

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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THE LIFE-BOAT FLEET

Motor Life-boats, 128 :: Pulling & Sailing Life-boats, 40

LIVES RESCUED

from the foundation of the Institution in 1824

to February 29th, 1936 - - - - 64,549

His Majesty King George V.

By the death of His Majesty King George V the Life-boat Service has lost not only a beloved Sovereign, but one who for forty-six of his seventy-one years was personally associated with its work. Since the Institution was founded, in the reign of George IV, each Sovereign in turn has been its Patron, but none has been connected with it in so many ways as King George V. In paying its last tribute of gratitude to his memory the Institution would recall the last message which it received from him, when, for the first time, the representatives of the life-boat services of nine countries met in London: "I pray that God's blessing may be vouchsafed to all brave men who risk their lives in the humane and heroic work of the life-boat services of the world."

At the first meeting of the committee of management after His Majesty's death it was proposed by the chairman of the Institution, Sir Godfrey Baring, Bt., seconded by the deputy chairman, the Hon. George Colville, and unanimously carried, that the following humble and loyal messages be presented to His Majesty the King and Her Majesty Queen Mary.

"The committee of management and the officers and staff of the Royal National Life-boat Institution, the honorary officials of its branches and of the Ladies' Life-boat Guilds throughout the British Isles, and the coxswains and crews of its life-boats round their coasts, desire to express to Your Majesty their profound grief at the death of His Most Gracious Majesty King George V, the Institution's Patron, to offer to Your Majesty their loyal and deep sympathy, and to assure Your Majesty of the profound gratitude of the Life-boat Service of Great Britain and Ireland for your generous and personal association with its work, as its President, during the past seventeen years, and of the devotion of the Service to your Person and Crown."

"The committee of management and the officers and staff of the Royal National Life-boat Institution, the honorary officials of its branches and of the Ladies' Life-boat Guilds throughout the British Isles, and the coxswains and crews of its life-boats round their coasts, desire to express to Your Majesty their profound grief at the death of His Most Gracious Majesty King George V, to offer to Your Majesty their loyal and deep sympathy, and to place on record the profound gratitude of the Life-boat Service of Great Britain and Ireland to His late Majesty for his generous and personal association with its work for forty-six years, as one of its vice-patrons, as a member of its committee of management, as its president, and finally, with Your Majesty, as one of its patrons during the twenty-six years of his reign."

The following reply was received to this resolution from the private secretary to Her Majesty Queen Mary.

"I have had the honour of submitting to Queen Mary your letter of February 13th, conveying a message of sympathy on behalf of the Committee of Management of the Royal National Life-boat Institution on the death of King George V.

"In reply I am commanded to ask you to convey to the Chairman, Deputy Chairman, the Committee and to all associated with this message, an expression of Queen Mary's deep appreciation of their kind thought for Her Majesty in her great sorrow.

"I am to assure one and all that the Queen is much touched by the reference to His late Majesty in regard to the services which he rendered to the Institution over such a long period of years, and Her Majesty wishes me to express her warmest thanks for this charming tribute to the memory of the late King."

The Life-boat Service in 1935.

The Busiest Year for Nineteen Years.

THE year 1935 was for the life-boat service the busiest for nineteen years. There were 378 launches of life-boats to vessels in distress. To find a larger number one has to go back to 1916, the third year of the Great War, when there were 386.

In one way it was a record year for launches. There have been other years in which the total of launches was greater, but these were years in which the number of life-boats was also greater. Nineteen-thirty-five, with a smaller fleet than any previous year, owing to the increase in the number of motor life-boats, has a larger average of launches per station than any other year in the history of the Institution. The average was 2.24.

The number of lives rescued was 498. That is 144 more than in 1934, and the largest number rescued for the past seven years. Of these lives 393 were rescued by life-boats, and 105 by shoreboats, for whose rescue the Institution gave awards.

Life-boats saved or helped to save from destruction 55 boats and vessels, the largest number for twenty years. In addition life-boats stood by, escorted to safety, or gave help to over 200 vessels and boats.

Up to the end of 1935 the Institution had given rewards for the rescue from shipwreck round the coasts of the British Isles of 64,411 lives since it was founded in 1824. That is an average of 11 lives saved every week for 112 years.

114 Lives Rescued from Foreign Vessels.

Although the great majority of the lives rescued in 1935 were British, life-boats helped 16 foreign vessels, belonging to 10 different countries, and rescued 114 lives from them. They were also called out to 13 other foreign vessels, but their help was not needed. Of the 16 vessels to which help was given, 3 were Swedish, 2 French, 2 German, 2 Belgian, and 2 Greek. The other 5 were from the United States, Holland, Norway, Iceland, and Danzig.

Services to Yachts and Fishing Boats.

The year was notable for the large number of services to yachts and fishing boats. Life-boats went out to the help of no fewer than 32 sailing yachts, 13 motor yachts and 1 steam yacht in distress; rescued 44 lives from them; and saved or helped to save 26 of the yachts. They also went out to the help of fishing boats on 126 occasions; rescued 133 fishermen, and saved 26 of the boats.

Eleven Medals for Gallantry.

Eleven medals for gallantry were awarded by the Institution during the year. Its bronze medal was won in January by second-coxswain George Pow, of Appledore, Devon. In the absence of the coxswain he took command of the motor life-boat when, in a gale with a very heavy sea, she rescued the three men, one of them a cripple, of the Ilfracombe fishing boat *Lee Bay*, which was helpless close under the cliffs.

In September, Mr. A. C. Jones, honorary secretary of the life-boat station at Barry Dock, Glamorganshire, who took command of the motor life-boat in the absence of the coxswain, won the silver medal of the Institution, and each of the seven members of the crew the bronze medal, for rescuing the crew of the French schooner *Goeland*,

which was rapidly drifting towards the rocks in a gale, with her sails and rigging overboard. The life-boat rescued the last man less than a minute before the schooner struck the rocks and began to break up.

On Christmas night Coxswain Thomas Sinclair, of the motor life-boat at Aberdeen, won the bronze medal for rescuing one of the crew of the Aberdeen trawler *George Stroud*, which had gone ashore inside the harbour-mouth in a very heavy sea. Five times the life-boat was carried away by heavy seas, and each time she returned to the rescue, but a heavy sea smashed the wheel-house of the trawler, in which her crew of five had taken refuge and only two of the five were saved, one by the life-boat and the other by the Institution's life-saving rocket apparatus.

On 30th December Coxswain William Mogridge, of Torbay, Devon, won the bronze medal when the motor life-boat went to the help of the French trawler *Satanicle*. Three of the trawler's crew had been rescued by a liner which was standing by, and the life-boat then rescued the skipper. She travelled altogether some sixty miles at the height of the gale, and carried out the rescue in a very heavy confused sea.¹

The Institution's Fleet.

During the year five new motor life-boats went to the coast, to Port Askaig (Islay, Argyllshire), Broughty Ferry (Dundee), Aith (Shetlands), Cromer (Norfolk), and Sunderland (Durham). At the end of the year nine more motor life-boats were under construction, and there were then 124 motor life-boats and 44 pulling and sailing life-boats, making a fleet of 168 life-boats round the coasts of Great Britain and Ireland.

¹ The service by Appledore was fully described in *The Life-boat* for last June, and the service by Barry Dock in *The Life-boat* for last December. The full accounts of the other two services will be found on pages 4 and 5 of this issue.

A Year's Halfpennies and Two Years' Farthings.

For the fifth year running the Institution has received a gift of a year's collection of halfpennies. It numbered 494, or £1 0s. 7d.

A gift of 500 farthings, or 10s. 5d., which took two years to collect, has been received from a London girl.

A Rescue on Christmas Day.

Bronze Medal Service at Aberdeen.

ON the evening of Christmas Day, the Aberdeen trawler, *George Stroud*, with a crew of five, was steaming up the channel into Aberdeen harbour. When about 200 yards inside the end of the North Pier, she got a little to the northward of the channel, grounded, swung round, and remained fast. The night was very dark. A strong south-easterly wind was blowing, and though there was not a great deal of sea in the channel, there was a very heavy run of broken water along the inside wall of the North Pier. It was in this broken water that the trawler lay. She was about 50 feet off the wall of the pier, with a list of about 50 degrees. She was labouring heavily, with heavy seas breaking continually over her.

It was at 8.5 P.M. that the trawler struck. The motor life-boat, *Emma Constance*, and the North Pier and Torry rocket life-saving apparatus (both maintained by the Institution) were at once called out. The North Pier apparatus was out of its house at 8.10, and at 8.15 was abreast of the wreck, on the pier, over which the seas were breaking. The line-throwing gun was fired and the trawler's crew caught the line, but they refused to haul aboard the rope and breeches-buoy, and shouted: "Send us the life-boat!"

Alongside in Eight Minutes.

The life-boat had left her moorings at 8.12. By 8.20 she had got alongside the trawler on her lee side, the higher out of the water, between her and the wall of the pier; ropes had been thrown, and these the trawler's crew had made fast. But then, instead of jumping aboard the life-boat, the five men took refuge in the trawler's wheel-house.

The crew of the life-boat called to them again and again to jump, and at last one man came down from the wheel-house. A line was thrown to him, but before he had made it fast the bowman had seized him and dragged him aboard the life-boat. Then a heavy sea struck the life-boat, broke her adrift from the wreck and flung her against the foundations of the pier,

along which she was washed for about a hundred feet.

She returned alongside, and again threw lines aboard the trawler, but no one would come out of the wheel-house to make them fast. A few minutes later a very heavy sea broke over the trawler, carried away the upper part of the wheel-house, washed the life-boat once more against the foundations of the pier, and carried her astern.

Rescued by the Rocket Apparatus.

A man was then seen to be clinging to the trawler's bridge. Another line was fired to him from the pier by the life-saving apparatus. He seized it, drew the breeches-buoy on board, made fast the rope, and was hauled on to the pier. But he was the only one of the four to be saved. Four times the life-boat returned to the trawler and each time was carried away again by the heavy run of sea. She played her searchlight on the bridge. She cruised about for an hour. But of the other three men nothing could be seen. They must all three have been carried away and drowned by the wave which smashed the wheel-house.

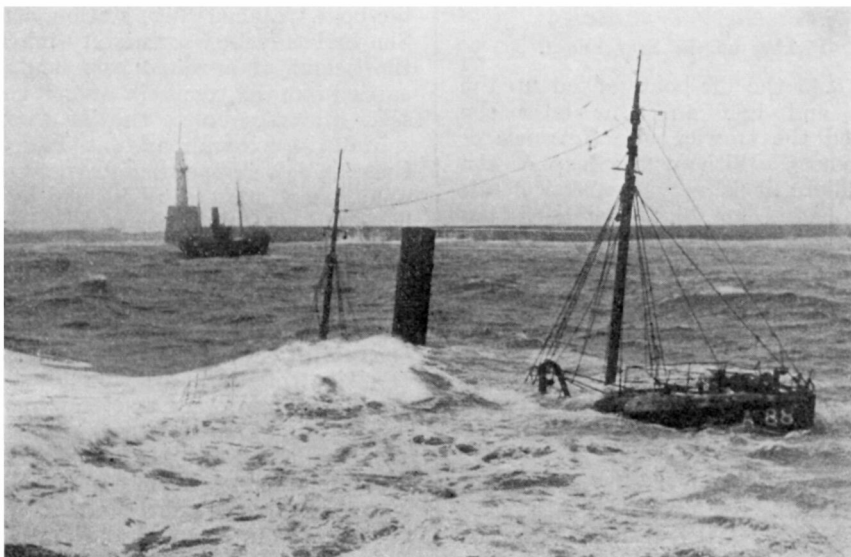
The whole service lasted over two hours, and the coxswain handled the life-boat with courage, determination and skill, returning again and again to the rescue in the narrow space between the wreck and the pier. It was the tragedy of the service that all five men, instead of only two, could have been rescued, either by the life-saving apparatus or the life-boat, had they seized the opportunity when it was offered them instead of taking refuge in the wheel-house.

