

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

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

LIVES RESCUED

from the foundation of the Institution in 1824

to November 30th, 1935 - - - - 64,350

The Woods of which a Life-boat is made.

By S. T. C. Bone, M.I.N.A., the Institution's Surveyor of Life-boats.

OUR life-boats are built of wood. We use wood because we have found that, given an equal weight, it stands punishment better than steel. We have had steel life-boats. All the steam life-boats were of steel. They did good service, but our experience with them satisfied us that wood was better in a boat which must be prepared to stand a lot of knocking about, which may be flung against wrecks and rocks or bumped violently on sandbanks, and which must be able to go on with her work after it as if nothing had happened.

If you take a single steel plate you will find that it can stand a good deal of rough usage, but in life-boats the plates must necessarily be light, and if the boat should be knocked about the rivets are apt to draw. The rivets are the weak point in a steel life-boat. A time may come when, after further experience of welding, we shall have done with riveting. The life-boat service may then take to steel. At present wood holds the field and steel is used only for the bulkheads of our larger life-boats. It is, however, only fair to say that on the Dutch coast, where there are no rocks, the large life-boats are of steel.

The woods we use are English oak,

Canadian rock elm, Honduras mahogany, Burmese teak, Canadian white deal and Columbian red cedar. By the time a life-boat is complete she has in her woods from nearly half the Empire.

Oak and Rock Elm.

Each wood is used for some particular part of the boat, and has been chosen for it because it has some special quality which makes it more suitable for that part than any other wood. English oak is used for the stem and stern of the boat, because of two qualities. The first reason is that it is without rival for its strength and durability. It weighs from 40 lb. to 53 lb. per cubic foot and its average tensile strength—that is to say its resistance to pulling—is nearly $3\frac{1}{2}$ tons per square inch. The second quality is that it can be got grown in the shape needed. A curved piece of wood is, of course, very much stronger if the curve is a natural growth than if it has been made by steaming and bending a straight piece of wood.

Canadian rock elm is used for the framework of the boat, and in the case of light boats for the keel also. It is tough, straight-grained and very resilient, like a bundle of canes.

Unlike oak, it steams and bends well. It is heavy, almost as heavy as oak, 43 lb. to 46 lb. to the cubic foot, and it has a greater tensile strength even than oak—4 tons to the square inch.

Mahogany and Teak.

Honduras mahogany is used for the deck of the boat and for the planking or skin. This skin is put on over the frame in two thicknesses, with calico and white lead between them. It has been chosen for these particular parts of the boat because it is tough, very difficult to split, and at the same time easy to steam and bend. It is, in fact, a strong, very good-natured, adaptable wood. Its weight is from 37 lb. to 40 lb. the cubic foot, and its strength is about $1\frac{1}{4}$ tons to the square inch.

Burmese teak is not as light a wood as mahogany, and it is much more brittle, but it has the advantage of resisting decay better—it is almost everlasting. For that reason it is used instead of mahogany for the planking and the decks in life-boats, in which its greater weight does not matter, and in which (for example in life-boats which lie afloat) its resistance to decay is a valuable quality. For the same reason it is used also, instead of the lighter Canadian rock elm, for the keels of the larger life-boats. Its weight is 45 lb. to 50 lb. to the cubic foot, and its strength $1\frac{1}{2}$ tons to the square inch. Teak has another valuable quality which no other wood has. Its oil preserves from rusting iron driven into it.

Deal and Cedar.

The two light woods, Canadian white deal and Columbian red cedar, are used only for the air-cases, of which there are from 70 to 160 in a life-boat. The white deal is tougher and more elastic than the red cedar, but it is heavier. The one weighs 21 lb. to 40 lb. to the cubic foot and the other 20 lb. to 26 lb.

White deal is used for the air-cases, except in those life-boats in which it is necessary to save weight as much as possible. In these boats red cedar is used instead. At one time (nearly fifty years ago) air-cases of copper were tried. They were a failure. In

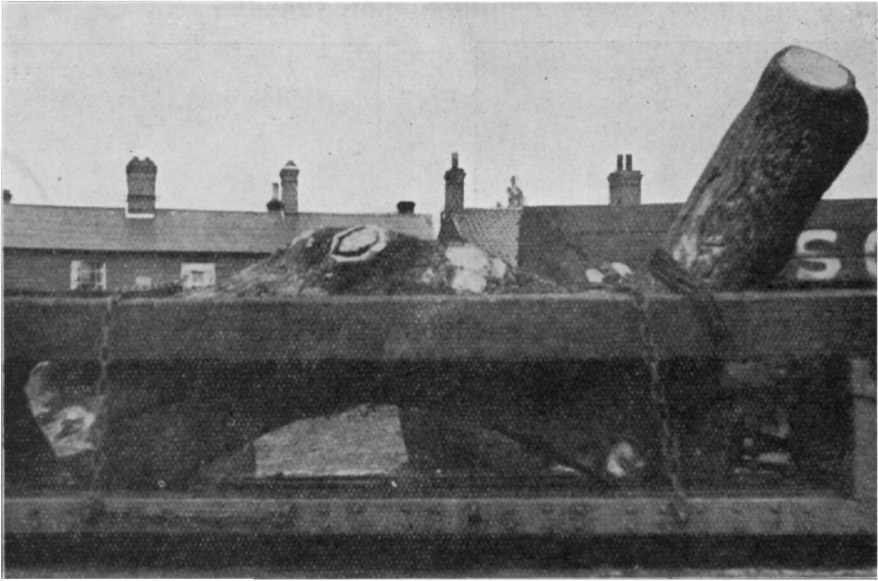
boat after boat which had been fitted with them it was found that they had corroded and given way under the frequent contraction and expansion caused by changes of temperature, and water had got into them. The copper cases were replaced by wood.

Such are the six principal woods which make a British life-boat and the qualities for which they are chosen, but to complete the tale it should be added that Norway fir is used for the masts; a little greenheart (a very hard, smooth African wood) is used wherever there is likely to be a great deal of friction; and a little sabicu, another hard African wood, is used for the cleats on which ropes are made fast. Sabicu has a very smooth surface and is chosen for that quality, so that the ropes will run easily over the cleats when they are unfastened.

Seasoning.

Wood is fascinating to use, but very difficult. It has to be chosen with great care. It has to be felled at the right moment; that is to say, in the autumn, when the flow of sap is least active. It has to be stored with plenty of air-space, in order to season it gradually; for if not well seasoned, there is a certainty that, when built into the boat, the excess of moisture in it will be a breeding ground for the microbes of dry rot. At the same time, some moisture must be left in all wood; if not, the absorption of exterior moisture would cause the wood to swell. About a quarter of the weight of fresh wood is moisture, but wood sometimes arrives from overseas of which as much as 35 per cent is moisture. The aim of the seasoning is to reduce the moisture to that point at which there will be least contraction and expansion of the wood under the influence of changes of weather. The amount which should be left depends on the purpose for which the wood is to be used. In life-boats it is necessary to reduce the moisture to, at most, 20 per cent. In wood to be used in steam-heated houses the seasoning must be carried much farther and, at most, 9 per cent of moisture left in it.

This process of drying out the moisture, or seasoning, must be done gradually and naturally. If it is done



By courtesy of]

[Messrs. Darby Bros., Timber Merchants, Beccles.

TRANSPORTING AN OAK CROOK.

This crook weighed about $1\frac{3}{4}$ tons and came from Suffolk.



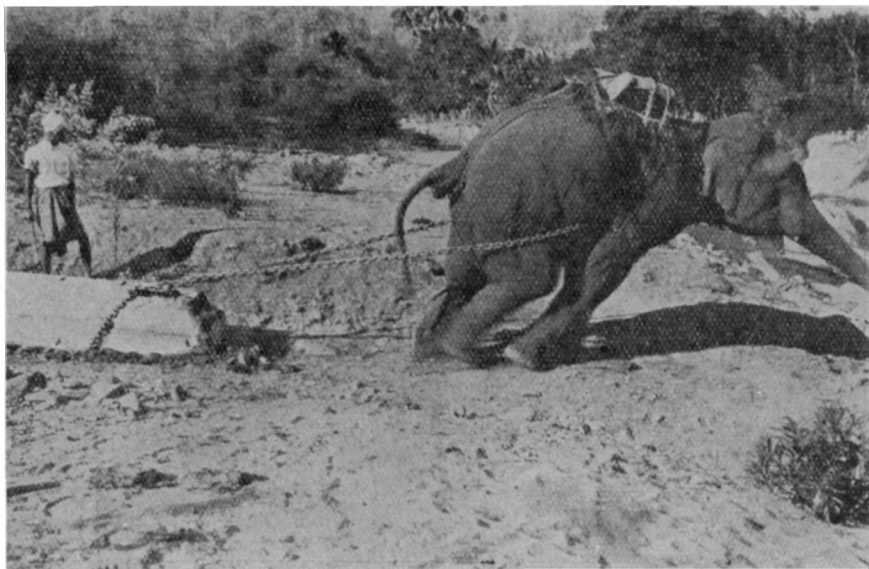
By courtesy of]

[W. White & Son, East Cowes.

CHOOSING AN OAK CROOK FOR THE STEM OF A LIFE-BOAT.

The Institution's two timber-converters at work.

IN THE BURMESE TEAK FORESTS.

**BUFFALOES HAULING.****ELEPHANT "TOKING" A LOG
INTO THE STREAM.****ELEPHANT HAULING A LOG.**

Photographs by Mr. David Brown, of the Bombay Burma Trading Corporation.



By courtesy of]

[W. White & Son, East Cowes.

OAK FROM DEVON.

The first process. Dividing a crook for stems. It weighed 5 tons and the tree was about 200 years old.

by violent artificial means, it makes the wood brittle. The time it takes varies enormously according to the wood (hard woods take longer than soft), the bulk of the wood and the time of year, but a three-inch oak plank, if kept under cover in a dry atmosphere, can be seasoned in three weeks. It can be—but the longer it is left to season the better.

Few modern shipyards can afford to have capital lying idle, and it is very hard to find a good stock of seasoned timber of the sizes the life-boat service needs. Special and very careful arrangements have to be made. In the days of wooden warships the Government employed skilled shipwrights to find and choose its timber, and these men travelled far. So the Institution to-day employs two timber-converter—as they are now called—to inspect and purchase timber for it.

Choosing Oaks.

Let us suppose that the Institution wishes to increase its supply of oak, of which it usually keeps in stock 80 to 100 crooks. It sends out blue-prints, showing the sizes and curves needed, to timber merchants, usually in the Midlands, Eastern Counties, Hampshire and the Isle of Wight. The merchants let the Institution know of any likely trees that they have and the timber-converter goes down to see them. Oak with the crooks needed is very hard to find and disappointments are many. On one occasion the timber-converter was taken by the merchant to see some trees still standing. On the way they passed a tree which promised to yield a splendid stem. They hurried across the field, and the timber-converter walked round the tree—and disappeared. He had stepped right inside it!

Oak is usually bought just after felling, and the transport alone, as the first photograph on page 547 shows, is a considerable labour.

Oak "crooks" (as we call any curved part of an oak tree) which are of the right shape are increasingly difficult to get. If any owners of country property should read this, I hope they will remember that they could make no gift to the life-boat service more

welcome than oak timber. What is wanted is large oak, between 150 and 200 years old, and anything from 9 feet to 14 feet in girth. The shapes needed can best be seen in the second photograph on page 547.

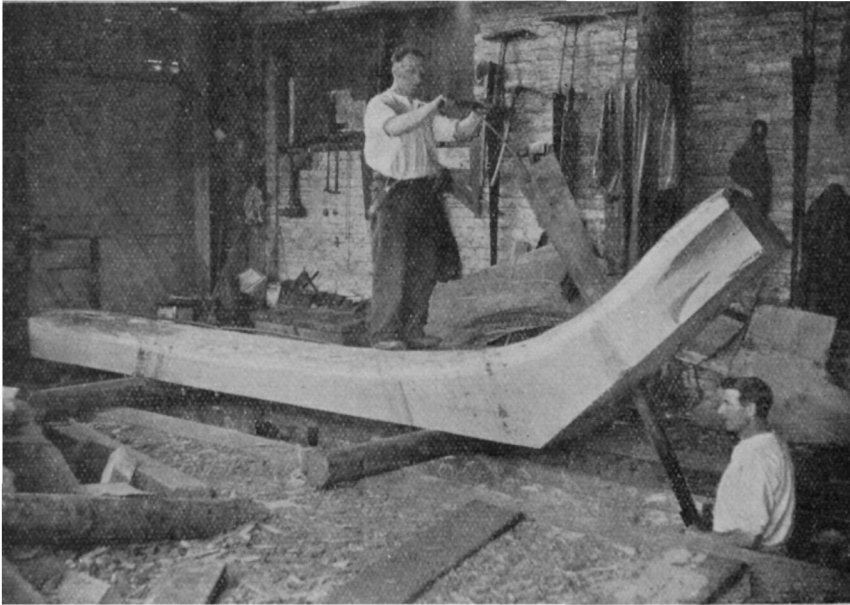
For the other woods, all of which come from overseas, the converters visit the importers of timber at the London docks, and occasionally at other ports. The woods will be found there usually in logs of about 16 inches square and 24 feet to 34 feet long. All woods are kept in airy sheds, except the Canadian rock elm, which is kept sunk in the mud at the bottom of the docks, because in the open air it very quickly splits (or, as we say, "shakes," a "shake" being a split which goes from the surface to the heart, the whole length of the log). Even after it is bought it is kept in salt water for another six months or more, and when it is wanted for building is cut up and kept in a shed for a very short period of seasoning before it is used. Pine also is kept sometimes in rafts afloat, for the same reason.

There is no space to follow the history of all these timbers through their transformations and journeys before they reach the Port of London, but let us see what has happened to the logs of teak before the timber converter buys them on the Thames.

The Teak Forests of Burma.

They come from the vast forests on the hills of Upper Burma, for it is only in the moist, hilly country that teak will grow. These forests are under the control of the Forest Department of the Government of Burma, which leases them to private firms, most of which are European.

Before any trees can be cut down they must be chosen and marked by the Forest Department's officer. Then they are "girdled"; that is to say, a wide circle is cut round the base of the tree. This stops the flow of sap, and gradually kills the tree. The tree must not be cut down until it is dead, and it takes three years to die. Then it is felled, and felling is no easy business in forests which grow at anything from 1,500 to 4,000 feet above the sea on steep and rocky hills.

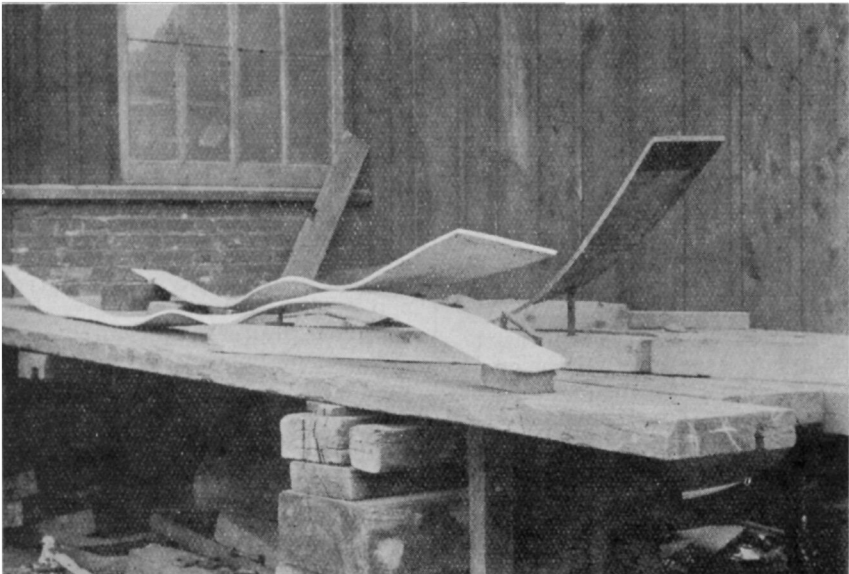


By courtesy of]

[W. White & Son, East Cowes.

TAKING SHAPE.

Dividing an oak crook into two large "knees."



GONE WRONG.

Planks of Honduras mahogany, cut for the skin of a life-boat, which warped while being steamed in order to be bent to the shape of the boat.

After the felling the trees are cut into logs. Then begins the work of "extraction," as it is called, a word which has painful memories for most of us, but which is very well chosen, considering the difficulties of getting the logs down to the sea. They travel by water, but to reach the "floating point" on the nearest stream they are dragged by buffaloes, if the country is easy, and by elephants where it is steep and rocky. Some of the firms have as many as 2,000 elephants. If possible, the bed of a stream is used as the road. It is a road where rocks may have to be blasted away and paths cut round waterfalls. In this laborious way the logs reach floating point. From there they go down the small streams for perhaps a hundred miles, before they reach one of the main tributaries of the Irrawaddy, the great river of Burma; then another hundred miles before they reach the Irrawaddy itself; then another three hundred miles down the Irrawaddy to the great sawmills at Rangoon. That journey by buffalo or elephant, by stream and river, takes on an average five years.¹

Now let us return to the wood when it is in the hands of the Institution and ready to be made into a life-boat.

Converting into Flitches.

The first business is to convert this timber into flitches; that is, the smallest sections of wood out of which the particular part of the boat required can be cut. The photograph on page 549 shows an oak crook in the rough. The first step of converting it into flitches has just begun. It will be divided and divided again before the work of shaping it begins. In the first photograph on page 551 the crook is taking shape as two "knees," to form part of the after end of the boat.

Oak is the most difficult of all the timbers to convert. No machinery is used. Two men with a dozen or so different types of long saws, some

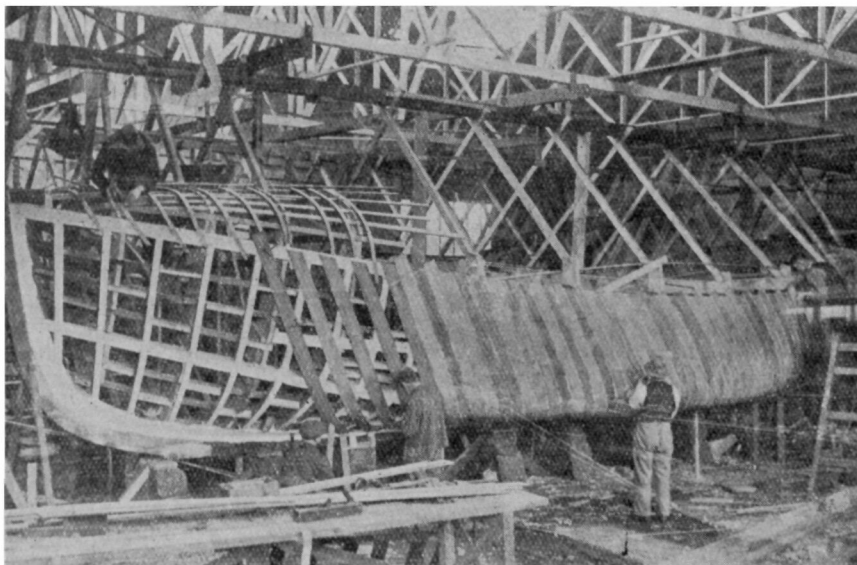
wedges, chalk, and string, and a long pit—these are better than the finest machinery, and will get twice as much timber out of any crook. One man works above the crook, and one in the pit below it. Their sawing is very clever. It is by no means the mechanical, quiet, steady effort the photograph on page 549 suggests. These men are not afraid of curves. They often have to make them, for oak has a habit of growing unconcernedly round the strangest things. The saw will often come up against, and have to cut round, flints, iron staples, wire and nails. Stranger still, it will not infrequently cut into a hole in the middle of the tree containing a nest and dried-up eggs. Such things are found buried in the oak, very often just at that place where they will spoil the converter's hope of a faultless piece. The other woods only require straight cutting, and for that reason can best be cut by machinery.

Wastage.

There must inevitably be a great deal of wastage in converting the timber. On an average $3\frac{1}{2}$ tons must be purchased for every ton used. That is to say, 71·5 per cent of the wood is wasted, but that 71·5 per cent is largely made up of sawdust and shavings, owing to the tremendous amount of shaping that is necessary. The wastage of oak is certainly very much less than it was in the dockyards in Nelson's day, in spite of the fact that in a modern life-boat there are far fewer shapes for which the small odds and ends of oak can be used than there were in the wooden battleships a hundred years ago. The smaller wastage is the result of skilful selection and converting.

