat round to Lowestoft on the following day, that she might replace their own boat, which was due for her winter overhaul. A liking for beer and the coxswain's excellent tobacco was common among us all, and laid the foundations of what I sincerely hope will prove a lasting friendship. We presently retired to quarters for the night in a near-by lodging-house, where "Jack" and I shared a room in an attic. It was too cold for sleep and the north-east wind howling in the chimney was dreary music.

Daylight showed us a white world and driving snow above it, and when, at about 9.30 A.M., we boarded a train on the pier, visibility was *nil* in the squalls. We wore all the clothes we possessed, surrounded by oilskins, and

looked as though we were bound for the North Pole. The life-boat *City of Bradford* lay at moorings off the pier, and looked cold and lonely. We were here joined by three engineers, who were making the passage to watch over the engines, and at 10 A.M. we slipped from the buoy and started on our eighty-mile passage.

### The Life-boat and Her Engine.

The young flood was then making, and we kept close in along the edge of the Maplin to cheat the tide as much as possible. While we were throbbing on our way at a speed that was an agreeable surprise to me, the snow having ceased for a time and the sun consenting to shine, I had an opportunity to inspect the boat more carefully. Her overall length was 45 ft. and her beam 12 ft. 6 ins., her displacement being 16 tons 19 cwts. She was an early Watson type boat, built in 1923, one of the last designed without a cabin. A wooden dodger aft of the engine gave some degree of shelter, and a folding glass screen above it kept a little of the spray out of the helmsman's eyes if he was very lucky. The three engineers squatted under the dodger (which was big enough to make

<sup>1</sup> Mr. Frank Carr is assistant librarian of the House of Lords and a member of the Little Ship Club. His article appeared in the *Journal of the Little Ship Club*, and these extracts from it are reprinted here by his courtesy, and the editor's.

a small cabin, open at the after end) and kept warm, while they studied the behaviour of the engine. This was a D.E. developing 80 h.p. at 800 r.p.m. on a fuel consumption of 60 pints per hour, giving a speed of 8.2 knots. It never hesitated all day, was extraordinarily obedient and responsive, and the absence of noise and vibration was most marked. The boat had wheel steering, and was equipped with a mast mounted in a tabernacle and setting standing lug and jib. The mast we lowered and lashed on the top of the dodger soon after starting to lessen rolling, as the wind was too far ahead to enable us to use the sails to advantage.

#### The Scene in the West Swin.

The West Swin was full of anchored shipping; chiefly low-powered steamships waiting for the northerly breeze to ease and give them a chance to get to the Norrard. There was also a barge, with her mizen burst and mizen spreet carried away, that had brought up on the edge of the sand and dragged out into deeper water. By 1 p.m. we were off the Maplin Spit buoy, and here met a couple of barges carrying on for "Lunnon River," with every stitch of canvas set and full almost to bursting. We watched them in amazement at the way they were carrying sail, and did not envy them the task of brailing in their mainsails when they brought the wind abeam a little later and a reduction of sail became imperative. They were a wonderful sight, and "going like trains."

Presently we were looking out for the Swin Spitway bell-buoy that marks the southern end of the Spitway, and found its position clearly indicated by a big German tug keeping station just beside it. She was the salvage tug at Harwich, and then we saw, over in the Wallet, the hoped-for prey that she was watching. A disabled barge was being towed by two life-boats, those of Clacton and Walton, as we learnt afterwards, making obviously for the Colne. . . . The ketch-barge *Record Reign* had passed us an hour or so earlier under sail and power, making her last fatal voyage which finished a few days later on Exmouth beach, where she became, I believe, a total loss.

We had so far been able to enjoy the

comfort of smooth water in the lee of the sands or the land, and, in spite of the foul tide, the *City of Bradford* had shown herself possessed of such a fine turn of effortless speed that we were passing Orfordness at 5 P.M., just after dark. Conditions now changed, and for the next four hours we had a hard punch into a steep and ugly, confused sea, which was a dead-muzzler all the way. The wind increased and veered, so that we had no shelter from the shore, and I was able to see what a motor life-boat could do in such conditions. She astonished me. Her crew called her most of the names that a lady would not like to hear, and compared her unfavourably to their own boat, which they said would "drown her." Her fine lines forward made her wet, and every sea burst in sheets of spray right over her.

#### Steering Blind.

Visibility was extremely bad, and as the violent motion of the boat made the compass useless to steer by, and the shore lights could not be seen at times, we were steering blind for a good part of the way. Crash . . . Swishh . . . ! . . . Crash . . . . . Swishh . . . ! Every sea sent a stinging shower of spray rattling aft, drowning everyone and everything. We soon had to ease her. Then to ease her again, and yet again. The ebb tide now running against the wind steeped the seas, and there was no seeing or avoiding them. Crash . . . Swishh ! . . . Crash . . . Swishh . . . ! with monotonous regularity. But the boat was getting there. She was wet, yes ! But "where there is speed there is water," of necessity. She was uncomfortable. And never have I faced more acute cold, or more icy water. She never faltered on her way, however. There was none of that awful shuddering jar as she hit a sea that knocks all the way off an ordinary boat. She simply went on and over and through—more through than over, it seemed to me at times. But never did she give one the least moment's doubt that she was travelling, and travelling extraordinarily fast in such conditions. A small steam-boat rounding the Ness at the same time that we did was soon left far astern, and her lights showed how wild a course she was making.

The coxswain kept the helm most of the way. He was magnificent. His cheery leadership in depressingly damp circumstances made one realize what a tower of strength he would be in the most arduous service conditions. He seemed to have an inexhaustible fund of stories, with which he continually regaled us; and his hearty laughter shook the boat far more than the shocks of the seas or the vibration of the engine. . . .

At nine o'clock we entered Lowestoft harbour, and the boat was run up to the head of the Old Fish Dock, where I was bundled ashore to try to catch the last train to town. It had gone five minutes when I reached the station. I was cold, soaked to the

skin, my face was coated with salt, and I was tired. But I was very happy. I had seen enough to believe that there is no weather a motor life-boat could not steam against and conquer. I had experienced the fellowship of some remarkably fine fellows, which is a joy to remember. If I had lost my train, I had gained an immense respect for the life-boat service. And I had thoroughly enjoyed myself.

As a postscript I might add a line of explanation from a letter that reached me from the coxswain a few days later. "The reason why she was so heady coming down that night," he wrote, "was because all round the fore end and whale deck was cased with ice."

## Presentations at Appledore.

### The Service to the *Lee Bay*.

ON 11th January of this year the motor life-boat at Appledore (Devon) was launched in a whole gale to the help of the motor fishing boat *Lee Bay*, of Ilfracombe, and rescued her crew of three men, one of whom was a cripple. It was a very difficult and dangerous service, and the Institution awarded its bronze medal to Second Coxswain H. E. Pow (who was in command in the absence of the coxswain), 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.<sup>1</sup>

The medal and the thanks inscribed on vellum were presented at the Institution's annual meeting in London in April. On their return to Appledore from London, the second coxswain and motor mechanic were given a civic welcome.

A local presentation was made on 14th June, at the Church Schools, Appledore, the room being decorated by the motor mechanic. Although it was raining heavily all evening, the audience was far too large for the

room and overflowed into several adjoining rooms to which the speeches were relayed to them by loud-speakers.

Mr. H. C. Whitehead, the president of the branch and a life-governor of the Institution, was in the chair, supported by the Mayors and Mayoresses of Bideford, Okehampton and Torrington, the chairmen of the Northam and Ilfracombe Urban District Councils, the committee of the Appledore branch, members of the Ladies' Life-boat Guild, representatives of the Institution's branches at Clovelly, Ilfracombe and Lynmouth, and—last but not least—the three men who had been rescued.

The presentations were made by Sir Basil Peto, Bt., M.P. for Barnstaple, and Mr. F. W. Irwin, one of the three men of the *Lee Bay*, described the rescue.

It was not the least remarkable feature of a remarkable meeting (a feature of which the honorary secretary of the branch, Mr. W. A. Cryer, who organized the meeting, was justly proud) that though there were seventeen speeches, the whole meeting lasted only an hour and a quarter.

<sup>1</sup> The service is fully described in *The Life-boat* for last June.

## Life-boat Calendar and Christmas Card.



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

The calendar will have on it a reproduction in colours of a picture by Mr. William McDowell, showing the 60-foot motor life-boat at New Brighton, on the Mersey, returning from service.

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

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

### The Christmas Card.

The Christmas Card will be an eight-

page card with a reproduction in colours of the same picture. It will have the Institution's crest embossed on the front, and inside Christmas and New Year greetings, but no other printing. The price will be 4d. each including the envelope, and if fifty or over are ordered the name and address will be printed under the greetings. The price of the cards, with name and address printed, will be 6d. each for quantities from twenty-five up to fifty. If fifty or over are ordered no charge will be made for printing the name and address.

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

## Portrait on the Cover.

THE portrait on the cover is of Coxswain Patrick Sliney, of Ballycotton, Cork. He served as second coxswain from 1911 until 1922, and since 1922 he has

been coxswain, so that he has been an officer of the life-boat for twenty-four years. During that time thirty-two lives have been saved.

## Life-boat Families.<sup>1</sup>

### The Robsons of North Sunderland.

By Mr. M. R. Norris, Honorary Secretary of the North Sunderland Station.

THERE have been Robsons in the life-boats at North Sunderland for at least ninety-seven years, and probably for well over a century. Four generations of them have served in it, and for seventy-seven of those ninety-seven years a Robson has been coxswain of the boat.

North Sunderland and Seahouses have had a life-boat station since 1827, but it is only since 1852, when the Institution took over the station, that a complete record has been kept. It is probable that Robsons were in the crew from the beginning, but all we know for certain is that three were members of it in 1838, William Robson, the coxswain, James and Michael, for they played a gallant part, soon forgotten except at Seahouses, in the most famous of all rescues from shipwreck on the British coast.

### The Wreck of the *Forfarshire*.

In the early morning of 8th September, 1838, when Grace Darling saw the wreck of the *Forfarshire* from her window on the Longstone Lighthouse, the wreck was seen also from Bamburgh Castle on the mainland, and a horseman took the news three miles down the coast to Seahouses. There the three Robsons, with four other men, launched not the life-boat, but their own fishing boat. They reached the wreck to find only the dead. The survivors had already been rescued by Grace Darling and her father. I am not going to tell the story of that rescue again, but will say only one thing. It is that Grace Darling's feat has not been magnified. My first reason for saying this is that it was not possible for the Robsons to return to Seahouses (and they had to take refuge at the lighthouse), although the harbour can be taken in a fairly heavy sea. The second reason is that the position of the *Forfarshire* was most dangerous. The wreck was on the end of the island called Big Harker, where a dangerous

gut, known locally as Piper's Gut, separates Big Harker from the Wamses. It is, perhaps, twenty yards wide, and through this narrow channel the tide races. For a fishing boat caught on the north of the islands in a northerly gale it is the only road into smoother waters, but it is only Seahouses fishermen who could make safety through such a narrow and rough passage. Many a thrilling passage have they made, under full sail, with only inches to spare on either side! This proves, I think, the really great thing that Grace Darling and her father did that day, and the three Robsons also.

### The Second Generation.

Of that first generation of Robsons, William, James and Michael, little more is known, but William, who served as coxswain until 1867, is remembered as a man with no fear of the sea. It is from Michael that all the later generations of life-boat Robsons are descended. The second generation in the life-boat were his sons. There was Michael No. 2, who was coxswain from 1887 until 1907, William No. 2, who was bowman from 1887 until 1907, and Robert, who was a member of the crew.

Of those years there is one story that I should like to tell, the story of a great feat, in which tremendous risk was run. It happened on 4th April, 1891, and is still fresh in the minds of those who took part. A sailing ship, the *Ornen*, of Frederickstadt, came ashore in a heavy gale on Greenhill Rocks, near Bamburgh. There she lay with heavy seas breaking right over her and her crew in the rigging. After tremendous efforts the North Sunderland life-boat *Thomas Bewick* was got afloat at Monk's House. Many women of Seahouses who helped to launch her were carried right off their feet in their efforts and were floating in the sea. The local banker was in up to his neck. So was a gentleman on holiday from

<sup>1</sup> Previous articles in this series appeared in *The Life-boat* for May and November, 1925, November, 1926, and August and November, 1927.

Scotland—with £60 in Scottish bank-notes in his pocket. They had to be dried separately next day.

The life-boat was rowed close up to the wreck, which was right in the first break of the sea, but every time she got near enough to throw a line she was swept away again. One sea almost upset her. Her port oars could be seen sticking straight up in the air, her starboard oars were straight down in the water. Another sea knocked the crew almost senseless and wedged some of them beneath the thwarts. The awful cries of the crew of eleven in the rigging of the ship each time a wave washed over them, and each time the life-boat was swept away, could be clearly heard on shore. For over four hours the life-boat, under Coxswain Michael Robson, made repeated efforts to get alongside. She went on until her crew were so exhausted that they were forced to come ashore for hot food and a rest before making another attempt.

Meanwhile the Bamburgh life-boat, also manned by fishermen from Sea-houses, had put out under Coxswain George Nelson, who is still alive at nearly ninety years old. She too made repeated efforts. Once she got her grappling iron fast in the *Ornen*, but a huge sea caught her and broke the rope. Then nearly all her oars on one side were broken and her coxswain was forced to let her drift ashore.

#### The Sea Helps the Rescuers.

The North Sunderland life-boat was launched again. It was now dark. To cheer the crews of the wreck and the life-boat, and to light up the scene, the knot-grass was set afire right along the coast. By this light the life-boat again and again attempted to pull alongside the wreck, until at last the sea itself came to her help. It had been pounding over the wreck for hours and finally broke her in such a way that her bottom was left on the rocks and the rest of her, with the eleven men in the rigging, was swept inside the heaviest of the surf. There, about 2.30 the next morning, the North Sunderland life-boat succeeded in rescuing the whole crew. That was one of the finest feats of the second genera-

tion of Robsons; and such was a life-boat rescue in the days of oars.

Michael, after twenty years as coxswain, became harbour-master at North Sunderland until his death. William died, as he would have wished, in the stern of his own coble, steering it out to shoot his fishing gear. So we come to the third generation.

#### The Third Generation.

Serving in the life-boat with Coxswain Michael and Bowman William, when they both retired in 1907, was a son of each, James, son of the coxswain, and Charles, son of the bowman. I will start this generation with Charles. He was a well respected and a very quiet man. All Robsons have been respected, but Charles more so than any. When his Uncle Michael retired from the coxswainship Charles should have become coxswain, but he preferred that his cousin James should have the honour of succeeding his father in command of the boat, so he became second coxswain under him. As second-coxswain he served for twenty years, from 1907 to 1927, but during the war, when James was away serving with the mine-sweepers, he acted as coxswain. It was a busy time for the life-boat. She saved 86 lives during the war.

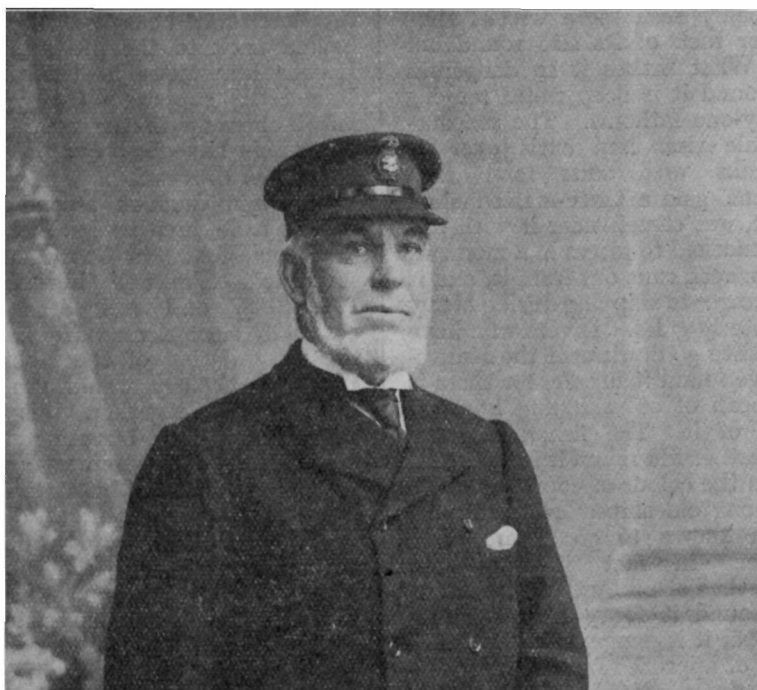
Of those four years while Charles was acting coxswain, I will tell one story, the story of a very cold night. The fit, and indeed most of the fishermen, were away with the mine-sweepers, and the youths who still remained, and the landsmen who were helping, were loth to take the water with a very low tide to launch the life-boat. Seeing this, Charles jumped out of her, and called on them in such a masterly way, and set them such an example himself, going into the sea up to his neck, that he succeeded in getting them to follow him, and the boat was launched. Then he climbed aboard again, and, soaked to the skin, was out in her as coxswain for the greater part of that bitter night.

Later in life, perhaps as a result of such nights as these, he became an invalid, but though he needed sticks sometimes to help him in walking, that did not keep him from acting as second



**WILLIAM ROBSON.**

Coxswain at North Sunderland from 18— to 1867.



*By courtesy of]*

*[Edward J. Brewis, of Newcastle-on-Tyne.*

**MICHAEL ROBSON.**

Coxswain from 1887 to 1907.

coxswain after he had retired when, one day, most of the fishing fleet had been caught in a heavy sea. Right up to his death, in 1932, he was one of the most unselfish men I ever met, and if any life was in danger, his thoughts turned to the life-boat.

His cousin James, who succeeded his own father, Coxswain Michael, as coxswain in 1907, is still our coxswain, twenty-eight years later. He won the silver medal of the Institution, and a medal from the King of Norway, for his bravery at the wreck of the Norwegian steamer *Geir*, of Bergen, on 18th February, 1908. That was the year after he became coxswain, and he was only twenty-eight. A northerly gale was blowing with a very heavy sea, and the steamer stranded on the Knavestone Rock, three-quarters of a mile east of the Longstone Lighthouse.

#### A Terrible Rock.

The Knavestone is a small rock, uncovered at half-tide and with eleven feet of water over it at high-tide, and it has probably seen more wrecks than any other rock of its size round our coasts. What makes it so dangerous is that round it is deep water ranging to twenty-one fathoms. The sea during a gale rises and curls over it, and breaks with such force that during one gale a three-masted ship, the *Nina*, was struck near it with one sea and knocked to pieces in a moment. A shad, or reef, runs out from it, and is a great danger to shipping during heavy south-easterly gales. Divers who have attempted to go down near the Knavestone have found it unsafe, for there is such a heap of old shipping lying at the foot of it. The fishermen, who in fine weather fish round it for lobsters, find them the colour of copper through lying among old ships. Not one ship has been known to go ashore there and live. In fact it can only be approached at all by those who have worked round it for years. Even in fine weather it is dangerous, and different ways of approach must be made at different times of tide and weather. In bad weather, there is a time when you can get inside it, and then find yourself locked in with seas breaking all round. But Seahouses fishermen

hold the key to this rock. They know just when the tides are suitable and when they are impossible. Many of them have risked their lives for a lobster at this dreaded spot. Their knowledge so far has always brought them through, but the risks run are at all times very great, even in fine summer weather. It was on this rock that the *Geir* stranded.