To COXSWAIN THOMAS SINCLAIR, the Institution has awarded its bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum, and to him and the crew an increased money award of £2 17s. 6d. to each man. The total awards to the life-boat's crew and the crews of the two life-saving apparatus were £43 7s. 6d. The day after the service the coxswain broadcast an account of it.



THE TRAWLER *EVERGREEN*, WRECKED NEAR FRASERBURGH.

(See page 8.)



By courtesy of]

[Planet News.

**THE TRAWLER *GEORGE STROUD*, SUNK IN THE HARBOUR CHANNEL,
ABERDEEN.**

(See opposite page.)

The Value of Wireless.

A Bronze Medal Service by the Torbay Motor Life-boat.

ON the night of 30th December, 1935, the motor life-boat at Torbay carried out a service which showed in a striking way the value of wireless in life-boat work.

At 5.15 P.M. of that day a wireless message from the American steamer *Black Hawk* was intercepted at Paignton. It said that she was trying to take in tow a trawler which was in distress fifteen miles east of Start Point. A whole gale was blowing from the S.S.W., with a very heavy confused sea, and an abnormally strong tide was running. At 6.50 P.M. the motor life-boat *George Shee* was launched. It was known that she would have to travel about twenty-five miles, and before she left, at the suggestion of the honorary secretary of the station, the divisional inspector of coastguard sent a wireless message to the *Black Hawk* through the station Niton (near St. Catherine's Point, Isle of Wight), asking her to use her searchlight as a guide to the life-boat.

Picking up the Searchlight.

At 8.45 the life-boat picked up the light, and half an hour later she reached the trawler, the *Satanicle* of Cherbourg. Without the help of the searchlight it is very doubtful if she would have been able to find her in the heavy weather.

Two other vessels besides the *Black Hawk* were standing by, and it appears that one of these vessels, the German steamer *Westernland*, had attempted to tow the trawler to Southampton, but in the heavy seas this had been found impossible, and the tow-rope had to be cast off.

As soon as the life-boat arrived, the *Black Hawk* went on her way, the other two vessels drew close to the trawler, and the *Westernland* got a line on board her. A breeches-buoy was rigged and two of the trawler's crew were rescued by it. A third succeeded in jumping on board the *Westernland*. The *Westernland* hit the *Satanicle*, and

she and the other vessel standing by drew away.

A Rescue in Huge Seas.

The life-boat then approached, and the skipper of the *Satanicle*, the only man now on board her, called out that she was sinking. So huge and steep were the seas that when the life-boat was in the trough her signalman could not see the morse signals from the *Westernland*. The life-boat went round and came under the trawler's lee side. A line was thrown aboard her, which the skipper made fast amidships, and the life-boat's crew then waited for their opportunity, in the huge seas, to haul her in near enough for the skipper to jump. Twice the life-boat was flung against the *Satanicle*, but was only slightly damaged. Then, as she was lifted on the crest of a wave, the skipper jumped; the crew seized him; the line was cut; and the lifeboat drew clear. It was then close on midnight, and it was not until 4.45 next morning, nearly ten hours after she had put out, that the life-boat reached her station again. She had travelled some sixty miles at the height of a whole gale, and had carried out the rescue in a very heavy sea. It was proof of the fine seamanship of the coxswain and his crew that the trawler's skipper had been rescued unhurt, and that the life-boat herself had only been slightly damaged.

The Institution has awarded to COXSWAIN WILLIAM H. H. MOGRIDGE its bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum; to each member of the crew its thanks inscribed on vellum, and to the coxswain and crew money awards of £1 17s. 6d. to each man. The awards amounted to £14 8s. 6d. Letters of thanks were sent to the divisional inspector of coastguard and Mr. N. P. Gough, who intercepted and passed on the wireless message, and a letter of appreciation to Mr. H. M. Smardon, the honorary secretary of the station. The French consul at Southampton sent a message of gratitude and admiration to the coxswain and crew.

Life-boatman Overboard.

A Rescue at Portrush.

A VIOLENT westerly gale, with gusts at 70 miles an hour, swept across the British Isles on 19th October, 1935, with loss of life and great damage to property ashore and afloat. Twelve life-boats were launched on service that day.*

The gale reached Northern Ireland on the evening of the 18th, and about two o'clock on the following morning a collier which was moored alongside the quay at Portrush broke adrift and went aground near the life-boat's slipway. The crew of the motor life-boat *T.B.B.H.* were assembled and stood by for the rest of the night. Later in the morning the collier floated clear, and as it was feared that she might damage the slipway and make it impossible to launch the life-boat, should she be needed, the boat was launched at once and moored in the harbour. It was then 10.30 in the morning. As the gale continued, the life-boat's crew stood by all day, and at 9.45 in the evening a message came from the coastguard that a vessel was ashore at Port Ballintrae.

A Heavy Gale, Rain and Sleet.

The life-boat at once put out. With her crew went Mr. R. A. Chalmers, a member of the committee of the life-boat station. The gale was blowing very strongly from the north-west, a heavy sea was running, and the weather was cold, with squalls of rain and sleet. After the life-boat had passed the Skerries, the coxswain hauled up the wind to clear the Stork rock, and immediately afterwards a big sea hit the life-boat and she heeled over. The coxswain ducked to escape the sea, but one of the crew, John Fleming, who was standing by him, was struck full in the chest, and the sea carried him overboard. The coxswain gave the motor mechanic "Full astern," ordered the crew to get ropes, a life-buoy and flares ready and shouted to John Fleming to keep shouting. Two of Fleming's brothers were in the crew. They remained

absolutely quiet, and carried out the coxswain's orders without a word.

Sheering the stern of the life-boat to port, the coxswain went astern until he heard John Fleming's shouts forward. Then he went full speed ahead, with helm hard to starboard. The shouts had ceased, and a flare was lighted. By its light John Fleming was seen, and at the first attempt the coxswain got the life-boat alongside him. One of his brothers, James Fleming, was ready. At great risk of going overboard himself, he leant over the side and got a rope round him; and John Fleming was hoisted on board. He had then been in the sea nearly ten minutes. He had succeeded in kicking off his heavy sea-boots, but the seas, he said, "kept rolling him over like a barrel." He had swallowed a great deal of water, and it was this that had prevented him from shouting all the time. He was conscious when picked up, but was violently sick, from the water he had swallowed. He was laid alongside the engine-casing, under the canopy, with his life-belt still on to keep him warm, and the rest of the crew took it in turns to rub him. Later on, when the life-boat was recalled, he said: "Don't worry about me if you want to go on."

No Sign of a Wreck.

After Fleming had been picked up the life-boat continued on her way to Port Ballintrae. Meanwhile the coastguard had taken the life-saving rocket apparatus there by road, and Mr. A. J. W. Christie, J.P., the honorary secretary of the life-boat station, taking a doctor with him, had also gone. So severe was the gale that several times his car was nearly blown off the road.

The coastguard searched the shore, but no trace of any wreck or ship in distress could be found, and at 11.30 P.M., the look-out hut at Ramore Head, and the rocket apparatus at Port Ballintrae burned green lights turning to white to call the life-boat home. The lights were seen and she put about, reaching Portrush at half an hour after midnight. It was then nearly

* Accounts of these services will be found on pages 19 and 23.

twenty-three hours since her crew had first been assembled.

In the tremendous seas running when John Fleming was washed overboard, the darkness and the rain, it was a thousand to one against him being found. That he was found and rescued so quickly was due to the presence of mind and splendid seamanship of the coxswain, the promptness with which the motor mechanic carried out his orders, and the coolness and discipline of the crew.

To COXSAIN JAMES MARTIN, and the motor mechanic, K. D. Chambers,

the Institution awarded its thanks inscribed on vellum and framed.

To JAMES FLEMING, who, at the risk of going overboard himself, got the rope round his brother, a framed letter of thanks;

To MR. R. A. CHALMERS, a letter of thanks;

To the coxswain and each member of the crew increased money awards, making a reward of £2 17s. 6d. each, and 27s. 6d. to replace the sea boots lost by the man who was washed overboard. The total awards paid amounted to £30 17s.

A Rescue in a Snow-storm.

Bronze-Medal Service at Fraserburgh.

SHORTLY before two o'clock in the morning of 18th January the Aberdeen trawler *Evergreen*, outward bound, with a crew of nine, went ashore in a snow-storm between Sandhaven and Rosehearty, four miles west of Fraserburgh, Aberdeenshire. The news was received by the Fraserburgh life-boat station from the coastguard at 1.55 A.M., and at 2.8 the motor life-boat *Lady Rothes*, was launched. The Board of Trade's life-saving rocket apparatus at Fraserburgh was also called out. The wind, which was from the north-north-west, was moderate, but there was a heavy ground swell. The night was very dark and very cold. There were frequent and heavy snow showers.

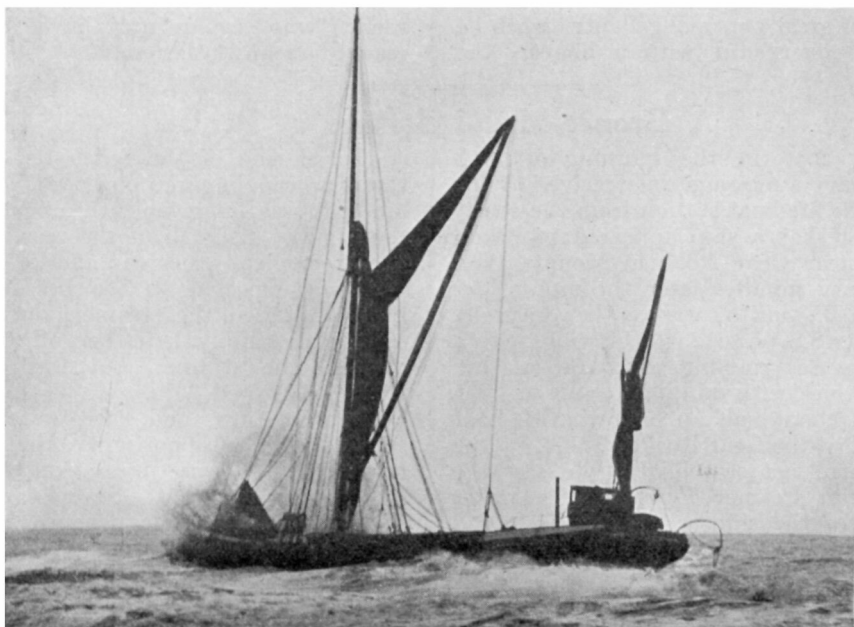
Right among the Rocks.

The trawler was lying very dangerously among rocks. She had run well in among them before she struck. She was fifty yards from the shore, lying at an angle of about forty-five degrees. Her lee gunwale was under water and the seas were breaking over her starboard quarter, and washing her from end to end. The tide was rising and threatened to submerge her altogether. It took the life-boat half an hour to reach her, and after examining her with his searchlight, the coxswain anchored about one hundred yards away and veered down among the rocks. Lines were thrown on board the trawler and the life-boat was hauled to her lee side. There she was made fast. In the trough of the seas she can have had no more than four feet of water under

her keel. For five minutes the life-boat was alongside while the nine men of the trawler, some of whom were in the wheel-house and others in the rigging, jumped aboard. Then the securing ropes were cut, the life-boat hauled back to her anchor, and the anchor weighed. Shortly before four in the morning the life-boat reached Fraserburgh again.