Let us see how much timber goes into a modern motor life-boat of the 46-foot Watson cabin type. That type when complete weighs, without her crew on board, just over 18 tons. She will have in her approximately 12 cwt. of oak, 1 ton 8 cwt. of rock elm, 5 tons of mahogany, 6 cwt. of teak, and 14 cwt. of white deal. That is 8 tons of timber altogether. That timber, in the rough, as it was bought by the Institution, will have weighed over 19½ tons.

¹ This brief description of cutting and transporting teak has been taken from a full account of the working of the Burmese teak forests kindly sent to the Institution by Mr. David Brown, of the Bombay Burma Trading Corporation. The three photographs of the forests were also taken by Mr. Brown.

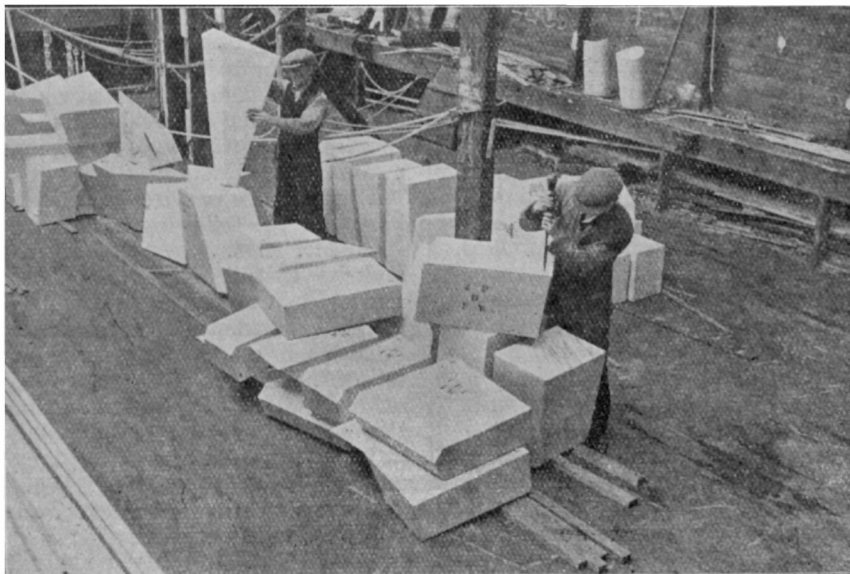


By courtesy of]

[Evening News.

FRAME AND SKIN.

The first skin of mahogany being put over the framework of rock elm and oak on the 41-feet Beach type of motor life-boat stationed at Dungeness



By courtesy of]

[Evening News.

AIR CASES.

Air cases of the 41-feet Watson motor life-boat stationed at Shoreham Harbour. This type has 145 of these cases.

A Welsh Silver Medal Service.

Rescue of a French Crew at Barry Dock.

On the morning of 17th September the French schooner *Goeland*, of Paimpol, was on her way from Brest to Swansea with a cargo of onions. A strong gale from the W.N.W. was blowing, with a very heavy sea. The schooner's sails were blown away and she was compelled to run for Cardiff. Then her ballast of sand shifted and gave her a very heavy list. More of her gear was lost and her master was injured. Her crew attempted to beach her in Porthkerry Bay, but failed, and the schooner drifted along the coast towards Barry.

A Quick Launch.

When she was off Rhoose Point it was seen from the shore that her crew were waving a white sheet, and the coastguard telephoned to the honorary secretary of the Barry Dock station. This was at 10.16. Seven minutes later the motor life-boat *Prince David* was on her way to the rescue. The coxswain was absent, and the honorary secretary of the station, Mr. A. C. Jones, a retired dock pilot, took command. The weather was very heavy and from the shore the life-boat appeared all the time to be under water. She reached the *Goeland* about twenty-five minutes after launching, and found her with so heavy a list that she was almost on her beam ends. Her sails and rigging were overboard and drifting out to windward. She had a small jib-sail set, but her steering-gear was damaged. She was labouring heavily, unmanageable, and was drifting towards the shore at two knots. When the life-boat reached her she was only 400 yards away from the shore. At the rate at which she was drifting she would strike the rocks in five minutes.

The time was so short, and the shore so near, that it was impossible for the life-boat to get to leeward of the wreck. Without hesitation Mr. Jones ma-

nœuvred the life-boat to get alongside to windward. This meant taking her through the drifting cordage, at the grave risk of fouling the propeller.

As the life-boat drew near, one of the *Goeland's* crew jumped overboard and got entangled in the cordage. The life-boat went astern, picked him up, and then, very skilfully and promptly manœuvred by Mr. Jones, she went alongside. The five Frenchmen still on board lost no time. They slid down ropes into the life-boat, or were hauled aboard her. Less than a minute after the last man was rescued the schooner went on the rocks. There the heavy seas broke her up.

One of the six rescued men had severe injuries to his face, and as the life-boat returned to Barry Dock signals were made for a doctor to be ready. She arrived at 11.25, just an hour and nine minutes after the first signal had been received.

The Awards.

It was a dangerous service, carried out with skill and courage, and the crew of the *Goeland* owe their lives to the promptness with which the life-boat was launched and with which Mr. Jones took her alongside. There was literally not a minute to spare, and not a minute was wasted.

For this fine service the Institution has made the following awards :

To Mr. A. C. Jones its silver medal and its thanks inscribed on vellum, signed by H.R.H. The Prince of Wales, K.G., as president of the Institution ;

To each member of the crew its bronze medal and its thanks inscribed on vellum, signed by the Prince of Wales ;

To Mr. A. C. Jones and the crew money awards of £1 12s. 6d. each. Mr. Jones has returned his money award as a gift to the Institution.

In Gratitude for Fifty Years of Married Happiness.

AN anonymous gift of £2 has been received from a man and wife "in

gratefulness for the blessings received during fifty years of married life."

Two Brave Deeds.

Awards at Herne Bay and The Gugh, Isles of Scilly.

THE Institution has made special awards for two acts of individual gallantry in saving life at sea, one by Mr. Frank Holness, of Herne Bay, the other by Mrs. G. B. Bond, of The Gugh, Isles of Scilly.

About seven on the evening of 12th August, after a calm day at Herne Bay, it began to blow. The wind increased with great rapidity, and in little more than an hour a gale was blowing and a heavy sea running. The motor yacht *Merlin*, of Littlehampton, was at anchor 200 yards off the beach in an exposed position. There were three people on board—one a girl six years old. They had left it too late to get ashore in their dinghy, and fearing that their moorings would break, they signalled for help at eight-thirty.

Single-handed to the Rescue.

Mr. Frank Holness put out, single-handed, in a 15-foot rowing boat, rowed her safely through the breakers—a task of which only a most experienced boatman would be capable—and took the three people off the yacht. The return journey was very hazardous. In order to find a sheltered place to beach the boat, Mr. Holness had to row along the shore for about a mile, with an onshore gale blowing, and a stone sea-wall on his lee with groynes running out from it. In the darkness and heavy seas he had to take the boat right under the pier, among its piles and ironwork. The boat, with four people on board, was fully loaded. The whole way she was broadside on to a heavy sea; and there was no baler on board. Mr. Holness brought her safely through these dangers.

A Second Yacht in Distress.

Shortly after he had landed and changed into dry clothes he heard that another motor yacht, *Pathfinder*, was being driven ashore at the other end of the beach, and he hurried off by car to join the crew of the Board of Trade rocket life-saving apparatus. The *Pathfinder* went ashore on the

steep shingle beach and lay there rolling heavily in the breakers. Mr. Holness succeeded in climbing aboard, in spite of the seas and the rolling of the yacht, and with the help of another member of the life-saving crew who followed him, he lowered over the side a woman and two men who were on board. He was just in time to prevent the woman from jumping into the sea, and almost certainly being crushed under the yacht as she rolled; and he rescued one of the men who, in attempting to jump, got caught in a rope and was hanging head downwards over the side.

The Institution has awarded Mr. Holness a framed letter of thanks and £2 for the service to the *Merlin* (whose owner also gave him a present), and the Board of Trade has awarded him £1 for the service to the *Pathfinder*.

Bathers Carried Away.

On 26th August a man who was bathing between St. Agnes and The Gugh, in the Isles of Scilly, was caught in a very strong current and carried away. A strong breeze was blowing and the sea was rough. A woman went in to his help and she too was swept out to sea by the current. Unaided, Mrs. G. B. Bond, though suffering from a weak heart, launched a 10-foot rowing boat and pulled out through the rough sea, against the strong current. When she reached the bathers she found them both exhausted. Although single-handed, she succeeded in dragging them into the boat and rowed them ashore.

Mrs. Bond rescued them at great risk to herself, and in recognition of her gallantry the Institution has awarded her its thanks inscribed on vellum and framed.

Mrs. Bond and her husband rescued a bather in similar circumstances last year, and her father won the silver medal of the Institution twenty-eight years ago, for swimming out to the rescue of the captain of an American schooner, wrecked on the Scillies.

Services of the Life-boats.

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

September Meeting.

Sheringham and Cromer, Norfolk.—

A three-masted schooner, the *Six Sisters*, of Hull, was anchored off the Grand Hotel, Sheringham, her auxiliary motor having broken down while she was bound to Portsmouth in ballast. At 5.25 P.M. on the 31st May the coast-guard reported that she was in a dangerous position. A light N.E. breeze was blowing, with a nasty swell. First a fishing boat put off, but she returned saying that help was wanted to get the schooner farther out. The Sheringham pulling and sailing life-boat *J. C. Madge* was launched at 7.38 P.M. with the second coxswain in charge. She tried to tow the schooner, but at 8 P.M. signalled for the help of the Cromer No. 1 motor life-boat *H. F. Bailey*. When the motor life-boat arrived the *Six Sisters* was towed out to sea by the two life-boats, clear of the Foulness buoy. The *J. C. Madge* returned ashore at 10.30 P.M. and the *H. F. Bailey* at 11.30 P.M.—Rewards: Sheringham, £34 9s. 6d.; Cromer, £17 10s. 6d.

Teesmouth, Yorkshire.—On the afternoon of the 25th June the sailing boat *Nancy* put out from West Hartlepool, with four men and one woman on board, to fish. At 2.35 A.M. on the 26th the coastguard reported that the boat had not returned. The weather was very thick, but the wind and sea were moderate. The Hartlepool pilot cutter had already searched without success. At 3.15 A.M. the motor life-boat *F. W. Archer* was launched, and at 3.45 A.M. she found the missing boat, and towed her to West Hartlepool. The life-boat returned to her station at 5 A.M. A donation was received from the father of one of the rescued.—Rewards, £11 15s.

Torbay, Devon.—On the 26th June the coastguard reported that the motor boat *White Lady II*, of Torquay, was in difficulties off the Imperial Hotel, Torquay. A strong S.W. breeze was

blowing, with a rough sea. At 2.15 P.M. the motor life-boat *George Shee* put out and found two large motor boats engaged in a great effort to tow the *White Lady II* clear of Haldon Pier. Eventually, they towed her into Torquay harbour, escorted by the life-boat. The honorary secretary, Mr. H. M. Smardon, went out in the life-boat.—Rewards, £2 19s.

St. Mary's, Isles of Scilly.—At 11.15 P.M. on the 30th June it was reported that two fishermen, who had gone out in a small boat fitted with a motor to haul their lobster pots, had not returned. The motor life-boat *Cunard* put out at 11.25 P.M. and went to the position where the men's fishing-gear was known to be. In St. Mary's Sound she found the small boat at midnight; her motor had failed and the two men had been trying to row home against a strong head-wind. They and their boat were brought back to St. Mary's by the life-boat. The owner of the boat made a donation to the branch.—Rewards, £10 5s.

Portrush, Co. Antrim.—On the afternoon of the 8th July the motor boat *Lone Wolf*, on a pleasure cruise from Portrush to Skerries, with a crew of three and ten passengers, got into difficulties. Her propeller had fouled, and she began to drift out to sea. A strong southerly breeze was blowing, with a moderate sea. She was seen to be flying a piece of canvas as a distress signal, and the motor life-boat *T.B.B.H.* was launched at 3.30 P.M. She picked up the *Lone Wolf* about two miles N.N.E. of Portrush, and towed her into the harbour, returning to her station at 4.30 P.M.—Rewards, £2 13s. 6d.

Margate, Kent.—On the night of the 14th July the coastguard reported flares about three miles N.N.W. of the look-out. The life-boat's officers were at sea, but a crew was collected

and the motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 11.5 P.M. Mr. T. W. Gomm, the honorary secretary, accompanied her. A strong N.N.E. breeze was blowing, with a moderate sea. The life-boat saw a red flare, and found the motor yacht *Falcon*, with five persons on board. She was bound from London to Spithead, but her engine had failed, and she had drifted to within fifty yards of the rocks when the life-boat arrived. Two life-boatmen were put on board the *Falcon*, and the life-boat towed her into harbour. The life-boat, but for whose help the *Falcon* would have become a wreck, returned to her station at 11.40 P.M. The owner made a donation.—Property Salvage Case.

Portpatrick, Wigtownshire.—On the 19th July the motor yacht *Ena*, of Greenock, bound from Douglas to Greenock with eight persons on board, was in difficulty owing to trouble with her engine, two and a half miles W.S.W. of Portpatrick. A strong S.W. breeze was blowing, with a rough sea, and it was raining heavily. The coastguard telephoned to the life-boat station and the motor life-boat *J. and W.* was launched at 7.30 P.M. The coxswain put a life-boatman on board the yacht, and the life-boat towed her into harbour. The life-boat returned to her station at 8.45 P.M.—Rewards, £8 17s. 6d.

Yarmouth, Isle of Wight.—On the afternoon of the 20th July the motor life-boat *Hearts of Oak*, when off Sconce Point on her return to Yarmouth from exercise off Milford, saw a motor dinghy from the yacht *Wishbone* drifting rapidly towards Shingle Bank. One man was on board. A strong and increasing westerly breeze was blowing, and the sea was rough. The yacht was near-by, but was unable to beat to windward to pick up the dinghy. The life-boat went after it and came up with it to the west of N.E. Shingle Buoy. The man was rescued, and the dinghy towed into Yarmouth harbour. The life-boat returned to her station at 7 P.M. After the dinghy had been brought in she was emptied of water, and her engine put in order by the

motor mechanic, while the second coxswain took the rescued man home to tea. The owner of the yacht became an annual subscriber to the Institution following this service.—Rewards, 15s., in addition to Exercise Pay.

Whitby, Yorkshire.—On the evening of the 21st July two men and two women visitors put out from the harbour in the motor yacht *Maroc*, in a moderate N.W. breeze, with a rough sea, not knowing the danger they would run in returning. The motor life-boat *Margaret Harker Smith* was launched at 9 P.M., found the yacht near Rock buoy, warned the occupants of the danger, and escorted the yacht into harbour. She returned to her station at 10 P.M.—Rewards, £10 18s.

New Brighton, Cheshire.—On the evening of the 27th July the coastguard reported that a small motor yacht near Perch Rock was signalling for help, and the motor life-boat *William and Kate Johnston* put out at 9.10 P.M. A strong west breeze was blowing, with a very heavy sea and rain. The life-boat found the converted ship's boat *Collingwood*, of Liverpool, at anchor near Perch Rock lighthouse, with four men and a boy on board. She had lost her main anchor, and her engine had been swamped by heavy seas. The life-boat was taken as near as possible and, with great difficulty, a rope was passed to the *Collingwood*. Then the life-boat towed her back to the New Brighton stage. But for the life-boat's help the crew would undoubtedly have been lost. The life-boat returned to her station at 10.20 P.M.—Rewards, £10 5s.

Kingstown, Co. Dublin.—On the 27th July a small sailing boat, with two men and a boy on board, got into difficulties about three-quarters of a mile off the Muglins, at the entrance to the bay. The boat had put out from Bray for Kingstown, but had been blown out to sea by the strong, squally north-west breeze. The sea was rough. The motor life-boat *Dunleary* put out at 3.35 P.M. She found that the men had rigged up a small sail and were trying to get back to Bray, but

all the time were being blown to sea. They were rescued, and their boat was towed back to Kingstown. The life-boat returned to her station at 4.35 P.M.—Rewards, £3 0s. 6d.

Rhyl, Flint.—At 9.5 P.M. on the 27th July a telephone message was received from the coastguard that flares of distress were being shown one mile N.E. of Rhyl Pier. A strong and increasing W.N.W. wind was blowing and the sea was rough. The pulling life-boat *Caroline Richardson* put out at 9.15 P.M. She found the small motor yacht *Penguin*, bound for Conway, with two men on board, in a rather dangerous position, with her auxiliary engine useless. The coxswain advised the owner to drop anchor, and the crew of two were then taken off and landed by the life-boat at midnight. The *Penguin* went ashore and later was towed into harbour.—Rewards, £24 2s.

Flamborough, Yorkshire.—The motor life-boat *Elizabeth and Albina Whitley* was launched at 11.30 A.M. on the 29th July, as four fishing cobsles were out and a moderate gale was blowing, with a very heavy sea. The life-boat found the first coble about two and a half miles to the north-east and escorted her round Flamborough Head into the safety of Bridlington Bay. In two more trips she escorted into the bay the second and third cobsles, which were in the same direction as the first. The fourth coble was found about three miles E.S.E., heading for the north landing at Flamborough, but her skipper was warned that it was impossible to land there, and she was escorted into Bridlington Bay. The life-boat returned to her station at 2.30 P.M.—Rewards, £9 2s.

Torbay, Devon.—The Berry Head coastguard reported by telephone at 10.25 P.M. on the 3rd August that a small sailing yacht was close to the Outer Cod Rock, on which one of the crew of two had landed before dusk. Flashes were seen from the rock, and at 10.45 P.M. the motor life-boat *George Shee* put out with the honorary secretary, Mr. H. M. Smardon, on board. She found the small cutter yacht

Mitzie, of Brixham, near the rock, with one boy aboard and another on the rock. They said that they were fishing, and seemed unaware that they were in danger. With the aid of the life-boat's searchlight the boy on the rock got aboard the boat, and she was taken back to Brixham. The boys expressed regret at the trouble they had given the coastguard and life-boatmen.—Rewards, £8 2s.

Broughty Ferry, Angus.—A telephone message was received from Carnoustie coastguard station at 6.50 P.M. on the 12th August that a small rowing boat with one man on board was in danger of being swamped about three miles S.W. of the station. The weather was fine, with a moderate N.E. breeze and moderate sea. At 6.57 P.M. the new motor life-boat *Mona* put out on her first service. She spoke the Abertay lightship, which pointed out the small boat and said that she was trying to pull to windward. When the life-boat came up with the small boat she found that there were two men in her. The second man had swum out to help the first. Both men were exhausted. The life-boat took the boat in tow to the entrance of Westhaven harbour, a distance of about one and a half miles, and then returned to her station, arriving at 9.10 P.M.—Rewards, £9 19s.

Girvan, Ayrshire.—The motor life-boat *Lily Glen*—Glasgow was launched at 12.30 A.M. on the 14th August in response to a telephone message from Culzean Castle Maidens that the steam trawler *Clyro*, of Milford Haven, was ashore. A moderate W.N.W. wind was blowing, with a fairly heavy swell. The *Clyro* carried a crew of twelve, with two passengers, and was bound from Ayr to the fishing grounds. The life-boat arrived to find that six had landed, and that the remainder of the crew were on board or in the ship's boat alongside. The vessel was holed, and at the skipper's request the life-boat stood by. At 10 A.M. a tug arrived, but the life-boat was asked to remain, until 2 P.M. As her presence was then felt to be no longer necessary, she returned to her station.—Rewards, £13 2s. 6d.

Port Erin, Isle of Man.—On the evening of the 15th August news was received that a small boat with a man and a woman on board had been seen in difficulties, drifting with the tide through Calf Sound. The honorary secretary engaged a motor boat and went in search, could find nothing, and returned to Port Erin. He then went by car to Port St. Mary, but could learn nothing of the boat there, and on his return the Port Erin motor life-boat *Ethel Day Cardwell* was launched. It was then 11.35 P.M. A light S.W. wind was blowing, with a choppy sea. The life-boat made a long search round the Calf of Man, and at daybreak next day the two people were seen on the Stack Rock, on the west side of the Calf of Man, with their boat stranded on the rocks beside them. This is a very dangerous spot, the cliffs being too steep to climb, and the only means of return was by boat. The life-boat rescued the people, and returned to her station at 6 A.M.—Rewards, £12 15s. 6d.