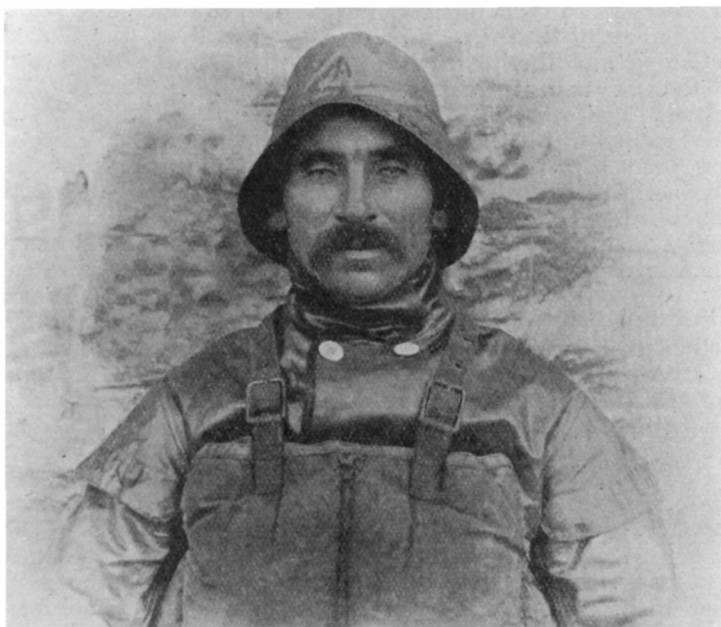
#### The Coxswain's Gallantry.

The life-boat was launched just after seven in the evening. She found the *Geir* with only her bridge above water and the fourteen men of her crew huddled on it. In that weather it was impossible for the life-boat to go alongside. So the coxswain went overboard with a line and a life-buoy round him and swam to a small rock inside the main rock. There he got a line from the steamer's bridge; made it fast to his own line from the life-boat; got the fourteen men down to the rock, one by one, and passed each one on in the life-buoy to the life-boat. When the last had been rescued he was hauled back to the life-boat himself. It was low water at the time. An hour later, supposing the wreck had not broken up in the meantime, the tide would have risen over her and her crew been drowned.

Coxswain James's second-coxswain is his cousin, another Michael, brother of Second-Coxswain Charles whom he succeeded. He was bowman from 1919-1928, and has been second-coxswain since then. He is perhaps the most daring of the Robson line. While the others would use caution and bravery together, this Michael would walk into anything with his eyes open. Two summers ago, while he was returning from the fishing grounds, he saw a bather in difficulties in a gut about five yards wide, with a fair amount of sea. The gut was so narrow that it was impossible to turn his boat in it, but he never stopped to think that he might lose her. He made straight up the gut, got the bather aboard, and rushed him into Seahouses harbour. This Michael would go to the rescue no matter what risk he took.

There are still two more of the third





*By courtesy of]*

*[J. Candlish Ruddock, Alnwick.*

**CHARLES ROBSON.**

Second-coxswain at North Sunderland from 1907 to 1927, and acting coxswain during the Great War.



*By courtesy of]*

*[J. H. Cleet, South Shields.*

**COXSWAIN JAMES ROBSON, WITH THE DUCHESS OF NORTHUMBERLAND.**

Coxswain since 1907.

generation serving in the life-boat to-day, as members of the crew. One of them is George, a brother of Second-Coxswain Charles and Second-Coxswain Michael. The other is Michael William, a brother of the coxswain. Until a few years ago, there was yet another Michael in the crew. He also was of the third generation, son of Robert and a cousin of the present coxswain and second-coxswain.

#### The Fourth Generation.

So we come to the fourth generation, still young, but already following in the footsteps of their fathers, grandfathers and great-grandfather. Coxswain James has a son in the crew, yet another Michael, a chip of the old block; so, too, has Second-Coxswain Michael, and there are two sons of Second-Coxswain Charles serving.

Among so many (and so many with the name of Michael) it is easy to be confused, but this is how the record stands. Four generations, starting at least a hundred years ago, have served or are serving to-day in the North

Sunderland life-boat, three of the first generation, three of the second, six of the third and, up to the present, four of the fourth. Altogether of these four generations sixteen have served in the boat, three of them as coxswain, two as second-coxswain and one as bowman. At one time, 1919-1928, coxswain, second-coxswain and bowman were all Robsons. To-day there are eight Robsons in the boat, the coxswain, the second-coxswain, and six life-boatmen, eight Robson's in a crew of thirteen. But we are by no means exhausted of Robsons, and hope to have them for another century or four generations.

I have tried to give an account of the services of those who have held appointments as coxswain and second-coxswain and bowman, but the type of man is the same in one Robson and another; all men who go into a life-boat to save life and not for any reward from the Institution; all quiet men. In fact, to get these few details of their service I have had to go to other life-boatmen who have served with them.

## Services of the Life-boats.

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

#### May Meeting.

**Scarborough, Yorkshire.**—At 2.15 P.M. on the 1st April the local motor fishing coble *B. S. Colling* put out to haul her pots, which were about eight miles to the north. The sea and weather were bad and gradually got worse. The life-boat coxswain was on watch, and at 5.35 P.M. the motor life-boat *Herbert Joy II* was launched to look for the *B. S. Colling*. A north gale was then blowing, with a rough sea and heavy rain. The brother of the owner of the *B. S. Colling* had just before put out to search in another coble, but the life-boat overhauled her about two and a half miles north, and, continuing on that course, met the *B. S. Colling* about six miles north in a very heavy sea. Life-belts were passed to her crew of three and the life-boat, in company with the second coble, escorted her back to harbour.

The life-boat returned to her station at 7.40 P.M.—Rewards, £20.

**Weymouth, Dorset.**—On the 7th April four men and a woman put out for a trial run in a motor boat, the *Seafarer*. When about a mile offshore, in Weymouth bay, they ran out of petrol and their boat began to drift out to sea. One of the men swam ashore and gave the alarm, and, in the absence of any other suitable boat, the motor life-boat *William and Clara Ryland* was launched at 5.32 P.M. A fresh north-west breeze was blowing, the weather was thick, and it was raining. The life-boat found the *Seafarer* about a mile and a half east of Weymouth pierhead and towed her back to harbour. The life-boat returned to her station at 6.15 P.M. A letter of thanks was received from the owner.—Rewards, £4 7s. 6d.

**St. Mary's, Isles of Scilly.**—On the night of the 7th April the life-boat coxswain brought from St. Martin's, in his own boat, a girl who was suffering from appendicitis, and her doctor. It was then decided that the girl must be sent to the mainland at once for an operation. The steamer which serves the islands was at Penzance, and, as there was no other suitable boat available the motor life-boat *Cunard* took her. She was launched at midnight, reached Penzance at 5 A.M., and arrived back at her station at 12.25 P.M. During the passage a strong west breeze was blowing with a rough sea. The operation on the girl was successful. The cost of this service was met from a local medical emergency fund.—No expense to the Institution.

**Barry Dock, Pembrokeshire.**—On the morning of the 8th April the steamer *Suzon*, of Antwerp, ran ashore at Breaksea Point. She was bound from France to Newport with a cargo of pitwood and carried a crew of twenty-four. She was seen by the watchman at Breaksea, and the motor life-boat *Prince David* was launched at 4.30 A.M. A moderate to fresh W.N.W. wind was blowing, with a rough sea. The life-boat stood by her until two tugs towed her off and she was in no further danger. The life-boat returned to her station at 7.30 A.M.—Rewards, £8 5s. 6d.

**Ramsey, Isle of Man.**—On the 10th April the motor schooner *Edith May*, of Wexford, bound from Douglas to Ardrossan with a cargo of scrap iron, was overtaken by bad weather and anchored. A whole S.S.W. gale was blowing, with a heavy sea and heavy rain. Her anchors began to drag and she made signals of distress. The motor life-boat *Lady Harrison* was launched at 8.35 P.M., took off the crew of three and landed them at Ramsey. She returned to her station at 9.50 P.M. The *Edith May* rode out the storm, and her crew were able to return to her later.—Rewards, £16 14s. 6d.

**Tynemouth, Northumberland.**—On the 15th April the South Shields coast-guard reported that a steamer was ashore at the end of the South pier. A

moderate S.E. breeze was blowing, with a moderate sea, and the weather was thick. The motor life-boat *Henry Frederick Swan* put out at 7.45 P.M., and found the steamer to be the *Ensign*, of Gibraltar, bound to Gibraltar with a cargo of coal. She stood by until at midnight the *Ensign* was refloated by tugs, and put into South Shields for examination. The life-boat returned to her station at 12.30 A.M.—Rewards, £11 16s.

**Broughty Ferry, Angus.**—On the night of the 20th April the s.s. *Dundee*, of Dundee, bound, laden, from that port to London, stranded at the mouth of the River Tay, S. by E. of Horseshoe buoy. She carried twelve passengers, and a crew of twenty-two. Her master sent out a wireless message, and the motor life-boat *John Ryburn* put out at 10.10 P.M. A strong E.N.E. breeze was blowing, with fog and heavy rain. The sea was moderate. The life-boat found the *Dundee* high and dry forward, and with very little water under her stern. The passengers were transferred to her by means of a rope ladder, and the life-boat landed them at Broughty Ferry pier at 12.5 A.M. She put out again at 12.40 A.M. and stood by the *Dundee* until the arrival of tugs made her presence unnecessary. She returned to her moorings at 4 A.M. The owners of the steamer sent a letter of thanks.—Rewards, £9 14s. 6d.

**Tynemouth, Northumberland.**—On the 21st April the coastguard telephoned that three small fishing boats were sheltering behind the North Pier. A strong S.E. breeze was blowing with a rough sea, and it was raining. As the wind was increasing rapidly, it was decided to send out the motor life-boat *Henry Frederick Swan*, and she put off at 3 P.M. She escorted the boats through the very dangerous harbour entrance, and returned to her station at 3.45 P.M.—Rewards, £5 18s.

**Swanage, Dorset.**—On the afternoon of the 21st April the trawler *Norman Craig*, of Ramsgate, on passage from Shoreham to Fleetwood, sailed into Swanage Bay with her rigging in disorder, and her sails half up. A moderate south-east breeze was blowing,

with a moderate sea. The life-boat's second coxswain, who happened to be afloat, went to her, found that she was badly in need of help, and landed two of the five people on board. The motor life-boat *Thomas Markby* was then launched, at 4.55 P.M., Mr. W. Powell, the honorary secretary, accompanying her. She found that the *Norman Craig* had lost her main anchor and was depending on a kedge anchor, but she was dragging towards the shore. The master and owner said that she was leaking, but as his motor had broken down he was unable to use his pump. The life-boat towed the trawler to Poole, and returned to her station at 9 P.M. The owner gave a donation to the Institution.—Rewards, £8 10s.

**Padstow, Cornwall.**—On the evening of the 21st April the coastguard reported that a small yacht, anchored in Polzeath Bay, was in a dangerous position. The wind and sea were slight, but she was very close to the rocks and would have grounded with the ebbing tide. The No. 1 motor life-boat *John and Sarah Eliza Stych* put out at 10.30 P.M., and found the yacht to be the *Martlett*, with three men on board. She towed her to Padstow, and returned to her station at 11.30 P.M. The owner of the yacht sent a letter of thanks to the life-boat crew.—Rewards, £11 4s. 6d.

**Ramsgate, Kent.**—Early on the morning of the 26th April the steamer *Rosyth*, of Dundee, bound from Goole to Boulogne with a cargo of coal, ran on to the Goodwin Sands E. by N. of the Brake light-vessel. The coastguard reported her, and the motor life-boat *Prudential* put out at 1.52 A.M. A strong N. breeze was blowing, with a rough sea. The life-boat found the *Rosyth* in difficulties, with seas sweeping over her. At the request of the master she stood by until, at high water, the *Rosyth* came off under her own power. The steamer went on her way, and the life-boat returned to her station, arriving at 5.15 A.M.—Rewards, £10 11s.

**Holyhead, Anglesey.**—On the night of the 28th April the coastguard telephoned that two men had been marooned at the foot of the cliffs at Capel Llockwyd, near South Stack. One of

them had been rescued by lines from the top of the cliffs, but the other could not be persuaded to make the attempt. The night was dark and the cliffs very steep, making it too dangerous for anyone to try to get to him from above. In the circumstances it was decided to send out the motor life-boat *A.E.D.*, and she left at 11.25 P.M., taking a small boat in tow. She went in as near as possible and the small boat was then sent close in with two men on board. They rescued the man from the cliffs and transferred him to the life-boat, and he was taken to Holyhead. The life-boat returned to her station at 1.10 A.M. on the 29th.—Rewards, £11 11s.

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

**Holy Island, Northumberland.**—9th April. A fishing coble was reported to be in distress, but got safely into harbour.—Rewards, £5 2s. 6d.

**Southend-on-Sea, Essex.**—10th April. A barge grounded, but did not need help, as later she became high and dry.—Rewards, £7 14s.

**North Sunderland, Northumberland.**—10th April. Two cobs from Beadnell were overtaken by rough weather, but reached safety unaided. The fishermen sent a letter of thanks.—Rewards, £18 7s.

**Walton and Frinton, Essex.**—16th April. A steamer thought to be ashore on the Pye Sands was found to be at anchor very near the sands.—Rewards, £7 2s. 6d.

**Torbay, Devon.**—22nd April. Two boys, brothers, went into the sea from a rowing boat to recover their lost paddles, but one got into difficulties, and while his brother was trying to help him their boat drifted away. Before the life-boat could reach them one was drowned, but a pilot boat picked up the other.—Rewards, £4 16s. 6d.

**Torbay, Devon.**—22nd April. A speed-boat broke down, but was towed to Torquay by another speed-boat.—Rewards, £9 13s

ON THE HIGH SEAS.



**THE RANKIN ON HER WAY TO AITH.**  
(A 51-foot Barnett, Stromness, cabin motor life-boat.)



**ON BOARD THE BROUGHTY FERRY MOTOR LIFE-BOAT.**  
(Coxswain James Coull and Lieut.-Commander T. G. Micheltmore, R.D., R.N.R., Northern District Inspector.)

The two boats travelled together from Cowes to Dundee in May, a distance of 503 miles, and the Aith life-boat then had 295 miles more to her station, a journey altogether of 798 miles.

**Ramsgate, Kent.**—25th April. A vessel reported ashore near the Brake light-vessel refloated and went on her way.—Rewards, £10 11s.

**Eastbourne, Sussex.**—26th April. The local fishing boat *Britannia* put out on the morning of the 25th April, but did not return when expected, and some anxiety was felt. Soon after 11 P.M. the honorary secretary asked the coast-guard to signal the *Royal Sovereign* light-vessel, but nothing could be learned. At 12.26 A.M. on the 26th the motor life-boat *Jane Holland* put out to search. A moderate N. breeze was blowing, with a moderate sea. The life-boat searched for some hours without success, and put back to Eastbourne at 7.45 A.M. She went off again at 8 A.M., and putting into Newhaven about three hours later, found that a Belgian trawler had picked up the *Britannia*, which had had engine trouble, in the Channel, and had towed her into Newhaven shortly before the life-boat arrived. The life-boat towed the *Britannia* back to Eastbourne and returned to her station at 2.10 P.M. She had been out for nearly fourteen hours. Additional rewards were granted to the crew for this long service.—Rewards, £45 7s. 6d.

**St. Mary's, Isles of Scilly.**—29th April. Flares had been seen from a ship off St. Agnes, but she moved off before the life-boat could reach her.—Rewards, £10 11s.

**Holy Island, Northumberland.**—6th May. Distress signals had been heard in the direction of the Farne Islands, but nothing could be found.—Rewards, £10 5s.

**Southend-on-Sea, Essex.**—12th May. A yacht was in distress, but a motor boat took her in tow.—Rewards, £13.

#### June Meeting.

**Great Yarmouth and Gorleston, Norfolk.**—At 6.35 P.M. on the 11th March the coastguard reported that rockets had been fired by the Cockle light-vessel. A strong N.E. breeze was blowing, with a very heavy sea. At 7.30 P.M. the motor life-boat *John and Mary Meiklam* of *Gladswood* put out. She found

that one of the crew of the light-vessel had been badly hurt. In spite of the heavy sea, he was got safely to the life-boat. She made full speed, at the same time signalling for an ambulance. When she arrived the injured man was taken at once to hospital. The life-boat reached her moorings again at 11 P.M.—Rewards, £28 19s.

**Clacton-on-Sea, Essex.**—On the 10th April the barge *Arthur Margetts*, of Rochester, bound for Brightlingsea with a cargo of crude oil, got into difficulties. A moderate S.W. gale was blowing, with a rough sea. The barge dropped anchor, but it dragged, and she went ashore on the beach at Jaywick. The motor life-boat *Edward Z. Dresden* put out at 7.30 A.M., on receipt of the news from the coast-guard, but a signal was made from the beach that her help was not wanted for the time being. She stood by until the barge-owner, who was alone on board, asked for help. Then a hawser was got to the barge by means of the line-throwing gun, and the life-boat towed her into deep water. The barge was leaking badly, and all her sails but the foresail had been torn or blown away. Four life-boatmen were then put on board her and she was taken into Harwich. The life-boat returned to her station at 11 P.M., having been on service for over fifteen hours.—Rewards, £15 13s. 6d.

**Scarborough, Yorkshire.**—On the afternoon of the 13th May the sea got up, and the local motor fishing cobsles *William and Arthur*, and *B.S. Colling*, which were out crab and lobster fishing, were in danger of being swamped. The life-boat coxswain had been on the look out all the afternoon, and the motor life-boat *Herbert Joy II* was launched at 5.35 P.M. She met the *William and Arthur* about one mile east and escorted her into harbour. She then put out again, met the *B. S. Colling* about one and a half miles N.E., and escorted her in. She returned to her station at 6.35 P.M.—Rewards, £13 13s. 6d.

**Tynemouth, Northumberland.**—At 5.12 P.M. on the 14th May the coast-guard at Seaton Sluice telephoned that

a steam trawler was flying "not under control" signals about five miles east of the station. A strong N.E. gale was blowing, with a heavy sea, and the weather was very cold. Another message was received that, although the trawler had been taken in tow, she appeared to be sinking, and the motor life-boat *Henry Frederick Swan* put out at 6.20 P.M. She found the trawler, the *Lolist*, of North Shields, half a mile N.E. of the Tyne Piers, with only the master aboard, the remainder of the crew having been transferred previously to another trawler. Swept by heavy seas and escorted by the life-boat, the *Lolist* was towed into harbour. Later she was beached at North Shields.—Rewards, £6 7s.