Meanwhile the rocket life-saving apparatus had been making very gallant efforts to reach the scene of the wreck overland. The snow was so heavy that it could not get on, but the people of Sandhaven had sent a vehicle out to meet it, and the gear was carried across the snowdrifts from one vehicle to the other. The men worked desperately, for the people at Sandhaven were certain that it was impossible for the life-boat to reach the wreck. That she did it was due to the cool and courageous seamanship of the coxswain. He knew that he risked wrecking the life-boat among the rocks, and risked being washed aboard the wreck in the confused surge of the sea, but he took these risks, as there was no other way of saving the trawler's crew.

To COXSAIN JAMES S. SIM the Institution has awarded its bronze medal for gallantry accompanied by a copy of the vote inscribed on vellum, and to him and each member of the crew an increased money award of £2 17s. 6d. each, making a total award of £24 9s. 0d. Coxswain Sim already holds the silver medal of the Institution which he

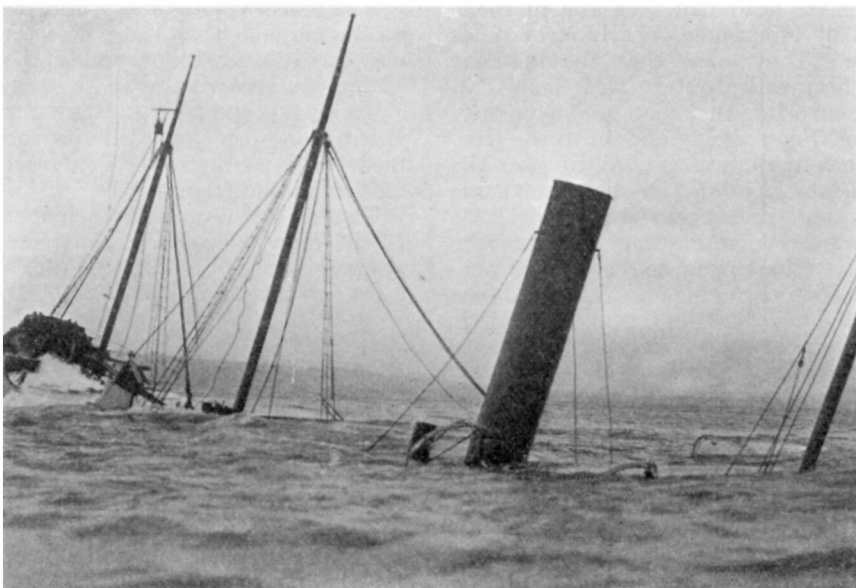


By courtesy of]

[Frank H. Treweek, Ramsgate.

THE BARGE *BRITISH OAK* ON RAMSGATE SANDS.

(See next page.)



By courtesy of]

[Fox Photos.

THE STEAMER *TAYCRAIG*, SUNK ON THE GEAR ROCK, MOUNTS BAY.

(See next page.)

won in 1912 as second coxswain, for an act of great personal gallantry when he went overboard with a line to the

crew of a trawler, wrecked on the rocks, who could not have been reached in any other way.

A Bronze-Medal Service at Penlee.

AT 2.15 in the morning of 27th January a message was received at the Penlee life-boat station from the coast-guard that a ship appeared to be on fire near Gear Rock in Mounts Bay. Twenty minutes later the motor life-boat *W. and S.* was on her way. A strong S.S.W. gale was blowing, with a heavy sea running, and the weather was thick with rain.

In about half an hour the life-boat reached the Gear Rock. There, by the light of her searchlight, she saw the 400-ton steamer *Taycraft*. The after half of the ship was submerged, and the crew of nine men were packed together on the forecastle head. The steamer was not on fire. In the heavy swell she had struck the Gear Rock and lay with her stern wedged on the rock, and the seas breaking over her. The fire which the coastguard had seen was mattresses burning as a signal of distress. Twenty minutes after making their signals the men waiting on the forecastle head had seen the maroons fired at Mousehole, nearly two miles away. They knew that the life-boat had been called out to their help, and were surprised that she came so quickly.

The *Taycraft* lay end on to the gale, so that there was no lee to give the life-boat any shelter as she came alongside, and there was very little room for manœuvring among the rocks. The coxswain, however, succeeded in bringing her close to the

starboard side of the forecastle, and threw a grappling-iron on board. The life-boat was flung violently about on the big rise and fall of the seas, and every moment the captain of the *Taycraft* expected to see her come right on board the steamer, but the coxswain skilfully kept her off. She touched the steamer, but was only slightly damaged.

Each in turn, and each watching carefully for his opportunity, the nine men of the *Taycraft* jumped on board the tossing life-boat. Seven landed without mishap. One dropped right on the neck of the bowman. Another, misjudging his jump, fell between the steamer and the life-boat, but he was seized at once by two life-boatmen and dragged on board. The life-boat then took the nine rescued men to Penzance harbour. She arrived at 3.25 in the morning. The service had taken just fifty minutes.

It was a service in which the life-boat was handled very skilfully and boldly, all the more so that the whole service was carried out with only one of the two 40 h.p. engines working.

To COXSWAIN FRANK BLEWETT the Institution has awarded its bronze medal with a copy of the vote inscribed on vellum and framed.

To the coxswain and each member of the crew it has made an increased money award of £2 17s. 6d. The total awards amounted to £27 14s. 6d.

A Coxswain's First Service.

ON the morning of 10th October, 1935, the barge *British Oak*, of Rochester, was running for Ramsgate. She was bound from Goole to Hayling Island, with a crew of two men and a cargo of coal, and had been wind-bound off Deal for several days. On the 9th a S.W. gale sprang up; the barge became unmanageable; a motor boat put out to her; and four Deal boatmen went on board to help her crew to get her under way. It was decided to make for Ramsgate. The gale was

still blowing, with a high confused sea and driving rain.

In the heavy seas the barge missed the harbour entrance, and drifting rapidly, was carried past the pier-head. She struck the stone wall and her bowsprit was snapped off, and hung with its rigging over the bows. She was carried helplessly along; her anchor failed to hold; and she struck and remained fast on Ramsgate Sands. There she lay, broadside on to the seas, which were breaking right over her.

The six men were all forward, hanging on to prevent themselves from being washed away.

Quick Work.

Her plight had been seen by the coastguard, and both the motor life-boat *Prudential* and the coastguards' rocket life-saving apparatus were called out. A rocket was fired over the barge at the first shot, and a rope made fast, but the men on the barge waited for the life-boat. She had been launched at 7.52 A.M. Coxswain Howard Knight was in command. After serving for thirteen years as bowman and second-coxswain, he had been appointed coxswain nine days before, and this was his first service as coxswain.

The life-boat reached the barge in a few minutes, but found that there was not enough water to enable her to get under the barge's lee. The coxswain then anchored to windward and veered down, bumping on the sands. He was aiming to get under the barge's bow, but the rattle of gear of the broken bowsprit made this impossible.

The life-boat drew off, and the coxswain then decided to get right alongside the barge, still on the weather side. The difficulty of this was increased by

the fact that the barge's dinghy was hanging in pieces over the side, and her crew could not get aft to cut it away. In spite of this the life-boat got alongside and, while several of her crew clung to the barge's cable to prevent the life-boat from being flung on to the barge, three of the men jumped aboard her.

All Saved.

The life-boat could not remain longer in her perilous position and sheered off. A second time she came alongside, and the remaining three men on the barge jumped into her. She drew clear, and landed the six men, unhurt but exhausted.

From the time when she put out until the time when she returned to harbour, the service took three-quarters of an hour. It was an act of great daring on the part of the coxswain to take the life-boat alongside in such conditions, and he handled her with great skill. A single error, and she would almost certainly have been flung against the barge and badly smashed.

In recognition of his skill and daring the Institution has awarded COXSWAIN HOWARD KNIGHT its thanks inscribed on vellum, and to him and his crew money awards amounting to £8 1s. 6d.

Gallant Scottish Fishermen.

The Rescue of Three Bathers at Port William.

ON the afternoon of 15th September, 1935, two men and a girl went bathing in the bay at Port William, Wigtownshire, in a very heavy surf. They kept in the broken water close inshore, but they were swept off their feet by a much larger wave, and carried out by the undertow. Although they were strong swimmers, they were helpless in the rough seas. Their cries were heard, and it was seen that they were being carried towards the rocky headland on the east of the bay. Fishermen were summoned, and tried first to reach them with ropes from the headland, but among the rocks this was found to be impossible, and the bathers were signalled to keep out.

Boat Carried Overland.

The fishermen's boats were on the far side of the other promontory of the

bay, and the sea was too rough for it to be possible to row round; but eight men, fishermen and visitors, carried a lobster boat across the promontory. It was a fairly heavy boat, 16 feet 9 inches by 5 feet, and it had to be carried for a quarter of a mile. Meanwhile one fisherman remained on the top of the headland to keep the bathers in sight. The boat was then launched with two of the fishermen on board, Mr. John Moreland and Mr. Joseph Maguire. A very heavy surf was breaking fifty yards from the shore, and the south-west wind, blowing against the tide, had raised a rough sea. The girl was quickly seen and rescued. She was conscious and wanted the fishermen to rescue her brother first. Then the boat, directed by the man on the headland, went in search of the two men. By this time they had

drifted some distance away. The first to be found was only half conscious. He could do nothing to help himself, but the two fishermen succeeded, with great difficulty, in dragging him into the boat by his hair.

Picked up Unconscious.

The second man had now disappeared, but the fishermen rowed in the direction in which he had last been seen, and came upon him floating unconscious with his head under water. It was only the good fortune that he and the boat were in the trough of a wave at the same moment that enabled the fishermen to find him. He, too, with great difficulty, was dragged on board by the hair. He had then been in the sea nearly an hour, and after he had been brought ashore, it needed two hours of artificial respiration to bring him back to consciousness.

It was a very fine rescue. The two fishermen, already half exhausted by the work of carrying the boat overland, ran a great risk of being themselves

capsized and drowned while they were struggling to drag two unconscious men on board in the rough sea.

To each of these two men, MR. JOHN MORELAND and MR. JOSEPH MAGUIRE, the Institution awarded a silver watch, inscribed, and a letter of thanks.

Letters of thanks were sent to Mr. J. Cochrane, who directed the rescue from the headland, Miss Marie Dunn, of Newton-Stewart, who worked tirelessly at the artificial respiration, and Miss Gertrude Alison, of Surbiton, and Police Constable Walker of Port William, who also helped to revive the two unconscious men.

The awards were presented by the Right Hon. Sir Herbert Maxwell, Bt., P.C., F.R.S., D.C.L., LL.D (who is in his 92nd year), at a special meeting arranged by the honorary secretary and treasurer of the Whithorn and Bay of Wigtown branch. The Provost of Whithorn, who is also chairman of the branch, presided, supported among others, by Admiral R. H. Johnston-Stewart, C.B., M.V.O., J.P., D.L., the president of the branch.

Pleasure-boat on Fire.

A Service at Skegness.

SHORTLY before eleven on the morning of 19th August, 1935, the motor pleasure cruiser, *Elizabeth Allen*, of Skegness, set out for a trip with over a hundred passengers on board. The weather was fine, but hazy; the sea was calm, and there was no wind. The *Elizabeth Allen* was about a quarter of a mile from the shore, when she was seen to be going slow, and then dense volumes of smoke were seen pouring out from her, amidships.