Yarmouth, Isle of Wight.—On the 15th August three young men from a camp went out sailing in the boat *Kenya*, of Colwell Bay. A strong south-west wind was blowing, with a rough sea, and the boat was capsized. This information was sent by telephone from Cliff End Signal Station, and the motor life-boat *Hearts of Oak* was launched at 3.42 P.M. On reaching the position given, five miles west of the Needles, the life-boat found that the pilot cutter had picked up one man. Stimulants were given him and he was put on board the life-boat. Meanwhile a passing yacht hailed her and said that she had picked up another man and would land him at Poole. On her way back the life-boat, as she passed the Needles, signalled for a doctor and an ambulance, and they were ready to look after the man when the life-boat reached Yarmouth. The third man was drowned.—Rewards, £3 18s.

Anstruther, Fifeshire.—On the evening of the 18th August the coastguard reported that a vessel was ashore five hundred yards S.E. of the Billow Ness look-out hut. She was the steam trawler *Gareloch*, of Aberdeen, bound

home from Methil after coaling, and was lying in a dangerous position across two reefs of rock. The sea was smooth and there was very little wind, but the weather, at times, was very thick. The motor life-boat *Nellie and Charlie* was launched at 7.12 A.M. After standing by for some time she took a kedge anchor from the trawler, but before she could run it out the trawler fell over towards the shore, where she lay practically high and dry. The tide was ebbing. The life-boat could do nothing more and made for home. She reached the harbour at 10.30 A.M., but was not rehouseed until 4 P.M. in case her help should be wanted again.—Rewards, £5 17s.

Donaghadee, Co. Down.—On the 16th August the 14,000-ton passenger and cargo steamer *Letitia*, of Glasgow, bound from Montreal to Glasgow, ran ashore on the South Briggs Rocks in a dense fog. In addition to cargo, she was carrying 300 passengers and 200 crew. The coastguard informed the life-boat station, and the motor life-boat *Civil Service No. 5* was launched at 11.35 P.M. She stood by while all the passengers were transferred to another ship, and later while an attempt was made to refloat the *Letitia*. The attempt was unsuccessful and, as the crew were then in no danger, the life-boat made for home. She reached her station at 3 P.M. on the 17th, after having been out for over fifteen hours. At midnight it was learned that another attempt to refloat the *Letitia* was to be made, and the life-boat put out again in case her help should be wanted. She stood by until it was seen that the *Letitia* would not come off, and returned again to her station at 4 A.M. on the 18th. The *Letitia* was refloated on the morning of the 20th, and made for Glasgow under her own steam.—Rewards, £29 7s. 6d.

Great Yarmouth and Gorleston, Norfolk.—On the evening of the 20th August the coastguard telephoned that Corton light-vessel was making signals indicating a ship in distress N.E. of the light-vessel. A light S.E. breeze was blowing and the sea was smooth. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 7.10 P.M.

Near Cross Sand buoy she found, and took on board, three men in a small boat. They were the crew of the fishing boat *Samaritan*, of Lowestoft, and had abandoned her after she had caught fire. The life-boat went about three miles in a N.N.E. direction, and found the *Samaritan* aflame from stern to stern. Eventually she sank. The life-boat landed the three men at Gorleston and returned to her station at 10.30 P.M. The rescued men sent a letter of thanks to the life-boat crew.—Rewards, £20 11s.

Peterhead, Aberdeenshire.—Early on the morning of the 23rd August the steam trawler *Port Jackson*, of Peterhead, carrying a crew of nine, ran ashore at Scotston Head during a fog. The wind was only light from the S.E., but there was a heavy swell. The coast-guard reported that the trawler was burning flares, and the motor life-boat *Duke of Connaught* was launched at 3.50 A.M. She found the trawler lying in a very awkward position and making water rapidly. At the request of the master the life-boat took off five men and returned to Peterhead to inform the trawler's insurance company. She put out again, and this time found the trawler almost submerged. The remaining four men were rescued and taken to Peterhead, and the life-boat returned to her station at 8.30 A.M.—Rewards, £16 5s.

Torbay, Devon.—On the night of the 29th August the Berry Head coastguard was informed by a boy that three people were marooned on Cradle Rock, St. Mary's Bay. Darkness was setting in, and as no boat could be seen, the life-boat station was informed. At 8.45 P.M. the motor life-boat *George Shee* put out in a rough sea, with a moderate N.E. wind blowing. She took the three people off the rock and landed them at Brixham at 9.30 P.M. They were visitors to Torbay, a father and two sons, and were very grateful for the life-boat's help.—Rewards, £9 7s.

Lowestoft, Suffolk.—At 2.30 P.M. on the 30th August the coxswain saw a dinghy, which was racing, capsized. She was helped by an attendant launch.

A few minutes later another dinghy filled, and the life-boat *Agnes Cross* was launched at 2.40 P.M. The sea was heavy, with a moderate gale from the S.E., and several dinghies were now in difficulties. The *Whimbrel* had a broken mast and was full of water, so her crew of two were taken aboard the life-boat. The *Snipe* had got into broken water, so her crew of two ladies were also taken aboard. Both boats were then towed to harbour. The life-boat then put out again, and finding that all the small racing craft had got back safely, she returned to her moorings at 4 P.M.—Rewards, £15 2s. 6d.

Yarmouth, Isle of Wight.—At 8.10 P.M. on the 30th August the coast-guard at Totland telephoned that a small yacht was burning red flares near Elbow Buoy. A fresh S.S.W. gale was blowing, with a rough sea. The motor life-boat *Hearts of Oak* put out and, when off Hurst at 8.35 P.M., saw the pilot cutter with a boat in tow. The cutter morsed asking if the life-boat would take over the boat and the life-boat replied that she would. She went alongside the cutter yacht—the *Alethea II*, of Southampton—put two men on board, took her in tow and brought her and her crew of three to Yarmouth at 8.45 P.M.—Rewards, £7 16s.

Moelfre, Anglesey.—The motor life-boat *G.W.* was launched in a strong S.W. breeze, with a rough sea, at noon on the 30th August, as a report had been received that a small boat to the N.E. of Moelfre Island was making signals of distress. The life-boat found that the boat's anchor was caught on the bottom; the rope was too short, and the boat was being swamped. The coxswain cut the rope, freed the boat and towed it home. The four people on board, who were visitors from Manchester, wrote a letter expressing admiration of the seamanship and courtesy of the life-boatmen.—Rewards, £5 5s. 6d.

Berwick-on-Tweed, Northumberland.—On the evening of the 6th September the weather was calm, but there was a heavy swell on the bar, and the yacht *Brunette*, of Newcastle-on-Tyne, with four young people

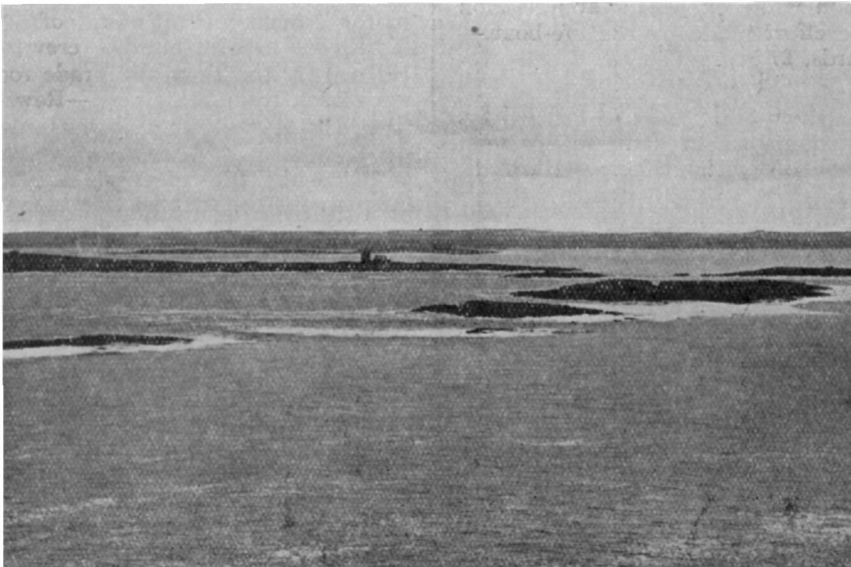


By courtesy of]

[Mr. H. G. Home and The London and Northern Studios, Alnwick.

THE EIGHT ROBSONS.

The eight members of the family at present in the crew of the North Sunderland life-boat. In the centre Coxswain James Robson. An article on the work of four generations of life-boat Robsons appeared in the last number of *The Life-boat*.



By courtesy of]

WHERE THE ROBSONS WORK.

[Northern Echo.

The Farne Islands and the Northumberland Coast. Photograph taken from the top of the Longstone Lighthouse.

on board, three brothers and their sister, was seen to be drifting down on to the Goswick Sands. If she got among the breakers, she and her crew would, in all probability, be lost. The motor life-boat *Westmorland* put out at 8.10 P.M., came up with the *Brunette* two to three miles out, and towed her to a safe anchorage in the bay. Then the crew were taken off and landed at Berwick. The life-boat returned to her station at 10.5 P.M. The owner sent a letter and a donation in gratitude for the rescue.—Rewards, £9 13s.

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

Ramsgate, Kent. — 21st June. A small boat had been reported in distress. The boat herself was picked up by a boat from Broadstairs, but nothing could be found of the two men who had been on board her.—Rewards, £10 11s.

Yarmouth, Isle of Wight. — 3rd July. An aeroplane of Cobham's Air Routes, Ltd., crashed off the Needles. A steamer picked up the only passenger, but the pilot was killed. Sir Alan Cobham wrote expressing appreciation of the effort made by the life-boat.—Rewards, £7 16s.

Clacton-on-Sea, Essex. — 3rd July. An auxiliary yacht had run aground, but got off without help.—Rewards, £11 6s.

Barry Dock, Glamorganshire. — 4th July. Four men in a small boat were flying distress signals but were rescued by a steamer.—Rewards, £4 17s.

The Humber, Yorkshire. — 8th July. A small boat had been stolen from Cleethorpes, and with three people on board was feared to be drifting out to sea. The boat was found and the life-boat recalled.—Permanent crew.—Rewards, 6s.

Selsey, Sussex. — 18th July. A motor boat had caught fire, but another motor boat took off the crew.—Rewards, £5 17s. 6d.

Clacton-on-Sea, Essex. — 19th July. A skiff had capsized, but the occupants got ashore without help.—Rewards, £8 15s.

Arbroath, Angus. — 20th July. A small boat had been reported in difficulties, but she was picked up by a cargo steamer.—Rewards, £4 18s. 6d.

Margate, Kent. — 28th July. A yacht capsized, but a small boat rescued the crew of four.—Rewards, £6 8s.

Seaham, Durham. — 1st August. A bather got into difficulties, but was helped ashore by life-lines.—Rewards, £2 15s. 6d.

Great Yarmouth and Gorleston, Norfolk. — 7th August. A speed-boat caught fire, but a fishing boat picked up the occupant.—Rewards, £15 11s.

Dover, Kent. — 7th August. A balloon engaged on film work made a descent into the sea, but as a motor boat was in attendance, the life-boat was not required.—Rewards, £3 16s.

Margate, Kent. — 12th August. The motor yacht *Pathfinder*, of New York, got ashore, but the crew were rescued by the Board of Trade rocket apparatus from Reculvers.—Rewards, £14 4s.

Yarmouth, Isle of Wight. — 15th August. A report that a motor boat had disappeared was followed by a search, but nothing was found, or reported missing.—Rewards, £3 18s.

Padstow, Cornwall. — 21st August. Flares had been reported from a fishing boat, but another boat took her in tow. While running to fire the maroon, the shore-signalman dropped dead. His widow has been pensioned.—Rewards, £5 14s. 6d.

Great Yarmouth and Gorleston, Norfolk. — 22nd August. The Dutch motor vessel *Apollinaris*, of Groningen, appeared to be ashore, but was found to be safely at anchor very close to the Scroby Sands.—Rewards, £8 8s.

Ramsgate, Kent. — 22nd August. Two German students had been reported as six miles east of the East Goodwin light-vessel in a canoe. The life-boat went out to look for them, but they reached Ramsgate without help.—Rewards, £10 11s.

Flamborough, Yorkshire. — 23rd August. A steamer burst a steam-pipe, but another steamer near-by took her in tow.—Rewards, £18 5s. 6d.

Hythe, Kent.—26th August. A bather was in difficulties, but managed to get ashore.—Rewards, £7 8s.

Newhaven, Sussex. — 28th August. Red rockets had been reported, but no vessel in distress could be found.—Rewards, £9 17s. 6d.

The Lizard, Cornwall.—1st September. The motor barge *Jos Maria*, of Schiedam, appeared to be in difficulties but made port without help.—Rewards, £7 7s. 6d.

Skegness, Lincolnshire.—6th September. Signals had been reported, but no vessel in distress could be found.—Rewards, £13 4s. 6d.

October Meeting.

Longhope, Orkney.—On the 19th August the 6,000-ton motor vessel *Gunnaren*, of Gothenburg, bound home from New York, ran ashore east of the lighthouse on Tarf, Swona Island, in a dense fog. She carried a crew of thirty-five and a general cargo. She sent out a wireless call for help, and the motor life-boat *Thomas McCunn* was launched at 7.40 A.M. At the captain's request the life-boat stood by until the afternoon, when she took ashore forty-one bags of Swedish mail. She returned and stood by again. At 2 A.M. next day the *Gunnaren* took a heavy list to starboard, and her crew were in danger. Twenty-six of them were put aboard the ship's life-boat, and the life-boat towed them to Longhope. Once again she returned to the *Gunnaren*, and stood by all that day and night, and the following day up to 6 P.M. By that time tugs were in attendance, and the life-boat put back

to her station. She had been on service over fifty-eight hours. The *Gunnaren* remained ashore, and next day, as she was not in immediate danger, some of her crew returned to her. At 4.20 P.M. on the 23rd Wick coastguard telephoned that the *Gunnaren* was again calling by wireless for the life-boat, and she was launched at 4.40 P.M. A moderate S.E. breeze was blowing, with a heavy sea. The life-boat went alongside the *Gunnaren* and took off twenty men. The officers went on board the attendant tugs for the night, and the life-boat returned to her station at 10.40 P.M. The *Gunnaren* later broke in two and became a total wreck. — Rewards: First service, £25 2s. 6d.; Second service, £14 18s. 6d.

Port Askaig, Islay.—On the evening of the 3rd September the coastguard at Kilchoman reported that a steamer was in distress half a mile west of Colonsay. A strong west breeze was blowing, with a rough sea and rain showers. The new motor life-boat *Charlotte Elizabeth* put out at 7.30 P.M., and found the steamer *Shima*, of Glasgow, bound from Gothenburg to Belfast with a general cargo. She had run on a reef, broken her rudder and sprung a leak; but she had floated clear and was lying at anchor. The captain did not want to abandon ship, but asked Mr. D. MacIndeor, the branch honorary secretary, who had accompanied the life-boat, to take ashore a request for tugs. This was done, and at 4 A.M. on the 4th the life-boat put out with news from the owners that tugs had been sent. The sea had increased somewhat, but the *Shima's* anchors were holding and, as she was in no immediate danger, the life-boat returned to her station. She got back at 9.30 A.M.—Rewards, £14 9s. 6d.

Yarmouth, Isle of Wight.—The paddle steamer *Whippingham*, of Southampton, while on a pleasure trip from Ryde to Bournemouth on the afternoon of the 5th September, was in difficulties through a defect in the paddle wheels and began to leak, when about six miles W.N.W. from the Needles. She had between four and five hundred people on board. A strong south-west breeze was blowing, with a rough

sea and heavy rain. The *Whippingham* anchored and made signals of distress. The motor life-boat *Hearts of Oak* was launched at 5.15 P.M., in response to a message from the coastguard, and found that the *Whippingham* had been taken in tow by the steamer *Freshwater*, after two other paddle steamers had tried, unsuccessfully, to help her. After towing for a short time the *Freshwater* passed the tow to the s.s. *Duchess of Norfolk*, which carried on towards the quieter waters in the Solent. At the request of the captain of the *Duchess of Norfolk* the life-boat accompanied the vessels until they made Hurst, and then returned to her station at 10.30 P.M.—Rewards, £9 16s. 6d.

Cullercoats, Northumberland.—On the afternoon of the 8th September a message was received from the coastguard, through the wireless station, that a motor fishing boat was aground just south of St. Mary's Island, which is about three miles north of Cullercoats. A moderate S.E. breeze was blowing, with a moderate sea. The pulling and sailing life-boat *Co-operator No. 1* was launched at 6 P.M. She found that the boat *Olive*, of South Shields, with a crew of six, had got inside a reef of rock and grounded. She passed her a line and towed her over the reef into deep water. She then stood by until it was found that the *Olive* was not holed, and that her engine was in order, and returned to her station at 7.45 P.M.—Rewards, £21 9s.

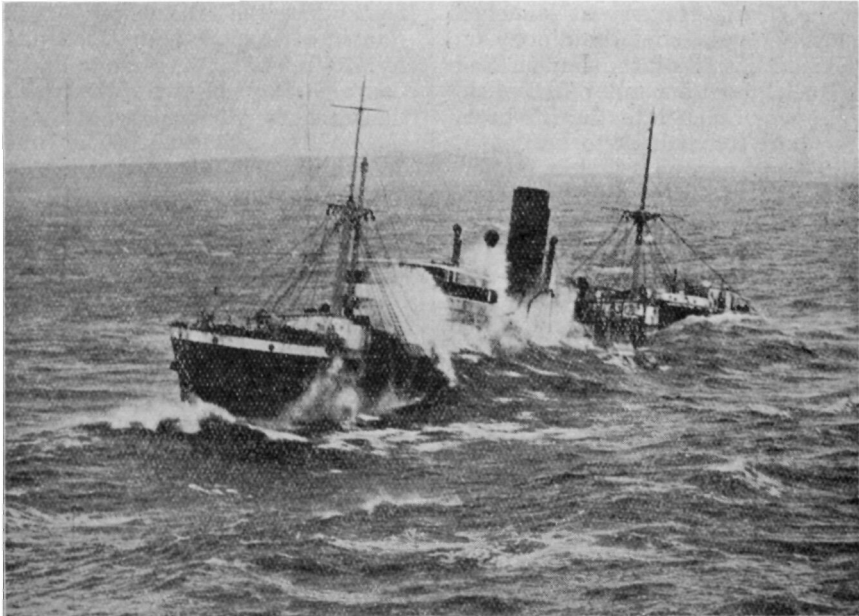
Ramsey, Isle of Man.—At 1.15 P.M. on the 8th September the coastguard telephoned that a message had been received from the Point of Ayre lighthouse that the yacht *Faustona*, of Fleetwood, with four men on board, was in distress off Port Cranstal, and wanted immediate help. She had no sails and her engine had broken down. A strong S.E. breeze was blowing, with a rough sea, when the motor life-boat *Lady Harrison* was launched at 1.25 P.M. She found the *Faustona* very close to the shore, in broken water, passed her a line, and towed her to an anchorage off Ramsey. One of the *Faustona's* men was injured, so

the life-boat took him ashore; she then returned to the yacht and towed her into the safety of the harbour. She returned to her station at 6 P.M. The owner made a donation to the Institution.—Rewards, £10 14s.

Coverack, Cornwall.—On the morning of the 9th September four young visitors put out in an outboard motor boat. They had not returned by 2.30 P.M., and some anxiety was felt. Enquiries were made along the coast, and the Cadgwith coastguard reported that a boat answering to the description of the missing boat was about one and a half miles west of Blackhead, on a lee shore. A strong east breeze was blowing, with a rough sea, and the motor life-boat *The Three Sisters* was launched at 3 P.M., in case her help was wanted. She found that the boat had had engine trouble, and had just been picked up by the life-boat's second coxswain, who was at sea in his motor boat. He was trying to tow her into safety. The life-boat took the crews of both boats on board and towed the boats into harbour. She returned to her station at 4.45 P.M.—Rewards, £6 2s.