**Lowestoft, Suffolk.**—The motor life-boat *City of Bradford I*, on relief duty at this station, was launched at 8.25 A.M. on the 14th May, as the second motor mechanic had seen a small boat in danger about three and a half miles S.S.W. of the look-out. A strong breeze, increasing to a gale, was blowing from the N.E., and the sea was rough and breaking on the sands. The small boat was the *Joan*, of Lowestoft, with a crew of two, returning home from the fishing grounds. She had drifted into broken water and her engine had been flooded. The life-boat passed her a rope and towed her clear of the broken water. Life-belts were then passed to her crew, and after they had pumped her clear the life-boat towed her into Lowestoft harbour. The life-boat returned to her station at 9.45 A.M.—Rewards, £13 17s. 6d.

**Montrose, Angus.**—During the morning of the 14th May an E.N.E. wind increased to a strong gale, and this, in the face of a strong ebb tide, caused a heavy sea at the harbour bar. As the fishing fleet was at sea, and the crossing could only be made at considerable risk, the motor life-boat *John Russell* was launched at 12.15 P.M. She stood by until all the fleet had got safely into smooth water, and returned to her station at 1 P.M.—Rewards, £6 4s.

**Stromness, Orkneys.**—The motor life-boat *J.J.K.S.W.* was launched at 4.40 P.M. on the 15th May, as the Kirkwall

coastguard had telephoned that a small fishing boat, with only one man on board, had blown adrift from Scapa Pier. A whole N.E. gale was blowing, with a very rough sea, and the weather was cold, with snow showers. After searching for two hours the life-boat found the small boat close to the Holm shore, sheltering under the cliffs. The life-boat brought the man and his boat back to Scapa Pier, and then went home, arriving at 9.45 P.M.—Rewards, £14 9s. 6d.

**Stornoway, Island of Lewis.**—At 2.30 P.M. on the 15th May the coastguard received a telephone message from Gravir post office that at 7 A.M. three men had put off from Lemreway in an open boat to fish, and had not been seen or heard of since. A strong N.N.E. gale was blowing, the sea was heavy, and there were showers of rain and sleet. The motor life-boat *William and Harriot* put out at 3 P.M., and about two hours later found the missing boat near the coast about five miles from Lemreway, with her crew exhausted from exposure and fatigue. They were rescued and taken on board the life-boat and their boat was taken in tow, the life-boat landing them near their homes at about 6 P.M. The life-boat reached her station again at 8 P.M., after having been out for five hours in very bad weather. Additional rewards were granted to the crew.—Rewards, £8 1s.

**Thurso, Caithness-shire.**—During a whole N.E. gale with a very heavy and broken sea a fishing boat came into Scrabster, on the 15th May, and reported that the motor fishing boat *Eilen*, of Wick, was in a dangerous position to the west of Ruff of Brims. The motor life-boat *H.C.J.* put out at 2.30 P.M. and found the *Eilen* much damaged and with water in her engine-room. She stood by and saw the fishing boat safely into Scrabster harbour, which was reached at 5.30 P.M. The crew of four of the *Eilen* were very grateful for the escort of the life-boat.—Rewards, £5 3s. 6d.

**Donaghadee, Co. Down.**—On the 15th May the motor yacht *Morna*, of Bangor, was dragging her anchor in Ballyholme

Bay, and was in danger of being driven ashore. A strong northerly wind was blowing, with a heavy sea. The coastguard reported the yacht's position, but as there was no one on board her, the life-boat was not immediately called out. At 6.15 P.M. the owner asked the life-boat station for help and, as no other suitable boat was available, the motor life-boat *Civil Service No. 5* put out at 6.45 P.M. Efforts were made to tow the *Morna*, but the ropes broke and the yacht went ashore. The life-boat then returned to her station at 10.45 P.M. The owner expressed his thanks, paid all expenses and gave a donation to the Branch.—Property Salvage Case.

**Fraserburgh, Aberdeenshire.**—At 11 A.M. on the 17th May a N.N.E. gale was blowing, with a heavy broken sea, and the local fishing boat *Branch*, with a crew of four, was still at sea. The motor life-boat *Lady Rothes* put out at 11.10 A.M. She picked up the *Branch* about a mile off Kinnaird Head, and kept to windward of her until she made Fraserburgh harbour. Conditions were very bad and the fishing boat was in great danger.—Rewards, £5 3s.

**Southend-on-Sea, Essex.**—At 3.40 P.M. on the 19th May a telephone message was received at the pierhead from Canvey Island that the small yacht *Squib II*, of Westcliff, had capsized about half a mile from the shore. Her crew of two were clinging to the boat, but no other boats were in sight. All the boatmen were engaged taking visitors to ships of H.M. Fleet anchored off Southend, and the motor life-boat *Greater London* promptly put out, manned only by the coxswain, motor mechanic, honorary secretary and another man. She found the drifting yacht, but could find no trace of her crew. She towed the yacht to Southend, arriving at 6 P.M., and learned that her crew were safe, having been picked up by another boat.—Property Salvage Case.

**Hythe, Kent.**—On the morning of the 26th May the coxswain saw the motor fishing boat *Enterprise*, of Hythe, in difficulties and drifting some distance to the S.W. A strong N.E. breeze was

blowing, with a moderate sea. The motor life-boat *City of Nottingham* was launched at 11.26 A.M., and found that the *Enterprise* was disabled, owing to engine breakdown. Her crew of two were rescued, and she was towed back to Hythe. The life-boat returned to her station at 11.50 A.M.—Rewards, £10 9s. 6d.

**Cresswell, Northumberland.**—On the morning of the 28th May the coastguard telephoned that a trawler was ashore at Snab Point. A moderate N.E. breeze was blowing, with a moderate ground swell and a thick fog. The life-boat crew, most of whom were working in the coal-mines, were assembled, and the pulling and sailing life-boat *Martha* was launched at 8 A.M. She found the trawler to be the *Boscobel*, of Aberdeen, bound in ballast from Aberdeen to Blyth. She had run on the rocks at Broad Skear, her propeller was stripped, and she was bumping heavily. As she was in danger of being holed, the life-boat stood by. At 11.15 A.M. the trawler was refloated by the tide and taken in tow by a tug which had put out from Blyth. The life-boat then put back to her station, arriving at 11.40 A.M.—Rewards, £12 9s. 6d.

**Tynemouth, Northumberland.**—On the night of the 4th June the steamer *Lightfoot*, of Newcastle, bound in ballast from Marburg, Germany, to the Tyne, ran aground about one hundred yards north of the coastguard station at Seaton Sluice in very thick weather. A moderate N.E. breeze was blowing and the sea was smooth. News was received from the coastguard, and the motor life-boat *Henry Frederick Swan* was launched at 12.15 A.M. on the 5th. She stood by until tugs refloated the *Lightfoot*, and then accompanied her to the Tyne. She returned to her station at 4.30 A.M.—Rewards, £11 16s.

**Wick, Caithness-shire.**—At 9.25 P.M. on the 11th June the coastguard telephoned that a vessel was making distress signals two miles off Sarclet Head, which is about five miles south of Wick. A moderate S.S.E. breeze was blowing, with a heavy sea. The motor life-boat *Frederick and Emma*



was launched at 9.35 P.M., and found the s.s. *Cormorant*, of Kirkwall, with a crew of four. She was disabled and leaking, but two fishing boats had taken her in tow. At the request of her skipper the life-boat accompanied the vessels to harbour. She returned to her station at 11.30 P.M.—Rewards, £10 12s.

**Yarmouth, Isle of Wight.**—On the 13th June two men on board the steam yacht *Surprise*, of Jersey, which was lying at anchor in the roads, were severely scalded by the bursting of a steam-pipe. The motor life-boat *Hearts of Oak* put out at 11.15 A.M. A moderate S.W. breeze was blowing, with a moderate sea. She brought the men ashore, and a waiting ambulance took them to Ryde Hospital. The life-boat returned to her station at 11.50 A.M.—Rewards, £2 13s.

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

**Torbay, Devon.**—15th May. A speed-boat was in difficulties, but was helped by fishermen from Hallsands.—Rewards, £8 8s.

**Skegness, Lincolnshire, and Cromer, Norfolk.**—16th May. A steamer was disabled by the loss of her rudder and propeller in bad weather, but was taken in tow by a tug.—Rewards, Skegness, £24 16s. 6d. ; Cromer, £20 12s. 6d.

**Fleetwood, Lancashire.**—29th May. A yacht was missing, but the life-boat searched for her without success.—Rewards, £11 3s. 6d.

**Walton and Frinton, Essex.**—6th June. A yacht was in distress, but was picked up by a R.A.F. tender.—Rewards, £7 2s. 6d.

**Margate, Kent.**—6th June. A small boat was in difficulties, but made land at Birchington without help.—Rewards, £8 11s.

**Cromer, Norfolk.**—7th June. A schooner was drifting near the Haisborough Sands, but was taken in tow by a motor vessel.—Rewards, £17 10s. 6d.

**St. Mary's, Scilly.**—7th June. A trawler, with her halyards and gear loose in the rigging, was believed to be in distress, but was found not to need help.—Rewards, £6 7s. 6d.

**Southend-on-Sea, Essex.**—7th June. A yacht flew a distress signal, but other help reached her before the life-boat.—Rewards, £6 19s.

**Caister, Norfolk.**—7th June. A vessel had stranded on the Barber Sands, but she got off and went on her way.—Rewards, £29 5s.

### July Meeting.

**Rosslare Harbour, Co. Wexford.**—On the afternoon of the 18th June the civic guard at Wexford telephoned that a fishing boat was in distress in the North Bay. A strong southerly breeze was blowing, with a rough sea and heavy showers. The motor life-boat *K.E.C.F.* put out at 6.15 P.M., and found the fishing boat *May Bird*, of Wexford, at anchor about 150 yards off a lee shore, with her sails blown away. The life-boat anchored to windward of her, dropped down, and passed a rope to her owner, who was the only man on board. With great difficulty the *May Bird's* anchor was weighed, and the life-boat towed her slowly over the bar, where the sea was breaking badly. The *May Bird* shipped several heavy seas, but the life-boat got her safely into harbour. She returned to her station at 10.30 P.M.—Permanent Crew ; Rewards, £1 19s.

**The Lizard, Cornwall.**—The motor tanker, *D. L. Harper*, of Danzig, 12,350 tons, bound laden from Aruba, West Indies, to Hamburg, with five passengers and thirty-eight crew, struck the Crane Rocks, about half a mile north of Lizard Head, on the 20th June. Information was received through the coastguard and Lloyd's signal station at 5.58 P.M., and at 6.13 P.M. the motor life-boat *Duke of York* was launched. The weather was very foggy, with intermittent rain, a heavy ground sea, and a strong southerly breeze. Ten minutes after launching

the life-boat reached the tanker, took off the five passengers, including a woman and her baby, and landed them at 7.8 P.M. At 7.35 P.M. she left again for the vessel, by which she remained through the night. In the morning the crew decided to leave, and they were taken off and landed at about 8 A.M. The life-boat and the sea were covered with the crude oil coming from the tanker. But for this oil it would have been almost impossible to take off the crew, as, at that time, there was a heavy sea running. The captain of the tanker expressed his thanks and admiration, saying: "I cannot speak too highly of your coxswain and crew. They are a splendid lot." Efforts to refloat the *D. L. Harper* were successful, and she reached Falmouth on the 24th June. The Institution sent a letter to the branch expressing appreciation of the services rendered. The owners, who are annual subscribers, expressed their thanks and gave a special donation of £30.—Rewards, £27 17s.

**Girvan, Ayrshire.**—On the morning of the 21st June the Portpatrick coast-guard telephoned that a ship was ashore one mile north of Sanda Sound. A strong S.S.W. breeze was blowing, with a heavy swell. The motor life-boat *Lily Glen*—Glasgow was launched at 11.15 A.M. and found the ship to be the *Blairbeg*, of Glasgow, bound from Glasgow to Boston, U.S.A., with a cargo of coal. The life-boat stood by for some time, but, as the *Blairbeg* was aground on sand and in no immediate danger, and three tugs were in attendance, she put back to her station, arriving at 8.30 P.M.—Rewards, £6 13s.

**Newhaven, Sussex.**—On the night of the 21st June the coastguard telephoned that a ship was ashore on Beachy Head ledge. The sea was smooth, but there was a very thick fog. The Eastbourne life-boat was off service for overhaul and the Newhaven motor life-boat *Cecil and Lilian Philpott* was launched at 10.55 P.M. She found the ship to be the s.s. *Goldbell*, of London, and, at the master's request, stood by until she refloatated on the rising tide. The life-boat returned to her station at 2.5 A.M.—Rewards, £11 7s. 6d.

**Walton and Frinton, Essex.**—On the 30th June information was received that a yacht appeared to be ashore near the Cork Sand. She was kept under observation by the coastguard, and it was decided to send the motor life-boat *E.M.E.D.* to her. She left at 7.25 P.M., and when she was still about one and a half miles away from the yacht, which was the auxiliary *Patronita*, she saw her swing round and refloat. She went on and escorted the yacht to the entrance of Harwich harbour. The people on board thanked the coxswain for coming out to them, and also sent a donation to the Institution.—Rewards, £14 5s.

**Dover, Kent.**—The Sandgate coast-guard reported at 1.40 A.M. on the 2nd July that a seaplane was down half a mile S.E. of the coastguard station. A S.W. breeze was blowing, with a slight sea. The motor life-boat *Sir William Hillary* put out and found the R.A.F. flying-boat *S. 1645* three miles W.S.W. of Dover, making for Dover under her own power. The life-boat escorted her into harbour.—Rewards, £3 15s.

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

**Tenby, Pembrokeshire.**—19th May. A fishing boat appeared to be in difficulties, but she did not need help.—Rewards, £5 7s. 6d.

**Walton and Frinton, Essex.**—12th June. A barge had been reported ashore, but nothing could be found.—Rewards, £7 2s. 6d.

**Dunbar, Haddingtonshire.**—17th June. A disabled motor boat was drifting, but her crew got ashore safely without help.—Rewards, £6 13s.

**Walmer, Kent.**—17th June. A boat had been seen floating bottom up, but it could not be found.—Rewards, £10 5s. 6d.

**Boulmer, Northumberland.**—22nd June. A man in a canoe was in distress, but was picked up by motor boats.—Rewards, £6 8s.



*By courtesy of]*

*[Fox Photos.*

**WRECKED !**

The German oil-tanker *D. L. Harper* on the Crane Rock, near The Lizard.  
(See page 513.)



*By courtesy of]*

*[Fox Photos.*

**RESCUED !**

The Lizard motor life-boat coming ashore with the crew of the *D. L. Harper*.

**Aberdeen.**—24th June. A trawler ran ashore, but got off without help.—Rewards, £6 17s. 6d.

**Aberystwyth, Cardiganshire.**—25th June. A fishing boat was overdue, but she was picked up by a motor boat.—Rewards, £27 8s.

**Selsey, Sussex.**—27th June. An aeroplane crashed into the sea, killing the

pilot. His body was recovered by the life-boat. The Air Council wrote thanking the Institution for the life-boat's services.—Rewards, £5 17s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**—1st July. The oil-tanker *Pan Aruba*, of Oslo, Norway, had anchored with engine trouble, but she did not need help.—Rewards, £19 6s.

## Shoreboat Services.

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

**Porthcawl, Glamorganshire.**—The fishing boat *Lucky Boy*, with a crew of four, got into difficulties on the afternoon of the 1st April, owing to engine trouble. A strong W.N.W. wind was blowing, with a fairly heavy sea, and the tide was flowing strongly. At 3 P.M. a motor boat manned by three men put out from Porthcawl and went to the help of the drifting boat. The first attempt to get a rope aboard failed, but the second was successful, and the boat, with her crew, was towed to Porthcawl. She was only half a mile from shore when picked up and would probably have become a total wreck but for the prompt action of the rescuers.—Rewards, £1 10s.

**Eyemouth, Berwickshire.**—On the 15th April the small motor fishing boat *Chrysolite* sprang a leak five miles east of Eyemouth, and started to sink rapidly. Her crew of three made distress signals, and at 6 A.M. the motor fishing boat *Olive Branch* left her fishing and went to the *Chrysolite*. The wind and sea were moderate. The *Olive Branch* took the *Chrysolite* in tow, but she was heavily water-logged and, despite every effort to beach her, she sank before reaching the shore, and her crew were rescued. The rescuers, who lost their day's fishing, incurred slight risk, and were engaged for three or four hours.—Rewards, £2 5s., and 5s. for fuel used.

**Sheringham, Norfolk.**—On the morning of the 11th May the Sheringham fishing boats went out. Just before 8 A.M. the sea became rough, with a north-

east wind blowing. There were nine boats at sea, two of them small rowing boats, and it was too rough for them to come safely through the surf alone. The private life-boat *Henry Ramey Upcher* was launched, with Mr. W. J. Hannah, a member of the local committee, in charge. Both the coxswain of the private life-boat and the coxswain of the Institution's life-boat were at sea in the small boats. The life-boat stood by the boats, lending some of the crews life-belts in case of accidents, and all reached shore in safety.—Rewards, £15 12s. 6d.

**Craster, Northumberland.**—The motor fishing coble *Silver Spray*, of Craster, fouled her propeller in her crab-pot moorings at about noon on the 9th April. A strong westerly breeze was blowing and the sea was choppy. In answer to signals the motor fishing coble *Our Girls* left her pots and went to the *Silver Spray*, but the weather was too rough for her to be able to take her in tow. It was decided that the *Our Girls* should go ashore to fetch help, but before going she transferred her skipper to the *Silver Spray* and took off his son, who was a member of the *Silver Spray's* crew. *Our Girls* then returned ashore for help, and the Holy Island motor life-boat was launched, but her services were not needed, as the *Silver Spray* got in safely.—Rewards, £1 7s. 6d.

**Skegness, Lincolnshire.**—On the evening of the 6th June the sailing smack *Trixie*, of Wainfleet, with a crew of two, was dismasted two miles off

Skegness in a strong S.S.W. wind, with a rough sea. The Skegness motor life-boat was being overhauled, so the old pulling and sailing life-boat from Coverack, which was sold out of the service last year, and is now a pleasure boat at Skegness, was manned by the life-boat coxswain, an ex-coxswain, the motor mechanic and three other men. She took the smack in tow, and brought her and her crew safely in.—Rewards, £7 10s., and 5s. for fuel used.

**Falmouth, Cornwall.**—On the afternoon of the 17th June two men went out fishing in Mylor Creek in a 15-foot auxiliary motor boat. The boat capsized and sank, both men being thrown into the water. Mr. R. Collins, a gardener, who was working at St. Mylor Vicarage, heard cries for help. He ran to the shore and put out single-handed in a small rowing boat. The sea was rough, with a fresh and squally southerly wind blowing. Mr. Collins found one of the two men almost exhausted and supporting himself with

the help of a petrol can. He was a big man, but Mr. Collins, at some risk, succeeded in getting him into the boat. Mr. Collins then searched for the other man, but could not find him, so he rowed ashore with the survivor.—Rewards, A framed letter of thanks and £1 to Mr. R. Collins.

**Amble, Northumberland.**—The canoe *Minx*, of Tynemouth, with one man aboard, capsized off Coquet Island shortly after 1 P.M. on the 22nd June, in a moderate southerly breeze, with a moderate sea. Owing to abnormally low water the launch of the Boulmer life-boat was delayed and two motor boats from Amble were sent out by the coastguard. The motor boat *Our Boy* picked up the man, who was clinging to the water-logged canoe, exhausted and unconscious. He was brought ashore with all speed and revived. His canoe was recovered by the motor boat *Pioneer*.—Rewards, *Our Boy*, £3 15s., and 3s. for fuel used; *Pioneer*, £3 2s. 6d., and 3s. for fuel used.