The life-boat crew were immediately assembled, but as the sea was smooth and several boats were out at sea, the life-boat was not launched. Of the boats at sea, three were old life-boats of the Institution, converted to pleasure boats, and all three went at once at full speed to the *Elizabeth Allen's* help. The first to reach her was the motor boat *Grace Darling II* (which, as a life-boat, had been stationed at Cove-rack, Cornwall) with Coxswain George Perrin of the Skegness motor life-boat

in command. Dense smoke was enveloping the *Elizabeth Allen*, her master and engineer were busy with fire extinguishers, and some of the passengers were screaming. Coxswain Perrin got alongside. By his firmness and coolness he prevented any panic, and took off 68 of the passengers, most of them women and children.

Two other motor pleasure boats, the *Shamrock* and the *Skylark*, both converted life-boats, and both in command of members of the crew of the Skegness life-boat, had now come up on the other side of the *Elizabeth Allen* and took off the remainder of the passengers. By the time they had been landed the fire was extinguished, and the *Elizabeth Allen* was towed back.

The Institution awarded COXSUAIN GEORGE PERRIN an aneroid barometer, inscribed, and sent letters of thanks to Mr. Wilfred Grunnill and Mr. Hedley Grunnill, who were in command respectively of the *Shamrock* and the *Skylark*.

The Wreck of the Trawler *Skegness*.

Eleven Lives Lost on the Yorkshire Coast.

ON the evening of 24th September, 1935, the steam trawler *Skegness*, of Hull, returning to Hull from the Faroes, with eleven men on board, went ashore under Speeton Cliffs on the Yorkshire coast between Filey and Flamborough. The cliffs at that point are over 400 feet high, and the shore below them is strewn with enormous boulders. So far as can be judged, it was about nine in the evening when the *Skegness* struck. At the moment the weather conditions were not bad. The tide was low and the *Skegness* would be sheltered from the wind, which was south-east. The wind, however, was increasing and backing to north-east, and as soon as the tide began to make, less than an hour after she struck, the trawler would be in great danger. An hour or so later it was blowing a gale from the north-east, with a very rough sea and heavy rain.

The life-boat stations on that part of the Yorkshire coast are Flamborough, three and a quarter miles to the south of where the *Skegness* lay; Filey, four and a half miles to the north; and Scarborough, eleven miles to the north.

The First Message.

The first news that the *Skegness* was ashore was received at 9.15 P.M., at Scarborough, where the master of a trawler, who was at home listening in on his wireless on the trawler wave length, picked up a message from her asking for help. He went at once to his own trawler in the harbour, which had a transmitter as well as a receiver, and answered her call. He found that her master did not know exactly where he was. He said that he was not in immediate danger, and that he did not want a life-boat, but he asked that a boat should be sent out to stand by him. The weather was by that time too bad for motor boats to put out. One, the *Progress*, tried, but had to put back. Meanwhile the master of the Scarborough trawler remained in communication with the *Skegness*. Her master now said that she was bumping hard, that he would like the help of the life-boat, and that he would try

to launch a boat himself. He was told that this was madness. He must stick to his ship until help came.

It was not until 10 P.M. (after the *Progress* had put out and returned, and three-quarters of an hour after the first message from the *Skegness* had been picked up) that the Scarborough life-boat station was told. The message as it reached the life-boat coxswain was that a trawler was ashore on Filey Brigg, which is an island and reef running out from a rocky headland, six miles south of Scarborough, and five miles north of Speeton Cliffs. The coxswain at once rang up the coastguard, who replied that there was nothing ashore on the Brigg. More messages reached the coxswain, and he again rang up the coastguard, who again assured him that there was no wreck on the Brigg.

The only certain thing seemed to be that a vessel was in danger somewhere, and the coxswain rightly decided that his duty was to remain by his telephone until the coastguard could tell him where she was.

Scarborough Launches.

At 11.10 he heard the life-boat maroons fired, went down to the life-boathouse and found that the life-boat had been launched without him. The crew had been ready assembled at the life-boathouse, and messages were continually being received that a trawler was in urgent need of help on Filey Brigg. Many fishermen and others had gathered round the house, and were demanding that the life-boat should be launched at once. The crowd had taken charge, and the second coxswain at last felt compelled to yield to its demands. Without waiting for the coxswain, he gave orders for the life-boat to be launched. She made for Filey Brigg, and searched a long time for the wreck, but could find nothing. She then returned to Scarborough, arriving at two o'clock next morning. She had been out for nearly three hours looking for the *Skegness*, five miles away from where she actually was.

Meanwhile the news of the wreck had been received at the life-boat stations at Flamborough and Filey, and both these life-boats and the Board of Trade's rocket life-saving apparatus at Speeton had been called out.

Flamborough and Filey Launch.

Flamborough (three and a quarter miles from the wreck) had received, shortly after ten o'clock, vague messages picked up on the wireless, and then, at 10.30, a message from the Royal Naval Signal Station on Flamborough Head which said definitely that a vessel was in distress between Flamborough and Filey, and that lights could be seen under Speeton Cliffs. At 10.55 the motor life-boat *Elizabeth and Albina Whitley* was launched.

Filey (four and a half miles from the wreck) had learnt at 10.15 that lights had been seen under Speeton Cliffs, and that wireless telephone messages had been received saying that a trawler was in difficulties. At 11.10 the Filey pulling and sailing life-boat, *Hollon the Third*, was launched

The Wreck Found.

The same message which had been sent to the Flamborough and Filey life-boat stations was sent also to the Speeton coastguard (that lights could be seen under Speeton Cliffs). This arrived at 10.30. At once the rocket life-saving apparatus was assembled and a search-party sent out along the cliffs. Just after midnight it found the *Skegness*. It could see the light of an electric torch on board. The Flamborough motor life-boat arrived about the same time, and went as close to the cliffs as she dared. For about two hours she cruised up and down, but in the darkness and driving rain she could see no sign of the wreck. There was one flicker of light under the cliffs, but it went out at once.

At one in the morning the Filey pulling and sailing life-boat arrived and spoke the Flamborough life-boat. Both life-boats could see the lights of the coastguard on the top of the cliff, 400 feet up, but of the wreck herself nothing, and on that rock-strewn shore, with a very heavy sea running, it was impossible for a life-boat to

anchor and drop down unless she knew not only exactly where the wreck was, but how she lay.

At last the life-boats gave up the search. Filey beat home again and reached her station at three in the morning. The Flamborough life-boat could not come ashore at Flamborough in the gale that was blowing, and went on to Bridlington Harbour, where she arrived at 3.15 A.M.

Rockets Blown Back.

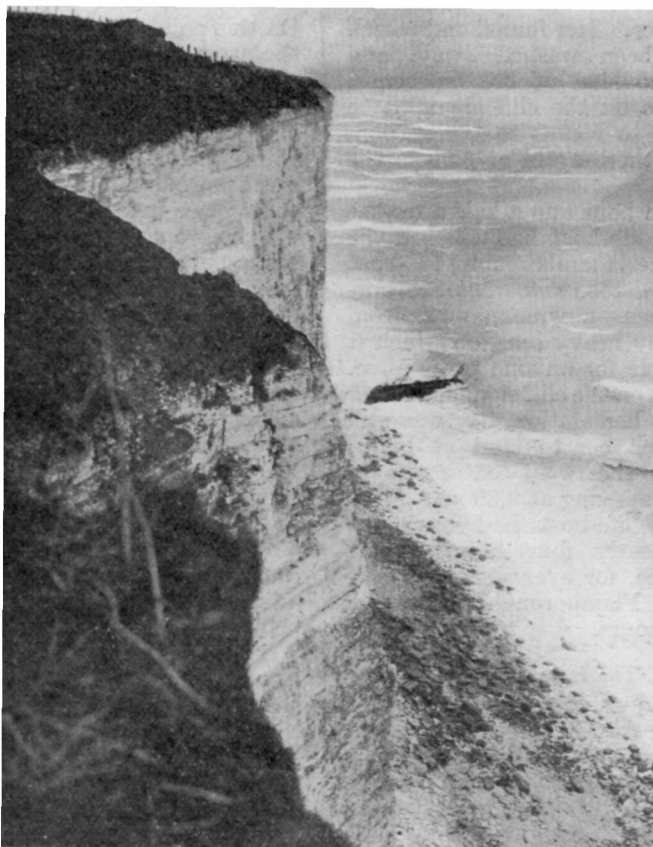
The efforts to reach the *Skegness* from the cliffs above had also failed. The life-saving apparatus had arrived shortly before one in the morning. So fierce were the wind and rain that the men had to crawl on their stomachs to reach the cliff-edge. A big lamp was set up, but its light could not reach the wreck. All that the coastguard had to guide them was the electric torch on the wreck, but after half an hour this was not seen again. A rocket was fired horizontally from the cliff, but the gale blew it back on to the cliff. Two more rockets were fired. They were both blown back. At 1.50 A.M. a searchlight was rigged up. In its light men could be seen in the trawler's wheel-house, alive, and three more rockets were fired, but from that height, and in the gale blowing, it was impossible to reach the wreck.

After three o'clock there was no sign of life on board the *Skegness*, but the district inspector of coastguard on Speeton Cliffs decided to make one more effort. About four in the morning he sent an urgent request through the Filey life-boat station for the motor life-boats at Scarborough and Flamborough to be launched again.

Scarborough and Flamborough Launch Again.

The Scarborough boat got away at 4.30. The Flamborough crew, after leaving their boat at Bridlington, had returned home by motor. They arrived just after the message from the district inspector was received. Stopping only to get into dry clothes, they went back to Bridlington, and at five o'clock put out again.

The Scarborough life-boat was the first to reach the wreck. This was at six o'clock. It was then possible to



By courtesy of *[Hull Daily Mail.*
THE TRAWLER SKEGNESS, WRECKED UNDER SPEETON CLIFFS.



By courtesy of

**FOUR HUNDRED FEET BELOW.
LOOKING DOWN ON THE SKEGNESS.**
(See page 13.)

[Atired Newspapers, Manchester.

see the trawler. Her funnel and wheel-house had been washed away, and there was no sign of life on board. The watchers on the cliff signalled to the life-boat to return to her station. She arrived there again at 8.20 in the morning.

At 7.30, an hour and a half after the Scarborough life-boat had reached the *Skegness*, the Flamborough life-boat arrived. She, too, saw what Scarborough had seen—a wreck, swept from end to end by heavy seas, on which it was impossible for anyone to be alive. The watchers on the cliff signalled to her to return to her station. It was still impossible for her to land at Flamborough, so she went on again to Bridlington, arriving at 9.30 A.M.

The Filey life-boat had been out once, for nearly four hours; Scarborough twice, for over six and a half hours; and Flamborough twice, for nearly nine hours.

The Inquest.

At the inquest the master of the Scarborough trawler, who first picked up the call from the *Skegness*, said that the message as sent by him to the coxswain of the life-boat was that the trawler was under Speeton Cliffs. This statement was repeated in letters to the press. The life-boat coxswain gave evidence that the message was that the trawler was ashore at Filey Brigg.

On this point it is sufficient to say that the two men of the motor boat *Progress*, which went out in the hope of helping the *Skegness* before the message of her distress was sent to the life-boat, both affirm that they were told that she was ashore at Filey Brigg, and that no other place was mentioned.

The coroner's jury found that everything possible had been done by the three life-boats and the life-saving company.

Of the three life-boat crews the Flamborough men had the hardest time. They were awarded increased money rewards, and a letter of appreciation was sent to them and to Mr. John W. Bayes, the honorary secretary of the station. The awards were as follows:—

Filey: £1 5s. 0d. to the coxswain and each member of the crew; the total awards, including those to the helpers, being £26 2s. 0d.;

Scarborough: £2 4s. 0d. to the coxswain and each member of the crew; the total awards, including those to ninety helpers at the first launch, and sixty-seven at the second, being £69 9s. 0d.;

Flamborough: £3 14s. 0d. to the coxswain and each member of the crew; the total awards, including those to the launchers, being £36 7s. 0d.