Southwold, Suffolk.—On the night of the 9th September anxiety was felt for the local motor fishing boat *Ruby*, which had put out at 1 A.M., with one man on board, and had not returned. The motor life-boat *Mary Scott* was launched at 11.27 P.M. to search. A light east breeze was blowing, with a moderate sea. The life-boat found the *Ruby* about one mile north of Sizewell coastguard station. Her propeller had been fouled by a rope and her engine had broken down. The man was exhausted. The life-boat towed the *Ruby* into harbour, and returned to her station at 12.45 A.M.—Rewards, £17 3s.

Exmouth, Devonshire.—On the evening of the 11th September a message was received from a Teignmouth resident, through the coastguard, that a girl had left Teignmouth for Exmouth in a 12-foot sailing dinghy, and as a strong wind was blowing, with a choppy and rising sea, fears were felt for her safety. Two boats had put out from Teignmouth, but had been unable to

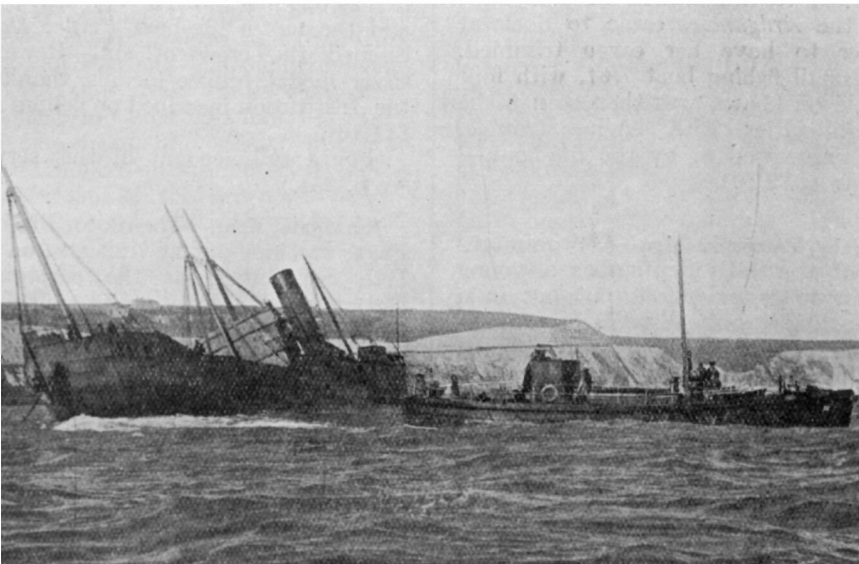


By courtesy of]

[Fox Photos.

WRECKED AT THE LIZARD.

The *Clan Malcolm*, of Glasgow, a 6000-ton steamer with a crew of 75, which went ashore in a dense fog. (See page 568.)



By courtesy of]

[Planet News.

STANDING BY.

The Dover motor life-boat and the ss. *Ardgantock* with a heavy list. (See next page.)

overtake her. The motor life-boat *Catherine Harriet Eaton* was launched at 7.30 P.M., and found the dinghy on the Exmouth side of the Parson and Clerk Rock, about one mile off Dawlish. The girl was taken into the life-boat, and her boat towed back to Exmouth. The life-boat returned to her station at 8.25 P.M. But for the life-boat's help the dinghy would probably never have reached Exmouth, as the tide was against her and the sea was too rough for a boat of that type. The rescued girl made a donation to the Institution.—Rewards, £18 7s.

Dover, Kent.—On the afternoon of the 14th September the s.s. *Ardgantock*, of Greenock, bound from Ghent to Llanelli with scrap-iron, ran into heavy seas going down-channel. Her cargo shifted and gave her a dangerous list to starboard. She put about and made for Dover. The Royal Naval shore signal station and the Dover coast-guard passed the news to the life-boat station, and the motor life-boat *Sir William Hillary* put out at 3.40 P.M. She found the *Ardgantock* at anchor about half a mile S.E. of Dover, and stood by her until her captain said that he did not need her any longer. She returned to her station at 5.45 P.M., and the *Ardgantock* came to dock at Dover to have her cargo trimmed. The small fishing boat *D61*, with four people on board, was then seen to be in difficulties with engine trouble. She was towed in by the life-boat.—Rewards, £2 10s.

Tenby, Pembrokeshire.—On the morning of the 14th September a young visitor to Saundersfoot put out in a canoe. A strong W.S.W. breeze was blowing, with a choppy sea. About half a mile off shore the canoe capsized, and was blown another mile out to sea with the boy clinging to it. The coastguard informed the life-boat station, and the motor life-boat *John R. Webb* put out at noon. She found that a rowing boat had managed to get out of Saundersfoot and was just taking the boy from the water. She towed rowing boat and canoe back to Saundersfoot, and returned to her station at 1.15 P.M.—Rewards, £6 14s. 6d.

Arklow, Co. Wicklow.—On the 16th September the Dutch motor vessel *Ransel*, of Delfzyl, bound, laden, from Ayr to Teignmouth, came to anchor in Courtown Bay, and five of the crew, with the master's wife and her sister, went ashore for provisions. The master, one seaman, and two small children were left on board. The weather grew bad, and by the evening a whole south gale was blowing, with a very heavy sea and rain. The crew tried to get back to the ship, but their boat capsized, and they swam ashore. Three of them then went to the life-boat station at Arklow and, as the *Ransel* was in danger of going ashore in her shorthanded condition, the motor life-boat *John Taylor Cardwell* was launched at 8 P.M. to put them on board. Meanwhile the master had weighed anchor and taken his ship farther out to sea, and the life-boat did not find her until 3 A.M. The men were transferred to her and then, at the master's request, the life-boat went ashore and brought out the remaining members of the crew. She returned to her station at about 10 A.M.—Rewards, £12 2s. 6d.

Barry Dock, Glamorganshire.—On the 17th September the French schooner *Goeland*, of Paimpol, was in distress in a strong gale, with a very heavy sea, and the motor life-boat *Prince David* rescued the crew of six.—Rewards, silver medal, bronze medals, thanks of the Institution inscribed on vellum and £11 16s.

(For a full account of this service see p. 554.)

Ramsgate, Kent.—The motor life-boat *Prudential* put out at 7.22 A.M. on the 17th September, as the coastguard had reported that a vessel was drifting towards the harbour. A whole S.W. gale was blowing, with a very rough sea. The life-boat found the vessel ashore near No. 3 Brake Buoy. She was the motor ship *Frank M.*, of London, bound for Shoreham with a crew of five. She did not want any help, but asked the life-boat to stand by until she refloated. The life-boat did so, and returned to her station at 12.10 P.M.—Rewards, £6 0s. 6d.

Yarmouth, Isle of Wight.—On the night of the 17th September a very strong gale

was blowing from the S.W., with a very rough sea, rain squalls and a very high tide, and between midnight and eight o'clock the next morning there were three launches; one by the boarding boat and two by the motor life-boat. The first call came just after midnight, when it was reported that an upturned dinghy, with a man clinging to it, was drifting up the harbour. The life-boat's boarding boat, with a crew of five, put out at 12.30 A.M. Taxi-cab drivers helped in the search by driving their taxis to the quayside so that their headlights would shine on the water, but no trace of the dinghy could be found and the boarding boat returned some time after 1 A.M. At daybreak the body of a man who had been trying to return to the yacht *Estrellita*, which was at anchor in the harbour, was washed ashore.

The next call came between 2 A.M. and 2.30 A.M., when the coxswain received a telephone message that the life-boat was wanted, but at that moment the telephone lines were blown down, and no details could be got. At 2.40 A.M. a steamer was heard making SOS signals on her whistle. The crew of the motor life-boat *Hearts of Oak* were assembled, and at the same time it was seen that the yachts *Violet*, of Southampton, and *Grey Gull*, of Yarmouth, had gone ashore inside the harbour, near the breakwater. The boarding boat was found to have been swamped and sunk. She was raised, hauled up, and carried to the weather side of the quay. Five life-boatmen volunteered to man her, and with the aid of lines managed to haul themselves off to the life-boat, a feat needing great skill and courage. They got her under way, turned in the Solent, and came back alongside the quay to pick up the remainder of the crew. The life-boat then went to the help of the two yachts, found two women on board each of them and rescued them. The crew stayed in the life-boat until daybreak, and at 5 A.M. put her at moorings alongside the quay.

The third call came about 7 A.M., when it was reported that a yacht had been seen drifting up the Solent. The wind was still blowing a strong

gale, at this time from the W.S.W., and the sea was rough. The motor life-boat put out and picked up the yacht about a mile north of Yarmouth harbour. There was no one on board. She towed her into harbour, and returned to her station at 8.30 A.M.

Rewards for the first launch, in the boarding boat, £6 11s.

For the second launch, to the two yachts, additional rewards were made to the men who manned the boarding boat.—Rewards, £13 16s.

Rewards for the third launch, £6 5s.

Donations were received from the owners of the yachts *Violet* and *Grey Gull*.

Padstow, Cornwall.—On the evening of the 17th September the coastguard reported that a ketch near Cove was dragging her anchor. A little later it was reported that she was still dragging, and was unable to start her engine. A W.N.W. wind was blowing, ranging from strong breeze to moderate gale force, with a moderate sea. The No. 1 motor life-boat *John and Sarah Eliza Stych* put out at 9.13 P.M., and found the ketch, the *Marie Céline*, of Drogheda, just north of Gun Point. She towed her into Padstow, and returned to her station at 10.30 P.M.—Rewards, £10 7s. 6d.

Barrow, Lancashire.—On the morning of the 18th September the coxswain saw the fishing boat *Dark Night*, of Barrow, run ashore on the south end of Foulney Island. She was kept under observation and as she appeared to be in danger of foundering, the motor life-boat *N.T.* was launched to her help at 1.30 P.M. A moderate and increasing W.N.W. gale was blowing, with a heavy sea. The *Dark Night* had driven ashore when her crew of two were getting in the nets, and was being badly battered by the seas. The men themselves were exhausted. The life-boat towed the fishing boat clear, and took her into harbour, returning to her station at 4 P.M.—Rewards, £5 11s.

Barra Island, Hebrides.—The motor life-boat *Lloyd's* was launched at 3 P.M. on the 19th September, during a whole S.W. gale, with a rough sea, to the help

of the yacht *Kirsty*, of Ayr. The yacht was being used by Gaumont British Picture Corporation, Ltd., for filming in the Hebrides. She had been stormbound at Castlebay for some days, and during the gale had started to drift. The life-boat found her with her anchor gone and her engine out of order. She was taken in tow to a safe anchorage.—Property salvage case.

Newhaven, Sussex.—At 6.23 A.M. on the 22nd September the coastguard telephoned that a vessel off Scaford Head was burning flares, but that there was no immediate need for the life-boat, as a steamer had gone to her. Later it was reported that the vessel was drifting towards the shore, apparently unmanageable. A strong and increasing S.W. breeze was blowing, with a rough sea and rain. The motor life-boat *Cecil and Lilian Philpott* was launched at 7.29 A.M., and found that the vessel, the barge yacht *Plinlimmon*, of London, had been taken in tow by the steamer. Her steering-gear had gone. The life-boat stood by while the *Plinlimmon* was towed into Newhaven, and returned to her station at 8.55 A.M. Mr. A. P. Herbert, the writer, new Member of Parliament for Oxford University, who had chartered the *Plinlimmon*, and who was on board with five other people, made a donation to the Institution.—Rewards, £6 8s. 6d.

Tynemouth, Northumberland.—On the morning of the 23rd September news was received that two Cullercoats fishing cobs were in distress off Cullercoats harbour. A moderate N.E. breeze was blowing, with a rough sea. The Cullercoats life-boat was off service, and the Tynemouth motor life-boat *Henry Frederick Swan* was launched at 9 A.M. She escorted the cobs—the *Humility* and *Three Sons*—through the heavy seas on the bar, and returned to her station at 10.30 A.M.—Rewards, £5 18s.

Lowestoft, Suffolk.—On the afternoon of the 24th September the life-boat coxswain saw a small yacht crossing the Outer Sand. A strong S.S.E. gale was making, with a heavy sea and rain squalls. The coxswain kept watch on the yacht. He saw a sail carried away by a heavy sea. Then the yacht

broached to, and was swept across the sands into shallow water. One of her crew clung to the mainmast and waved for help while the other two tried to bale her out. The motor life-boat *Agnes Cross* put out at 4.57 P.M., and found the yacht—the *Maggie*, of Burnham-on-Crouch, bound from Harwich to Lowestoft—still afloat, but in broken water. The crew would have left her, but, in order to save the yacht as well as the crew, the life-boat formed a lee; a headsail was hoisted on the yacht, and the life-boat, keeping on the weather side, escorted her across the sands into the harbour. The life-boat returned to her station at 5.45 P.M.—Rewards, £16 7s. 6d.

The Lizard, Cornwall.—The s.s. *Clan Malcolm*, of Glasgow, bound from London to the Clyde, ran ashore near the Lizard in a dense fog on the 26th September. She was carrying a crew of seventy-five. A moderate to fresh S.S.W. wind was blowing, with a moderate sea. The motor life-boat *Duke of York* was launched at 9.18 P.M. She stood by the *Clan Malcolm* until 2 P.M. next day, and then, as the steamer was no longer in immediate danger, returned to her station. She got back at 3.10 P.M., after having been on service for eighteen hours. In the end the steamer was abandoned and became a total wreck. The owners, who are generous supporters of the Institution, sent a letter of thanks.—Rewards, £28 2s.

Walton and Frinton, Essex.—On the 26th September the s.s. *Ragna Gorthon*, of Helsingborg, bound for the Thames with a cargo of wood pulp, ran on the Kentish Knock sands about three miles N.W. of the light-vessel. A fresh to strong S.W. breeze was blowing, with a heavy swell and showers of rain. The light-vessel sent the news ashore by wireless, and the motor life-boat *E.M.E.D.* was launched at 1.48 P.M. She spoke the *Ragna Gorthon*, whose captain said that he had asked for a tug, but that he would like the life-boat to stand by, especially as he had some Englishwomen on board. The life-boat stood by until the *Ragna Gorthon* was towed off by tugs, and returned to her station at 7.30 A.M.

next day. She had been out on service for almost eighteen hours.—Rewards, £25 5s. 6d.

Newburgh and Aberdeen, Aberdeenshire.

—Early on the morning of the 27th September the Belhelvie coastguards reported that a vessel ashore one mile north of the watch-house was making distress signals. A moderate S.S.W. breeze was blowing, with a very heavy sea. The weather was thick. The pulling and sailing life-boat *John and Robert C. Mercer* was taken by tractor along the beach at 4.5 A.M., and found the steam trawler *Ebor Abbey*, of Aberdeen. She carried a crew of nine, and was on her way home from the fishing grounds. She had got inside the outer bank and was right up on the beach. A line was thrown ashore from the trawler, and five of her crew were landed by means of the life-boat's breeches-buoy. The remaining four stayed on board and, as the trawler was not in immediate danger, the life-boat was taken back to her station without being launched. The trawler was towed off by tugs on the next high tide. The Aberdeen motor life-boat *Emma Constance* was also launched, but her services were not required.—Rewards: Newburgh, £15 14s. 6d.; Aberdeen, £6 7s. 6d.

Poole, Dorset.—Early on the morning of the 28th September a converted ship's life-boat, with four men on board, went ashore on the training bank. A moderate S.S.W. breeze was blowing, with a moderate sea. A pilot boat put off to her, but the men asked for the life-boat to stand by. The pilot boat returned, and the pulling and sailing life-boat *Harmar* was launched at 4 A.M. The men did not want to be taken off, but asked the life-boat coxswain to stand by. The boat floated off on the rising tide and the life-boat towed her in to Poole. The life-boat returned to her station at 7.30 A.M.—Rewards, £14 18s. 6d.

Girvan, Ayrshire.—On the morning of the 28th September the Ballantrae coastguard reported that a small fishing boat off Lendalfoot wanted help. A moderate W.N.W. breeze was blowing, with a moderate sea. The weather

was thick, with rain. The motor life-boat *Lily Glen—Glasgow* was launched at 10.55 A.M., and met the fishing boat—the *Peggy Gordon*, of Girvan—in Ardwell Bay. She had had engine trouble. As her engine was still not working satisfactorily, the life-boat towed her back to harbour, and returned to her station at 11.45 A.M.—Rewards, £4 7s. 6d.

Margate, Kent.—At 2.30 P.M. on the 29th September the coastguard telephoned that a small boat was in trouble off The Foreland. A little later another message was received that the boat had been taken in tow, but that a motor boat in Minnis Bay was in distress. A whole N.W. gale was blowing, with a heavy sea and rain. The motor life-boat *Lord Southborough, Civil Service No. 1* was launched at 2.40 P.M., and found the motor boat *Sceptre*, of Birchington, with five men on board. The *Sceptre* was full of water, and foundered immediately after the men had been rescued. While the life-boat was on her way back to Margate the local motor boat *Betty II*, with two men on board, was seen to be in distress. Her engine had failed and she was drifting towards the rocks. A pilot boat had put off to help, but had been unable to get near her. The life-boat managed to get to her and rescued the two men. The motor boat itself drifted on to the rocks. The life-boat got back to harbour at about 4 P.M., and landed the rescued men. Almost immediately she put out again to the help of a small boat reported to be in danger, but was recalled, shortly afterwards as the boat had reached safety. A donation was made to the Institution in gratitude for the help given to the *Sceptre*.—Rewards, £16 10s.

Shoreham Harbour, Sussex.—On the afternoon of the 2nd October the coastguard reported that the Shoreham Harbour tug *Adur II*, while towing a hopper out to sea, had fouled her propeller, and was drifting on to a lee shore. A strong, and increasing, S. breeze was blowing, with a heavy sea and rain. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 3.32 P.M. She found that

the *Adur II* had been taken in tow by a pilot cutter, and stood by until she had been towed to a safe position in harbour. Then she went back and towed the hopper to her moorings. She returned to her station at 4.30 P.M.—Rewards, £7 15s. 6d.

Caister, and Great Yarmouth and Gorleston, Norfolk.—On the night of the 2nd October flares were seen about two miles north of Caister, and the pulling and sailing life-boat *Charles Burton* was launched at 11.15 P.M. A moderate south gale was blowing, with a rough sea and heavy rain. The life-boat found the motor boat *Beaty*, of Yarmouth, which had had engine trouble, in tow of another boat. This boat had not sufficient power to tow the *Beaty*, and handed her over to the life-boat. The life-boat stood by her until a more powerful motor boat took her in tow, and then put back to Caister. As she neared her station a message was signalled from shore that flares had been seen about one mile to the S.E. She put about and found that the *Beaty* was once more in trouble, the tow-rope having parted. She stood by the *Beaty* again until the Great Yarmouth and Gorleston motor life-boat arrived and took her in tow. She returned to her station at 5.45 A.M.

On the same night the coastguard telephoned the Great Yarmouth and Gorleston station that several small fishing boats coming from the Cockle were making heavy weather. A moderate S. gale was blowing, with a very rough sea and heavy rain. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 11.40 P.M. Going north, she met two boats and escorted them over the bar. Then in three more trips she found and escorted in six others. The skipper of the last boat said that he had been towing home a disabled boat, but the rope had parted, and he had been unable to take her in tow again, owing to the heavy seas. The life-boat returned to her moorings, and then put out again at 4.20 A.M., after information had been received from the coastguard that the motor fishing boat *Beaty*, of Yarmouth, which had broken adrift from a tow, was anchored just clear of the breakers, about half

a mile south of Caister, but did not answer to signals from shore. The wind was now blowing a fresh breeze from S.S.W., but the sea was still very rough. The life-boat found the *Beaty* riding at anchor, with her crew of two very wet and exhausted. Lines were passed and the life-boat towed her very carefully through the roadstead into harbour, stopping at the quayside to land the rescued men, who were taken into the Mariner's Refuge. The life-boat returned to her moorings for the second time at 6.6 A.M.

A few minutes later she was again called out, as the South Nicholas light-vessel had reported that a vessel had been seen which appeared to be on fire. Search was made, but no trace of such a vessel could be found, and the life-boat returned to her moorings at 8 A.M.

Rewards to Caister, £43 7s. 6d.