## The Silver Jubilee Naval Review.

ON 16th July the King reviewed the fleet at Spithead, as part of the celebrations of his Silver Jubilee. The motor life-boats from Yarmouth and Bembridge, in the Isle of Wight, were on duty throughout the day, under the

command of the southern district inspector of life-boats. They patrolled the area outside the fleet, each with two men on the look out, in case of any accidents to small boats or passenger steamers.

## The Life-boat Stamp Club.

MISS MARGARET POWER, honorary secretary of the Cobham branch, who runs a stamp club for the Institution, will be very glad to receive jubilee stamps issued by the Dominions and Colonies,

especially the higher-priced ones, whether used or unused, as these are in great demand. So far this year Miss Power has sold every stamp that has been sent her.

## A Ship's Doctor's Gift.

THE Institution has received a gift of £3 13s. 6d. from an acting doctor on board the S.S. *Vandyk*, of Liverpool. While she was outward bound on a pleasure cruise the medical officer was

compelled to leave the ship at Gibraltar owing to his wife's illness. A doctor who was a passenger on board took his place, and had all fees put into the life-boat collecting box.

## The Great Gale of February, 1871.

### Memorial Service at Bridlington.

THIS year, as for many years past, Bridlington held a memorial service for the six Bridlington life-boatmen who lost their lives in the great gale of 10th February, 1871.

An additional interest was given to the service this year by the fact that in January the remains of a boat were found by Mr. Alfred Hudson, of Bridlington, at Kirkham Abbey on the Derwent, and these remains are thought to be the *Harbinger*, the life-boat from which the men were lost. It is known that after the gale the *Harbinger* lay for some time in the harbour at Bridlington, and then went to Stamford Bridge on the Derwent, being converted into a house-boat. The remains which were found by Mr. Hudson were little more than a skeleton and were being broken up for firewood.

The gale which burst on the North-east of England on 10th February, 1871, was of unusual severity, and at Bridlington there was the terrible spectacle of no fewer than seventeen ships ashore at the same time, rapidly breaking up. There were, at that time, two life-boats at Bridlington, a 32-feet self-righting life-boat stationed there by the Institution, and a smaller boat, not self-righting, locally built and locally owned, which was not considered suitable for work in a heavy sea. This was the *Harbinger*.

Both life-boats were launched, and did most gallant work. The Institution's life-boat rescued three crews, and then for two hours was struggling unsuccessfully to reach a vessel which in the end turned completely over, with the loss of her whole crew. By this time the life-boatmen were so

exhausted that some of them had to be carried up from the boat.

Meanwhile, the small life-boat had rescued five crews. She had then put out again to the help of two more vessels, but in getting alongside of them she was capsized, and six of her crew of nine were drowned. The record of this terrible day was that eight crews were rescued and six of the rescuers lost their lives.

### Two Survivors.

For some years a memorial service for the six men was held every year. About twenty years ago it was revived by Mr. C. H. Gray, who has more than once been Mayor of Bridlington, and since 1916 has been the honorary secretary of the Institution's life-boat station. It has been held annually since then. This year it was held at the Priory Church, on the anniversary day itself, 10th February, which fell on a Sunday. It was preceded and followed by a procession, headed by the Bridlington motor life-boat, in which the Town Council, and the representatives of many organizations took part.

In the evening there was a concert at which nearly 3,000 people were present. The back-cloth of the stage was a picture of Bridlington Bay as it was at the height of the great gale, and on the stage were two men who were out in that gale. One of them, John Newby, now eighty-eight years old, is the only local survivor of the fishermen who were afloat in the bay that day, and the other, George Knowsley, now eighty-nine, is the only man still alive of the *Harbinger's* crew.

## An Ex-Coxswain's Gallantry.

COXSWAIN THACKSTON CRAFTS, a boatman of Southsea, was coxswain of the Southsea life-boat from 1893, seven years after the station was opened, until it was closed in 1918, when he retired, being awarded a coxswain's certificate of service and a pension.

Since then he has saved seven lives. In 1933, when he was seventy-seven years old, he went into the sea and rescued two people who were in difficulties, and a year later he rescued four women and a boy from drowning.

THE GREAT GALE OF 1871.



*By courtesy of]*

*[Alfred Hudson, Bridlington.*

**IN DISTRESS IN BRIDLINGTON BAY.**

(From the painting by John Taylor Allerston, an eye-witness.)



*By courtesy of]*

*Alfred Hudson, Bridlington.*

**THE WRECKAGE NEXT DAY.**

(From the painting by John Taylor Allerston, an eye-witness.)

## H.R.H. The Duke of Kent at Weston-super-Mare.

### Inaugural Ceremony of the new Motor Life-boat.

H.R.H. THE DUKE OF KENT, K.G., on 27th June named the motor life-boat at Weston-super-Mare, Somerset. This is the ninth motor life-boat which he has named. The other eight have been the life-boats at Stromness and Longhope in the Orkneys, Walton and Frinton, Clacton-on-Sea and Southend-on-Sea in Essex, Newhaven and Shoreham Harbour in Sussex, and Aldeburgh in Suffolk.

A life-boat station was established at Weston-super-Mare in 1882 and its life-boats have rescued fifty-eight lives. There are three life-boats on the coast of Somerset, and this is the first motor life-boat to be placed there. She is of the light Liverpool type, 35 feet 6 inches by 10 feet, and on service, with crew and gear on board, she weighs 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board, she can free herself in 12 seconds. She has one screw, driven by a 35 h.p. engine in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is  $7\frac{1}{2}$  knots, and she carries enough petrol to be able to travel 115 miles without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

#### A Donor of Five Life-boats.

This boat has been built out of a legacy to provide five life-boats received from the late Mr. C. C. Ashley, who died at Mentone in 1906. One of these five life-boats, the *Fifi* and *Charles* was built in 1907, and stationed at Redcar, Yorkshire, where she served until 1931, rescuing forty-one lives. Her name has now been transferred to the motor life-boat at Weston-super-Mare.

The naming ceremony was held at Knightstone Harbour, in the presence of some thousands of people, from all over Somerset. The Duke was met, when he landed at Bristol air-port, by the Lord Mayor of Bristol and the Right Hon. the Marquess of Bath, K.G., P.C. C.B., Lord-Lieutenant of Somerset,

and before the ceremony he was entertained to luncheon by Mr. J. Jackson-Barstow, D.L., J.P., the chairman of the branch. The British Legion provided a guard of honour.

The chairman of the Weston-super-Mare Urban District Council (Councillor J. G. Western) presided, and the new life-boat was presented to the Institution by Mr. Charles S. Weir, LL.B., on behalf of the donor. She was received by Sir Godfrey Baring, Bt., chairman of the Institution, who then presented her to the Weston-super-Mare branch. Mr. J. Jackson-Barstow, D.L., J.P., chairman of the branch, received her, and after she had been described by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, she was dedicated by the Rev. Prebendary G. L. Porcher, rector of Weston-super-Mare.

#### The Duke's Speech.

Before naming the life-boat the Duke said :

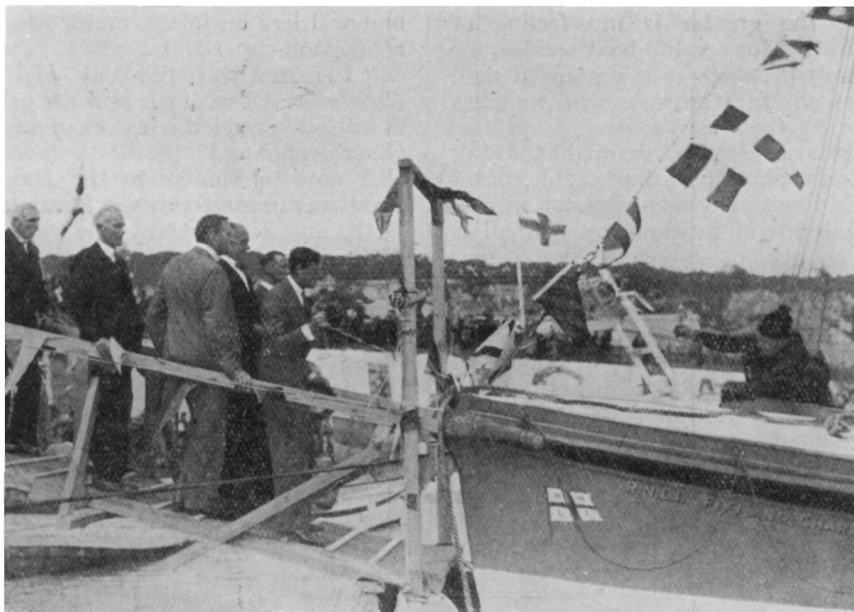
"I am very glad to be here to-day. This fine new motor life-boat will be the ninth which I have had the pleasure of naming. I have seen the life-boat service on many parts of our coasts, in the Orkneys, in Essex and in Sussex, but this is the first time that I have taken part in one of these ceremonies in the West Country.

"You have here a dangerous coast to guard, a coast with few harbours. You are at the entrance to what is still the second and was for long the principal port on the west coast of England—Bristol, the birthplace of our great steamer traffic to America.

"The life-boat stations on the coast of Somerset and the coast of Wales which watch over the shipping in the Bristol Channel have, since 1850, rescued 684 lives. That is a record of which all who live near the Bristol Channel have every right to be proud. (*Applause.*)

"It is just over two years since I was last present at the naming ceremony of a life-boat. Since then I have travelled thousands of miles by sea. But the more that I have seen of the seas and ports of the world, and the





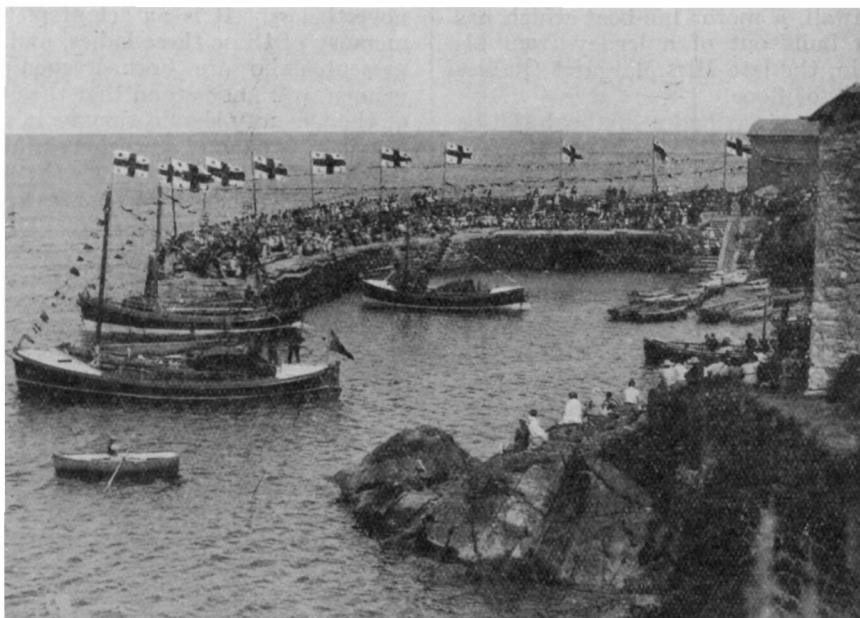
*By courtesy of]*

*[The Weston-super-Mare Gazette.*

**H.R.H. THE DUKE OF KENT.**

Naming the Weston-super-Mare motor life-boat. With the Duke (left to right) are Mr. E. J. McKaig, honorary secretary of the station, the Marquess of Bath, and the chief inspector of life-boats.

*(See opposite page.)*



*By courtesy of]*

*[Western Morning News Co., Ltd.*

**THE NAMING CEREMONY AT COVERACK.**

*(See page 522.)*

more, too, that I have seen of our own coast, the greater is my feeling of admiration for our life-boat service, for the way in which it is organized and, above all, for the men who man its boats. (*Applause.*)

"It is of them that we ought to think first on such an occasion as this, but I should like to pay a tribute not only to them, but to all in Weston, and to all in the county of Somerset, men and women, who are members of the life-boat service.

"This is the first motor life-boat to be stationed on the coast of Somerset, and I am sure that the people of the whole county will follow its career with interest and pride. I ask you also, when I name the boat, to remember with gratitude its donor, Mr. Ashley. He died nearly thirty years ago, but his name has lived on in the five life-

boats which he gave to the Institution, and will live on in the motor life-boat at Weston-super-Mare.

"I name this life-boat *Fifi and Charles*, and I wish her and her gallant crew God-speed in their work of rescue." (*Loud Applause.*)

A vote of thanks to the Duke of Kent was proposed by the Marquess of Bath, and seconded by the chairman of the Urban District Council, and a vote of thanks to the chairman, the committee and honorary secretary of the branch, and the Ladies' Life-boat Guild was proposed by Sir Godfrey Baring, Bt., and seconded by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

The crew were presented to the Duke by Mr. E. J. McKaig, the honorary secretary of the branch, and the Duke went aboard the life-boat.

### Naming Ceremony at Coverack.

SIR ARTHUR QUILLER-COUCH, Professor of English Literature at Cambridge University, and Commodore of the Fowey Yacht Club, presented to the Institution on 26th July at Coverack, Cornwall, a motor life-boat which has been built out of a legacy from his cousin, the late Miss Margaret Quiller-Couch, of Looe.

Coverack has had a life-boat station since 1901, and its life-boats have rescued ninety-four lives. The motor life-boat, which replaces a pulling and sailing life-boat, is of the light Liverpool type described on page 520.

The ceremony took place in the harbour, in the presence of hundreds of people, and the motor life-boats from The Lizard and Falmouth were present. The singing was led by the St. Keverne Band. Mr. W. T. Lamb, the chairman of the branch, presided, and after the new life-boat had been described by Lieut.-Commander H. L. Wheeler, R.N., district inspector of life-boats, Sir Arthur Quiller-Couch presented her to the Institution. In doing so he said:

"My excuse for the part I am taking in this ceremony is that this life-boat comes to Coverack from the last of three cousins of mine, Maria, Sarah and

Margaret, daughters of Richard Quiller-Couch, of Penzance, physician there, and naturalist of some renown in his days. The honour of standing here is not of my deserving, but I value it nevertheless. It is an act of piety in memory of those three ladies, and you present, who are Cornish men and women, will understand that their love of their county should survive in some tangible form, and also their pride in the seafaring stock to which they and I belong.

"You know the old legend of the sirens whose song was an enchantment to lure ships to their doom. Too often this siren coast, these few miles of it, have translated that fable into sorrowful fact. Beautiful coast as it is, it has between its points and the open sea one of the deadliest reefs in England. Our fathers could tell of the *Despatch* transport and the *Primrose*, of eighteen guns, wrecked together on one terrible night, the former only a few yards from where we stand; and of the emigrant ship *John*, lost in 1855 with 200 lives, and of the *Mohegan*.

"It is, I believe, because of increased vigilance and prompt service and a wieldier boat that, for close on forty years, like tragedies have been averted.

Now we have a fine, serviceable boat and a crew worthy of her."

Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, received the life-boat on behalf of the Institution and presented her to the branch, on whose behalf she was received by Mr. P. D. Williams, J.P., C.C., its president. The Bishop of

Truro (Dr. J. W. Hunkin), dedicated the life-boat, and Sir Arthur Quiller-Couch then named her *Three Sisters*.

A vote of thanks to Sir Arthur Quiller-Couch and the others who took part in the ceremony was proposed by Mr. W. T. Lamb and seconded by the Rev. H. Vyvyan, honorary secretary of the Cadgwith branch.

## A New Station on the West of Scotland.

Port Askaig, Isle of Islay, Argyllshire.

LAST year a new life-boat station was established on the West of Scotland, at Port Askaig, Isle of Islay, Argyllshire. The self-righting motor life-boat *Frederick H. Pilley*, which had been stationed at the Lizard, Cornwall, was temporarily placed there while a new motor life-boat was being built for the station. She was completed this summer, and is of the Watson cabin type, 45 feet 6 inches by 12 feet 6 inches. On service, with crew and gear on board, she weighs 20½ tons. She is divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40 h.p. engines. The engine-room is a watertight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 8½ knots, and she carries enough petrol to be able to travel 116 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take ninety-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted throughout with electricity.

### Glasgow's Seven Motor Life-boats.

The new boat is a gift to the Institution from Miss Elizabeth Sinclair, through the Glasgow branch, and is the first motor life-boat to be built on the Clyde, her donor having made it a condition of the gift that the boat should be built in Scotland.

The boat is the first of three Scottish life-boats to be named this year which are the gifts of Scottish ladies, and two of these three are gifts from Glasgow. Glasgow has now given to the Institution six motor life-boats,

stationed at Portpatrick (Wigtownshire), Girvan and Troon (Ayrshire), Dunbar (Haddingtonshire), Port Askaig (Argyllshire), and Aith (Shetlands), and a seventh stationed at Campbeltown (Argyllshire), is named *City of Glasgow*, as a mark of the Institution's gratitude for the help received in recent years from the Glasgow branch.

### The Naming Ceremony.

The naming ceremony of the new life-boat was held at the building yard at Sandbank on the Clyde, on 25th June. The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, accompanied by the Duchess, presided at the ceremony. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, spoke of the devoted work of the Glasgow branch and said that though this was the first motor life-boat to be built in Scotland, the Institution's motor life-boats had, for many years, been designed by a Scotsman—Mr. J. R. Barnett, of Glasgow, the Institution's consulting naval architect.

The district inspector described the life-boat, and she was dedicated by the Rev. Thomas Barclay, M.A., of Sandbank.

Miss Elizabeth Sinclair then named the life-boat *Charlotte and Elizabeth*.

A vote of thanks to Miss Sinclair was proposed by Mr. J. Bryce Allan, chairman of the Glasgow branch, and a member of the committee of management of the Institution, and a vote of thanks to the Duke of Montrose was proposed by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

The yachts assembled for the Clyde Fortnight and anchored in the Holy Loch were decorated for the ceremony, and as the life-boat was launched she was welcomed by the sirens of the steam yachts. The music at the ceremony was provided by the brass band of the Clyde Division of the Royal Naval Volunteer Reserve.

On the following day the *Charlotte and Elizabeth* left the Clyde for her station, calling at Campbeltown on the way, and on 22nd August a dedication ceremony was held at Port Askaig. The Duke of Montrose again took part, accompanied by the Duchess. They had travelled by air from Arran. Lord and Lady Strathcona came in their yacht with a large party from Colonsay, and the island of Jura was also well represented. A guard of honour of the Argyll and Sutherland Highlanders received the Duke, and at the ceremony itself a guard of honour was mounted by the Bowmore and Bridgend Girl Guides. The

pipers of the Argyll and Sutherland Highlanders played during the assembly of the guests, and the singing was led by a choir conducted by Mr. Islay Mac-Eachern, of Port Ellen. Over 1,500 people took part in the ceremony.