The total of the awards to the three stations was £131 18s. 0d.

A Surgeon by Motor Life-boat.

Man's Life Saved in the Shetlands.

ABOUT 6.30 in the evening of 21st October, 1935, it was reported to the coast-watcher at Sandness, on the west of the Shetlands, that a light could be seen on the island of Papa Stour, which appeared to be signalling. The light was, in fact, morsing, but owing to haze and snow showers it was some time before the message could be clearly read. It was to the effect that a man was seriously ill on the island, and that unless an operation was performed he would be dead in twenty-four hours. As the doctor on Papa Stour also reported that the patient was too weak to stand the journey, the news was telephoned to the Gilbert

Bain Hospital at Lerwick, and the hospital's surgeon, Mr. George M. Sturroch, set out at once by car for Aith, a journey of thirty miles. Mr. Sturroch had half a dozen operations to perform at Lerwick the next day, and agreed to go to Papa Stour if he could be promised that he would be brought back in time for them.

After a Three Days' Gale.

So heavy a sea was running, following a three days' gale, that neither the usual ferry nor any motor boat available could make the passage. The Aith motor life-boat, *The Rankin*, was

called out, and the surgeon set off in her at nine at night, just two and a half hours after the first signal from Papa Stour had been seen. With him went Dr. Roy Mackenzie, of Walls, and the district nurse, Nurse Mary Morrison. Dr. Mackenzie and Nurse Morrison had already had experience of such a journey, for in January, 1935, they had been taken by the motor life-boat to Papa Stour in a strong gale to attend to a man who had been seriously injured in an accident.

Although the gale of the previous three days had dropped to a moderate breeze, the sea was still very heavy, visibility was poor, and the weather was very cold, with showers of snow.

The journey of ten miles took just two hours, and the doctors and nurse reached Papa Stour at eleven o'clock. There is no landing-place on the island, and, with considerable difficulty, they were brought ashore in a small boat. Shortly before midnight the operation was successfully performed, and the three at once set out on their return journey. The life-boat landed them safely at Aith at 2.30 next morning, and Mr. Sturrock returned to Lerwick in time for his operations at the hospital that day.

The Institution's rewards to the life-boat crew of £1 17s. 6d. to each man, £13 2s. 6d. in all, were repaid to it by the Scottish Department of Health.

Services of the Life-boats.

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

Launches 103. Lives rescued 130.

November Meeting.

Bembridge, Isle of Wight.—On the evening of the 1st October a message was received from Horse Sand Fort that a vessel was stranded about two hundred yards north of Southsea Castle. A strong N.W. breeze was blowing, with a rough sea. The motor life-boat *Langham* put out at 8.15 P.M. and found the sailing vessel *Wander Bird*, of San Francisco, stranded broadside on the beach. With the life-boat's help the *Wander Bird* was refloated on the flood tide. The life-boat then helped her into Portsmouth harbour, and returned to her station at 1.45 A.M. The owner sent a letter of thanks.—Rewards, £15 10s. 6d.

Bridlington, Yorkshire.—On the evening of the 9th October the steam drifter *Excellent*, of Buckie, bound to Yarmouth, with a crew of eleven, stranded outside the piers. A moderate S.S.E. gale was blowing, with a rough sea and heavy rain. The drifter began to bump heavily, and appeared to be in danger of becoming a wreck. She made signals for help and the motor life-boat *Stanhope Smart* was launched

from the South Beach at 7.25 P.M. The motor cable *Excelsior*, with a crew of four, and a pulling boat, with a crew of five, also put out to help. The Board of Trade life-saving rocket apparatus was also ready. Ropes were eventually made fast between the *Excellent* and the piers, and she was hove into the harbour, the crowds on the piers helping to haul on the ropes, the life-boat standing by as she came in. The drifter was badly damaged. Considerable risk was run by the men in the pulling boat, and some by the men in the cable, which was damaged. The service lasted about three hours.—Rewards: Life-boat, £23 5s.; the *Excelsior* and the pulling boat, £10 7s. 6d.; the *Excelsior*, to repair damage, £2, and 5s. for fuel used.

Ramsgate, Kent.—On the 10th October the crew of six of the barge *British Oak*, of Rochester, were rescued by the motor life-boat *Prudential*.—Rewards, Thanks of the Institution inscribed on vellum and framed, together with monetary rewards amounting to £8 1s. 6d. (For a full account of this service see page 10).

Cloughey, Co. Down.—On the 10th October the coastguard at Ballyquinton reported that a small fishing boat, of Portaferry, with one man on board, was in immediate danger inside the bar at Ballyquinton Point. A strong W.N.W. gale was blowing, with a heavy sea and rain. The motor life-boat *William Maynard* was launched at 2.50 P.M. She found the small boat with an anchor down, but in danger of being blown out to sea. The man was exhausted. He was rescued and taken to Portaferry, and the life-boat returned to her station at 8 P.M. Owing to the condition of the sea, she could not be rehoused until 12.45 A.M. on the 11th.—Rewards, £30 2s. 6d.

Montrose, Angus.—Early on the morning of the 12th October the motor yacht *Bunts*, bound from Scapa for London, with a crew of three, broke down about eight miles S.S.E. of Seurdy-ness. She had no sails on board and was helpless. A strong W.S.W. breeze was blowing, with a rough sea. The yacht's signals of distress were seen, and the No. 1 motor life-boat *John Russell* was launched at 2.35 A.M. She found the yacht in thirty fathoms of water, drifting to leeward and all the time getting into heavier seas. She had started to ship water, and was in a dangerous position. The life-boat passed her a line and towed her into Montrose harbour. But for this help the yacht and her crew would almost certainly have been lost. The life-boat returned to her station at 5.45 A.M.—Rewards, £19 1s. 6d.

The Humber, Yorkshire.—On the evening of the 12th October a message was received from a contractor that one of his men, who was working on the Bull Fort, in the River Humber, had been taken seriously ill, and that it was necessary to get him to Grimsby as soon as possible. The motor life-boat *City of Bradford II* was launched at 6.45 P.M., took the man from the fort to Grimsby, where an ambulance was waiting, and returned to her station at 8 P.M. The contractor made a donation to the Institution, and another to the life-boat's crew.—Permanent crew; Rewards, 18s.

Fleetwood, Lancashire.—On the night of the 15th October the fishing boat *Noël*, of Lancaster, bound with a crew of five for Fleetwood, got into difficulties in heavy weather. A strong S.W. breeze was blowing, with a rough and confused sea. The *Noël* got out of control, and after drifting up the Pilling Sands for a mile, ran ashore on the east side of Wyre Channel. She sent up distress rockets and flares, and the motor life-boat *Frederick H. Pilley* was launched to her help at 11.15 P.M. The life-boat found her being swept fore and aft by heavy seas, and in great danger. With some difficulty she rescued the crew, and returned to her station at midnight, but on account of the bad conditions, could not be rehoused until 8 A.M. on the 16th. A donation was received in appreciation of the life-boat's help.—Rewards, £17 1s. 6d.

Salcombe, Devon.—On the 15th October the flying-boat *S.1229*, from Calshot, made a forced descent off Start Point, owing to damage to her propeller and rudder. A strong S.W. breeze was blowing, with a rough sea and rain. The Hope Cove coastguard telephoned to the life-boat station, and the motor life-boat *Alfred and Clara Heath* was launched at 1.45 P.M. She found the flying-boat at anchor in a dangerous position and towed her and her crew of six into Dartmouth, a distance of about ten miles. She returned to her station at 9 P.M. The Air Marshal commanding the Coastal Area sent his thanks for the "timely and invaluable assistance" given.—Rewards, £22 12s.

Stornoway, Island of Lewis.—On the afternoon of the 17th October Lloyd's agent reported to the life-boat station that the s.s. *Albionie*, of Hull, bound from Murmansk for Sharpness with a cargo of timber, was anchored in Broad Bay, about seventeen miles from Stornoway, with defective steering gear. He wanted to go off to her, but as a strong and increasing W.N.W. wind was blowing, with a heavy sea and heavy rain squalls, no ordinary boat could take him, and he asked for the life-boat. The district inspector of life-boats was in Stornoway, and after

discussion it was decided to grant permission for the life-boat to go, on condition that the agent would be responsible for the expenses. The life-boat put off at 2.25 P.M., and returned to her station at 8.40 P.M.—No expense to the Institution.

Llandudno, Caernarvonshire.—At about 3.30 P.M. on the 18th October information came that a fishing boat was in distress to the north-east of Llandudno Bay. A strong westerly breeze was blowing, with a rough sea. The motor life-boat *Thomas and Annie Wade Richards* was launched, and found the rowing fishing boat *Barbara*, of Llandudno, about three miles off. She was being blown out to sea in a half-sunken condition and her crew of three were in a state of exhaustion. The men were rescued and taken aboard the life-boat, which also brought the boat into the bay at 4.35 P.M.—Rewards, £12.

Campbeltown, Argyllshire.—Very early on the 19th October the auxiliary yacht *Ben Hiant*, of Stornoway, pleasure cruising with four persons on board, was sheltering in Campbeltown Loch. A whole N.W. gale was blowing, with a very rough sea. The weather was thick and squally. The yacht's anchor failed to hold and she began to drag ashore. Her signals of distress were seen, and the motor life-boat *City of Glasgow* was launched at 1.15 A.M. With considerable difficulty the life-boat was manœuvred near her, and managed to pass her a tow-rope. She towed the yacht and her crew to the safety of the pier, arriving at 2.15 A.M. The boarding boat had been sunk by the severity of the gale, and the life-boat had to remain moored to the pier until the morning of the 20th.—Property Salvage Case.

Broughty Ferry, Angus.—The motor life-boat *Mona* was launched at 2.10 A.M. on the 19th October, as flares had been seen from the Dundee sand-boat *Oberon*, which, with a crew of four, was at anchor just below Tay Bridge. A whole S.W. gale was blowing, with a heavy sea and rain squalls. The life-boat soon reached the *Oberon*, and found heavy seas sweeping over her.

She stood by, to windward, while the *Oberon* weighed anchor, and escorted her towards the Tidal Basin. The life-boat's searchlight was of great help in guiding her. Just as she reached the basin entrance she grounded. The life-boat towed her off, at the third attempt, and took her safely in. It was impossible to rehouse the life-boat, and she was moored in the fish dock at 4 A.M. At 7.30 A.M. she put out again, as the s.s. *Fair City*, of Dundee, was in difficulties off Stanner-gate. She found that the *Fair City* had gone ashore, but was in no immediate danger, and wanted a tug. She thereupon returned, reported the request to the steamer's owners, and put back to the fish dock at 8.5 A.M. She was rehouseed at 4 P.M. The owners of the *Oberon* sent a letter of thanks and an anonymous donation was received.—Rewards, £15 16s.

Fleetwood, Lancashire.—During a severe gale, with the wind reaching seventy miles an hour, the motor life-boat *Frederick H. Pilley* was launched at 2.30 A.M. on the 19th October, information having been received from the Wyre light-keepers that a vessel was ashore on North Wharf. She was found to be the steam trawler *Sarba*, of Fleetwood, inward bound from fishing, with a crew of eleven on board. Before the life-boat reached her she had been washed off the North Wharf by the exceptionally heavy broken seas, and carried into the Wyre Channel entrance. Later she went ashore on the Pilling Sands. There the life-boat stood by until high water, when the trawler refloated, and the life-boat escorted her into harbour, arriving at 4.30 A.M.—Rewards, £18 4s.