Rewards to Great Yarmouth and Gorleston, £29 14s. and £18 4s. 6d.

Sunderland, Co. Durham.—On the 4th October two men put out in the motor fishing boat *Twin*, of Sunderland. A moderate E.N.E. breeze was blowing, with a moderate sea and rain. The *Twin* ran out of petrol and got into difficulties. Her anchor was dropped, but it failed to hold. She got into broken water and began to drag towards the rocks. The motor life-boat *Henry Vernon* was launched at 1 P.M., and found her about half a mile south of South Outlet. She towed her into safety, and returned to her station at 3 P.M. But for the life-boat's help the *Twin* and her crew of two would almost certainly have been lost.—Rewards, £9 2s. 6d.

Cromarty.—On the morning of the 4th October news was received from the coastguard that the motor fishing boat *Maggies*, of Inverness, was at sea somewhere near Portmahomack and was thought to be in distress. A strong N.E. breeze was blowing, with a rough sea and heavy rain. The motor life-boat *James Macfee* was launched at 10.30 A.M., and found the *Maggies* about one mile off Balintore. She was in difficulties owing to engine trouble. The life-boat escorted her into Balintore

harbour, and returned to her station at 12.45 P.M.—Rewards, £4 15s.

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

Great Yarmouth and Gorleston, Norfolk.—8th June. A vessel had had engine trouble, but had been picked up by a tug.—Rewards, £23 17s.

St. Ives, Cornwall.—3rd August. A yacht was in difficulties, but was taken in tow by a motor boat.—Rewards, £11.

Torbay, Devon.—20th August. A Dartmouth boat was thought to be missing, but was found to have been moored at Kingswear, on the other side of the river, without the knowledge of the owner.—Rewards, £11 15s. 6d.

Cromer, Norfolk.—30th August. Two bathers off Mundesley had drifted out to sea on an inflated motor tyre, but were rescued by a rowing boat.—Rewards, £7 11s. 6d.

Clacton-on-Sea, Essex.—13th September. A small boat had capsized, but her crew were rescued by another small boat.—Rewards, £5 13s.

Walton and Frinton, Essex.—14th September. A yacht had appeared to be flying a signal of distress, but was found to be at anchor with clothing hoisted in the-rigging.—Rewards, £6 13s.

Poole, Dorset.—17th September. A yacht was in distress, but her crew were rescued by a fishing boat.—Rewards, £42 16s.

Selsey, Sussex.—17th September. A steamer was in distress with a heavy list, but H.M.S. *Sardonyx* stood by her until the arrival of a tug.—Rewards, £9 19s.

Torbay, Devon.—17th September. A yacht in Torquay harbour lighted flares for help, as another yacht was fouling her, but the life-boat arrived to find that her help was not needed.—Rewards, £6 3s.

Sennen Cove, Cornwall.—21st September. A flare had been reported, but no vessel in distress could be found.—Rewards, £13 4s.

Hythe, Kent.—22nd September. A yacht had been seen flying a flag which the coxswain thought was at half-mast as a signal of distress, but when the life-boat arrived she found that this was not so and the yacht was in no need of help.—Rewards, £10 9s. 6d.

Whitby, Yorkshire.—22nd September. A collision had been reported by wireless, but no trace of the vessels could be found.—Rewards, £8 5s. 6d.

Tenby, Pembrokeshire.—23rd September. A fishing boat was reported to be missing, but got safely in while a search was being made for her.—No rewards desired.

Margate, Kent.—24th September. A man was reported missing from Whitstable in a small boat, but he could not be found.—Rewards, £11 8s.

Fleetwood, Lancashire.—24th September. A vessel had been reported drifting, but nothing was found. Later a boat was reported aground, but again nothing could be found.—Rewards, £17 10s.

Scarborough, Filey and Flamborough, Yorkshire.—24th–25th September. The steam trawler *Skegness*, of Hull, went ashore on Speeton Cliffs and three life-boats and the life-saving apparatus were called out, but all efforts at rescue failed, and the crew of eleven men were drowned.—Rewards, Scarborough, £69 9s.; Filey, £26 2s.; Flamborough, £49 17s.

(A full account of this wreck will appear in the next number of *The Life-boat*.)

Shoreham Harbour, Sussex.—26th September. A small boat had capsized, but the two men on board reached the shore.—Rewards, £7 15s.

Ramsgate, Kent.—29th September. A motor boat was in distress, but was taken in tow by another motor boat.—Rewards, £5 8s.

Southend-on-Sea, Essex.—29th September. A small boat was in difficulties, but was able to get in without help.—Rewards, £9 17s.

Clacton-on-Sea, Essex.—30th September. A barge had been reported aground, but her crew were taken off by a passing vessel.—Rewards, £15 9s.

Shoreboat Services.

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

Torbay, Devon.—At about 10 P.M. on the 15th May, Miss Patience Trout, of Hallsands, saw, by telescope, signals of distress made by a speed-boat two miles E.S.E. of Start Point. The speed-boat was on passage from Dartmouth to Plymouth, with two people on board. Her engine had gone wrong and she had anchored. Then a strong, squally N.W. breeze had sprung up, the sea had become rough, and the speed-boat was in danger of drifting ashore. The distress signals which Miss Trout saw had been made by saturating the cushions with petrol and lighting them. Miss Trout collected a crew of four men and launched her motor fishing boat. At some risk this boat took the speed-boat in tow and brought it to an anchorage off the beach. The service took about two hours.—Rewards, £2 10s., and a letter of thanks to Miss Trout.

Kerry Head, County Kerry.—Early in the evening of the 22nd May a man and his son went lobster fishing close under Kerry Head, in a canoe made of tarred canvas over a wooden frame. A strong N.N.W. breeze was blowing against the flood tide. It caused a rough, confused sea. The canoe was capsized and the man and his son were thrown into the sea. The man had on oilskins and heavy boots and was a poor swimmer, but his son got to him with a floating oar, which kept him up. Two men about a mile away in another canoe saw them in the water, and went to their help. In the strong breeze blowing and the confusion it was a very difficult and a risky task to rescue them with a canvas canoe, but the two men succeeded in getting them both on board, and brought them ashore.—Rewards, £2.

Whinnyfold, Aberdeen.—On the 21st June the motor coble *Teal*, of Port

Erroll, was out salmon fishing with a crew of three. A moderate south breeze was blowing with a heavy swell and the coble was driven on to a dangerous reef of rocks at the Scaurs of Cruden. There was broken water among the rocks, but the three men succeeded in scrambling on to them. The motor fishing boat *Golden Rule*, with a crew of six, went alongside the rocks and, at considerable risk, rescued the men, and saved their coble.—Rewards, £6.

Hoylake, Cheshire.—On the night of the 25th June a moderate S.E. breeze was blowing, with squalls and rain, and a moderate sea was running. The yacht *Walrus* got out of control during a heavy squall, when about two miles north of Hilbre Island, and began to drift seawards. She was seen by the keeper of Hilbre Island, who is also the life-boat shore-signalman, and at his request three men put out in the auxiliary motor fishing boat *Queen Alexandra*. They saved the *Walrus* and her crew of two, towing her back to Hoylake. The service took two hours.—Rewards, £1 10s., 6s. for fuel used, and 3s. to the life-boat coxswain who stood by in case the life-boat was wanted.

Rosslare Harbour, Co. Wexford.—About 4.30 P.M. on the 27th June three men who were fishing in a 14-foot boat near the north perch, in the entrance to Wexford harbour, saw a sailing boat, about six hundred yards off, capsize. A fresh N.W. breeze was blowing, with a rough sea. The men at once hauled in their net and, sailing towards the boat, found a man and a six-year-old boy in the water. With some difficulty they rescued them and landed them at Wexford quay.—Rewards, £1 17s. 6d., and 2s. 6d. for fuel used.

Skegness, Lincolnshire.—Soon after 8 P.M. on the evening of the 4th July a small sailing boat, with two young men on board, was seen to be in difficulties one and a half miles south of Skegness Pier. A strong breeze was blowing, with a moderate sea. The old Coverack life-boat *Grace Darling*, converted into a motor pleasure boat, was anchored close to the shore, and, manned by the life-boat coxswain, second coxswain and four other men, promptly put out. She found the sailing boat on the point of foundering. She was nearly full of water, her rudder and rowlocks were broken, and her sail gone. The two young men were trying, unsuccessfully, to use the oars as paddles. They were rescued and taken to Skegness.—Rewards, £3, and 2s. 6d. for fuel consumed.

Sunderland, Co. Durham.—On the evening of the 6th July the local motor fishing coble *White Lady*, with two men on board, had trouble with her engine about two miles off Sunderland. A strong N.W. breeze was blowing, and the coble was carried out to sea. The men made signals of distress, and the life-boat coxswain and two other men put off in a motor trawler. They overtook the *White Lady* about five miles off shore, and towed her back. The service took one and a half hours.—Rewards, £1 17s. 6d., and 5s. for fuel consumed.

Southend-on-Sea, Essex.—At 5 P.M. on the 20th July six men put off in a small boat from Westcliff to go aboard the barge-yacht *Chatham*, which was anchored about three hundred yards off the foreshore. The weather was very squally and the sea rough. When the boat had gone about half-way she capsized, throwing the men into the water. Four other men, in three boats, went at once to the rescue and got the six men on board, and landed them at Chalkwell.—Rewards, £3.

Portrush, Co. Antrim.—At 10.25 P.M. on the 31st July a man and a woman in a small rowing boat got into difficulties in a strong tide, with a light breeze blowing, but the sea was calm. Another rowing boat went to their help, but she also found the tide too

much for her, and both boats were carried out to sea. Mr. Hector Porter, the son of a member of the local life-boat committee, went to the rescue in his outboard motor boat, with a life-boatman, and towed in the two boats.—Rewards, 7s. 6d. to the life-boatman, and a letter of thanks to Mr. Hector Porter.

Caister, Norfolk.—On the evening of the 7th August flames were seen coming from the speed-boat *Lady Gertrude*, which was about three-quarters of a mile off the beach. A moderate E.N.E. breeze was blowing, with a smooth sea. Six men put off in a pulling boat to the rescue. By then the *Lady Gertrude* had burnt to the water's edge and foundered, and the one man on board her had taken to a small dinghy. The rescuers found him exhausted and brought him and the dinghy ashore. The service took two and a half hours altogether.—Rewards, £3 15s.

Appledore, Devon.—On the evening of the 11th August the life-boat coxswain received a message from the lighthouse-keeper that a small boat was in difficulties near Pulleys Buoy. A north wind was blowing and the sea was smooth. The life-boat coxswain and bowman put off at 9.20 P.M. in a pulling boat. They found two boys in a motor boat which had broken down, took the boat in tow, and arrived back at Appledore at 10.40 P.M.—Rewards, £1.

Herne Bay, Kent.—On the 12th August Mr. Frank Holness put out single-handed in a rowing boat and rescued three persons from the motor yacht *Merlin*.—Reward, £2, together with a letter of appreciation.

(For a full account of this rescue see p. 555.)

Port Erin, Isle of Man.—On the evening of the 15th August, Mr. T. A. Coole, honorary secretary of the life-boat station, learned that a small boat, with a man and a woman on board, had been seen to be in difficulties and drifting through Calf Sound. A light S.W. wind was blowing, with a choppy sea. Mr. Coole obtained the services of a motor boat and three men, and put

off in search. The motor boat cruised round the rocks until dark, but was unable to find the boat, and put back to Port Erin, after having been out for two hours. After further enquiries had been made the motor life-boat was launched, and eventually rescued the couple from a rock on the west side of the Calf of Man, where their boat had stranded.—Rewards, £1 10s. to the three men, 3s. for fuel used, and a letter of thanks to Mr. Coole.

(An account of the life-boat service appears on p. 559.)

Padstow, Cornwall.—At 8 P.M. on the 19th August the coastguard telephoned that a man had fallen over the cliffs at Tregudda Gorge, and was in such a position that he could only be rescued from the sea. The honorary secretary of the life-boat station arranged for a boat manned by four men, accompanied by a doctor, to go to the spot. They found that another boat had made the rescue, and that the man had climbed to, not fallen to, his difficult position.—Rewards, £2, with 5s. for fuel used; and a letter of thanks to Dr. C. A. Shirvell.

Padstow, Cornwall.—At midday on the 20th August the coastguard reported that four visitors in a hired sailing boat, which they could not handle, were getting into danger near the rocks in Hell Bay. The weather was fine. The honorary secretary of the life-boat station despatched the motor mechanic in the life-boat's boarding boat. He came up with the sailing boat when she was only ten feet from the rocks on a lee shore, and brought her back to harbour.—Reward. A letter of thanks to the mechanic, Mr. J. H. Rokahr.

Southend-on-Sea, Essex.—On the evening of the 22nd August three bathers got into difficulties about one hundred and fifty yards off shore. A moderate S.W. breeze was blowing, and the sea was smooth. An ex-life-boatman, sixty-nine years of age, Mr. Ernest Frost, who was about two hundred and fifty yards away in a small boat, rowed at once to the rescue. At some risk, and with great difficulty, he got the three into the boat and took them ashore. Two of the men were very

exhausted and one appeared to be dead, but all were revived and taken to hospital.—Rewards, 15s.

Tenby, Pembrokeshire.—At about 6 P.M. on the 24th August a small rowing boat, with two visitors, a man and a woman, was seen by the harbour-master to be in difficulties and drifting away. A strong northerly wind was blowing, with a very choppy sea, and the tide was ebbing. At the harbour-master's request a boatman put out in a motor boat, accompanied by two visitors. At some risk they rescued the two people, and brought them ashore.—Rewards, 12s. 6d., and 2s. 6d. for fuel used, to the boatman, and letters of thanks to Mr. J. A. Scholfield and Major A. Hartley.

Blackpool, Lancashire.—At about 1 P.M. on the 24th August the honorary secretary of the life-boat station, Alderman C. E. Tatham, was informed that a large vessel seemed to be in a position of some danger. With the life-boat's coxswain and two other men, he put out in a motor boat. The weather was fair, but hazy, with a light northerly breeze. Alderman Tatham found the steamer *Johannes Maersk*, of Kalundborg, at anchor in shallow water, but not in need of help, and waiting for the next high water to proceed to Preston.—Rewards, 15s. to the coxswain and two other men, 10s. for use of the boat, and the Institution's thanks to Alderman Tatham.

Scarborough, Yorkshire.—On the afternoon of the 24th August the harbour-master received a telephone message that a man bathing was in danger of drowning, and that there was too much swell for the safety boat for the rescue of bathers to be sent out to him. A strong ebb tide was running. The speed-boat *Velocity*, with three men, was despatched from the lighthouse pier, and reached the man within one minute of the message being received. She was in great danger of being swamped, but succeeded in rescuing the man.—Rewards, £2 5s.

Tenby, Pembrokeshire.—At about 4.15 P.M. on the 25th August a small sailing

boat with two visitors on board, a man and a woman, capsized two miles south of Castle Hill. A moderate northerly breeze was blowing, with a very choppy sea. Two men put out in a motor boat and at some risk rescued the man and woman. They were out about an hour.—Rewards, £1 5s., and 2s. 6d. for fuel used.

Poole, Dorset.—Shortly before 1 A.M. on the 17th September, during a strong S.W. gale, with a very rough sea, the Poole life-boat was launched in response to flares from the yacht *Foxhound*, of Poole. She was at anchor near Stokes Buoy, Wareham Channel, in Poole harbour, but had lost two anchors and was drifting. The life-boat was unable to get alongside and went aground. Six men put off in a rowing boat and at some risk rescued the crew of two of the yacht. They were engaged in the work of rescue for about four hours.—Rewards, £9.

Margate, Kent.—At about 3.15 P.M. on the 29th September, during a whole N.W. gale, with a heavy sea, the engine of the motor boat *Betty II*, of Margate, failed, and she began to drift towards the rocks off Margate. The life-boat was already away on service and the honorary secretary sent out the pilot boat *Thanet Queen*, but owing to shallow water she was not able to get alongside. The life-boat, which had now returned, rescued the crew of two of the *Betty II*.—Rewards, to the pilot boat, £1 17s. 6d.

(For an account of the life-boat service, and the rewards to her crew, see p. 569.)

Margate, Kent.—Four young people put out on the morning of the 15th September in a motor boat, but the engine failed and they were carried out to sea. A strong offshore breeze was blowing, with a moderate sea. The cargo steamer *Houdene* picked up the boat, towed her to the Gore and then handed her over to the care of the Whitstable barge *Kathleen*. In the meantime four men had put off from Margate in a motor boat. They took over the disabled boat from the *Kathleen*, landed the four men at Margate and towed the boat to Westgate.—Granted 5s. 4d., the cost of the fuel used.

Swanage, Dorset.—During the afternoon of the 19th August a canoe with two boys on board capsized in the tide race off St. Aldhelm's Head. A young man, Mr. John Lawrence, with whom they were staying, at once swam out to their help. A fisherman who was out in his motor boat picked up Mr. Lawrence, and then tried to save the two boys. One he saved, but the other was drowned. Mr. Lawrence showed great courage in going in to the help of his friends.—Rewards, A framed letter of thanks to Mr. John Lawrence, and 12s. 6d. to the boatman, with 2s. 6d. for fuel used.

The Gugh, Isles of Scilly.—On the 26th August, Mrs. G. B. Bond, of The Gugh, rescued two bathers single-handed, at great risk to herself.—Reward, The thanks of the Institution inscribed on vellum.

(For a full account of this service see p. 555.)

Portrait on the Cover.

THE portrait on the cover is of the late Coxswain Angus McPhail, of Thurso, Caithness-shire, who died on 29th June last, at the age of sixty, after a distinguished career in the life-boat. He was coxswain for thirteen years, from 1922 until his death. During that time the Thurso life-boat rescued 78 lives, and in the space of four years Coxswain MacPhail won the thanks of the Institution twice over, its bronze medal and an iron plaque

from the German Government. He won the iron plaque in 1928 for rescuing the crew of fifteen of the steamer *Aase*, of Hamburg, after the life-boat had stood by her for a night and a day in a gale, with rain and bitterly cold weather. His first vellum he won in February, 1929, for a dangerous and difficult service, when he took the life-boat among the rocks at Brims Ness by night, with a heavy swell running, and rescued the crew of the

Grimsby trawler *Edward VII.* These two services were with the pulling and sailing life-boat.

In September, 1929, only a fortnight after the inaugural ceremony of the new motor life-boat, Coxswain McPhail won his second thanks on vellum for rescuing the crew of a cutter of the battleship *Marlborough*, with twenty men on board, which was caught in a gale, and was found by the life-boat anchored close inshore in the surf, unable to get clear and nearly swamped. For that service Coxswain McPhail and his crew each received a gift from the *Marlborough*, "in gratitude and admiration for their promptitude and skill."

The bronze medal Coxswain McPhail won two years later for a very gallant service. It was again off the rocky headland of Brims Ness, by night and with a heavy swell, but with the added

danger of fog. There the schooner *Pet*, of Chester, had gone ashore. The motor life-boat got near enough to fire her line-throwing gun, a breeches-buoy was rigged, and one man was rescued. He reported that the other three were all old men, the skipper being seventy-nine, and he was afraid that it would kill them to be hauled through the sea. Without hesitation Coxswain McPhail took the life-boat close in, among submerged rocks and the remains of an old wreck, and kept her there for half an hour, until the three men had been lifted on board her, although at times she had no more than a foot of water under her, the tide was falling, and with each minute the danger that she might strike and be left on the rocks increased. On his death the Institution awarded Coxswain McPhail's family a coxswain's certificate and a special grant.

Two Naming Ceremonies in Scotland.

Aith, Shetlands, and Broughty Ferry, Dundee.

Two naming ceremonies of new motor life-boats took place in Scotland during September, at Aith in the Shetlands and Broughty Ferry, Dundee. Both life-boats were the gifts of Scottish ladies.

The Aith station was established in 1933, and a temporary motor life-boat was placed there in May of that year. For some years the Institution had had under consideration the need for a station on the west side of the Shetlands, and it was established as soon as arrangements could be made for the necessary look-out and communications.