Mr. John Granville Morrison, president of the branch, presided, and the Duke of Montrose presented the life-boat to Port Askaig. She was received by Mr. John Macaulay, chairman of the branch; Vice-Admiral the Hon. W. S. Leveson-Gower, C.B., D.S.O., a former Admiral Commanding the Coast of Scotland, welcomed her to the Scottish coast; and she was dedicated by the Rev. Neil Ross, B.D., of Bowmore. Lord Strathcona also spoke, and votes of thanks were proposed by Captain A. C. Macintyre, of Bonahaven, and Mr. James McKinnon, of Caolila.

Prince of Wales Day was held throughout the island in the morning, and in the evening there were dances at Bridgend and Caolila.

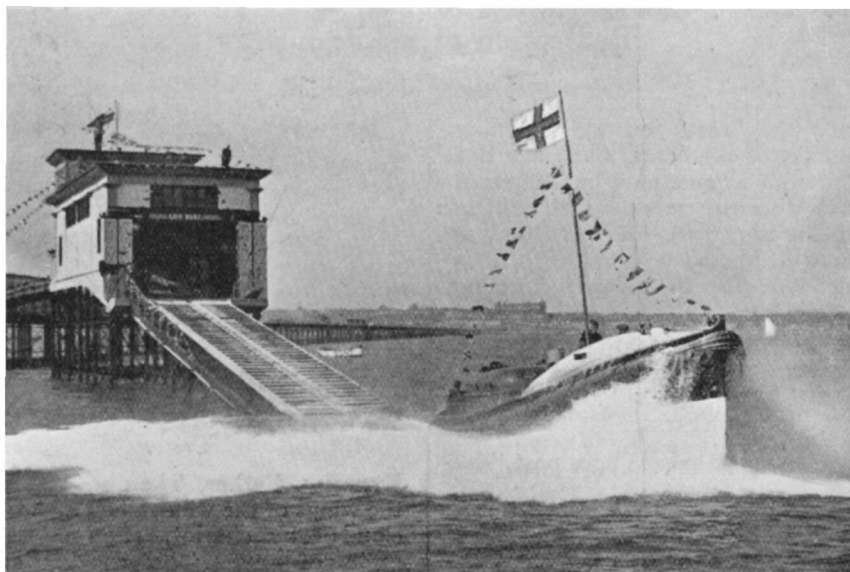
### New Life-boathouse at Southend-on-Sea.

IN 1928 the Institution stationed at Southend-on-Sea, Essex, a motor life-boat of the Ramsgate type. This life-boat, which had been given and endowed by the Civil Service Life-boat Fund, was named *Greater London* in the following year by H.R.H. the Prince George, K.G., G.C.V.O., R.N. (now the Duke of Kent).

The *Greater London* replaced a pulling and sailing life-boat. The pulling and sailing life-boat had lain afloat for the greater part of the year, but during three months of the winter she was kept in a house ashore. A new life-boathouse has been built for the *Greater London*, lying off the side of the pier. It is of timber and concrete, 68 feet 6 inches long by 25 feet 6 inches wide, and is carried on braced columns of cast iron, mounted on fifty-two concrete piles which are screwed into the sea-bed. The concrete slipway is nearly 180 feet long, with a gradient of 1 in 6. Boat-house and slipway have cost nearly £16,000. The formal opening of the boat-house took place on 23rd July, when the town

celebrated the centenary of the pier.

Lord Ritchie of Dundee, the chairman of the Port of London Authority, unveiled a commemoration tablet on the pier, and then took part in the opening of the boat-house. Sir Godfrey Baring, Bt., chairman of the Institution, presented the boat-house to the Southend-on-Sea branch, and it was accepted by the chairman of the branch, Alderman R. H. Thurlow Baker. Lord Ritchie then cut a tape at the entrance, declared the boat-house open and unveiled a tablet which records that boat-house and slipway have been built, in part, out of a legacy from the late Mr. Barclay Harper Walton, of London. A photograph showing Mr. Walton on board his steam yacht *Syren*, at Burnham-on-Crouch, has been presented to the branch by his friend Mr. Æthelstan E. Moore, and is hung in the boat-house. Before the ceremony a luncheon was given by the Mayor, Councillor A. T. Edwards, J.P., at which the toasts were the Chairman of the Port of London Authority and the Royal National Life-boat Institution.



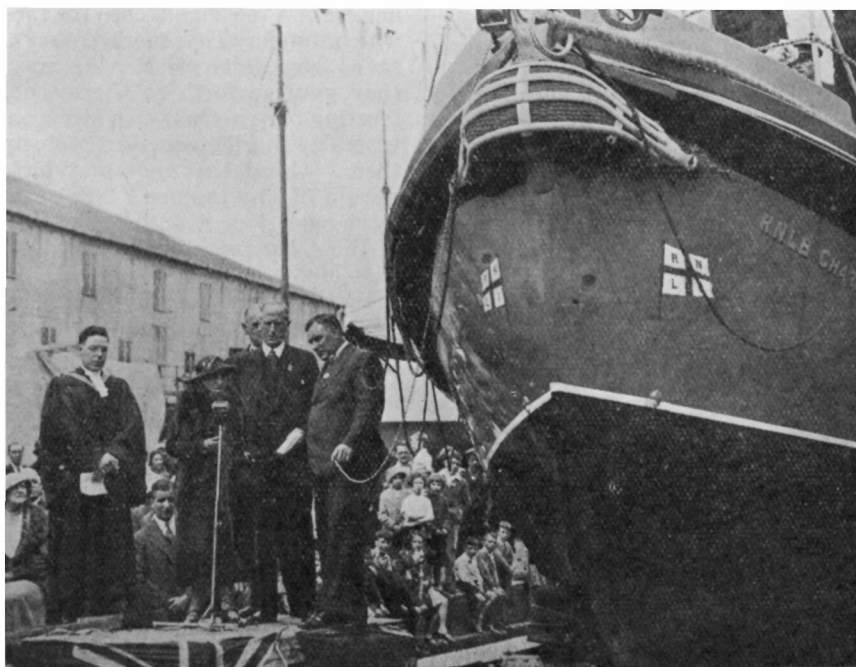
*By courtesy of]*

*[Associated Press.*

### **LAUNCHING THE GREATER LONDON.**

The new life-boat house at Southend-on-Sea.

*(See opposite page )*



### **NAMING THE PORT ASKAIG MOTOR LIFE-BOAT.**

Miss Elizabeth Sinclair, the donor, at the microphone, with the Duke of Montrose, and the district inspector.

*(See page 523.)*

## Dedication of a Life-boat.

### The Order of Service.

THOSE who read of the naming ceremonies of life-boats, but have not been present at one, may be interested to read also the service with which, before she is named, every life-boat is solemnly dedicated to her work. This service is used by the officiating clergy, with such special variations as they think suitable.

#### HYMN.

"O God, our help in ages past."

*Let us pray.*

*Minister.*

Lord, have mercy upon us.

*People.*

Christ have mercy upon us.

*Minister.*

Lord, have mercy upon us.

*All together.*

Our Father, Which art in Heaven . . .

*Minister.*

The waves of the sea are mighty and  
rage horribly.

*People.*

But yet the Lord who dwelleth on high  
is mightier.

*Minister.*

Our help is in the Name of the Lord.

*People.*

Who hath made heaven and earth.

*Minister.*

Lord, hear our prayer.

*People.*

And let our cry come unto Thee.

*Minister.*

The Lord be with you.

*People.*

And with thy spirit.

#### THE LESSON.

Psalm 107 (Verses 23 to 31).

"They that go down to the sea in ships: and occupy their business in great waters."

#### DEDICATION OF THE LIFE-BOAT.

To the honour and glory of Almighty God and for the noble purpose of rescuing those in peril on the sea, we dedicate this Life-boat, in the Name of the Father and of the Son and of the Holy Ghost. Amen.

#### PRAYER FOR THE LIFE-BOAT AND HER CREW.

*Let us pray for this Life-boat and her Crew.*

ETERNAL Father, Thou walkest upon the wings of the wind, Thou makest the clouds Thy chariot, Thou rulest the raging of the sea, Thou speakest and it is still. Vouchsafe Thy blessing, we beseech Thee, to this Life-boat, which we now present to Thee. Grant that it may come to the succour of those in peril on the sea.

We commend to Thee also the men of her crew. We thank Thee for the lives which, under Thy mercy, they have saved from destruction. We pray that they may go forth to the rescue, not trusting only in their own strength, but with Thy Spirit to comfort and support them. Grant that they may have the reward of Thy promise: "For as much as ye have done it unto one of the least of these My brethren, ye have done it unto Me."

Bestow Thy blessing, we beseech Thee, not on them only, but upon all who share in this work of salvation in the spirit and for the sake of Thy dear Son, Jesus Christ our Lord.

#### BENEDICTION.

THE Lord, the Lord God, Who divided the seas with His power, and brought His people over on dry ground; bless, protect, and deliver His servants on the deep, and lead them finally into that place which is called the Fair Havens, nigh whereunto is the City of the Lord. Amen.

#### HYMN.

"Eternal Father, strong to save."

## Centenaries of Life-boat Stations.

**Presentations of Vellums signed by the Prince of Wales.**

THREE life-boat stations have celebrated their centenaries this year: Berwick-on-Tweed, the Mumbles, Glamorganshire, and Ferryside, Carmarthenshire. In each case a vellum was presented by the Institution, signed by the Prince of Wales, expressing the Institution's appreciation of the voluntary work of the officers and committee of the station and of the devotion and courage of the life-boat crew. Fifty-nine centenary vellums have now been presented.

### **Berwick-on-Tweed.**

Following the wreck of a foreign vessel near the pier on 10th November, 1834, the Inspector-Commander of Coastguard asked the Institution to place a life-boat at Berwick-on-Tweed. The Institution agreed, and the life-boat arrived in January, 1835. The station has had altogether seven life-boats, including the present motor life-boat, *Westmorland*, the gift of the Westmorland Life-boat Fund. Since 1850 the Berwick-on-Tweed life-boats have been launched on service 128 times, and have rescued 208 lives. One gold and five silver medals have been awarded by the Institution, and two silver medals by the Swedish Government.

The centenary was celebrated on 25th July; Sir Godfrey Baring, Bt., chairman of the Institution, presented the vellum; and the motor life-boats from Holy Island, Northumberland, and St. Abb's, Berwickshire, were present.

Mr. W. H. Askew-Robertson, one of the two presidents of the branch, presided, supported by the Mayor and Sheriff, and the vellum was received by Lady Frances Osborne, the other president, who then presented it to the coxswain, to be hung in the boat-house. The life-boat was launched and gave a demonstration rescue. On the same day Prince of Wales Day was held in Berwick, and in the evening there was a fancy-dress carnival. Two days before the Berwick Amateur Dramatic Society gave a performance of Mr. Louis N. Parker's life-boat play "Their Business in Great Waters."

### **The Mumbles, Glamorganshire.**

The life-boat station at the Mumbles was established by the Institution in 1835, but was controlled by the Swansea Harbour Trustees until 1863, when it was taken over by the Institution. The life-boats have always been stationed at The Mumbles but until 1904 the station was known as Swansea. Since 1863 the station has had six life-boats, including the present motor life-boat, *Edward Prince of Wales*. Its boats have been launched on service 144 times; 197 lives have been rescued; two silver medals have been awarded for gallantry. These lives have not been rescued without loss. Four of the life-boat's crew were drowned in 1883 when, going to the rescue of a German barque, the life-boat was swept over the rocks by heavy seas; and in 1903 six lost their lives when the life-boat capsized returning from service.

The centenary was celebrated on 25th July, the Mayor of Swansea, supported by the Mayoress, presiding. The vellum was presented by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution, and was received by Mr. F. le Boulanger, who has been honorary secretary for the past thirty-five years, and this year was made an honorary life-governor of the Institution, the highest honour which it can bestow on an honorary worker. After the ceremony the life-boat was launched.

### **Ferryside, Carmarthenshire.**

The station was established by the Institution in 1835, at the request of local residents, and until 1892 was known as Carmarthen Bay.

In 1843 the life-boat was so badly damaged as to be useless, and it was not until 1880 that the station was re-established. It has had altogether seven lifeboats. Since 1880 its life-boats have been launched on service 42 times, and have rescued 92 lives. One silver medal has been awarded by the Institution for gallantry, and a silver medal by the King of Norway and Sweden.

The vellum was presented on 26th July. Professor J. W. W. Stephens, F.R.S., presided, and the motor life-boat from the Mumbles was present. The presentation was made by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution.

Mrs. E. C. Jennings, wife of the vice-president of the branch, received the vellum, and handed it to Col. R. A. Nevill, D.S.O., the honorary secretary of the station, to be hung in the boat-house. After the ceremony the life-boat was launched.

### Swimming Gala in Salford.

THE City of Salford branch organized a Swimming Gala in celebration of the King's Silver Jubilee. The baths where it was held were lent and decorated with flowers by the Corporation. Mr. L. B. Todd, secretary of the Salford Rugby Club, presided, and all the prizes were given by people of Salford.

Exhibitions of swimming were given by three distinguished swimmers: Miss Sunny Lowry, who swam the Channel in 1933, Miss Margery Hinton, who has represented Great Britain in the Olympic and Empire Games, and Mr. Joe Whiteside, an ex-champion of England, and representative of Great

Britain in the Olympic and Empire Games.

A demonstration of life-saving was given by the Salford City Police, who were runners-up in the English championship last year. There were many comic turns by two policemen, and a polo match between Salford City Police and Old Trafford Swimming Club, which ended in a draw of five goals each.

The programme also included exhibitions of high diving, an "escaping" act, a "bathing belle" competition, in which Mr. Harry Welchman, the actor, was judge, and music by the City of Salford Police Band. The gala is to be given again next year.

### A Life-boat Revue at Hythe.

THE Hythe life-boat crew and their friends gave their third entertainment last February.<sup>1</sup> This time it was a revue in four scenes called "Lifeboatania." It began with a representation of a storm and a rescue so realistic that the audience found it alarming. As they were waiting for the curtain to go up, the hall was plunged into darkness. Thunder rolled; lightning flashed continually. The maroons sounded. The waves were heard dashing on the beach. The life-boat crew rushed through the dark hall and disappeared; and then, above this noise, came the

sound of the familiar orders as the life-boat was launched.

The curtain then rose on a fisherman's cottage, and a little love drama of the life-boat service, with comic relief by a parrot. The second scene was an amusing skit on the experiments with a wireless set for life-boat work which have been carried out at Hythe, and the third was called "Mid-Ocean Murder." The final scene showed the crew at work on the beach, but very ready to break off in order to tell a tale or sing a song.

Two performances were given and brought in over £35.

<sup>1</sup> For the previous entertainments see *The Life-boat* for September, 1933.

### Sea-Sickness Insurance.

THE Institution has received as a gift from the students on the marine course, at the University College of North Wales, the sea-sickness insurance to which all contribute, and which is

paid out to the first to be sea-sick. The weather had been so fine that no student had been able to claim the money, and it has come, instead, to the life-boat service.



### A True Story of a Life-boat Day.

It was life-boat day in Greater London, and it was my privilege to help at a depot which was housed in one of London's famous churches. A busy day was coming to a close and the last collector had handed in her box. It only remained for the business of the depot to be wound up, and to this end I retired to a room below the church to balance my books in peace and quiet. The room was in the crypt. My money was spread over a small table. One small light relieved the gloom. I felt like the miser of fiction, gloating over his buried hoards. I glanced down. "All that is mortal of—" read the stone upon which I stood. I shuddered and looked round,

to read that one "was laid to rest" just behind me. Then . . . What's that? A movement, a soft footfall. I hurried my money into the waiting bags, deciding that my accounts must be taken as read. The footfalls came nearer. The only door through which escape was possible opened, slowly, slowly. I looked with eyes which no longer saw clearly. A figure entered, its long black robe rustling. It advanced slowly but deliberately towards me. Suddenly it spoke. "Nearly finished?" asked the churchwarden. "Yes, I *am nearly finished*," I replied; and I rather fancy the churchwarden wondered what I meant.

D. H. R.

### Eight Shillings to Mend a Life-boat.

THE honorary secretary of the life-boat station at Bridlington has had the following letter:

The Secretary of the Royal National Life-boat Institution, Briglinton.

"DEAR SIR,

"We have been leaning about life-boats this term, and saw in the paper that the Briglinton life-boat had a hole in it. We have been saving

our money to help to mend it, and are sending you a postal order and stamps for 8/-.

"from

"The Kindergarten,  
"Whitcliffe Mount Grammar  
School."

There followed the signatures of twelve children.

### The Fishwives of Cullercoats.

THE fishwives of Cullercoats this year collected £139 at the quarterly road exercise and launch of the life-boat. This was the fourteenth annual collection and the total for the fourteen years is £1,914.

The Newcastle Highland Pipe Band again took part in the procession, giving their services, and five cinemas

allowed collections to be made at their doors during the week.

Fifty-eight collectors took part in the appeal, one of them, Mrs. Tom Lisle, collecting over £33. Mrs. Polly Donkin, who, during the thirteen years, has herself collected £586, and who is now seventy-eight years old, was not well enough to take part this year.

### A Balloon Race.

At Quoyle, in Northern Ireland, aquatic sports and a carnival were held on 18th July in aid of the Downpatrick branch of the Institution. The Cloughy motor life-boat was present and one of the events was a balloon race. Prizes were given to the senders

and the finders of the four balloons which travelled the greatest distance. Two of the four winning balloons were picked up in London, one at Newmarket in Suffolk, and one at Estree Blanche, in the Pas de Calais, France, 420 miles in a straight line from Quoyle.

### Death of a Famous Coxswain.

COXSWAIN JOHN T. SWAN, of Lowestoft, one of the most distinguished of English life-boatmen, died on 20th February, at the age of eighty-three. He was coxswain of the Lowestoft life-boat from 1911 to 1924, when he retired at the age of seventy-two. During that time 251 lives were rescued by the Lowestoft life-boats. Coxswain Swan twice won the silver medal of the Institution, and its gold medal, which is given only for conspicuous gallantry.

Two of the outstanding rescues in which he took part were during the war. He won the silver medal for the rescue of the crew of nine men of the minesweeper *Condor*, which was wrecked in November, 1914, and a clasp to his silver medal for the rescue of nine men from H.M. sloop *Pomona*, in September, 1918. This last was a remarkable rescue, for by that time all the younger men of the life-boat service were serving with the navy, and in the crew of eighteen which manned the Lowestoft pulling and sailing life-boat, and went to the help of the *Pomona*, seventeen miles away, twelve were over fifty, and two were seventy-two years old.

In 1922 Coxswain Swan won the gold medal for the rescue of the crew of twenty-four men of the *Hopelyn*, of Newcastle, and in 1924, with the other gold medallists of the Institution, he was received at Buckingham Palace by the King and presented by him with the medal of the Order of the British Empire.

He received a coxswain's pension on his retirement in 1924, and later a special pension as a gold medallist.