Walmer, Kent.—Early on the morning of the 19th October the coastguard telephoned that a barge, bearing one mile N.E. by N. from Deal coastguard station, was burning flares. A moderate W.S.W. gale was blowing, with a rough sea and squalls of rain. The motor life-boat *Charles Dibdin* was launched at 3.58 A.M., and found the barge *Therisa*, of London, at anchor, with a motor boat standing by. The life-boat also stood by until the barge slipped her anchor and made for

Ramsgate, the motor boat going with her. The life-boat returned to her station at 7.15 A.M.—Rewards, £38 10s. 5d.

The Humber, Yorkshire. — The s.s. *Magrix*, of Hull, was at anchor off Spurn in a whole W. gale, with a rough sea, on the 19th October. At 11.40 A.M. she began to drift and went ashore on the Point. She was on a dead lee shore with the seas breaking over her. The motor life-boat *City of Bradford II* was launched. She went to the vessel, anchored and veered down, but the captain decided that he and his crew would remain on board. The life-boat stood by until, as the tide ebbed, the crew were able to walk ashore. Owing to the gale, it was impossible to rehouse the life-boat at her station, so she spent the night in Grimsby, and was taken home and rehoused the following morning.—Permanent crew; Rewards, £2 5s. 3d.

New Brighton, Cheshire. — At noon on the 19th October a message was received from the Mersey Docks and Harbour Board offices that a vessel in the channel was dragging her anchors and making distress signals. A full W. by N. gale was blowing, with a very heavy sea and heavy rain squalls. The No. 2 motor life-boat *William and Kate Johnston* put out at 12.15 P.M., and found the s.s. *Inga I*, of Bergen, Norway, at anchor inside the training wall, near Crosby shore. The life-boat stood by, and later a tug and the Harbour Board's vessel *Vigilant* arrived. The life-boat then took a rope from the *Inga I* for towing, but neither the tug nor the *Vigilant* could come near enough to get it on board, on account of the heavy seas and the training wall. They returned to Liverpool, but the life-boat continued to stand by, as the captain did not want to abandon his ship. Later on she took the pilot off the *Inga I*, but when it was impossible to remain near her any longer, owing to the falling tide, she made for home, reaching her station again at 6.50 P.M. The *Inga I* went aground on sand and next day was towed off by tugs and taken into dock. Additional monetary rewards were given to the life-boat crew for

this long and arduous service.—Rewards, £14 4s. 6d.

Peterhead, Aberdeenshire. — About midnight on the 19th October a message was received from the coastguard that a vessel in the south bay was burning flares. A whole N.N.W. to N. gale was blowing, with a very heavy sea and snow. The motor life-boat *Duke of Connaught* put out at 12.15 A.M., and found the vessel to be the ketch *Cantick Head*, of Kirkwall, bound to Bo'ness, with a crew of four. She had dragged her anchors, and was in a very dangerous position hard up against the Admiralty breakwater. The life-boat rescued the four men and took them into Peterhead harbour. She returned to her station at 1 A.M.—Rewards, £16 5s.¹

Lowestoft, Suffolk. — On the 20th October the coastguard saw flares for help from the sailing smack *Challenger*, of Lowestoft, which, with a crew of four on board, was aground on the bank at the end of the north extension, and at 6.38 P.M. the motor life-boat *Agnes Cross* put out. A strong northerly breeze was blowing, with a very heavy sea. The life-boat found that the Board of Trade life-saving apparatus had already got a line across the smack. Without dropping anchor the life-boat manœuvred alongside and got a wire attached. Then she towed the *Challenger* and her crew to harbour.—Rewards, £33 17s. 6d.

Barra Island, Hebrides.—On the 20th October the steam trawler *Gava*, of Fleetwood, returning from the fishing grounds, struck a submerged rock while entering Castlebay harbour, and remained fast. A strong westerly breeze was blowing, with a moderate sea. Her signals of distress were seen, and the motor life-boat *Lloyd's* was launched at 11.30 P.M. With the receding tide the *Gava* took a heavy list and was in danger of falling over. The life-boat ran out an anchor for her,

¹ On the same day (19th October) on which the seven above services took place, the motor life-boats at Ramsey, Isle of Man, Maryport, Cumberland and Barrow, Lancashire, were launched to the help of the s.s. *Esbo*, of Hel-singfors, which had gone ashore near Bootle in a heavy gale. A full account of this wreck will appear in the next issue of *The Life-boat*. Three other launches on the same day, where the life-boats were not needed, are reported on page 23.

and stood by all night in case her help was wanted. She returned to her station at 9.30 A.M. on the 21st, taking with her one of the trawler's crew who had been injured. The *Gava* was refloated at noon with the help of a sister ship.—The owners gave a donation to the Institution, and another to the life-boat crew.—Rewards, £19 15s. 6d.

Aith, Shetland.—On the 21st October the motor life-boat *The Rankin* took a surgeon and a nurse to Papa Stour, where a man was seriously ill, and an immediate operation was necessary if his life was to be saved.—The Department of Health for Scotland paid the rewards of £13 2s. 6d. (For a full account of this service see page 16.)

Peterhead, Aberdeen.—At about 5.20 P.M. on the 23rd October news was received that a small boat was burning flares outside the north arm of the Admiralty breakwater. She was the old life-boat *George Pickard*, which had been sold out of the service, and was now engaged in fishing. Her engine had failed and she was in danger of driving on to a lee shore. A strong S.S.E. gale was blowing, with a heavy sea. The motor life-boat *Duke of Connaught* was launched at 5.35 P.M., and found that the *George Pickard* had got right into the broken water. She went as near as possible, passed the *George Pickard* a rope, and towed her and her crew of two into safety. She returned to her station at 6.15 P.M.—Rewards, £16 12s.

Moelfre, Anglesey.—During a heavy N.N.W. gale, with a rough sea, on the 29th October, the schooner *Volant*, of Kilkeel, which was sheltering in Moelfre Bay, began to drag her anchors towards the shore. She was bound from Kilkeel to Liverpool with a cargo of granite, and carried a crew of four. In answer to her signals of distress the motor life-boat *G.W.* was launched at 3.15 P.M., took off her crew, and landed them. She returned to her station at 4.15 P.M.—Rewards, £8 19s.

St. Peter Port, Guernsey.—On the evening of the 29th October a resident of Pollet saw signals of distress in the

Russell. News was passed to the life-boat station and the motor life-boat *Queen Victoria* put out at 7.50 P.M. A moderate N.W. gale was blowing, with a rough sea. The life-boat found the s.s. *Lancashire*, of Sunderland, at anchor one and a half miles S.E. of Platte Fougère lighthouse. She was bound from Guernsey to Blyth with a crew of eight, and her engine had failed. The life-boat stood by while temporary repairs were carried out, and began to escort her to St. Peter Port. The *Lancashire's* engines again broke down, so the life-boat towed her in. But for her help the steamer would have become a total loss. The life-boat returned to her station at 2.30 A.M. on the 30th.—Rewards, £14.

Lowestoft, Suffolk.—At 11.30 A.M. on the 3rd November a messenger from the coastguard reported that a motor boat was in difficulties near South East Newcome Buoy. Another boat had had her in tow, but the line had parted. A moderate S.S.E. breeze was blowing, with a rough sea. The motor life-boat *Agnes Cross* was launched at 11.45 A.M., and found that the boat was the local motor fishing boat *Golden Miller*, with her engine broken down. She had drifted three miles, and was shipping water. Her anchor had been lost, and her crew were exhausted by their efforts to get into safety. Life-belts were handed to the men, and the life-boat towed the boat safely round the inner edge of the Newcome Sands, where seas were breaking heavily, and so into harbour. The life-boat returned to her station at 12.55 P.M.—Rewards, £19 19s. 6d.

Whitby, Yorkshire.—The No. 1 motor life-boat *Margaret Harker Smith* was launched at 10.30 A.M., on the 4th November, as conditions were bad and some of the local boats and cobs were at sea. A moderate east breeze was blowing, a rough sea was rolling into the harbour; and owing to heavy rain, a lot of fresh water was running down the harbour. The life-boat made several trips and escorted in eleven motor fishing boats and three fishing cobs. She returned to her station at 2 P.M.—Rewards, £8 5s. 6d.

Fraserburgh, Aberdeenshire.—The local fishing fleet put out to sea shortly after daybreak on the 5th November. Later a south-easterly gale sprang up, with squalls of rain, and a very heavy sea, making the harbour entrance extremely dangerous. The motor life-boat *Lady Rothes* was launched and escorted one boat into harbour. She then put out again and warned the rest of the fleet not to attempt the harbour, but to run up the firth for shelter. This they did. The life-boat returned to her station at 3.30 P.M.—Rewards, £7 16s. 6d.

Aberdeen.—During the afternoon of the 5th November the sea increased rapidly, and when the motor fishing yawls *Procure* and *Quest*, of Banff, inward bound, appeared in the bay, it was breaking very heavily across the harbour bar. A moderate S.S.E. breeze was blowing. The No. 1 motor life-boat *Emma Constance* put out at 3.45 P.M., escorted the yawls into harbour, and returned to her station at 4.47 P.M.—Rewards, £6 13s.

Blyth, Northumberland.—On the afternoon of the 6th November the coastguard telephoned that a small vessel, one and a half miles S.E. of St. Mary's Island, was showing signals of distress. A moderate breeze was blowing, with a heavy ground swell, and a thick, patchy fog. The motor life-boat *Joseph Adlam* was launched at 5.25 P.M., in charge of the second coxswain, but returned after searching for two hours without result. The coastguard reported that the vessel was still signalling, and the life-boat again put out. This time the coxswain took command. At 8.15 P.M. the life-boat found the motor fishing vessel *Dorshie*, of South Shields. The *Dorshie* had been fishing, with a crew of three, but her engine had broken down, and she was in distress in the breakers on a lee shore. The life-boat towed her into the safety of the Tyne, and returned to her station at 11 P.M.—Rewards, £17 17s.

St. Peter Port, Guernsey.—On the evening of the 9th November a policeman reported that a man on Brechou Island had telephoned that a vessel

thought to be his motor drifter *White Heather*, was showing signals of distress about three miles north of Sark. A moderate south gale was blowing, with a very heavy sea. The motor life-boat *Queen Victoria* put out at 7.40 P.M., and about two hours later found the *White Heather* with her engine broken down. The *White Heather*, which was used to carry goods and workmen between Guernsey and Brechou, had eight people on board, and her skipper was the life-boat coxswain. The life-boat towed her back to St. Peter Port, and returned to her station at 10.45 P.M.—Rewards, £17 6s. 6d.

Lowestoft, Suffolk.—Early on the 13th November a strong S.S.E. gale sprang up, with a very heavy sea. As all the small fishing boats were out, the life-boat coxswain and the coastguard kept watch. All boats came in except the *Sonny Boy*, and at 7.30 A.M. she was seen about three and a half miles S.S.W. of the harbour, in difficulties. The motor life-boat *Agnes Cross* was launched, and found that her engine had broken down and her nets had fouled her propeller. Her crew of three had hoisted a sail, but this had been blown away. The life-boat threw a line, but it was missed, and the *Sonny Boy* drove across the sands. Her crew then hoisted another sail, which held, and the life-boat escorted her into safety. In the meantime the steam drifter *Gowan Bank*, of Banff, which had lost her rudder, and was being towed into harbour, broke adrift from her tug. The life-boat put out again, stood by while the tug made the tow-rope fast again, and accompanied the two vessels into harbour. She returned to her station at 9.15 A.M.—Rewards, £20 18s. 6d.

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

Great Yarmouth and Gorleston, Norfolk.—8th October. Red rockets had been seen, but a thorough search revealed nothing.—Rewards, £28 19s.

Clacton-on-Sea, Essex.—9th October. A barge had burned a flare, but must have gone on her way, as she could not be found.—Rewards, £23 15s. 3d.