The Aith boat is of the Barnett (Stromness) type, the largest and most powerful which the Institution is now building. She is 51 feet by 13 feet 6 inches. On service, with crew and gear on board, she weighs 26½ tons. She is divided into seven water-tight compartments, and is fitted with 160 air-cases. She has twin screws, and is driven by two 60 h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just under 9 knots, and she carries enough petrol to be able

to travel 180 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take 100 people on board. She has a cabin, a line-throwing gun, and an electric searchlight, is lighted throughout with electricity, and is fitted with an oil-spray in the bows to make smooth the water round the wreck.

The boat has been built out of a gift from Miss Maggie D. Rankin, of Glasgow, and at her wish was named *The Rankin* in memory of her brothers, John Finlay Rankin and Matthew Rankin, of Messrs. Rankin & Blackmore, marine engineers, of Greenock.

The ceremony was held on 5th September, and about 500 people took part in it. Miss Maggie Rankin was unable to be present, and the life-boat was named by Lady Hamilton, wife of Sir Robert Hamilton, Member of Parliament for Orkney and Shetlands and president of the branch. Mr. Magnus Shearer, J.P., Convener of Zetland, presided. Commander Henry Strong, R.D., R.N.R., a member of the committee of management of the Institution, presented the life-boat to the branch, and spoke of the gratitude of the Institution to Miss Rankin for

her very generous gift. The life-boat was received by Sir Robert Hamilton, and after she had been described by the district inspector of life-boats she was dedicated by the Rev. J. F. Miller, and named by Lady Hamilton.

Lady Hamilton then presented prizes won by two boys of Shetland schools in the life-boat essay competition for elementary schools. A vote of thanks to Sir Robert and Lady Hamilton was proposed by Miss Fraser, of Vementry, and a vote of thanks to the chairman and others by Mr. John Sutherland, J.P.

Those taking part in the ceremony then went a short cruise in the life-boat and were afterwards entertained to tea by the committee of the branch.

Broughty Ferry, Dundee.

The Broughty Ferry station was established in 1830, independently of the Institution, although the Institution contributed towards its expense. At the same time a station was established at Buddon Ness, which remained open until 1894. Both stations were taken over by the Institution in 1861. They have had between them eleven life-boats, including the present motor life-boat, and have rescued 176 lives.

The new life-boat is of the Watson (cabin) type, 45 feet by 12 feet 6 inches. On service, with crew and gear on board, she weighs $20\frac{1}{2}$ 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 water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $8\frac{1}{4}$ 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-throw-

ing gun and an electric searchlight, and is lighted throughout with electricity.

She is an anonymous gift from a Scottish lady whose name is not known even to the Institution. The gift came through Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's consulting naval architect.

This life-boat has replaced another motor life-boat, *John Ryburn*, also a gift from Scotland, being one of three built out of a legacy from the late Mr. William McCunn, of Largs.

The naming ceremony was held on 28th September, and the life-boat was named *Mona* by the Duchess of Montrose. Mr. Ralph C. Cowper, J.P., president of the branch, presided, and Mr. J. R. Barnett presented the life-boat to the Institution. She was received by Sir Godfrey Baring, Bt., chairman of the Institution, and 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, presented her to the branch.

She was received on behalf of the branch by Mr. Ralph C. Cowper, its president. After the life-boat had been described by the district inspector she was dedicated by the Rev. Andrew J. Forrest, B.D. The Duchess of Montrose named her and then presented certificates of service which had been awarded by the Institution to Coxswain Alexander Gall and Second-Coxswain James Lorimer on their retirement. The Lord Provost of Dundee then welcomed the life-boat.

A vote of thanks to the Duchess was proposed by Sir Charles C. Barrie, K.B.E., M.P., and a vote of thanks to the chairman and others by Commander the Hon. A. D. Cochrane, D.S.O., R.N., M.P., vice-chairman of the Scottish Life-boat Council and a member of the committee of management of the Institution. The guests were then entertained at tea by the Lord Provost and Magistrates.

Help from Overseas.

THE honorary secretary of the Bexhill-on-Sea branch recently sent out a personal appeal to his own friends.

The result was nearly £21, and subscriptions came to him from as far afield as Switzerland, India and Malaya.

Naming Ceremony at Flamborough.

THE motor life-boat stationed at Flamborough last year was named on 28th August.

The Flamborough station was established in 1871 and has always had two life-boats, is of the light Liverpool type, 35 feet 6 inches by 10 feet. On service, with crew and gear on board, she weighs 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds. She has one screw, driven by a 35 h.p. engine, in a water-tight compartment. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $7\frac{1}{2}$ knots, and she carries enough petrol to be able to travel 115 miles without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

She has been built out of a legacy received in 1930 from the late Mr. E. Whitley, of St. Helier, in the Channel Islands. The legacy was left to provide a life-boat to be stationed, if possible, near Flamborough Head, where Mr. Whitley's father lost his life.

It has been necessary to reconstruct the boat-house and slipway to make them suitable for the motor life-boat, and the cost of this has been borne, in part, by a legacy received last year from the late Lady (Edith Mary Burke) Powell, of London. This legacy was left to provide some piece of life-boat equipment, if possible at a station near Whitby, in memory of Lady Powell's

life-boats. Altogether it has had seven, including the two present boats, and they have rescued 183 lives.

The new motor life-boat, which replaces one of the pulling and sailing brother, Charles Fitzgerald Wood, who was drowned at Whitby on 31st August, 1869.

The Right Hon. Lord Deramore, T.D., J.P., Lord Lieutenant of the East Riding of Yorkshire, performed the naming ceremony. Dr. R. C. Field, chairman of the branch, presided; the Institution was represented by Sir Godfrey Baring, Bt., its chairman; and the religious ceremony was conducted by the Rev. E. C. Peters, vicar of Flamborough, and the Rev. W. J. Bush and the Rev. G. P. Maynard of the Methodist Church.

The Lord Mayor and Lady Mayoress of Hull attended the ceremony and there were over 2,000 people present, among them parties from the Ladies' Life-boat Guilds at Beverley, Bradford, Bridlington, Robin Hood's Bay, Scarborough and Withernsea.

The life-boat was presented to the branch by Sir Godfrey Baring, Bt., and received by Dr. R. C. Field. The Vicar of Flamborough then dedicated her and Lord Deramore named her *Elizabeth and Albina Whitley* and unveiled a tablet on the boat-house recording Lady Powell's gift. A vote of thanks to Lord Deramore and the speakers was proposed by Mr. T. W. Woodcock, J.P., and seconded by Mr. A. R. Burton, members of the committee of the Flamborough branch.

Life-boat Calendar and Christmas Card.

THE stock of life-boat Christmas cards, with a coloured reproduction of a life-boat returning from the rescue, of which particulars were given in the

last number of *The Life-boat*, is now exhausted. The life-boat calendar for 1936, with the same picture, is now on sale, price 1s. each, or 10s. a dozen.

Men of Courage.

Books by Vice-Admiral Gordon Campbell and Commander H. B. Boothby.

Brave Men All. By Vice-Admiral Gordon Campbell, V.C., D.S.O. (Hodder & Stoughton, 7s. 6d. net).

Spun yarn. By Commander H. B. Boothby, D.S.O., R.N.R. (Foulis, 5s. net).

THESE two books should interest everyone who is interested in the life-boat service. They are full of stirring stories of daring and adventure, danger and rescue at sea.

No man has a better claim than Admiral Campbell to write of courage; himself the holder of the highest honours which courage in war can earn—the Victoria Cross and the Distinguished Service Order. Having proved his own courage and resource at sea in war, he writes here of the courage of men at sea in time of peace. His chief difficulty must have been in deciding what to leave out, and he has made a fine and most varied choice of acts of gallantry all over the seven seas, from Great Britain to China, and from the Arctic to the Antarctic.

Three Great Names.

The life-boat service is very well represented by men and deeds which show its courage and skill at their highest. Admiral Campbell gives short accounts of the gallantry of the three men who have won the greatest honours from the Institution: Sir William Hillary, who three times won the gold medal, Lieut. J. Bulley, R.N., of the coastguard, and Coxswain Henry Blogg, of Cromer, who have each won two gold and two silver medals. His choice of life-boat services could not be better—the services to the *Indian Chief*, the *Georgia*, the *Isabo* and the *Excel*—and he gives of them all full and most graphic accounts. They show the infinite variety of the hazards of the sea round our coast and the unvarying skill and courage with which the life-boat service meets them.

Commander Boothby was the honorary secretary of the Grimsby life-boat

station from 1911 until it was closed in 1927. He is now the chairman of the Littlehampton branch. He has won nearly every honour which the Institution can give an honorary worker—its inscribed binoculars, its gold badge and its thanks on vellum. This year he received the highest honour of all—an honorary life-governorship. He brought to his work for the life-boat service the most varied experience of the sea. At the age of fifteen he sailed as apprentice on a full-rigged ship to Australia, and went all round the world under sail; joined the P. & O., and rose to be captain of a steamer of the Canadian Pacific. Then he became a fishery officer on the north-east coast, and on the outbreak of war in 1914 he joined the navy at the age of fifty-one. He served in mine-sweepers, was twice blown up by mines, and was the first officer of the merchant navy to win the D.S.O. This book is the story of his adventures.

Wreck of an Emigrant Ship.

He brought to the hardships and hazards of the sea a gay impertinence and a ready resource which carried him safely through many dangers and which make his story most entertaining to read. Of his many adventures the one which must have tried him most was the wreck of his steamer, with 500 emigrants on board, on the rocky coast of Nova Scotia on a December night, in a whole gale, with snow. His vivid story of that wreck, of the panic among the emigrants, and how he quieted them, of the long wait until day (there was, as he says, "no Royal National Life-boat Institution there, with their wonderful fleet of boats and their ever-watchful eyes"), and of the rescue of those on board, without the loss of a life, is a notable addition to the many gallant stories of wreck and rescue at sea.

Commander Boothby has very kindly offered to autograph copies of his book for any who will send a contribution to the Institution.

Life-boat Exhibition.

THROUGH the kindness of the organizers of the annual Shipping, Engineering and Machinery Exhibition, held at Olympia last September, the Institution was given free space for a life-boat exhibit for the fortnight during which the exhibition was open. The space was sufficient to give a very thorough idea of the Institution's work and the development of its life-boats, equipment and machinery. The models of life-boats, the working models, the equipment and the pictures were, with small exceptions, the same as those shown at the Charing Cross Underground Station in June 1933, at Watford in October 1933, and at Manchester and Salford in May and

June 1934¹, but for the first time the Institution exhibited complete engines—a 35 h.p. six-cylinder petrol engine, a 40 h.p. four-cylinder petrol engine and a 40 h.p. four-cylinder Diesel engine. This last was one of the first pair of Diesel engines to be ordered by the Institution following on the experiments carried out during the greater part of last year, with an 85 h.p. Diesel installed in a reserve motor life-boat.

During the fortnight of the exhibition 2,500 programmes and 5,000 leaflets were distributed, and 750 life-boat booklets were sold.

¹ See *The Life-boat* for September 1933, November 1933 and September 1934.

Life-boat Essay Competition in the Potteries.

THIS year the Potteries were again very successful in the life-boat essay competition for elementary schools. They won five prizes in the inter-school competition in the Midlands. One of these five prizes was presented by the Mayoress of Stoke-on-Trent and two by Mrs. Elizabeth W. Montford, J.P., of Market Drayton, Shropshire, patron of the Stoke-on-Trent Ladies' Life-boat Guild, who recently gave the Institution £3,000 to provide a motor life-boat, now complete to be named *Royal Silver Jubilee*, 1910—1935.

Mr. J. F. Carr, director of education was among those who supported Mrs. Montford. In the course of his speech he said to the school: "We must always try to help this most wonderful Institution. One of the finest appeals that touches the heart of the Englishman is that of the life-boat service."

I want you all to go to your parents when you go home and tell again the stories you have heard this afternoon."

Life-boat Charts for Yacht Clubs.

DURING the past year mounted charts showing the life-boat stations round the British Isles, with the signals to be used by vessels in distress, were sent to nearly ninety yacht clubs. It is proposed to continue the distribution of these charts, each year, to all yacht clubs which would like to have

them for the information of their members. Charts will also be available for purchase at two shillings and sixpence each. The chart is the same as the one published each year in the annual report, with the distress signals added. In future the distress signals will appear also on the chart in the report.

Gift from American Passengers.

A GIFT of £50 has been received from the Prince Line, contributed by pas-

sengers travelling on their vessels between New York and South America.

Awards to Coxswains and Life-boatmen.

On the closing of the Blackrock life-boat station the following awards were made :

DANIEL SMITH, 1 year coxswain and 10½ years second coxswain, a coxswain's certificate of service, and a pension.

JAMES STANLEY, 1 year second coxswain and 24 years bowman, a life-boatman's certificate of service, and a pension.

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

JAMES WHITE, 5 years bowman and 35 years a member of the crew,
PATRICK BREEN (25),
MATHEW CARROLL (40),
OWEN CARROLL (11),
JOHN CROSBY (33),
PATRICK RICHARDSON (30),
JAMES SHARKEY (50),
JOHN SHARKEY (45),
EDWARD SMITH (24),
FRANK SMITH (32),
JOSEPH SMITH (35),
NICHOLAS SMITH (24),
PATRICK SMITH (40),
RICHARD SMITH (30),
THOMAS WHITE (40).

Coxswain's Certificate of Service.

The **COXSWAIN'S CERTIFICATE OF SERVICE**, and a **GRATUITY**, in lieu of a

pension, have been awarded to the following, on their retirement :

THOMAS W. READ, 11½ years coxswain and 9½ years second coxswain of the Ramsgate life-boat.

Alderman **HENRY W. PEARSON**, 8½ years coxswain and 3½ years second coxswain of the Walmer life-boat.

There has been awarded to the family of the late **ANGUS MCPHAIL**, 12½ years coxswain of the Thurso life-boat, the coxswain's certificate of service which would have been awarded to him on his retirement.

Lifeboatman's Certificate of Service.

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

ADAM D. FAWCUS, 9½ years second-coxswain and 3 years a member of the crew of the Blyth life-boat.

GEORGE DOUGLAS, a member of the crew of the Holy Island life-boat for 41 years.

FREDERICK G. HALL, a member of the crew at Kingsdown, and later a member of the crew of the Walmer life-boat for 8 years.

CHARLES H. WALES, a member of the crew of the Broadstairs life-boat for 21 years.

Awards to Honorary Workers.

The Thanks of the Institution on Vellum.

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

Mr. J. G. McMORRIS, on his retirement after 24 years as honorary secretary of the Portrush branch.

Gold Badge.

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

Ex-Provost ADAM WALKER, chairman, Banff, Macduff, Whitehills and Gardenstown branch.

Life-boat Picture.

The **LIFE-BOAT PICTURE** has been awarded to :

Miss KATE FORD, life-boat day worker, Plymouth branch.

Record of Thanks.

The **RECORD OF THANKS** has been awarded to the following :

Mrs. JOHN BLAKE, collector, Ballycotton branch.

Mr. RICHARD L. BRIGGS, life-boat worker, Birmingham and district branch.

Miss MARY B. LAW, life-boat worker, Dundee branch.

Miss FRANCES M. SMITH, collector, Solihull branch.

Rubbish.

A **GIFT** of seven shillings and sixpence has been received from an Essex school.

This sum was obtained by the sale of rubbish.

From a Meeting.

"I have always taken a great interest in the life-boat service. You see, I am a life-long vegetarian."

Summary of the Meetings of the Committee of Management.

Thursday, 22nd August, 1935.

PAID £21,918 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 the life-boat stations.

Included in the above was :—

£20 10s. 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.

Thursday, 12th September, 1935.

SIR GODFREY BARING, Bt., in the chair.

Reported that Vice-Admiral Henry Brownrigg, C.B., D.S.O., had been appointed Admiral Commanding Reserves in succession to Vice-Admiral Sir George Chetwode, K.C.B., C.B.E., and became an *ex-officio* member of the committee of management.

Resolved that Piel (Barrow) life-boat station be renamed Barrow.

Reported the receipt of the following special contributions :—

	£	s.	d.
Lady Harrison	5,000	0	0
Anonymous	500	0	0
The late Mrs. Fanny Abbott, donation from executors	200	0	0
Trustees of the late Mr. William Thorngate	80	0	0
Grant from collections made on board the Cunard White Star Company's vessels	75	0	0
In memory of the late E. D. Farmer	50	0	0
The late Mrs. M. Taylor, donation to Perth and district branch from executors	50	0	0
Messrs. Cayzer, Irvine & Co., Ltd.	46	0	0
Buckie Town Council, towards the cost of providing and maintaining Buckie motor life-boat	25	0	0

Paid £17,163 16s. 6d. 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 :—

£296 3s. 6d. to pay the rewards for life-boat services ;

£191 16s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pp. 556-563) ;

£5 12s. 6d. for the assemblies of crews, etc. ;

£314 7s. 2d. 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, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, St. Davids, Troon, Wells and Whitby ;

£76 17s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Holy Island, Moelfre, Newhaven and Walmer.

Voted a compassionate grant of £5 to George Griggson, an ex-coxswain of the Clacton-on-Sea life-boat, who is now in very straitened circumstances.

Voted a compassionate grant of £5 to W. E. Destores, who was at one time a member of the crew of the Youghal life-boat, and is now in very straitened circumstances.

Voted £40 2s. to pay the rewards for the Appledore, Blackpool, Caister, Hallsands, Herne Bay, Hoylake, Kerry Head, Padstow, Port Erin, Portrush, Scarborough, Skegness, Southend-on-Sea, Sunderland, Tenby, Wexford, and Whinnyfold shoreboat services, accounts of which appear on pp. 572-575.

Thursday, 10th October, 1935.

SIR GODFREY BARING, Bt., in the chair.

Reported that Captain A. R. H. Morrell had been elected Deputy Master of Trinity House, in succession to Vice-Admiral Sir Robert Mansell, and became an *ex-officio* member of the committee of management.

Reported that Lord Sandhurst, O.B.E., who had been organizing secretary for Greater London since 1922, wished to resign his appointment as from the 1st November, 1935, and resolved that the thanks of the Institution be expressed to Lord Sandhurst for his services.

Resolved that Mrs. E. Leeming, assistant organizing secretary for Greater London, be appointed organizing secretary, and that a joint organizing secretary be appointed with her.

Reported the receipt of the following special contributions :—

	£	s.	d.
Prince Line, Ltd., grant from collections from passengers travelling between New York and South America	50	0	0
H.M.S. <i>Furious</i> , grant from canteen fund	29	1	4
South Metropolitan Gas Co.	21	0	0

Paid £26,872 19s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£428 11s. 6d. to pay the rewards for life-boat services ;

£388 5s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pp. 563-572) ;

£6 18s. 6d. for the assemblies of crews, etc. ;

£46 12s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Padstow and Rye Harbour.

Voted a special compassionate grant of £15 to the family of the late Coxswain Angus

McPhail, of Thurso, in view of the expense to which they were put during his last illness.

Voted £11 17s. 10d. to pay the rewards for the Margate, Poole, Scilly Islands and Swanage shoreboat services, accounts of which appear on pp. 555 and 575.

Voted £26 10s. in additional rewards to the life-boat crews at Barry Dock, Flamborough, and Yarmouth, Isle of Wight, for the services reported on pp. 554, 571 & 566-567.

Obituary.

Admiral of the Fleet the Earl Jellicoe of Scapa.

By the death on 20th November, at the age of seventy-seven, of Admiral of the Fleet the Earl Jellicoe of Scapa, G.C.B., O.M., G.C.V.O., the Institution has lost one of its most distinguished vice-presidents. Lord Jellicoe became a member of the committee of management in 1918, at the end of the Great War, and was appointed a vice-president in 1921 ; and each year since 1919 his name has appeared among the admirals on the committee who have signed the annual appeal of the Life-boat Service to the officers and men of the Navy.

Mr. J. M. Mawson, J.P., of Barrow.

By the death of Mr. J. M. Mawson, J.P., of Barrow-in-Furness, on 20th November, at the age of seventy-five, the Institution has lost one of the oldest of its honorary secretaries of life-boat stations. He was appointed honorary secretary in 1900 and held that appointment until his death, more than thirty-five years later. During those thirty-five years the station rescued 92 lives. Mr. Mawson was presented with binoculars in 1910, and in 1933 he was appointed an honorary life-governor, the highest distinction which the Institution can give to an honorary worker.

Mr. A. C. Macintosh, of Anstruther.