Though he was then over seventy, he continued to give his help to the life-boat service in other ways. He presented the prizes won by London children in the life-boat essay competition, in 1929. Next year he spoke at a number of London theatres and cinemas. In the same year he made an appeal on the wireless for the life-boat service, from London, through the kindness of the B.B.C., describing his service to the *Hopelyn*. This appeal brought in over £750. For these services Coxswain Swan received the gold badge of the Institution, which is given for distinguished honorary work in raising funds. He is the only man who has won both the gold medal and the gold badge.

---

### Ramsgate's Coat of Arms.

THE town of Ramsgate has decided, in celebration of the jubilee of its incorporation as a borough, to apply for the grant of supports to the borough arms. After consulting with Sir Gerald Wollaston, M.V.O., Garter King of Arms, she has chosen as the supports figures of a coastguard and a life-

boatman. No borough certainly has more right to a life-boatman as a support to its arms, for there has been a life-boat station at Ramsgate since 1802, twenty-two years before the Institution itself was founded, and it has the magnificent record of 1,355 lives rescued since 1851.

---

### Alderman and Coxswain.

COXSWAIN H. W. PEARSON, of Walmer, who was vice-chairman of the Walmer Urban District Council, has been appointed an alderman of Deal now that Walmer has become part of the borough of Deal. Coxswain Pearson was second-coxswain at Walmer from 1909 to

1912, when the station was closed. When it was reopened in 1927 he again became second-coxswain and was promoted coxswain three months later. During his ten years of service as an officer of the life-boat Walmer has rescued 81 lives.

## Obituary.

THE committee of management of the Institution deeply regret the loss of two of their colleagues last spring.

### **Lieut.-Col. Sir John Collie, C.M.G., M.D., J.P.**

Lieut.-Col. Sir John Collie, C.M.G., M.D., J.P., the distinguished physician and the authority on malingering, died on 3rd April at the age of seventy-five. He had been a member of the committee of management since April, 1931, had served on the general purposes and publicity committee, and had lectured and spoken on the work of the Institution. The deep interest which he took in its work, although he had only been associated with it personally for four years, was shown by his will, in which he left it a third of his residuary estate.

### **Mr. Norman Clark Neill.**

Mr. Norman Clark Neill, who died in March, at the age of fifty-two, was appointed a member of the committee of management in November, 1933, and served on the boat committee and construction committee. He brought to the work of the Institution a long and intimate knowledge of yachting and all matters connected with the coast. He had served afloat in the Great War in the Auxiliary Patrol; was Commodore of the Royal Southern Yacht Club and a member of the Council of the Yacht Racing Association. He had served as a member of the Permanent Committee of the International Yacht Racing Union and was a delegate at the International Yacht Racing Conference in 1929 and 1930.

### **M. André Citroën.**

The Institution has also lost a very generous friend by the death of M. André Citroën, founder and head of the great French motor-manufacturing firm which bears his name. M. Citroën will be remembered not only for his work in organizing French munitions

during the Great War, and for the Citroën motor cars, but for three expeditions which he organized and financed, two in Africa and one in Asia. The first of these expeditions, with tracked motor cars, crossed the Sahara in 1922, the second went from Algiers to the Cape of Good Hope in 1924 and 1925, and the third crossed Asia from Beirut, in Syria, to Peking in 1931 and 1932. The film of each of these expeditions was, through the generosity of M. Citroën, shown for the first time in Great Britain in aid of the Institution. The Queen was present at the showing of the first film, the Prince of Wales, the Duke and Duchess of York and Prince and Princess Arthur of Connaught at the second, and the Prince of Wales at the third in November of last year. M. Citroën was appointed an honorary life-governor of the Institution in 1928, the highest honour which it can bestow on an honorary worker.

### **Miss Alice J. Phillips, Tunbridge Wells.**

Miss Alice J. Phillips, who died on 5th February last, had been honorary secretary of the Tunbridge Wells branch for nearly thirty years, first under the Life-boat Saturday Fund, and since the organization of the Fund was taken over by the Institution in 1911, as the Institution's honorary secretary. During the twenty-four years since then she collected £2,211. In 1921 she was awarded the life-boat picture and at the beginning of this year the gold badge which is given only for distinguished honorary service.

### **Mr. Edward Cochran, J.P., Paisley.**

The Paisley branch has suffered a severe loss by the death, in his eighty-eighth year, of its honorary secretary and treasurer, Mr. Edward Cochran, J.P. He had held that post for twenty-four years, and in 1922 was awarded the life-boat picture in gratitude for his many services to the Institution.

Mr. Cochran left a legacy of £200, free of duty, to the Paisley branch.

**Lieut. Keppel H. Foote, R.N.**

Lieut. Keppel H. Foote, R.N., who died on 6th May at the age of eighty-five, had spent twenty-nine years of his life in the service of the Institution. Born in 1850, he entered the navy in 1863, and served in it for eighteen years. Retiring in 1881, he became harbour-master at Newport, Monmouthshire, and in October, 1888, he joined the life-boat service as a district inspector. He served first in the northern district and then in the southern, retiring with a pension in October, 1913, after twenty-five years of service. In November, 1914, three months after the outbreak of the Great War, he returned to the Institution to act for the deputy chief inspector of life-boats, who had been recalled to the Navy, and held that post during the four years of war, retiring again in 1919.

**Coxswain Charles Ward, of Aldeburgh.**

Coxswain Charles Edward Ward, of Aldeburgh, Suffolk, who died at the beginning of July in his eighty-sixth year, had served as an officer of the Aldeburgh life-boat for thirty-three years. He was second coxswain from 1876 until 1882, and then coxswain until 1885. He then left the life-boat crew, but rejoined it seven years later, serving as bowman from 1892 to 1914, when he retired. He was awarded the Institution's silver medal in 1894 for general services, and in 1900 a second-service clasp to his medal for his gallantry when in command of the life-boat on service on 7th December of that year, in a gale. She was struck by a breaker, capsized, and drifted ashore with her crew pinned beneath. Six of them lost their lives, but Coxswain Ward, who was washed up the beach, went straight back into the sea, and at great risk to himself rescued two of the crew. As second coxswain he also took part in the launch of the Aldeburgh life-boat in January, 1881, to the barque *Indian Chief*, wrecked on the Long Sand off

the mouth of the Thames. When the life-boat reached the wreck, twenty-five miles away, the survivors of the crew had already been rescued by the Ramsgate life-boat. She put back to Harwich to find that the Harwich life-boat was out on service and that another wreck was reported on the Maplin Sands. Exhausted though the Aldeburgh crew were, they at once put out again, to find that the crew of the barque on the sands had just been rescued by the Clacton life-boat. They then made for Aldeburgh. Although they had saved no lives, they had taken part in a feat of endurance with few equals in the history of the Institution. They had been at sea for nearly thirty hours in an open pulling and sailing life-boat, in a bitterly cold easterly gale, with snow squalls, and had travelled 120 sea miles.

**Coxswain William Miller, of Eyemouth.**

Coxswain William Miller, of Eyemouth, Berwickshire, who died on 13th February, at the age of sixty-eight, served as coxswain for twenty-six years. He was appointed coxswain in 1901, and retired in 1927, when he was awarded a certificate of service and a pension. He won the bronze medal in 1917, for his skill and gallantry as coxswain when the life-boat rescued seven of the crew of the Norwegian schooner *Livlig*, in a very heavy sea off St. Abb's Head.

**Captain R. J. Trebilcock, of Newquay.**

Captain Richard James Trebilcock, of Newquay, Cornwall, Commodore of the Newquay Rowing Club, who died early in August at the age of sixty-eight, had served for seven years as an officer of the life-boat. He was appointed second coxswain in 1916, and coxswain the following year, serving as coxswain until 1923, when he retired on account of ill health. As second coxswain he won the bronze medal in December, 1917 (the coxswain receiving the silver medal), when, in a gallant attempt to help a Danish steamer, the life-boat was overpowered by a succession of heavy seas, driven on the rocks, and broken to pieces.

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

**Thursday, 16th May, 1935.**

SIR GODFREY BARING, Bt., in the chair.

Co-opted Captain Sir Ion Hamilton Benn, Bt., C.B., D.S.O., R.N.V.R., a member of the committee of management.

Received and decided to accept an invitation from the Swedish Life-boat Society to send representatives to the fourth international life-boat conference to be held in Sweden in July, 1936.

Decided that the Bembridge and Yarmouth (I.W.) motor life-boats should be present at the Naval Review at Spithead in July, 1935.

Reported the receipt of the following special contributions:—

Col. Sir Hildred Carlile, Bt.,	£	s.	d.
C.B.E.	105	0	0
Mr. A. F. Baker	50	0	0
H.M.S. <i>Resolution</i>	35	7	0
Co-operative Wholesale Society,			
Ltd., Manchester	31	10	0
H.M.S. <i>Neuralia</i>	27	0	0

Paid £23,992 18s. 7d. 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:—

£118 12s. 6d. to pay the rewards for life-boat services;

£142 10s. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pp. 506–510);

£1 13s. 6d. for the assemblies of crews;

£33 13s. 4d. 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;

£1 to a man for injury in the life-boat service at Torbay.

Voted £5 8s. to pay the rewards for shore-boat cases at Porthcawl and Eyemouth, accounts of which appear on page 516, and at St. Peter Port, an account of which appeared in the last issue of *The Life-boat*.

**Thursday, 20th June, 1935.**

SIR GODFREY BARING, Bt., in the chair.

Co-opted Sir John Dashwood, Bt., Mr. T. O. Gray and Major Kenneth Schweder members of the committee of management.

Reported the receipt of the following special contributions:—

Bermuda and West Indies Steam-	£	s.	d.
ship Co., Ltd.	25	14	5
Anonymous	25	0	0

The late Miss Julia Keightley—donation in accordance with her wishes . . . . . 25 0 0

Paid £20,781 13s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£165 11s. 6d. to pay the rewards for life-boat services;

£140 16s. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pp. 510–513);

£9 7s. 6d. for the assemblies of crews;

£316 14s. 5d. 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;

£84 17s. 6d. to men for injury in the life-boat service at Aldeburgh, Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven and Walmer.

Voted a compassionate grant of £5 to the widow of the late Coxswain William Millar, of Eyemouth, who is in straitened circumstances.

Voted a compassionate grant of £15 to Charles Lacock, who has just retired from the position of coxswain of the Caister life-boat and is in very straitened circumstances.

Voted £24 15s. to pay the rewards for the Sheringham, Craster and Skegness shore-boat services, accounts of which appear on pp. 516 and 517.

**Thursday, 11th July, 1935.**

SIR GODFREY BARING, Bt., in the chair.

Decided that the Blackrock life-boat station be closed in September, 1935.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss Elizabeth Sinclair	7,500	0	0
Miss C. Woodhouse	250	0	0

Independent Order of Odd-fellows Manchester Unity

Friendly Society . . . . . 52 10 0

Court of Assistants of the Drapers' Company . . . . . 50 0 0

Miss A. Hall . . . . . 30 0 0

Imperial Chemical Industries, Ltd. 25 0 0

Paid £24,669 18s. 9d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£65 16s. 6d. to pay the rewards for life-boat services;

£95 0s. 6d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pp. 513–516);

£16 7s. 6d. for the assemblies of crews, etc.;

£38 9s. 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.

Voted a compassionate grant of £10 to Mrs. Ellen Stephens, an annuitant under the Padstow Life-boat Disaster Fund of 1900, who is in straitened circumstances.

Voted £8 3s. 6d. to pay the rewards for the shoreboat services at Falmouth and Ambleside, accounts of which appear on page 517.

## Awards to Coxswains and Life-boatmen.

### Coxswain's Certificate of Service.

A COXSWAIN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to CHARLES LACOCK, 16½ years coxswain, 1½ years second coxswain, and 4½ years bowman of the Caister life-boat.

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

The LIFE-BOATMAN'S CERTIFICATE

OF SERVICE has been awarded to the following:

WILLIAM E. ARMSTRONG and WILLIAM A. ROBINSON, both members of the crew of the Newbiggin life-boat for 54 years.

The widow of URIAH YOUNG, who was shore-signalman for one year, and a member of the crew of the Broadstairs life-boat for 31 years.

## Awards to Honorary Workers.

### Silver Inkstand.

A SILVER INKSTAND, suitably inscribed, has been awarded to Mr. W. J. BURDEN, who has been honorary secretary of the Teignmouth station for fifty years.

### Statuette of a Life-boatman.

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

Mrs. A. A. BULLEN, honorary treasurer, Nantwich branch.

Miss A. M. COLLINS, judge for the life-boat essay competition for elementary schools in the South-East of England and the South-West of England during the past five years.

Miss N. F. SHEPHERD, judge for the life-boat essay competition for elementary schools in the Midlands during the past five years.

## News from the Branches.

1st May to 31st July, 1935.

### Greater London.

Prince of Wales Day for the life-boats was held in Greater London, on 21st May, in Acton and Chiswick, Ashford, Barnes, Battersea, Beckenham, Bermondsey, Bexley, Bexley Heath, Blackheath, Bromley, Camberwell, Carshalton and Wallington, Chelsea, Chingford, Chislehurst and Bickley, City, Cranford, Croydon, Deptford, Ealing, East Ham, Edgware, Enfield, Erith, Finchley, Friern Barnet, Fulham, Greenwich, Hackney, Hammersmith, Hampstead, Hampstead Garden Suburb, Harefield, Harrow, Hayes and Harlington, Hendon, Holborn, Hornsey, Hounslow, Ilford, Islington, Kensington, Kingston, Lambeth, Lewisham, Leyton, Loughton, Mill Hill, Mitcham, Molesey (East), Mottingham, New Malden, Paddington, Purley, Ruislip, St. Marylebone, St. Pancras, Southall, Southwark, Staines, Stanmore, Stepney, Sunbury-on-Thames, Surbiton, Sutton, Teddington, Tottenham, Uxbridge, Walthamstow, Waltham Abbey, Wandsworth, Wanstead, Wealdstone, Welling, West Drayton, West Ham, Westminster, Wimbledon, Woodford, Wood Green, Woolwich (Eltham). The amount raised was £4,908. This was £204 more than in 1934.

The Challenge Shield for London in the life-boat essay competition for elementary schools, which was won by Edward Franks, of the Hither Green Senior Boys' School, Lewisham, and the Challenge Shield for the South East of England, which was won by Olive Mae Jakes, of the Croydon British Girls' School, West Croydon, and the 35

individual prizes won by London schools, were presented on 9th July at a meeting in Westminster. The Deputy-Mayor of Westminster (the Rev. E. St. G. Schomberg) who as Mayor had twice previously presided, took the chair in the unavoidable absence of the Mayor, presided, supported by the Mayor of Lewisham, Lieut.-Col. Sir Assheton Pownall, T.D., M.P. for East Lewisham, Mr. H. G. Williams, M.P. for South Croydon, and members of the Education Committee of the L.C.C., the committee of management of the Institution, and the Central London Women's Committee of the Ladies' Life-boat Guild. The prizes were presented by Coxswain H. W. Pearson of the Walmer life-boat, and a programme of songs was given by Mr. Frederick Woodhouse.

**BEXLEY HEATH.**—Meeting of the Ladies' Life-boat Guild. Lantern lecture by Mr. F. O. Martin.

**CLAPHAM.**—Garden fête. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Whist drives.

**HAMMERSMITH.**—Swimming gala.

**HAYES.**—Garden fête.

**HORNSEY.**—Garden fête.

**HOUNSLOW.**—The branch has suffered a severe loss by the death of Mrs. J. W. Stransom, its honorary secretary. Mrs. Stransom had held that post since 1914, and in 1926 was awarded the life-boat picture in gratitude for her services to the Institution.

**MITCHAM.**—Life-boat workers' social.

**ST. ALBANS.**—Annual meeting on 11th July, the Very Rev. the Dean of St. Albans, president, in the chair. Speaker: Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., a member of the committee of management. Efforts of the past year: Dance, life-boat day. Amount collected in 1934, £330, an increase of £76 on 1933. (A life-boat day was held in Harpenden, bringing in £45, which was not held in 1933.)

**WALTHAMSTOW.**—Concert.

**WIMBLEDON.** Bridge and whist drive. Lectures at Bowes Park, Crouch End, Shepperton Green, and Wood Green.

### North-West of England.

**ABRAM AND BICKERSHAWE.**—Prince of Wales Day.

**ACCRINGTON.**—Prince of Wales Days at Church, Clayton-le-Moors and Oswaldtwistle.

**ADLINGTON.**—Prince of Wales Day.

**BAMBER BRIDGE AND WALTON-LE-DALE.**—Prince of Wales Day. Annual bowling tournament.

**BILLINGE.**—Prince of Wales Day.

**BLACKROD.**—Annual meeting on 16th May. Speaker: The district organizing secretary. Amount collected in 1934, £3.

**BOLTON.**—Prince of Wales Day, with the *Edwin Kay*, demonstration life-boat, on view.

**BREDBURY AND BRIERFIELD.**—Prince of Wales Days.

**BURNLEY.**—Annual meeting on 16th May. Efforts of the past year: Life-boat day, whist drive, collections in works. Amount collected in 1934, £76, an increase of £17 on 1933.

Prince of Wales Day.

**CHORLEY, CULCHETH - WITH - KENYON, AND DARWEN.**—Prince of Wales Days.

**DOUGLAS.**—Presentation, by Mr. W. Cunningham, chairman of the branch, of a prize won in the life-boat essay competition for elementary schools.

**FARNWORTH, GARSTANG, GOLBORNE, HASLINGDEN, HEYWOOD, AND HINDLEY.**—Prince of Wales Days.

**HORWICH.**—Jumble sale.

**IRLAM AND CADISHEAD, KENDAL, AND KESWICK.**—Prince of Wales Days.

**LANCASTER.**—Garden fête at Bailrigg, by kind permission of Sir James and Lady Travis Clegg.

**LEIGH.**—Musical tea.

**LITTLE HULTON.**—Annual meeting on 15th May, Mrs. J. Seddon, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1934, £21.

Prince of Wales Day.

**LIVERPOOL.**—Annual life-boat service at St. James's Church, New Brighton, the Mayor of Wallasey and the Council being

present. Preacher: The Bishop of Warrington. The service was conducted by the Vicar, and the lessons were read by Mr. Stuart Deacon, chairman of the New Brighton life-boat committee.

**LYTHAM ST. ANNE'S.**—Annual meeting on 28th May, Alderman J. H. Dawson, J.P., in the chair, followed by Councillor W. Ingram. Efforts of the past year: Life-boat day, house-to-house collection. Amount collected in 1934, £272, an increase of £60 on 1933.

**MACCLESFIELD.**—Prince of Wales Day.

**MANCHESTER, SALFORD AND DISTRICT.**—Prince of Wales Days on 10th and 11th May. The *Edwin Kay* demonstration life-boat was exhibited on Piccadilly Flags during the whole of the week, and collections were made. Jubilee dance. Special collections in Manchester shops by Mr. Stock's dog "Nell."

**ECCLES.**—Annual meeting on 4th June, the Mayor presiding, accompanied by the Mayoress. Mrs. E. Beaumont Crowther appointed honorary secretary.

Prince of Wales Day.