Torbay, Devon.—14th October. The oil tanker *Barfoun*, of Stavanger, Norway, caught fire about forty miles E.S.E. of Start Point, but was taken in tow by H.M.S. *Wrestler* before the life-boat could reach her.—Rewards, £21 2s. 6d.

Pwllheli, Caernarvonshire.—17th October. A fishing boat was wrecked on Portmadoc Bar, and before the life-boat could reach her the crew of two had been swept away and drowned.—Rewards, £7 16s. 6d.

Portrush, Co. Antrim.—19th October. A vessel had been reported ashore, but could not be found. One of the life-boatmen was washed overboard, but rescued.—Rewards, Thanks of the Institution inscribed on vellum, letters of thanks, and £1 7s. 6d. to replace the sea boots lost by the man who was washed overboard, and monetary rewards amounting to £30 17s. (For a full account of this service see page 7).

Appledore, Devon.—19th October. A steamer had lost her propeller, but a trawler took her in tow and tugs went to her help.—Rewards, £20 1s.

Bembridge, Isle of Wight.—19th October. A sailing boat was making rough weather, but got into Chichester harbour without help.—Rewards, £11 15s. 6d.

The Mumbles, Glamorganshire.—23rd October. A ketch had caught fire, but her crew made land in their own boat, while the life-boat was out looking for them.—Rewards, £16 17s.

Lerwick, Shetlands.—24th October. A motor ferry boat had caught fire, and went ashore, but the only man on board managed to swim to land.—Rewards, £5 14s.

Walton and Frinton, Essex.—25th October. A wreck had been reported, but it was found later to be a lighter, with no one on board, which had foundered while being towed.—Rewards, £26 15s. 6d.

St. Mary's, Scilly Islands.—25th October. A yacht had been reported to be in distress, but as a steamer was

standing by and a tug was on its way, the life-boat was recalled shortly after leaving.—Rewards, £7 15s. 6d.

Fenit, Co. Kerry.—26th October. What was believed to be a drifting ship's boat was reported, but it was found to be only a mast with a flag, which had been used as a mark by trawlers.—Rewards, £10 6s. 3d.

Portpatrick, Wigtownshire.—27th October. A steamer had foundered, but a trawler rescued the crew. The life-boat, which had been launched at 1.45 P.M., put into Drummore at 10 P.M., and returned to her station next morning.—Rewards, £25 18s.

Clacton-on-Sea, Essex.—29th October. A yacht was reported to be in distress, but it was found to be a large floating tree trunk.—Rewards, £8 11s. 3d.

Flamborough, Yorkshire.—29th October. A fishing boat was in distress, with her engine broken down, but she got ashore without help.—Rewards, £27 15s.

Shoreham Harbour, Sussex.—30th October. A fishing boat had been reported to be in distress, but she was picked up by another fishing boat.—Rewards, £7 15s. 6d.

Stromness, Orkneys.—31st October. A trawler's boat was being blown out to sea, but a trawler towed her to safety.—Rewards, £7 11s.

Cromer, Norfolk.—31st October. A steamer had stranded near the South Middle Haisborough Buoy, but she floated off again.—Rewards, £26 4s. 6d.

Campbeltown, Argyllshire.—2nd November. The steamer *Elizabeth*, of Copenhagen, had run ashore, and the life-boat went to her help, but the crew were rescued by the Board of Trade life-saving rocket apparatus.—Rewards, £12 1s. 6d.

Gourdon, Kincardineshire.—8th November. Eight local fishing boats were out when a heavy ground swell began to get up, making the harbour entrance

dangerous, but the boats made for Johnshaven instead of returning home.—Rewards, £17 15s.

Dover, Kent.—11th November. Flares of distress had been reported, but they were found to be a motor vessel backfiring in her funnel exhaust.—Rewards, £5 12s. 6d.

December Meeting.

Boulmer, Northumberland.—While the local fishing fleet were at sea on the 2nd November the weather broke, and a strong south breeze sprang up, with a rough sea. All boats except the *Thrift* got safely in, and the motor life-boat *L. P. & St. Helen* was launched at 8.4 A.M. to look for her. She met her about one mile off and escorted her into harbour. She then put out again, as a small motor boat had been reported about two miles S.E. of Boulmer. While she was searching, news was received that the small boat was south of Coquet and was not in need of help. A recall signal was made, and the life-boat returned to her station at 10.40 A.M.—Rewards, £9 5s. 6d.

Ramsgate, Kent.—The motor life-boat *Prudential* put out at 3.16 A.M. on the 12th November, as information had been received that four local herring boats were adrift. A strong S.S.E. gale was blowing, with a rough sea. The life-boat went in the direction of Deal, found the four boats and escorted them into Ramsgate harbour, arriving at 5.13 A.M. In the meantime the barge *Celtic*, of London, bound from London to Sandwich, with a load of timber and a crew of three, had been kept under observation, as she had been driving all night, after having anchored in Pegwell Bay, until she was in a very dangerous position. The life-boat went to her help and towed her into harbour, arriving at 7.10 A.M.—Rewards, £12 14s.; also Property Salvage Case.

The Humber, Yorkshire.—At about 10 P.M. on the 13th November the coxswain saw that the Middle Gas Float had broken from its mooring and was drifting out of the Humber, becoming a danger to navigation. The sea was smooth, with a light southerly

wind, and the tide was ebbing. A small boat was manned by life-boatmen, and the float was intercepted and moored near the Inner Bink Buoy. When the matter was reported to the Humber Conservancy Board, the Board requested that the float should be brought in on the flood tide, and at 4.45 A.M. on the 14th the motor life-boat *City of Bradford II* was launched. She went to the float, placed two men on board, and came in with it on the flood, eventually mooring it inside Spurn. Later the float was taken in tow by a tug. The life-boat returned to her station at 6.45 A.M.—The Conservancy made a gift to the life-boat crew in appreciation of their services.—Permanent crew.

Arbroath, Angus.—On the evening of the 15th November the whole of the local fishing fleet, excepting the *Margaret and Helen*, had returned from the fishing grounds on account of bad weather. A moderate S.S.E. gale was blowing, with a heavy sea. About 5.30 P.M. the light of the *Margaret and Helen* was seen outside the bar, and the motor life-boat *John and William Mudie* was launched to her help, escorted her over the dangerous bar into harbour, and returned to her station at 6 P.M.—Rewards, £7 1s.

Eastbourne, Sussex.—On the 17th November the motor fishing boat *Mizpah*, of Newhaven, which was fishing off the Seven Sisters, got into difficulties through the failure of her engine. A moderate westerly gale was blowing, with a rough sea and rain. The motor fishing boat *Ocean Gift*, of Hastings, with a crew of three, went to the help of the *Mizpah*, took her in tow and made for Eastbourne, but she was unable to get in and signalled for help. The Eastbourne motor life-boat *Jane Holland* was launched at 4.15 P.M. She took four of the crew off the *Mizpah*, leaving the remaining man aboard to steer, and then towed the vessel in. The *Ocean Gift* incurred some risk in approaching the *Mizpah* in heavy weather, and sustained damage. She was beached at Eastbourne for repairs.—Rewards, Life-boat, £19 19s.; *Ocean Gift*, £3, £3 10s. for repairs, and 5s. for fuel used.

New Brighton, Cheshire.—The No. 2 motor life-boat *William and Kate Johnston* put out at 11.15 A.M. on the 17th November as it had been reported that a boat was in difficulties abreast of Leasowe Castle. A very strong N.E. breeze was blowing, with a rough sea and heavy rain. The life-boat found the boat *Pamelia June*, of Liverpool, at anchor in a dangerous position in Old Rock Channel. Her engine had broken down, and her sails had carried away. The life-boat took off two of the crew of four, leaving two men to steer, and towed the boat to a safe anchorage at New Brighton. She returned to her station at 1.45 P.M.—Rewards, £6 18s.

Whitby, Yorkshire.—In spite of bad weather, the local motor fishing vessel *Provider* put to sea early on the morning of the 21st November. The sea was very rough, a lot of fresh water was running down the harbour, and the entrance was very dangerous. It was thought advisable to send out the motor life-boat *Margaret Harker Smith* to escort the *Provider* into harbour, and she was launched at 11.15 A.M. She lay alongside the fish quay until, at 1.30 P.M. the *Provider* was sighted. She then put out, and met her near Rock Buoy. As the boats neared harbour those on shore poured a can of thick oil on to the sea from the west pier end, and this prevented some heavy seas breaking. The life-boat escorted the *Provider* safely in and returned to her station at 2.40 P.M.—Rewards, £8 5s. 6d.

Ramsgate, Kent.—During a thick fog on the morning of the 23rd November the s.s. *Lancresse*, of Guernsey, bound from London to Newlyn with a cargo of stone, and the Norwegian steamer *Tres*, of Tonsberg, Blyth for Caen, with a cargo of coal, came into collision about one and three quarter miles south by east of Brake Lightvessel. Both steamers were badly damaged, and the *Lancresse* sank. At 10.12 A.M. the Brake Lightvessel reported, through the coastguard, that she had taken on board ten of the *Lancresse's* crew, but that one man was missing. The motor life-boat *Prudential* put out at 10.22 A.M., but although she searched all visible wreckage she could find no trace of the

missing man. She took the ten men off the Brake Lightvessel and landed them at Ramsgate, returning to her station at 11.50 A.M. The *Tres* put into Dover under her own steam.—Rewards, £8 1s. 6d.

Caister, Norfolk.—The pulling and sailing life-boat *Charles Burton* was launched at 12.30 P.M. on the 25th November, as the life-boat shore signalman had heard distress signals apparently coming from a vessel on the north end of the Barber Sands. Nothing could be seen on account of a heavy fog. A moderate west breeze was blowing, with a heavy ground swell. The life-boat was unable to find any trace of a vessel in distress, and was making for home, when she saw the drifter *Ocean Sprite* groping her way through the fog, dangerously near the beach. She guided her clear of trouble and returned to her station at 4 P.M. The *Ocean Sprite*, but for the life-boat's help, would have run ashore.—Rewards, £21 18s.

The Humber, Yorkshire.—On the morning of the 25th November it was reported that a steamer was apparently ashore near the Inner Binks, and the motor life-boat *City of Bradford II* was launched at 10.15 A.M. The wind was only light, with a slight ground sea, but there was a fog. The life-boat found the Swedish steamer *Groveland*, of Raas, hard aground between Inner Binks and Spurn lighthouse, and stood by her until at 1 P.M. she floated clear on the flood tide. Then, acting on the coxswain's advice, and following the lead given by the life-boat, the *Groveland* got safely into the channel, and, after thanking the life-boat's crew for their help, went on her way up the Humber. The life-boat returned to her station at 2 P.M.—Property Salvage Case.

St. Mary's, Scilly Islands.—On the evening of the 27th November it was reported that a member of the Board of Trade life-saving rocket apparatus crew had fallen over a cliff and been seriously injured, and that it was necessary to get him to the mainland for hospital treatment. As both steamers serving the island were at Penzance, it was decided to take him in the motor life-boat

Cunard. She was launched at 8 P.M. in a very strong west breeze, with a rough sea, and arrived at Penzance just before one in the morning. She left again at 2.35 A.M., and returned to her station at 9.30 A.M.—No expense to the Institution.

Penlee, Cornwall.—Soon after midnight on the 30th November it was reported that a fishing boat was burning flares four miles south of Porthleven. A strong W.N.W. breeze was blowing, with a rough sea and heavy rain showers. The motor life-boat *W. & S.* was launched at 12.45 A.M., and found the motor fishing boat *Adventure*, of Penzance, with a crew of five, at anchor close to a lee shore near Mullion Island. Her engine had failed, and she was in danger of being driven ashore, as the wind and sea were increasing. The life-boat towed her into Newlyn harbour, and returned to her station at 5.15 A.M.—Rewards, £16 4s. 6d.