Mr. A. C. Macintosh, joint honorary secretary of the Anstruther life-boat station, died on 3rd November. He had been associated with its work for forty-seven years, and his father and he had been its honorary secretaries since it was established in 1865. He became a member of the committee of the station in 1888, and then in 1892 joint honorary secretary with his father.

When his father retired, his partner, Mr. Watson, joined him as honorary secretary. Mr. Watson died in 1932, and Mr. A. C. Macintosh's son took his place. Thus, for just seventy years, Mr. A. C. Macintosh and his father were the honorary secretaries of the station, and now the work is being carried on by the third generation.

Coxswain William Sutherland, of Anstruther.

The Anstruther station has lost not only one of its honorary secretaries, but, by the death of ex-Coxswain William Sutherland on 31st October, one of the oldest of its life-boatmen. He joined the crew in 1894 and was appointed coxswain in 1903. As coxswain he served for thirty years, retiring in 1933, at the age of sixty-seven. During his thirty years as coxswain, 46 lives were rescued. On his retirement he was awarded a certificate of service. He also held the bronze medal of the Royal Humane Society for saving life.

Coxswain William Sutton, of Kingsdowne.

Ex-Coxswain William G. Sutton, of Kingsdowne, who died on 29th September at the age of seventy-seven, had been an officer of the life-boat for over sixteen years. He was second coxswain from 1910 to 1921 and coxswain from then until 1927, when the station was closed. During those sixteen years the station had rescued 66 lives. The chief service in which he took part was the rescue of the crew of 52 of the steamer *Siberia*, of New York, wrecked on the Goodwin Sands in November, 1916. William Sutton, her second-coxswain, was awarded by the Institution its thanks inscribed on vellum, and a gold medal by the President of the United States. On his retirement he was granted a pension and a certificate of service.

News from the Branches.

1st August to 31st October, 1935.

Greater London.

CLAPHAM.—Whist drive, with address by the assistant district organizing secretary.

HAYES.—Annual meeting on 31st October. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Efforts of the past year: Garden fête, concert and social, whist drives, social and dance, rummage sale and Prince of Wales Day. Amount collected in 1935, £158, an increase of £29 on 1934.

KENSINGTON.—The branch has suffered a serious loss by the death of Mr. Wynnard Hooper, its chairman since 1925.

MITCHAM.—Annual meeting on 18th October. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, concert. Amount collected in 1935, £106.

PURLEY.—Helpers' meeting. Speaker: The district organizing secretary.

ST. ALBANS.—Prince of Wales Day. Balloon race (an account of this will appear in the next issue of *The Life-boat*). Lecture to Redbourne Women's Institute.

TOOTING.—Naval tournament by the Tooting Sea Cadet Corps.

WANDSWORTH, CENTRAL.—Whist drive.

WELLING.—Annual meeting on 14th October. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day and jumble sale. Amount collected in 1935, £38, an increase of £8 on 1934.

WIMBLEDON.—Bridge drive. Lectures in Beckenham, Bethnal Green, Islington and Paddington.

North-West of England.

ASHTON-UNDER-LYNE.—Whist drive.

ATHERTON.—Whist drive and dance.

BLACKPOOL.—Prince of Wales Day. Cinema collections. Collections at practice launch of life-boat.

BOLTON.—Bowling handicaps arranged by the Ladies' Life-boat Guild. Afternoon whist drive.

BREDBURY.—Annual meeting on 17th October. Speaker: The district organizing secretary. Amount collected in 1935, £44. Address by the district organizing secretary at Women's Institute.

BRIERCLIFFE.—Annual meeting on 9th October, the Rev. A. B. Dex, M.A., and Mrs. Dex elected presidents in succession to Mrs. Fred Taylor, resigned. Efforts of the past year: House-to-house collection. Amount collected in 1935, £10.

BURNLEY.—Annual meeting on 8th October, the Deputy Mayor in the chair. Speaker: The district organizing secretary.

Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £65.

CARNFORTH.—Prince of Wales Day.

CHESTER.—Annual meeting of branch and Ladies' Life-boat Guild on 24th October, the Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Annual appeal for subscriptions by the Mayor, Prince of Wales Day. Amount collected in 1935, £149.

CONGLETON.—Prince of Wales Day.

CREWE.—Annual meeting on 12th September, the Mayor, president, in the chair. Speaker: The district organizing secretary. Lieut. J. W. Cockram, R.N.V.R., appointed honorary secretary, and Mrs. M. J. McWilliams honorary treasurer. Amount collected in 1934, £61.

Prince of Wales Day.

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

DARWEN.—Annual meeting on 14th October, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £18.

DOUGLAS.—Prince of Wales Day.

FLEETWOOD.—Prince of Wales Day. Presentation of prizes won in the life-boat essay competition for elementary schools.

GRANGE - OVER - SANDS.—Special meeting, the Rev. B. D. Lloyd Wilson, M.A., in the chair. Speaker: The district organizing secretary. Branch reconstituted. Mr. H. Eden Smith, J.P., president; Mr. T. Huddleston, honorary secretary; Mr. J. D. Addison, honorary treasurer.

Prince of Wales Day.

HINDLEY.—Annual whist drive and dance.

HOLME.—Annual house-to-house collection.

HORWICH.—Annual meeting on 17th September, the chairman of the Urban District Council presiding. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, whist drive and dance, jumble sale. Amount collected in 1934, £68.

HYDE.—Presentation by the Mayoress supported by the chairman and secretary of the Education Committee, of a prize won in the life-boat essay competition for elementary schools.

KIRKBY LONSDALE.—Special meeting at Underley Hall, Lady Henry Bentinck in the chair. Branch formed. President, Lady Henry Bentinck; chairman, Mrs. B. N. North; honorary secretary, Mrs. P. E. U. Townshend; honorary treasurer, Mr. W. G. Easterby.

KIRKBY STEPHEN.—Special meeting, Dr. Stanley Beale in the chair, supported by

the vicar, the Rev. Ferguson Reed, M.A., and Mr. Charles Gibson, chairman of the Parish Council. Speaker: The district organizing secretary. Branch reconstituted. Dr. Stanley Beale, president; Mr. Charles Gibson, chairman; Miss E. Loadman, honorary secretary; Mr. R. H. Hunter, honorary treasurer.

Prince of Wales Day.

LEIGH.—Prince of Wales Day.

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

LYMM.—Annual meeting on 10th October. Speaker: The district organizing secretary. Mrs. R. S. Woodhouse and Mrs. Cowper elected honorary treasurer and assistant honorary secretary respectively. Amount collected in 1935, £111, an increase of £24 on 1934.

LYTHAM.—Annual meeting of the Ladies' Life-boat Guild on 10th October. Speaker: The district organizing secretary.

Prince of Wales Day.

MACCLESFIELD.—Annual meeting on 25th October, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

MANCHESTER, SALFORD AND DISTRICT.—MANCHESTER.—Special meeting. Manchester Business House Life-boat Guild formed. Councillor R. S. Harper, Jun., elected chairman; Mr. A. Parr, honorary treasurer; Mr. F. J. Gates, honorary secretary.

Collections at Messrs. R. H. O. Hills, Ltd., Bank Hey Oldham Street Stores, Manchester, by Mr. Stock's dog "Nell."

CHEETHAM HILL.—Special meeting, Dr. I. W. Slotki, M.A., Litt.D., in the chair. Speaker: Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District branch, supported by Councillor H. Lomax, Councillor J. C. Kidd, Councillor S. Holmes, Councillor D. Gouldman and Councillor A. Moss. Life-boat Guild formed. Dr. I. W. Slotki, president; vice-presidents, Councillor D. Gouldman, Councillor S. Holmes, Councillor J. C. Kidd, Councillor Mrs. Laski and Councillor A. Moss; honorary secretary, Miss Rose Slotki; honorary treasurer, Councillor H. Lomax.

CHORLTON-CUM-HARDY. — Whist drive, organized by the Ladies' Life-boat Guild.

Special meeting of the Ladies' Life-boat Guild.

FALLOWFIELD. — Meeting of the Fallowfield First Junior Life-boat Guild.

LONGSIGHT.—Special meeting. Life-boat Guild formed.

WALKDEN.—Garden meeting at the home of the honorary secretary, Mrs. Higginbottom.

WEST SALFORD.—Special meeting.

WHITEFIELD.—Whist drive.

WITHINGTON. — Special meeting. Life-boat Guild formed. Mrs. J. F. Titt,

J.P., president; Mrs. Mensch, honorary treasurer; Miss S. Weiser, honorary secretary.

MORECAMBE.—Concert by fishermen's choir. House-to-house collection. Fishermen's concert.

NORTHWICH.—Annual meeting on 24th October, the Rev. Ernest Oliver in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Day, works collections. Amount collected in 1935, £64.

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

PEEL.—Prince of Wales Day. Annual sports.

PORT ERIN.—Prince of Wales Day.

PORT ST. MARY.—Prince of Wales Day. Sacred service.

PRESTON.—Garden party at Clayton Green, through the kindness of the Rev. G. R. Povey and Mrs. Povey, arranged by Miss A. Gardiner.

RADCLIFFE.—Annual meeting on 15th October. Speaker: The district organizing secretary. Efforts of the past year: Whist drives, dance, dancing matinée, works collection. Amount collected in 1935, £47.

RAMSEY.—Prince of Wales Day.

ROCHDALE.—Annual meeting on 28th October, the Mayor, president, in the chair, supported by the Mayoress. Speaker: The district organizing secretary. Efforts of the past year: Appeal for subscriptions by the Mayor, annual American tea, works collections. Amount collected in 1935, £173, an increase of £25 on 1934.

American tea at the house of Mrs. F. Shackleton, the Mayoress.

SANDBACH.—Annual dance.

SEASCALE, SILLOTH, SILVERDALE. ST. ANNE'S-ON-SEA, ST. BEES AND TARPORLEY.—Prince of Wales Days.

TOTTINGTON.—Annual meeting on 20th September. Amount collected in 1935, £61.

Bridge and whist drive. Annual house-to-house collection.

ULVERSTON.—Prince of Wales Day.

WESTHOUGHTON. — Annual meeting.

WHITEHAVEN.—Prince of Wales Day. Lantern lecture to the 1st Whitehaven Rover Scouts and the 1st Whitehaven Sea Scouts by Mr. H. R. Hutchinson, honorary secretary.

North-East of England.

BERWICK.—Fête at Haggerston Castle.

BRADFORD.—Annual matinée. "Bring-and-buy" sale at Burley.

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

BRIGHOUSE.—Bridge and whist drive.

CULLERCOATS.—Prince of Wales Day.

DARLINGTON. — Garden fête. Whist drive.

DEWSBURY.—Annual meeting. Amount collected in 1935, £86.

House-to-house collection.

DONCASTER.—Jumble sale.

FILEY.—Prince of Wales Day.

FLAMBOROUGH.—Naming ceremony of the new motor life-boat. (See special report on page 578.)

Prince of Wales Day.

GATESHEAD.—Treasure and garbage hunt. Bridge drive.

HALIFAX.—American tea.

HARROGATE.—Prince of Wales Day.

HUDDERSFIELD.—Prince of Wales Day. Bridge and whist drive.

KIRKBURTON.—Whist drive.

KIRKHEATON.—House-to-house collection.

KNARESBOROUGH.—Lecture to Toc H.

LEEDS.—Annual meeting of the Ladies' Life-boat Guild. Collection in Empire Theatre.

MELTHAM AND MORLEY.—Prince of Wales Days.

NEWCASTLE - UPON - TYNE.—Coffee morning and "Bring-and-buy" stall. Bridge drive.

NORTH SUNDERLAND.—Prince of Wales Day and fête.

POCKLINGTON.—Whist drive.

PONTEFRAC, RIPON, RUNSWICK AND STAITHES, AND SALTBURN.—Prince of Wales Days.

SCARBOROUGH.—Annual meeting.

Prince of Wales Day. Jumble sale.

SELBY.—Bridge drive.

SHEFFIELD.—American tea.

SOWERBY BRIDGE.—Whist drive and dance.

STAINLAND.—Whist drive and dance.

SUNDERLAND.—Dance.

WEST HARTLEPOOL.—First annual meeting of the reconstituted Ladies' Life-boat Guild. Amount collected in 1935, £110, an increase of £56 on 1934.

WHITBY.—Prince of Wales Day.

WITHERNSEA.—Whist drive.

Midlands.

BARTON - ON - HUMBER.—Prince of Wales Days at Barton-on-Humber and South Ferriby.

BELPER AND HEAGE.—"Riders of the Storm" film shown, with collection, at the Palace.

BIRMINGHAM.—Hotel collections. Prince of Wales Day at Halesowen. House-to-house collections at King's Norton, Perry Barr and Smethwick. Church collections.

CHELTENHAM.—Annual meeting on 24th September. Mrs. Richard Davies, the chairman, presiding. Amount collected in 1935, £139.

Thé dansant and dress parade, organized by Mrs. Richard Davies and officials of the branch. Lady Eyres-Monsell in the chair, supported by Lady Preston. Address by Mrs. Elinor Glynn.

COALVILLE.—House-to-house collections in Coalville, Hugglescote, Ibstock and Whitwick.

COVENTRY.—"Riders of the Storm" film shown at Scala Theatre.

DERBY.—House-to-house collection.

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

GLOUCESTER AND GRIMSBY.—Prince of Wales Days.

LEAMINGTON SPA.—Annual meeting, Colonel H. N. Byass, C.M.G., vice-president, in the chair, in the unavoidable absence of Lieut.-Col. Sir John Keir, K.C.B., D.L., J.P., the chairman. Speaker: The district organizing secretary. Amount collected in 1935, £214.

Three days' collection at the Regal Cinema, through the kindness of Mr. and Mrs. Devis, organized by Mrs. B. A. Holding, honorary secretary.

LEEK AND LEICESTER.—Prince of Wales Days.

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

LOUGHBOROUGH.—House-to-house collection.

MABLETHORPE AND SUTTON-ON-SEA.—Prince of Wales Day.

MANSFIELD.—Prince of Wales Days in Mansfield, Kirkby-in-Ashfield, Woodhouse, and Warsop.

MARKET RASEN.—Prince of Wales day.

NORTHAMPTON.—Dance at Wootton, organized by Mrs. Hill.

PETERBOROUGH.—Concert party, organized by Mr. J. A. Fowler.

REDDITCH AND RETFORD.—Prince of Wales Days.

SKEGNESS.—Prince of Wales Day, with launch of the motor life-boat. Dinner-table collection.

SOUTH NORMANTON, SPALDING, SPILSBY, AND STAMFORD.—Prince of Wales Days.

STOKE-ON-TRENT.—Prince of Wales Day. Presentation of prizes in the life-boat essay competition for elementary schools. (See special report on page 580).

STOURPORT.—Prince of Wales Day.

TOWCESTER.—Whist drive, organized by Mrs. Whitton, honorary secretary of the Ladies' Life-boat Guild.

WEDNESBURY.—House-to-house collection.

WELLINGBOROUGH.—American tea, organized by Mrs. G. M. Roff, the honorary secretary, with lantern lecture by the district organizing secretary. Jumble sale, also organized by Mrs. G. M. Roff.

WORKSOP AND WRAGBY.—Prince of Wales Days.
Lectures at Stoneleigh and Stratford-on-Avon.

South-East of England.

ALDEBURGH AND DISTRICT.—Annual meeting, Captain F. C. U. Vernon Wentworth, C.B., R.N., president, in the chair. Efforts of the past year: Prince of Wales Day in Aldeburgh and district. Amount collected in 1935, £157.

Prince of Wales Day.

AMPTHILL.—Prince of Wales Day.

ARUNDEL.—Prince of Wales Day, with visit of the Selsey motor life-boat.

BALDOCK.—Prince of Wales Day.

GREAT BENTLEY AND DISTRICT.—Prince of Wales Day. Fancy dress dance and carnival.

BEXHILL-ON-SEA.—Annual meeting, Commander R. D. B. Haddon, D.S.C., R.N., chairman, presiding. Efforts of the past year: Special appeal. Amount collected in 1935, £97.

BLAKENEY.—Prince of Wales Day.

BOGNOR REGIS.—Prince of Wales Day, with visit of the Selsey motor life-boat. Golf competition.

BRANCASTER AND DISTRICT.—Prince of Wales Days.

BROADSTAIRS.—Visit of Margate motor life-boat on regatta day. Collection on front and sands.

BURNHAM - ON - CROUCH.—Prince of Wales Day, with "Riders of the Storm" film shown.

CAISTER.—Prince of Wales Day, with *Daily Mail* treasure hunt, and display of flying and life-saving. Presentation by Mrs. Main, wife of the honorary secretary, of the certificate of service awarded by the Institution to Coxswain Charles Lacock on his retirement, Mr. A. J. Main presiding. Presentation to the crew of woollen scarfhelmets from Mrs. E. Manby, of Codsall, Staffordshire.

CHATHAM.—Cinema collections. Variety concert.

CHATTERIS.—Prince of Wales Day.

CHICHESTER.—Tennis tournament.

CLACTON.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Percy Coleman, J.P., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, concert and whist drive.

Prince of Wales Day. Life-boat Sunday. Whist drive, arranged by the Ladies' Life-boat Guild.

CRANBROOK AND HAWKHURST.—Prince of Wales Day in Cranbrook, Hawk-hurst, Sandhurst and Sissinghurst. Lecture to Cranbrook Women's Institute.

CRAWLEY, WORTH AND THREE BRIDGES, CROMER, DOVER AND DISTRICT, AND DOWNHAM MARKET.—Prince of Wales Days.

EDENBRIDGE.—Jumble sale.

FARNHAM.—Golf competition at Hankley Common Club.

FELIXSTOWE.—Prince of Wales Day.

GODALMING.—Tennis tournament.

HASBOROUGH AND DISTRICT.—Prince of Wales Days at Bacton, Edington, Hasborough, Smallburgh, Stalham and Wroxham.

HASTINGS AND ST. LEONARDS.—Prince of Wales Days at Hastings and St. Leonards and at Battle. Life-boat church service.

HAVERHILL.—Prince of Wales Day.

HERNE BAY.—Prince of Wales Day, with visit of the Margate motor life-boat. Presentation by the Mayor of Margate of the record of thanks awarded by the Institution to Mr. C. J. Greene, the honorary secretary. "Riders of the Storm" film shown.

HOLT.—Prince of Wales Day.

HUNSTANTON AND DISTRICT.—Prince of Wales Days. "Riders of the Storm" film shown.

HYTHE AND DYMCHURCH.—Prince of Wales Day.

KESSINGLAND.—Beach collection.

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

LOWESTOFT.—Prince of Wales Day.

MARGATE.—Prince of Wales Day. Dance at Cliftonville.

MIDHURST.—Church collections at Heyshott.

NEWHAVEN.—Prince of Wales Day.

NORWICH.—Prince of Wales Day, with visit of the Great Yarmouth and Gorleston motor life-boat.

PALLING.—Prince of Wales Day.

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

SELSEY.—Annual meeting, Mr. E. G. Arnell, chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Prince of Wales Days, theatricals. Amount collected in 1935, £106.

Prince of Wales Days at Selsey and in outlying districts. Golf competition.

SHERINGHAM.—Prince of Wales Day and regatta.

SHOREHAM HARBOUR.—Annual meeting, Mr. Harold Brown, J.P., chairman, presiding. Efforts of the past year: Prince of Wales Days at Shoreham and Southwick, bridge drive at Shoreham.

SOUTHBOROUGH.—Prince of Wales Days at High Brooms, Penshurst and Speldhurst.

SOUTHEND.—Prince of Wales Days at Canvey Island and Hadleigh.

SOUTHWOLD AND DUNWICH, ST. IVES, ST. NEOTS, STOWMARKET, AND SUDBURY.—Prince of Wales Days.

WALTON AND FRINTON.—Prince of Wales Day with *Daily Mail* treasure hunt. "Riders of the Storm" film shown. Life-boat Sunday. Angling competition.

WALTON-ON-THAMES.—Bridge tournament.

WATFORD.—Life-boat week, with a life-boat on view in Cassiobury Park. Open-air church service from life-boat. Prince of Wales Day.

WELLS-NEXT-THE-SEA, WESTGATE, AND WHITSTABLE.—Prince of Wales Days.

WINSLOW.—Whist drive.