**KNUTSFORD.**—Annual meeting on 25th July.

**SALFORD.**—Swimming gala. (See special report on page 528).

**STRETFORD.**—Annual meeting on 2nd May. Miss Eileen Macdonald appointed honorary secretary.

**WALKDEN, WORSLEY AND DISTRICT.**—Visit of the Ladies' Life-boat Guild to Piel (Barrow). They were met by the Mayor and Mayoress of Barrow and officials of the Piel branch, and were taken a cruise in the motor life-boat.

**WILMSLOW.**—Presentation of prize won in the life-boat essay competition for elementary schools.

**MIDDLETON.**—Prince of Wales Day.

**MILLOM.**—Annual meeting on 8th May. Speaker: The district organizing secretary. Amount collected in 1934, £48, an increase of £32 on 1933. Presentation by Mrs. Grice, president of the branch, of a prize won in the life-boat essay competition for elementary schools.

**MORECAMBE AND HEYSHAM.**—Special meeting. Mr. H. Willacy and Miss B. A. V. Livesey appointed joint honorary secretaries, and Mr. F. H. Carlisle honorary treasurer in succession to Captain Blakey, resigned. Presentation by the Mayor of prize won in the life-boat essay competition for elementary schools.

**MOTTRAM AND BROADBOTTOM.**—Annual meeting and social on 26th June. Speaker: The district organizing secretary. Amount collected in 1934, £17, an increase of £2 on 1933.

**NANTWICH.**—Annual meeting on 1st May, Mrs. C. Codrington, president, in the chair. Speaker: The district organizing Secretary. Mrs. G. Clarke appointed honorary secretary, and Mrs. H. S. Young honorary

treasurer. Effort of the past year : Life-boat day. Amount collected in 1934, £62, an increase of £5 on 1933.

Prince of Wales Day.

NELSON.—Special meeting. Branch formed. President, the Mayor; chairman, Mr. J. Warburton, J.P.; honorary treasurer, Mr. H. Graham; honorary secretary, Mr. A. J. Thomson.

NEWTON-IN-MAKERFIELD.—Prince of Wales Day.

NORTHWICH.—Prince of Wales Day, Presentation of a prize won in the life-boat essay competition for elementary schools.

OLDHAM.—Prince of Wales Day. The demonstration life-boat *Edwin Kay* paraded the town, with the Mayor and Mayoress and officials of the branch and Ladies' Life-boat Guild.

Prince of Wales Day at Crompton and Shaw.

ORRELL.—American tea and garden party.

PADIHAM.—Prince of Wales Day.

PEEL.—Annual sacred service in Peel Castle Grounds.

PIEL (Barrow).—Prince of Wales Day. The Mayor of Barrow, supported by the Mayoress and the Director of Education, presented a prize won in the life-boat essay competition for elementary schools.

PORT ERIN.—Dinner-table collection. Annual sacred service.

PORT ST. MARY.—Concert given by the Woodside Ladies' Choir, organized by the Ladies' Life-boat Guild.

PRESTON.—Prince of Wales Day in the surrounding districts of Preston.

RAMSBOTTOM.—American tea.

RISHTON AND ROMILEY.—Prince of Wales Days.

ST. HELENS.—Presentation, by Col. Guy Pilkington, J.P., accompanied by the Vicar and Councillor J. Eden, J.P., of a prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary. Presentation, by Miss C. E. Pilkington, the Vicar presiding, of a prize won in the same competition.

SANDBACH.—Annual meeting on 14th May, the Hon. Lady Barlow, president, in the chair. Speaker: The district organizing secretary. Mrs. C. N. Woolley, appointed honorary secretary, and Mrs. W. Smith honorary treasurer. Amount collected in 1934, £38, an increase of £6 on 1933.

Prince of Wales Day.

SILVERDALE.—Special meeting. Ladies' Life-boat Guild formed. President, Mrs. P. L. Sharp; chairman, Mrs. J. H. Haigh; honorary treasurer, Mr. N. S. P. Williams; honorary secretary, Miss L. Cooke.

SOUTHPORT.—Annual meeting on 24th May, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1934, £229.

Prince of Wales Day.

STOCKPORT, TURTON, AND UPHOLAND.—Prince of Wales Days.

WARRINGTON.—Prince of Wales Day—Annual tennis tournament.

WHALEY BRIDGE.—Prince of Wales Day.

WHITEHAVEN.—Annual meeting on 21st May, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1934, £29.

Presentation by the Mayor of a prize won in the life-boat essay competition for elementary schools.

WIDNES.—Annual meeting on 20th May, the Mayor, president, in the chair. Speaker: The district organizing secretary. Mrs. R. W. Riding appointed honorary secretary of the Ladies' Life-boat Guild. Amount collected in 1934, £27, an increase of £10 on 1933.

Prince of Wales Day.

WORKINGTON.—Annual meeting on 28th May, Mrs. Bouch presiding. Speaker: The district organizing secretary. Amount collected in 1934, £76, an increase of £4 on 1933.

### North-East of England.

A district conference of delegates from twenty-five branches and Ladies' Life-boat Guilds in Yorkshire and South Durham was held at Whitby on 15th July. Sir Godfrey Baring, Bt., chairman of the Institution, presided, supported by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. The delegates were welcomed by the chairman of the Whitby Urban District Council; and the Whitby motor life-boat, *Margaret Harker-Smith*, was launched and took the delegates afloat.

ALNWICK.—Thé dansant and cabaret.

BATLEY.—Prince of Wales Day.

BERWICK.—Presentation of centenary vellum to the station by Sir Godfrey Baring, Bt., chairman of the Institution. (See special report on page 527.) Concert. Prince of Wales Day. "At Home," given by Lady Francis Godolphin Osborne, president.

BEVERLEY, BIRTLEY, BRIDLINGTON, AND BRIGHOUSE.—Prince of Wales Days.

CONISBOROUGH.—Prince of Wales Day. Whist drive.

DARLINGTON.—Prince of Wales Day. Whist drives.

GATESHEAD, GOLCAR, AND GOOLE.—Prince of Wales Days.

HARROGATE.—Annual meeting of the Ladies' Life-boat Guild on 13th May, the Mayoress presiding. Efforts of the past year: Garden fête, life-boat day. Amount collected in 1934, £54.

House-to-house collection.

HARTLEPOOL, HECKMONDWIKE, HEMSWORTH, AND HOLMFIRTH.—Prince of Wales Days.

HONLEY.—House-to-house collection.



**HORNSEA.**—Prince of Wales Day.

**HUDDERSFIELD.**—American tea.

**HULL.**—Prince of Wales Day.

**KEIGHLEY.**—Annual meeting of the Ladies' Life-boat Guild, the Mayor presiding. Efforts of the past year: Life-boat day, whist drive, and garden fête. Amount collected in 1934, £142, an increase of £46 on 1933.

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

**KNOTTINGLEY.**—Whist drive.

**MALTON.**—Prince of Wales Day. Sale of work and exhibition of embroideries.

**MEXBOROUGH.**—Bridge drive.

**NEWCASTLE-UPON-TYNE.**—Life-boat stand at Royal Show. Bridge drive given by Lady Appleby. Prince of Wales Day.

**OUTWOOD.**—Prince of Wales Day.

**PATRINGTON.**—Prince of Wales Day. Whist drive.

**POCKLINGTON.**—Prince of Wales Day.

**REDCAR.**—Garden party and reception by Dr. Robinson, chairman of the branch. Sir Godfrey Baring, Bt., chairman of the Institution, attended. Whist drive.

**SCARBOROUGH.**—Civic reception to Sir Godfrey Baring, Bt., chairman of the Institution. Ladies' Life-boat Guild "At Home."

**SEAHAM HARBOUR.**—Prince of Wales Day.

**SEDBERGH.**—Special meeting of the Ladies' Life-boat Guild. Presentation of the record of thanks awarded by the Institution to the honorary secretary, Miss Tomlinson.

**SELBY, SHEFFIELD, SPENBOROUGH, AND SOUTH SHIELDS.**—Prince of Wales Days.

**STAINLAND.**—Whist drives.

**STAMFORDHAM, STOCKFIELD, AND STOCKTON.**—Prince of Wales Days.

**SUNDERLAND.**—The new boat-house and slipway have been finished, and are now ready for the new motor life-boat which is under construction.

Prince of Wales Day. Garden fête.

**WAKEFIELD.**—Garden party.

**WEST HARTLEPOOL.**—Prince of Wales Day.

**WHITBY.**—District conference. (See opposite page.)

**WITHERNSEA.**—Prince of Wales Day.

**WOOLER.**—Concert.

**YORK.**—Prince of Wales Day.

#### Midlands.

**ALFRETON, ASHBY-DE-LA-ZOUCH, BADSEY, AND BAKEWELL.**—Prince of Wales Days.

**BELPER AND HEAGE.**—Prince of Wales Day. "Riders of the Storm" film shown.

**BIRMINGHAM.**—Prince of Wales Day. "Anglo-Indian" picnic, organized by Miss Sambridge. Treasure hunt, organized by Miss Sambridge. House-to-house collections at Handsworth, Selly Oak, and Acocks Green. Address by the district organizing secretary to girls of the British School of Commerce, Samm Heath Unionists, and Leigh Road Senior Boys' School, to enlist help for Prince of Wales Day.

**BLACKHEATH.**—Presentation by the chairman of the Halesowen District Council of the Midlands District Challenge Shield, and individual prizes, won in the life-boat essay competition for elementary schools, by Albert Thompson, of Hill Top Council School, Blackheath. Mr. W. J. Munslow presided. Speaker: The district organizing secretary.

Prince of Wales Day at Hill and Cakenore.

**BLOCKLEY, BOURNE, AND BREDON-ON-HILL.**—Prince of Wales Days.

**BRIERLEY HILL.**—Prince of Wales Day. "Riders of the Storm" film shown at three picture houses.

**BRISTOL.**—Annual meeting on 24th July, held at Clifton by the kindness of Mr. and Mrs. F. O. Wills, the Lord Mayor of Bristol presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation of the gold badge awarded by the Institution to Mr. G. F. Igglesden, late chairman of the Birmingham Branch. Amount collected in 1934 £1,046.

Prince of Wales Day at Portishead.

**BROADWAY AND BROMSGROVE.**—Prince of Wales Days.

**BROWNHILLS.**—Prince of Wales Day. "Riders of the Storm" film shown at the Regent Picture House.

**BURTON-ON-TRENT.**—Prince of Wales Day.

**CANNOCK.**—Prince of Wales Day. "Riders of the Storm" film shown.

**CHELTENHAM, CHESTERFIELD, COLESHILL, CONINGSBY, COVENTRY, CRADLEY HEATH AND OLD HILL, DAVENTRY, DESBOROUGH, DROITWICH, DUDLEY, EARL SHILTON, ECCLESHALL, FAIRFORD AND LECHLADE, AND GAINSBOROUGH.**—Prince of Wales Days.

**HINCKLEY.**—"Riders of the Storm" film shown at the Regent and Borough Cinemas.

**HORNCastle AND IRTHLINGBOROUGH.**—Prince of Wales Days.

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

**KIDDERMINSTER.**—Prince of Wales Day. "Riders of the Storm" film shown at the Opera House, Grand, and Central Cinemas. Dance.

**LANGWORTH.**—Prince of Wales Day.

**LINCOLN.**—Special meeting. Lieut.-Col. F. S. Lambert, M.R.C.S., L.R.C.P., appointed chairman, and Mr. A. E. A. Abbott and Mr. William Trigg joint honorary

secretaries and treasurers. Speaker: The district organizing secretary.

**LONG EATON.**—Prince of Wales Day.

**LOUTH.**—Special meeting to appoint a new committee. Speaker: The district organizing secretary.

**LYE AND WOOLESCOTE AND MALVERN.**—Prince of Wales Days.

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

**MATLOCK AND MELTON MOWBRAY.** Prince of Wales Days.

**NEW MILLS.**—Prince of Wales Day. "Heroes of the Sea" film shown at Art Picture Theatre and Union Road Theatre.

**NORTHAMPTON, NOTTINGHAM, NUNEATON, OLDBURY, AND PERSHORE.**—Prince of Wales Days.

**PETERBOROUGH.**—Prince of Wales Day. Life-boat film shown at six cinemas.

**RIPLEY, AND RUBEY AND REDNAL.**—Prince of Wales Days.

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

**RUGELEY, RUSHDEN AND SCUNTHORPE.**—Prince of Wales Days.

**SHIRLEY.**—Prince of Wales Day. House-to-house collection.

**SLEAFORD AND SMETHWICK.**—Prince of Wales Days.

**STAFFORD.**—Special meeting. Mr. Eric Smith appointed honorary secretary. Prince of Wales Day and dance.

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

**STOURBRIDGE, STOW-ON-THE-WOLD, STROUD, SUTTON-IN-ASH-FIELD, SWADLINCOTE, TAMWORTH, TETBURY, TEWKESBURY, UPTON-ON-SEVERN, UTOXETER, WALSALL, WELLINGBOROUGH, WINTERTON, AND WOODHALL SPA.**—Prince of Wales Days.

#### South-East of England.

**BECCLES.**—Prince of Wales Day at Bungay.

**BRENTWOOD AND DISTRICT, BRIGHTLINGSEA, AND BURY ST. EDMUNDS.**—Prince of Wales Days.

**BYFLEET.**—Golf competition at New Zealand Club, West Byfleet.

**CAMBERLEY.**—Continental market.

**CANTERBURY, AND CATERHAM AND DISTRICT.**—Prince of Wales Days.

**CLACTON.**—Concert meeting, arranged by the Brotherhood on behalf of the Ladies' Life-boat Guild. Mrs. Coleman, J.P., president of the Guild, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Life-boat crew entertained by the Chamber of Commerce, Mr. A. M. Moloney, president of the Chamber, in the chair. Pigeon race for the Kingsman Cup, in aid of branch funds.

**COLCHESTER AND DISTRICT.**—Prince of Wales Day.

**DARTFORD.**—Garden meeting. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Lecture at Eynesford Women's Institute.

**DORKING.**—Prince of Wales Day.

**DOVER.**—Tennis tournament.

**EASTBOURNE.**—Presentation of records of thanks to Ladies' Life-boat Guild workers, by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Mrs. Astley Roberts, president of the Guild, in the chair. Prince of Wales Days at Eastbourne, and in country districts.

**EAST GRINSTEAD.**—Golf competition at Copthorne.

**EPHING.**—Garden meeting and American tea at Ivylands, by invitation of Mrs. Wall, president of the Ladies' Life-boat Guild. Life-boat tableau in the King's Jubilee Day procession. Prince of Wales Day.

**ESHER AND FAVERSHAM.**—Prince of Wales Days.

**FOLKESTONE.**—Presentation by Lady Mottistone of prizes won in the life-boat essay competition for elementary schools.

**GRAVESEND AND DISTRICT.**—Prince of Wales Day.

**GRAYS.**—Golf competition, arranged by the ladies of the Orsett Golf Club.

**HARWICH.**—Collections at Shotley on the occasion of the King's Birthday Review, and on steamers to the Continent.

**HASTINGS AND ST. LEONARDS.**—"Blessing of the Sea" service. Cinema collections.

**HUNTINGDON AND DISTRICT, AND ISLE OF SHEPPEY.**—Prince of Wales Days.

**KESSINGLAND.**—Life-boat tableaux, arranged by the Ladies' Life-boat Guild for the King's Jubilee Day procession.

**KING'S LYNN.**—Joint street collection with the Hull Sailors' Orphanage.

**LEATHERHEAD, LEWES AND DISTRICT, AND MARCH.**—Prince of Wales Days.

**MISTLEY, MANNINGTREE AND DISTRICT.**—Prince of Wales Day. "Riders of the Storm" film shown.

**ROCHESTER.**—Presentation of the statuette of a life-boatman awarded to Miss Graham, honorary secretary, on her retirement. Address to the Rotary Club by Colonel A. C. Barnby, O.B.E., honorary secretary of the branch.

**RYE AND WINCHELSEA.**—Garden sale.

**SANDWICH.**—Prince of Wales Day. Collection at Ash. "Heroes of the Sea" film shown, with collection.

**SEAFORD.**—Prince of Wales Day.

**SELSEY.**—Presentation by Commander H. L. Wheeler, R.N., district inspector of



*By courtesy of]*

**CLIMBING FOR THE LIFE-BOAT.**

*[Star Photos, Perth*

Life-boat day at Inverness.



*By courtesy of]*

*[Marshall & Son, Camberley*

**SELLERS AT THE CONTINENTAL MARKET.**

The special summer effort of the Camberley branch.

life-boats, in the unavoidable absence of the Greek Minister, of the awards made by the Greek Government to Selsey life-boatmen for the service to the s.s. *Menelaos* in November, 1930. Theatricals.

**SHOREHAM HARBOUR.**—The branch has suffered a severe loss by the death, at the early age of 34, of Mr. A. C. Heaton, its honorary secretary.

Prince of Wales Days at Shoreham, Southwick and Kingston. Whist drive and dance at Southwick. Presentation of prize won in the life-boat essay competition for elementary schools.

**SITTINGBOURNE.**—Life-boat section in the King's Jubilee Day procession.

**SOUTHBOROUGH.**—Prince of Wales Day at Southborough and Bidborough. Lorry decorated as a life-boat in the King's Jubilee Day procession. Lectures to Adult School, High Brooms, and Speldhurst Women's Institute.

**SOUTHEND-ON-SEA.**—Opening of the new life-boat house and slipway by Lord Ritchie of Dundee in connexion with the pier centenary celebrations. (See special report on page 524.) "Riders of the Storm" film shown.

Life-boat crew and members of the branch entertained by the Rotary Club. Speaker: Alderman R. H. Thurlow-Baker, chairman of the branch. A special launch of the life-boat followed.

Prince of Wales Day.

**SOUTHWOLD.**—Certificates of service, awarded to two ex-members of the crew, presented by Mr. P. C. Loftus, M.P., Alderman A. J. Critten, branch chairman, presiding.

**TENTERDEN.**—Whist drive.

**TONBRIDGE.**—Prince of Wales Day.

**TUNBRIDGE WELLS.**—"At Home," given by Mrs. Russell Stoneham. Speaker: The district organizing secretary. Lecture at Pembury Women's Institute.

**WALTON - ON - THAMES, WELWYN GARDEN CITY, AND WEYBRIDGE.**—Prince of Wales Days.

**WINDSOR, ETON AND DISTRICT.**—House-to-house collection.

**WISBECH.**—Prince of Wales Day.

**WOKINGHAM.**—Prince of Wales Days at Wokingham and Crowthorne. Lecture to Crowthorne Women's Institute.

**WOLVERTON.**—Collection at L.M.S. Railway Company's works.

**WORTHING AND DISTRICT.**—Prince of Wales Day.

**GT. YARMOUTH AND GORLESTON.**—Whist drive, arranged by the Ladies' Life-boat Guild. Presentation of prizes won in the life-boat essay competition for elementary schools.

Prizes won in the life-boat essay competition for elementary schools were also presented at **ASHFORD, BROME AND OAKLEY, CHATHAM, CHELSFIELD, COBHAM, HASKETON, HIGH WYCOMBE, HORSFORD, LOWESTOFT, NORTH-CHURCH, SHOTLEY, AND WRAYSBUURY.**

Lectures at **BALDOCK, DENHAM, HADDENHAM, HORSMONDEN, IDE HILL, KILNDOWN, LEEDS (near Maidstone), SEVENOAKS, AND TRING.**

### South-West of England.

**ALDRESHOT AND ANDOVER.**—Prince of Wales Days.

**APPLEDORE.**—Presentation of the awards for the service to the *Lec Bay* on 11th January last. (See special report on page 499.)