WISBECH.—Prince of Wales Day at Sutton Bridge.

GREAT YARMOUTH AND GORLESTON.—Prince of Wales Day. Cricket match. Prizes in the life-boat essay competition for elementary schools presented at Belton. Whist drive at Ormesby, arranged by the Ladies' Life-boat Guild.

Lectures at Aylesford, Hutton and Rolvenden.

Prizes in the life-boat essay competition for elementary schools presented at Gt. Gransden.

South-West of England.

ANDOVER.—Prince of Wales Day in Whitechurch and neighbouring villages.

AXMINSTER.—Prince of Wales Day at Honiton.

BICESTER.—Prince of Wales Day in Bicester and neighbouring villages.

BIDEFORD, BLANDFORD, BOURNE-MOUTH, AND BRADFORD-ON-AVON.—Prince of Wales Days.

BRIDPORT.—Prince of Wales Day in Bridport and Beaminster.

BRIXHAM.—Prince of Wales Day with stalls and launch of the motor life-boat.

BUDE.—Annual meeting, Captain S. B. Cook, chairman, presiding. Efforts of the past year: Proceeds of photography by the honorary secretary, Admiral Stuart Nicholson, C.B., M.V.O., D.L., dance, Prince of Wales Day, and "Blessing of the Sea" service. Amount collected in 1935, £174.

Prince of Wales Day, with visit of the Padstow motor life-boat.

CAMBORNE.—Life-boat week, including house-to-house collections, bridge drive, whist drive, life-boat film at the Scala Cinema, and barrel organ in streets.

CHIPPENHAM.—Prince of Wales Day at Corsham.

CHIPPING NORTON.—Prince of Wales Day.

COVERACK.—Prince of Wales Day and dance.

CREDITON.—Prince of Wales Day in Crediton and neighbouring villages.

CULLOMPTON.—Jumble sale.

DARTMOUTH.—Prince of Wales Day in Dartmouth and Kingswear, with visit of the Torbay motor life-boat.

DEVIZES.—Prince of Wales Day.

EXMOUTH AND BUDLEIGH SALTERTON.—Annual meeting. Amount collected in 1935, £266.

FALMOUTH.—Dance, organized by the Double 6 Club.

FOWEY.—Prince of Wales Day and produce stalls in street.

FROME AND HELSTON.—Prince of Wales Days.

HENLEY.—Prince of Wales Day at Shiplake.

HOPE COVE.—Prince of Wales Day.

ILFRACOMBE.—Sacred service conducted from the life-boat.

ISLE OF WIGHT.—Annual meeting at Newport of the Isle of Wight Life-boat Board, Major-General the Rt. Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., president of the Board, a vice-president of the Institution and coxswain of the Brooke life-boat, in the chair. Amount collected by the Isle of Wight branches in 1935, £797, an increase of £25 on 1934.

Prince of Wales Days at Brading, East Cowes, Freshwater, Lake, Newport, Ryde, Sandown, Sea View, Shanklin, Ventnor, West Cowes, Yarmouth, and all the villages of the island.

KINGSBRIDGE.—Prince of Wales Day.

LIZARD.—Prince of Wales Day and dance.

LOOE.—Prince of Wales Day in Looe and Liskeard.

LULWORTH.—Prince of Wales Day.

LYMINGTON.—Prince of Wales Day at New Milton.

LYNMOUTH AND MIDSOMER NORTON.—Prince of Wales Days.

MINEHEAD.—Prince of Wales Day, with parade and launch of the life-boat. Film "Riders of the Storm" shown at Regal Cinema, and sports.

NEWQUAY.—Prince of Wales Day.

OXEHAMPTON AND OXFORD.—Prince of Wales Days.

PADSTOW.—Prince of Wales Day, with demonstration by the motor life-boat.

PAIGNTON.—Annual meeting of Ladies' Life-boat Guild, Mrs. Vick, chairman, presiding. Speaker: Dr. Julian George, honorary secretary of the branch. Efforts of the past year: Prince of Wales Day, house-to-house collections, and whist drives. Amount collected in 1935, £214.

Prince of Wales Day and competitions.

PENZANCE.—Prince of Wales Day.

PLYMOUTH.—Special meeting of Ladies' Life-boat Guild. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Days, whist drives, garden party, and social. Amount collected in 1935, £483, an increase of £51 on 1934.

Prince of Wales Day at Downton, arranged by the Ladies' Life-boat Guild.

PORT ISAAC.—Prince of Wales Day, with visit of Padstow motor life-boat.

PORThLEVEN.—Prince of Wales Day with visit of the motor life-boat from the Lizard.

REDRUTH.—Special meeting to form Ladies' Life-boat Guild. Speaker: The district organizing secretary.

RINGWOOD AND SALCOMBE.—Prince of Wales Days.

SALISBURY.—Prince of Wales Days at Gillingham, Fordingbridge and neighbouring villages, and Shrewton.

SCILLY ISLES.—Prince of Wales Day and dance.

SEATON.—Prince of Wales Day, with visit of the Exmouth motor life-boat.

SENNEN COVE.—Prince of Wales Day, with launch of the motor life-boat and dance.

SHEPTON MALLET.—Prince of Wales Day.

SIDMOUTH.—Prince of Wales Day, with visit of the Torbay motor life-boat.

SOUTHAMPTON.—Visit of Ladies' Life-boat Guild to life-boat building yards at Cowes.

ST. AUSTELL, ST. IVES, SWANAGE, AND TAVISTOCK.—Prince of Wales Days.

TEIGNMOUTH.—Prince of Wales Day with life-boat procession and stall.

THAME.—Partner bridge drive.

TRURO.—Prince of Wales Day in Perranporth.

WADEBRIDGE.—Prince of Wales Day.

WATCHET.—Prince of Wales Day, dance and side-shows. Aquatic gala.

WESTON-SUPER-MARE.—Prince of Wales Day.

WEYMOUTH.—Prince of Wales Day with demonstration by the motor life-boat. Prince of Wales Day at Portland.

WOODSTOCK.—Prince of Wales Day.

Lectures at Hurst, Pangbourne and Watlington.

Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 23rd October, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman, and a vice-president of the Institution, presiding.

ABERDEEN.—Performance of "The Roundabout" by "The Number Five Club."

AITH.—Naming ceremony of the new motor life-boat. (See special report on page 576.)

ANSTRUTHER.—The branch has suffered a serious loss by the death of Mr. A. C. Mackintosh, one of its honorary secretaries. (See page 583.)

ARDROSSAN AND AYR.—Prince of Wales Days.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Annual meeting on 18th October. Efforts of the past year: Dramatic entertainment, concert, whist drives, operatic performances, life-boat cruises, Prince of Wales Days and house-to-house collections. Amount collected in 1935, £167, an increase of £88 on 1934.

Prince of Wales Days at Cornhill, Macduff, Portsoy, and Turriff.

BANNOCKBURN.—Prince of Wales Day.

BARRHEAD.—Cabaret tea and lantern lecture.

BATHGATE, BIGGAR, BLAIR-GOWRIE AND RATTRAY, BRECHIN, BUCKHAVEN, AND BUCKIE.—Prince of Wales Days.

BURNTISLAND.—Prince of Wales Day at Aberdeen.

CAMPBELTOWN.—Annual meeting on 22nd October, Dr. J. P. Brown, D.S.O., vice-president, presiding. Efforts of the past year: Appeal by the committee. Amount collected in 1935, £133, an increase of £2 on 1934.

Golf competition at Machrihanish.

COATBRIDGE.—Prince of Wales Day.

CULLEN.—Prince of Wales Day. Visit of Whitehills motor life-boat.

CULROSS, DUMBARTON, AND DUMFRIES.—Prince of Wales Days.

DUNBAR.—Life-boat service in the Methodist Church, conducted by the Rev. C. L. Mitton, B.A.

DUNDEE.—Naming ceremony of the new Broughty Ferry life-boat. (See special report on page 576.)

Address by Sir Godfrey Baring, Bt., chairman of the Institution, at the morning service, East Church, Broughty Ferry.

DUNFERMLINE AND ROSYTH.—Annual meeting. Efforts of the past year: Concerts, house-to-house collection, appeal to churches, gymkhana and Prince of Wales Days. Amount collected in 1935, £141.

Prince of Wales Day at Dunfermline. Prince of Wales Day and procession at Rosyth.

ELIE.—Annual meeting on 26th October, Lady Nairn, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Prince of Wales Day and market stall. Amount collected in 1935, £116.

Prince of Wales Day, with visit of Anstruther life-boat, which was open to public inspection. Market stall at Lundin Links.

EYEMOUTH.—Prince of Wales Day. Swimming gala, at which Sir Christopher Furness, Bt., president, presented the prizes to competitors, and presented to ex-Bowman William Patterson the Institution's Certificate of Service. Visit of St. Abb's and Dunbar motor life-boats.

FORT WILLIAM.—Prince of Wales Day.

GIRVAN.—Basket whist drive and dance, organized by the Ladies' Life-boat Guild.

GOUROCK.—Steamer collection.

HELENSBURGH AND INVERGORDON.—Prince of Wales Days.

INVERNESS.—Prince of Wales Day and market stall.

ISLE OF ARRAN.—Concert at Whiting Bay, 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, presiding. Steamer collection.

ISLE OF SKYE.—Prince of Wales Day.

KINGUSSIE, KINROSS, AND KIRK-CALDY.—Prince of Wales Days.

KIRKCUDBRIGHT.—Annual meeting of the Ladies' Life-boat Guild on 28th October. Efforts of the past year: Prince of Wales Days, house-to-house collections, lecture and appeal for subscriptions. Amount collected in 1935, £115, an increase of £18 on 1934.

A silver shield has been anonymously presented to the life-boat in commemoration of the gallantry of the crew when they were out for eight hours in heavy weather, and escorted the s.s. *Hamilton*, of Stranraer, to safety. The shield, which bears the name of the life-boat and the names of the crew, has been fixed in the life-boat.

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

Prince of Wales Day.

KIRKINTILLOCH, KIRRIEMUIR, AND KYLE.—Prince of Wales Days.

LARGS.—Prince of Wales Day and tennis tournament. Prince of Wales Days at Fairlie and Wemyss Bay and Skelmorlie. Steamer collection at Wemyss Bay.

LAURENCEKIRK, LESLIE, LOCH-GILPHEAD, LOCKERBIE, MAYBOLE, AND MILLPORT.—Prince of Wales Days.

MONTROSE.—Special meeting of the Ladies' Life-boat Guild, the Countess of Airlie, president, in the chair. Prince of Wales Day.

MOTHERWELL, NAIRN, AND NEWTON STEWART.—Prince of Wales Days.

OBAN.—Prince of Wales Days at Connel Ferry, Kinlochleven, Morven and Taynuilt. Prince of Wales Day at Tobermory with regatta and swimming gala.

PAISLEY.—Prince of Wales Day.

PEEBLES.—Prince of Wales Day.

PERTH.—Annual meeting on 27th September, the Rev. P. R. Landreth, chairman, presiding. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, the Lord Provost, Mr. F. Norie-Miller, M.P., the chief constable, and the Scottish organizing secretary. Efforts of the past year: Life-boat days in twenty-six districts. Amount collected in 1935, £283, an increase of £19 on 1934.

PETERHEAD.—Life-boat collection at the Maud Fair. Presentation to the crew by Mrs. Hadow of woollen scarf-helmets from Mrs. E. Manby, of Codsall, Staffordshire.

PORT ASKAIG.—Dedication ceremony of the motor life-boat. (A report of this

ceremony appeared in the last issue of *The Life-boat*.)

PORTPATRICK.—Prince of Wales Day. Dance.

ST. ABB'S.—Swimming gala. Prince of Wales Day at Duns.

SALTCOATS.—Life-boat football match.

SELKIRK, TARBERT, WIGTOWN, AND WISHAW.—Prince of Wales Days.

Lectures at Aberlour, Cardenden, Edinburgh, Forres, Glasgow, Greenock and Port Glasgow, and Invergordon.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERDARON AND SARN.—Prince of Wales Day.

ABERDOVEY.—Prince of Wales Day. Hotel dinner-table collection. Annual dance.

ABERGAVENNY.—Prince of Wales Day.

ABERYSTWYTH.—Prince of Wales Day. Hotel dinner-table collection. Launch of the motor life-boat.

BANGOR.—Prince of Wales Day.

BARMOUTH AND DISTRICT.—Prince of Wales Day. Hotel dinner-table collection. Launch of the life-boat.

BARRY.—Annual meeting of the Ladies' Life-boat Guild on 19th September, Mrs. T. Rowlands, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, two bridge and whist drives. Amount collected in 1935, £77, an increase of £9 on 1934.

Presentation by the Lord Mayor of Cardiff of a "Flotanet" life-saving apparatus. Presentation by Mrs. E. E. Stonehewer, honorary secretary of the Ladies' Life-boat Guild, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

BETTWYS-Y-COED.—Prince of Wales Day. Mr. R. O. Roberts appointed honorary secretary.

BORTH, BRIDGNORTH, BURRY PORT, CARDIFF AND DISTRICT, AND CARDIGAN.—Prince of Wales Days.

COLWYN BAY.—Annual meeting. Amount collected in 1935, £294, an increase of £15 on 1934.

Prince of Wales Day. House-to-house collections. Life-boat film shown at cinemas.

CONWAY AND DISTRICT.—Prince of Wales Day.

COWBRIDGE.—Prince of Wales Day. Life-boat film shown.

CRICCIETH.—Prince of Wales Day, with visit of the Pwllheli motor life-boat.

EDEYRN.—Prince of Wales Day.

HAVERFORDWEST.—The branch has suffered a severe loss by the death of Mrs. A. Wigley-Jones, for many years life-boat day organizer.

Presentation by Mrs. Middleton, president of the Ladies' Life-boat Guild, of prize won

in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

HOLYWELL.—Presentation by Mrs. E. H. Evans, honorary secretary, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

KIDWELLY.—Presentation by Colonel R. A. Nevill, D.S.O., honorary secretary of the Ferryside station, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

KINGTON.—Prince of Wales Day.

LAMPETER.—Prince of Wales Day. Life-boat film shown.

LLANBEDROG.—Prince of Wales Day.

LLANDRINDOD WELLS.—Prince of Wales Day. Hotel dinner-table collection.

LLANDUDNO.—Prince of Wales Day. House-to-house collections. Launch of the motor life-boat.

LLANFAIRFECHAN AND LLANGRANOG.—Prince of Wales Days.

LONGTOWN.—Presentation by Miss Jennings, principal of Hereford Training College, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

MARKET DRAYTON.—Rummage sale, organized by the Ladies' Life-boat Guild.

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

MOLD, MONMOUTH, MORFA NEVIN, NEATH, NEVIN, AND NEWQUAY.—Prince of Wales Days.

NEWTOWN.—Prince of Wales Day. Life-boat film shown.

PENARTH.—Prince of Wales Day, with visit of the Barry Dock motor life-boat.

PENMAENMAWR.—Prince of Wales Day. Hotel dinner-table collection.

PENYGROES, PORTHCAWL, AND PORTMADOC.—Prince of Wales Days.

PRESTATYN.—Prince of Wales Day. Cinema collection. Presentation by the chairman of the Urban District Council, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

PWLLHELI.—Prince of Wales Day.

RHYL.—Prince of Wales Day. House-to-house collection. Life-boat film shown at cinemas. Life-boat drawn in procession through the streets, followed by a demonstration launch in evening.

SALTNEY.—Presentation by Councillor Irving of the challenge shield for Wales, won by Frederick Channell, of the Wood Memorial Boys' School, in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

SOUTH CAERNARVONSHIRE.—Annual meeting of the South Caernarvonshire Ladies' Life-boat Guild held at Bron-y-Garth, by kind permission of Dame Sybil Thorndyke-Casson, D.B.E., a vice-president. Dame Margaret Lloyd George, G.B.E., LL.B., J.P., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Days and annual appeals. Amount collected in 1934, £158. Presentation by Dame Margaret Lloyd George of the gold badge awarded by the Institution to Mrs. Frank Gresham, honorary treasurer of the Guild, and of the life-boat picture awarded to Mr. M. T. Davies, honorary secretary of the Cricketh branch.

ST. DAVID'S.—Annual life-boat carnival and fete, opened by Mrs. Morgan, wife of the very Rev. the Dean of St. David's. Presentation of the life-boat picture awarded by the Institution to Miss E. Perkins.

TENBY.—Prince of Wales Day. Hotel dinner-table collections. Cinema collections, and launch of the motor life-boat. Whist drive and dance organized by the Ladies' Life-boat Guild, at which the Mayoress presented the prizes. Lieut.-Col. R. Peel Yates appointed honorary secretary of the station in place of Mr. J. H. Fitzgerald Burke, resigned.

TOWYN.—Prince of Wales Day and hotel dinner-table collections.

TREVOR AND CLYNNOG, AND TYDWEILIOG.—Prince of Wales Days.

WHITCHURCH.—Presentation by Miss M. J. H. Walford, honorary secretary, of prize won in the life-boat essay competition for elementary schools. Speaker: The district organizing secretary.

Presentations of prizes in the life-boat essay competition for elementary schools, with speeches by the district organizing secretary at Rayton (near Shifnal), Shifnal, and Swansea.

Ireland.

ANTRIM.—Bridge drive.

ARMAGH.—Prince of Wales Day.

BAGENALSTOWN.—Miss F. O'Grady appointed honorary secretary. Life-boat day.

BALLYCOTTON AND BALTIMORE.—Life-boat days.

BELFAST.—Flannel dance.

BRAY.—Gymkhana and dog show. Dance.

BUNDORAN.—Golf competition.

CARRICKFERGUS.—Prince of Wales Day.

CLOGHER HEAD.—Life-boat day.

CLOUGHIEY.—Prince of Wales Day.

CORK.—Annual meeting. Speakers: Coroner J. J. Horgan, chairman, Mr. H. P. F. Donegan, honorary secretary, and the district organizing secretary. Amount collected in 1935, £401.

Life-boat day.

COURTMACSHERRY.—Life-boat day.

DROGHEDA.—The branch has suffered a severe loss by the death of Mr. T. R. Peason, its honorary secretary. Mr. Peason had been honorary secretary for two years and for many years before had helped with the organization of life-boat day.

DUNDALK AND BLACKROCK, AND DUNMORE EAST.—Life-boat days.

GREENCASTLE.—Golf competition.

GREYSTONES.—Life-boat day.

HOWTH.—Golf competition.

INCHYDONEY (CLONAKILTY).—Golf competition.

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

KILMORE.—Life-boat day.

KINSALE.—Golf competition.

LARNE, GLENARM AND CARNLOUGH.—Prince of Wales Day.

LAYTOWN AND BETTYSTOWN.—Golf competition.

LIMERICK AND LISTOWEL.—Life-boat days.

LURGAN.—Prince of Wales Day.

MIDLETON AND MILTOWN-MALBAY.—Life-boat days.

NEWCASTLE (DUNDRUM).—Life-boat dance.

NEW ROSS.—Life-boat day.

NEWTOWNARDS.—Prince of Wales Day.

PORTARLINGTON.—Golf competition.

PORTRUSH.—Prince of Wales Day and concert.

RATHFRILAND.—Prince of Wales Day.

ROSSLARE.—Life-boat day. Golf competition.

ROSSNOWLAGH.—Golf competition.

SKERRIES AND RUSH.—Life-boat day.

SLIGO.—Golf competition.

SPANISH POINT.—Golf competition.

STRABANE.—Prince of Wales Day. Golf competition.

TANDRAGEE. — Annual meeting. Speaker: The district organizing secretary. Amount collected in 1935, £22.

TRAMORE AND TUAM.—Life-boat days.

WATERFORD. — Special meeting, the Mayor presiding. Speakers: The Mayor, Lady Irene Congreve, president of the Ladies' Life-boat Guild, Mr. W. E. Jacob, chairman of the branch, and the district organizing secretary. Presentation of the record of thanks awarded by the Institution to Mrs. W. E. Jacob, president of the Ladies' Committee at Tramore.

Life-boat day.

WESTMEATH, NORTH.—Dance.

WEXFORD.—Life-boat days.

WICKLOW.—Golf competitions.

YOUGHAL.—Life-boat days. Presentation of prize won in the essay competition for elementary schools.

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 February, 1936.