**AXMINSTER.**—Prince of Wales Day at Colyton.

**BANBURY.**—Presentation by Mrs. Burwash, at Deddington, of a prize won in the life-boat essay competition for elementary schools. Prince of Wales Day in Banbury and neighbouring villages. Whist drive.

**BARNSTAPLE.**—Prince of Wales Day at Barnstaple and Braunton.

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

**BIDEFORD.**—Garden party. Two special performances of "Grumpy," under the direction of Mr. H. Percy Heard, given by the Westward Ho! Arts Club.

**BOURNEMOUTH.**—Annual meeting, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Performance of a life-boat play written by Lieut.-Col. V. D. Stenhouse, honorary secretary; life-boat day, house-to-house collections, whist drives, bridge drive. After the meeting tea, provided by the Mayor, followed by a musical and variety entertainment. Amount collected in 1934, £717, an increase of £202 on 1933.

**BUDLEIGH SALTERTON, BURNHAM-ON-SEA, AND CALNE.**—Prince of Wales Days.

**CHARD.**—Prince of Wales Day in Chard and neighbouring villages.

**CHIPPENHAM AND CLEVEDON.**—Prince of Wales Days.

**CLOVELLY.**—The station has lost one of its oldest life-boatmen by the death, in March, at the age of 77, of Coxswain Thomas Pengeley. First as second coxswain and then as coxswain he served as an officer of the life-boat for 37 years, retiring in 1929 with a certificate of service and a pension.

**COVERACK.**—Naming ceremony of the new motor life-boat. (See special report on page 522.) Dance.

**COWES.**—Annual meeting of the Ladies' Life-boat Guild.

**EXETER.**—Prince of Wales Day, with special life-boat stall.

**EXMOUTH, FALMOUTH, AND FARNBOROUGH.**—Prince of Wales Days.

**FLEET.**—Prince of Wales Day. Presentation by the Rev. Dr. J. L. Buchanan of a prize won in the life-boat essay competition for elementary schools.

**GOSPORT.**—Presentation by Col. R. F. A. Sloane-Stanley, J.P., president of the branch, and a member of the committee of management of the Institution, of the challenge shield for the South West of England in the life-boat essay competition for elementary schools, won for the second year running by George Baker, of the Grove Road School, Gosport.

Prince of Wales Day, with life-boat films shown at cinemas. Address to the Rotary Club by the Rev. W. H. Peckham, vice-chairman of the Portsmouth branch.

**GUERNSEY.**—Prince of Wales Day, dance and bridge drive.

**HIGHBRIDGE AND HUNGERFORD.**—Prince of Wales Days.

**ILFRACOMBE.**—Prince of Wales Day.

**LISS.**—Prince of Wales Day.

**LOOE.**—Annual collection at St. Martin's Church.

**LOSTWITHIEL, LYMINGTON AND MALMESBURY.**—Prince of Wales Days.

**MILFORD-ON-SEA.**—Prince of Wales Day. Special visit of Yarmouth (Isle of Wight) motor life-boat. Display by Lymington and Milford Fire Brigades.

**NEWTON ABBOT AND PETERSFIELD.**—Prince of Wales Days.

**PLYMOUTH.**—The branch has suffered a serious loss by the death of Mr. Eyton Peck, for many years its chairman.

Prince of Wales Day with trips in the motor life-boat. Whist drive and bridge drive arranged by the Ladies' Life-boat Guild. Whist drive at Plymstock, arranged by Mrs. Gaydon. Bridge party, arranged by Mrs. F. J. Collier. Fête, arranged by Mrs. Charles. King's Jubilee bazaar, arranged by the Ladies' Life-boat Guild.

Display by the motor life-boat of a rescue from a burning fishing-boat at the King's Silver Jubilee celebrations.

Presentation by the deputy Lord Mayor of prizes won in the life-boat essay competition for elementary schools.

Presentation by the life-boat crew of an inscribed silver cigarette-case to Mr. George Scantlebury, the honorary secretary.

**POOLE.**—Prince of Wales Day. "Compton Acres" Gardens, Canford Cliff, opened to the public on behalf of the Institution.

**PORTSMOUTH, REDRUTH, AND ROMSEY.**—Prince of Wales Days.

**RYDE.**—Annual meeting, Lady Daly presiding. Speaker: The district organizing secretary.

**SCILLY ISLANDS.**—The branch has suffered a serious loss by the death of Mr. E. N. V. Moyle, who had been its chairman since 1923.

**SHERBORNE.**—Prince of Wales Day.

**SOUTHAMPTON.**—Performances by the Blenheim Players of "Leave it to Psmith." Prince of Wales Day in Southampton and neighbouring villages.

**SWINDON.**—Prince of Wales Day in Swindon and neighbouring villages.

**TAUNTON AND THAME.**—Prince of Wales Days.

**TIVERTON.**—Prince of Wales Day at Tiverton and Bampton.

**TOTNES.**—Prince of Wales Day at Ashburton.

**TORQUAY.**—Prince of Wales Day. Special visit of Torbay motor life-boat, *George Shee*.

**TRURO.**—Prince of Wales Day.

**WANTAGE.**—Prince of Wales Day in neighbouring villages. Life-boat film at cinema.

**WESTBURY.**—Prince of Wales Day.

**WESTON-SUPER-MARE.**—Naming ceremony of the new motor life-boat by H.R.H. the Duke of Kent, K.G. (See special report on page 520.)

Special meeting of the Ladies' Life-boat Guild, Mrs. Porcher, president, in the chair. Speaker: The district organizing secretary.

**WEYMOUTH.**—Special meeting. Speaker: The district organizing secretary.

**WIMBORNE.**—Prince of Wales Day.

**YEOVIL.**—Prince of Wales Day in Yeovil and neighbouring villages.

Lectures at Bampton, Basingstoke, Ipsden, Lyndhurst, Reading, and Somerton.

### Scotland.

Meeting of the Scottish Life-boat Council in Glasgow, on 22nd May, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman, and a vice-president of the Institution, presiding. Speakers: The Lord Provost of Glasgow; Mr. J. R. Barnett, O.B.E., M.I.N.A., consulting naval architect to the Institution; Lieut.-Commr. T. G. Michelmore, R.D., R.N.R., northern district inspector, and Commander Robert Mends, R.N.

Presentation by the Duke of Montrose of awards made by the Institution to the following Scottish honorary workers: Mrs. Cran, president of the Ladies' Life-boat Guild, Peterhead; Mrs. Ian McHardy and Miss C. Thain, joint honorary secretaries, Ladies' Life-boat Guild, Wick; Mr. John McNaughton, honorary secretary, Buckie; Mr. Alexander Allan, honorary secretary, Kirkcudbright; and Miss M. M. Weir, Rothsay.

**ABERDEEN, ALLOA, AND ANNAN.**—Prince of Wales Days.

**ANSTRUTHER.**—Prince of Wales Days at Anstruther, Pittenweem and Crail, attended by the Anstruther motor life-boat.

**ARBROATH, ARRAN, AND AYTON AND BURNMOUTH.**—Prince of Wales Days.

**BANFF, MACDUFF AND WHITEHILLS.**—House-to-house collection in Banff and district, organized by the Ladies' Life-boat Guild. Cruises and public inspection of the Whitehills motor life-boat.

**BO'NESS AND BURNTISLAND.**—Prince of Wales Days.

**CAMPBELTOWN.**—Visit of the Port Askaig motor life-boat on her way to her station, and reception by the Provost and the committee of the Campbeltown branch.

**CARDENDEN, CARLUKE, CARRON-BRIDGE, CARSTAIRS, AND CROMARTY.**—Prince of Wales Days.

**CULLEN.**—Visit and public inspection of the Whitehills motor life-boat.

**CUPAR AND DARVEL.**—Prince of Wales Days.

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

**DUNDEE.**—The adaptation of the boat-house and slipway for the new motor life-boat has been completed and the new motor life-boat arrived at the station on 8th May.

Prince of Wales Day.

**DUNFERMLINE.**—Gymkhana in Broomhead Park, opened by Rear-Admiral E. J. Hardman Jones, C.B., O.B.E., Officer Commanding Coast of Scotland. Provost McKay presided.

**DUNOON AND EASTER ROSS.**—Prince of Wales Days.

**EDINBURGH.**—Ladies' open golf meeting at Longniddry, organized by Miss Sawers, member of the Edinburgh Ladies' Life-boat Guild. The life-boat spoons and other prizes were presented by the Earl of Wemyss, D.L.

**ELGIN AND FORTROSE.**—Prince of Wales Days.

**FRASERBURGH.**—King's Jubilee dance. Football match.

**GIRVAN.**—Prince of Wales Day, and public inspection of the motor life-boat.

**GLASGOW.**—Annual meeting on 17th May, Mr. J. Bryce Allan, chairman of the branch, and a member of the committee of management of the Institution, presiding. Efforts of the past year: Life-boat day, dance, appeal by the committee and special appeal to yacht clubs. Amount collected in 1934, £3,612.

Prince of Wales Day.

**GOUROCK, GRANGEMOUTH, AND GRANTOWN-ON-SPEY.**—Prince of Wales Days.

**GREENLAW.**—Lantern lecture to Women's Rural Institute.

**GREENOCK AND PORT GLASGOW, INVERARAY, AND INVERBERVIE.**—Prince of Wales Days.

**INVERGORDON.**—Annual meeting. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1934, £30, an increase of £23 on 1933.

**INVERKEITHING, IRVINE, ISLE OF BUTE, JEDBURGH, KILMARNOCK, AND KILSYTH.**—Prince of Wales Days.

**KIRKCALDY.**—Annual meeting of the Ladies' Life-boat Guild, Mrs. R. Wemyss Honeyman, president, in the chair. Speaker: Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council.

Prince of Wales Day at Kinghorn.

**KIRKCUDBRIGHT.**—Prince of Wales Day at Castle Douglas.

**LANARK, LARBERT, LERWICK, LEVEN, LOCHGELLY, LOCHMABEN, MARKINCH, AND MOFFAT.**—Prince of Wales Days.

**MONTROSE.**—Special meeting on 4th July, ex-Provost W. Douglas Johnston, O.B.E., presiding, at which a Ladies' Life-boat Guild was formed. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Council and a vice-president of the Institution, and the Scottish organizing secretary. Others who took part in the meeting were the Countess of Airlie, who presented the Guild badges, Provost Soutar, and Sir Harry Hope, Bt.

**NEWMILNS, NEWTONMORE AND NORTH BERWICK.**—Prince of Wales Days.

**OBAN.**—Prince of Wales Days at Oban, Ballachulish, Benderloch, Easdale and Mallaig.

**PERTH.**—Prince of Wales Day in Perth and district.

**PETERHEAD.**—Life-boat talk on the wireless by Coxswain John Strachan, in a King's Jubilee broadcast programme for children on 14th May. Prince of Wales Day.

**PORT ASKAIG.**—Naming ceremony of the new motor life-boat. (See special report on page 523.)

**PORTPATRICK.**—Prince of Wales Day, and annual life-boat dance.

**RENFREW, ST. ANDREWS, SALT-COATS, SANQUHAR, STIRLING, STOR-NOWAY, STRANRAER, STRATHMIGLO, SUTHERLAND, TAYINLOAN, THURSO, TROON, AND VALE OF LEVEN.**—Prince of Wales Days.

### Wales.

#### Including Herefordshire, Monmouthshire and Shropshire.

**ABERGELE.**—Prince of Wales Day.

**ABERYSTWYTH.**—King's Jubilee Day dance.

**BANGOR.**—Special meeting, the Mayoress presiding. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Lady Penrhyn, president; Miss Olive Thomas, honorary secretary.

**BARMOUTH.**—The branch has suffered a severe loss by the death of Mr. William Jones, the honorary secretary of the station since 1931. Captain G. B. Piggott has been appointed in Mr. Jones's place.

**BARRY.**—Prince of Wales Day, and launch of the motor life-boat *Prince David*.

**CARDIFF.**—Presentation by the Lady Mayoress of prizes won in the life-boat essay competition for elementary schools by the pupils of seven Cardiff schools.

**CHURCH STRETTON, CLEOBURY MORTIMER, AND CONNAH'S QUAY AND SHOTTON.**—Prince of Wales Days.

**FERRYSIDE.**—Presentation of a centenary vellum by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. (See special report on page 527.)

**HEREFORD.**—Whist drive, and stop watch competition.

**HOLYHEAD.**—Prince of Wales Day and cinema collection.

**LLANDOVERY.**—Prince of Wales Day.

**LLANIDLOES.**—Special meeting, the Mayor presiding. Speaker: The district organizing secretary. Branch formed; honorary secretary, Mrs. Edwin Jones. Prince of Wales Day, and cinema collection.

**LUDLOW.**—The branch has suffered a severe loss by the death of Mrs. Windsor Clive, the president for many years. Prince of Wales Day.

**MUMBLES.**—Presentation of centenary vellum by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution, and a certificate of service to ex-Second Coxswain George Powell on his retirement. (See special report on page 527.)

**NEWPORT (MON.) AND OSWESTRY.**—Prince of Wales Days.

**PENYNGROES.**—Special meeting, Dame Margaret Lloyd George, G.B.E., J.P., president of the South Caernarvonshire Ladies' Life-boat Guild, presiding. Speaker: The district organizing secretary. Sub-branch of the South Caernarvonshire Ladies' Life-boat Guild formed. Mrs. E. Rowlands, chairman; Mrs. Leonard, honorary secretary.

**PONTYPRIDD.**—Prince of Wales Day and house-to-house collection.

**PORTHCAWL.**—Bridge drive.

**PRESTATYN.**—Annual meeting, the Rev. Lester Jones, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, appeal for subscriptions, and cinema collections. Amount collected in 1934, £44, an increase of £4 on 1933.

**RHAYADER.**—Prince of Wales Day.

**ROSS.**—Prince of Wales Day and cinema collection.

**SHREWSBURY.**—Annual meeting on 8th May, the Viscountess Bridgeman, D.B.E., patron, presiding. Speaker: The district organizing secretary. Amount collected in 1934, £116. Captain Sir Edward J. Headlam, C.S.I., C.M.G., D.S.O., elected president.

"Her Shop" played by the Croft Hermits Repertory Company, under the direction of Mr. Percival C. Wigley and Miss Christine Holt, in the grounds of Swan Hill House, by kind permission of Mrs. Wynne Corrie.

**SWANSEA AND DISTRICT.**—Prince of Wales Day.

**TENBY.**—The branch has suffered a severe loss by the death of Alderman W. H. Thomas, a Freeman of Tenby and a former Mayor. He had been chairman of the station branch for many years, and organizer of the annual life-boat days.

**TON PENTRE AND TREALAW.**—Presentation by the chairman of the Rhondda Education Committee of a prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

**USK, WELSHPOOL, AND WHITCHURCH (SALOP).**—Prince of Wales Days.

## Ireland.

**ARMAGH.**—Annual meeting, Mrs. Miller, president, in the chair. Speaker: Assistant secretary, Northern Ireland district. Amount collected in 1934, £35, an increase of £2 on 1933.

**BALLYCOTTON.**—Life-boat day.

**BANGOR.**—Annual meeting, the Mayor, president, in the chair. Speakers: The Mayor, Commander Kilgour, and the district organising secretary. Amount collected in 1934, £165, an increase of £78 on 1933. Miss B. Bowen elected vice-president of the branch, and presented with the gold badge of the Institution in recognition of her thirty-seven years as honorary secretary. Mrs. W. R. Wilkinson and Mrs. W. D. Scott appointed joint honorary secretaries.

Prince of Wales Day. Dance, whist and bridge drive.

**BELFAST.**—Prince of Wales Day. Lecture at Bedford College by the district organizing secretary.

**CASTLETOWNSHEND.**—Life-boat days.

**CLOGHEY.**—Prince of Wales Day.

**DONAGHADEE.**—Prince of Wales Day.

**DOWNPATRICK.**—Regatta and dance at Quoile.

**DROGHEDA.**—Life-boat day.

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

**DUNDALK.**—Golf competition.

**DUN LAOGHAIRE.**—Annual meeting, Mr. Gerald Byrne, chairman, presiding. Speakers: The chairman, Mr. C. S. McNeill, the honorary secretary, and the district organizing secretary. Amount collected in 1934, £373, an increase of £118 on 1933.

Life-boat day.

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

**GREYSTONES.**—Annual meeting, Mr. Edward Archer, P.C., honorary secretary, presiding. Speaker: The district organizing secretary. Amount collected in 1934, £54. Presentation of the record of thanks awarded by the Institution to Mrs. Edward Archer, president of the Ladies' Life-boat Guild.

**HOWTH.**—Annual meeting, Mr. T. Gaisford St. Lawrence, chairman, presiding. Speakers: Mr. B. J. Newcombe, honorary secretary, and the district organizing secretary. Amount collected in 1934, £116, an increase of £2 on 1933.

Life-boat day.

**KERRY** (South).—New branch formed. Honorary secretary, Miss Patricia Mac-Gillycuddy.

**KILKENNY**.—Golf competition.

**LARNE**.—Annual meeting, General Johnston, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1934, £83.

Prince of Wales Day.

**LONDONDERRY**.—Prince of Wales Day.

**MALAHIDE**.—Tennis tournament.

**MILFORD**.—Miss C. H. Osborne appointed honorary secretary in place of the late Miss B. M. Osborne. Golf competition.

**MULLINGAR**.—Life-boat days.

**NEWRY**.—Presentation by the Duchess of Abercorn of the Challenge Shield for Ireland in the life-boat essay competition for elementary schools, and of the special prize for the best essay in Great Britain and Ireland, won by Alice Chambers, of Rockvale Public Elementary School, Newry. Among those present were Commander Oscar Henderson, C.B.E., D.S.O., R.N., Comptroller to the Governor of Northern Ireland, in attendance on the Duchess of Abercorn, Mr.

Thomas Richardson, D.L., representing the committee of the Belfast branch, and Mrs. Norris, principal of the school.

**PORTRUSH**.—Prince of Wales Days. Mr. and Mrs. A. J. W. Christie appointed honorary secretary of the branch and the Ladies' Life-boat Guild respectively, in the place of Mr. and Mrs. J. G. McMorris, who have retired.

**RATHFRILAND**.—Branch formed. President, Fred Wilson, J.P., honorary secretary, Mr. Frederick C. Stewart.

**ROSSLARE HARBOUR**.—Miss B. Pearson appointed honorary secretary.

**ROSSNOWLAGH**.—Golf competition.

**SKERRIES**.—Golf competition.

**STRABANE**.—Mrs. J. Lawson appointed honorary secretary in the place of Mrs. J. L'Amie, resigned.

**SUTTON**.—Golf competition.

**WEXFORD**.—Special meeting, the Mayor of Wexford presiding. Speakers: The Mayor and the district organizing secretary.

**WHITEHEAD**.—Prince of Wales Day.

## 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 November, 1935.*