Whitby, Yorkshire.—Early on the 2nd December eleven fishing boats put out to fish in moderate weather. Later the wind and sea rose, and as there would be great risk to the boats as they came in, the motor life-boat *Margaret Harker Smith* was launched at 11.10 A.M. A strong N.W. breeze was then blowing, with a rough sea. The life-boat crossed the harbour bar and returned eleven times, escorting the boats in one by one, and each time the harbour entrance was made she sprayed the sea with oil. She returned to her station at 2.15 P.M.—Rewards, £8 5s. 6d.

Skegness, Lincolnshire.—The motor life-boat *Anne Allen* was launched at 11.32 A.M. on the 2nd December, as the coastguard had reported that a fishing boat, six and a half miles S.E. of Skegness, had hoisted distress signals. A strong W. by S. breeze was blowing, with a rough sea. The life-boat found the boat to be the *Harold*, of Boston, with a crew of three. She was nearly submerged, her anchor, sails and small boat had gone, her pumps were out of order and her engine had broken down. The three men were completely exhausted, having been out for two days in very bad weather. They were rescued and taken ashore. Their vessel

founded shortly after they were taken off. The life-boat returned to her station at 1 P.M.—Rewards, £9 17s.

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

Cloughiey, Newcastle, and Ardglass, Co. Down.—31st October. The coast-guard had telephoned that an aeroplane was reported to have fallen into the sea about one and a half miles S.E. of St. John's Point. A moderate S.W. breeze was blowing, with a heavy sea. At 1.22 P.M. the Cloughiey motor life-boat *William Maynard* was launched, followed at 1.38 P.M. by the Newcastle pulling and sailing life-boat *John*. Two Lissiemouth fishing boats, the *Olive Leaf* and the *Crest*, also put out from Ardglass to help in the search, a police sergeant going in the *Olive Leaf*. A thorough search revealed nothing, and the observer must have been mistaken, as no aircraft was reported missing.—Life-boat rewards, Cloughiey, £10 5s.; Newcastle, £21 15s. 6d.; rewards to the *Olive Leaf* and *Crest*, £8 5s.; and 10s. for fuel used.

Arranmore, Co. Donegal.—10th November. A sailing boat with twenty men and women on board, mostly agricultural workers returning from the Scottish potato harvest, put off from Burtonport for Arran Island at about 6 P.M. on the 9th November. There was a moderate but freshening N.E. breeze, with a moderate sea. During a rain squall the boat struck a rock and capsized and all on board except one man were drowned. Among those lost was the bowman of the Arranmore life-boat. The one man had managed to climb on to the overturned boat, and succeeded in helping his father and his brother to get on, too. His father died and the body was carried away. His brother also died, but he held the body on the boat. He drifted all night until his shouts were heard at about 8 A.M., and three men put off and rescued him. The Arranmore motor life-boat *K.T.J.S.* also put out to search for survivors, but only found bodies, which she brought ashore.—Life-boat rewards, £9; the survivor, £1; his rescuers, £1 2s. 6d.

Gourdon, Kincardineshire.—15th November. The life-boat was called out to escort two fishing boats into Stonehaven, but she was not wanted.—Rewards, £17 15s.

The Mumbles, Glamorganshire.—20th November. A vessel was reported to be ashore, but it was found to be a buoy.—Rewards, £7 5s. 6d.

Southend-on-Sea, Essex.—23rd November. Rockets had been reported near the Mouse Lightvessel, but no vessel in distress could be found.—Rewards, £19 10s.

Clacton-on-Sea, Essex.—25th November. A man in a small boat had got lost in a thick fog, but eventually made land without help.—Rewards, £23 0s. 9d.

Ramsgate, Kent.—25th November. A Lightvessel reported that a flare had been seen, but no vessel in distress could be found.—Rewards, £15 14s.

Great Yarmouth and Gorleston, Norfolk.—25th November. A vessel had been reported ashore, but she must have got off as the tide rose, for she could not be found.—Rewards, £21 6s.

Wells, Norfolk.—26th November. A barge had gone ashore, but she got off without help and went on her way.—Rewards, £58 13s.

Fowey, Cornwall.—30th November. The s.s. *Orchis*, carrying a crew of nine, put out from Par with a cargo of china clay for Dundee and Aberdeen. She sprang a leak and began to founder, and her crew took to the ship's boat. The sea was rough, rain was falling, and a moderate westerly breeze was blowing. The sinking steamer was seen by the coastguard, and the motor life-boat *C.D.E.C.* put out at 9.5 A.M. She found that a Mevagissey fishing boat, which was not far away when the steamer sank, had already rescued the crew. They had had no time to collect their belongings before leaving the ship, and were landed at Fowey with only the clothes they were wearing. There they were cared for at the Missions to Seamen's Institute.—Rewards, Life-boat £6 13s; the Mevagissey fishing boat, £2.

Wicklow.—30th November. A fishing boat was reported to be in distress, but she made Arklow without help.—Rewards, £18 4s. 6d.

January Meeting.

Arranmore, Co. Donegal.—While at anchor on the 20th October, the s.s. *Carlingford*, of Liverpool, dragged her anchors in a whole N.W. gale, with a very heavy sea. At 3 A.M., as she was drifting ashore, she sent out distress signals, and in response the crew of the motor life-boat *K.T.J.S.* were assembled, but almost at once the steamer went ashore. A line was floated down to the vessel from the shore and by means of this line the ship's boat was hauled ashore with her crew on board. The life-boatmen were engaged in helping to rescue them for about three hours.—Rewards, £9 15s.

Penlee, Cornwall.—The s.s. *Cornish Rose*, of Liverpool, bound from Fowey to Preston, with a crew of nine, got into difficulties when about twenty-one miles north of Pendeen on the evening of the 6th December. Her fires had been extinguished by heavy seas, and her steering-gear had been damaged. She was taken in tow by another steamer, and anchored in Mount's Bay on the evening of the 7th. Early next morning she started a bad leak, and once more fired signals for help. News of the signals were received from the coastguard, and the motor life-boat *W. & S.* was launched at 5.20 A.M. A moderate W.N.W. breeze was blowing, with a moderate sea. The master of the *Cornish Rose* did not wish to abandon ship, but asked the life-boat for a tow into Newlyn harbour. The life-boat towed her in, and returned to her station at 3 P.M., after having been on service for nearly ten hours.—Property Salvage Case.

Caister, Norfolk.—At about noon on the 7th December the coastguard reported that the Cockle Lightvessel was firing signals to indicate that a vessel was in distress. A light W.S.W. breeze was blowing, and the sea was fairly smooth, but there was a dense fog. The pulling and sailing life-boat *Charles Burton* was launched at 12.10 P.M., and found the drifter *Young Sam*, of Yar-

mouth, stranded on the north end of Caister Shoal. At the request of the skipper she stood by until the drifter refloated, and returned to her station at 4.15 P.M.—Rewards, £21 18s.

Great Yarmouth and Gorleston, Norfolk.—On the morning of the 13th December the coastguard telephoned that a small motor fishing boat, south of Gorleston pier, was driving ashore and making distress signals. A fresh N.E. breeze was blowing, with a rough sea. The motor life-boat *John & Mary Meiklam of Gladswood* was launched at 11.25 A.M., and found the local motor fishing boat *Boy Jim* just clear of the breakers. Her engine had broken down, and her crew of two were very exhausted from their efforts to keep her off the beach by means of oars. Although the life-boat herself touched bottom, she got a line on board the *Boy Jim* and towed her safely back to harbour. She returned to her station at noon.—Rewards, £13 14s.

Lerwick, Shetlands.—On the evening of the 15th December the German consul reported that the skipper of the German trawler *Brandenburg*, of Wesermünde, which had just anchored in the harbour, was seriously ill. A whole S.S.E. gale was blowing, with a heavy sea, and heavy rain, and the only boat suitable for bringing the man ashore was the motor life-boat *Lady Jane and Martha Ryland*. She put out at 7.25 P.M., after embarking a doctor who volunteered to go. The *Brandenburg's* skipper, who was suffering from erysipelas, was taken ashore, and the life-boat returned to her station at 8 P.M.—Rewards, £13 2s. 6d.

Runswick, Yorkshire.—The Staithes fishing fleet put out at 5 A.M. on the 20th December in moderate weather. Later the wind got up, and by 10.30 A.M. a moderate and increasing N.N.W. gale was blowing, with a heavy sea. The weather was thick. Some of the fleet got safely in, but the motor life-boat *Robert Patton*—*The Always Ready* was launched at 10.45 A.M. to help the others. The *Freda*, *Star of Hope* and *Radiant Morn*, each with a crew of three, were escorted, in turn, into harbour. The last coble, the *Flora*,

was picked up about three miles north of Staithes and escorted in, and the life-boat returned to her station at 3 P.M.—Rewards, £15 6s. 6d.

Holy Island, Northumberland.—The s.s. *Grosvenor*, of Newcastle, bound light from Port Knockie to Sunderland, struck the rocks at Emmanuel Head early on the morning of the 20th December. A moderate N.W. breeze was blowing, with a moderate sea. The night was very dark, and there were patches of fog. When the *Grosvenor* began to founder her crew of eight took to her small boats, but remained near her, as it would have been extremely dangerous for them to try to reach shore. They burned signals of distress, and the motor life-boat *Milburn* was launched at 2.15 A.M. She rescued the eight men and returned to her station at 4.30 A.M. The *Grosvenor* became a total loss.—Rewards, £15 14s. 6d.

Sunderland, Co. Durham.—The motor life-boat *Edward and Isabella Irwin* was launched at 9.55 A.M. on the 24th December, as a fisherman had reported that the motor fishing boat *White Lady* appeared to be in need of help. A strong S.E. gale was blowing, with a rough sea and rain. The *White Lady* got in without help, but news was received that the motor fishing boat *True Vine* was still at sea, and the life-boat went to look for her. She found her about four miles off Ryhope, and escorted her safely into harbour. The life-boat returned to her station at 1 P.M.—Rewards, £8 2s. 6d.

Blyth, Northumberland.—The motor life-boat *Joseph Adlam* was launched at 10.15 A.M. on the 24th December, as the coastguards had reported that two motor fishing boats were making heavy weather off St. Mary's Island. A strong S.E. gale was blowing, with a very heavy sea. The fishing boat *Rejoice* was found about two miles S.S.E. of Blyth, and escorted in. The life-boat then went farther S.E., fell in with the *Margaret A. Johnston*, and escorted her in. She returned to her station at 11.45 A.M.—Rewards, £8 5s. 6d.

St. Abbs, Berwickshire.—Three local fishing boats, *Victory*, *Violet*, and *Laurel*,

were caught in a S.E. gale on the 24th December. The regular life-boat crew was out fishing, with the exception of the second coxswain, but a "scratch" crew were got together. Everyone available lent a hand, and the honorary secretary, a schoolmaster, left the school in order to supervise the launch. The motor life-boat *Helen Smitton* put out at 10.30 A.M., and stood by until the boats were safe in harbour. She returned ashore at 1 P.M.—No rewards desired.

Weston-super-Mare, Somerset, and Barry Dock, Glamorganshire.—On the night of the 23rd December the Greek steamer *Michalis Poutous*, of Piraeus, bound light from Rouen to Barry Dock, ran on to the rocks in Bridgwater bay, near Burnham. She carried a crew of twenty-nine. A moderate easterly breeze was blowing, with showers of snow and sleet. A moderate sea was running and there was a dense fog. The Weston-super-Mare motor life-boat *Fifi and Charles* was launched at 9.30 P.M., and found the steamer two hours later. Her back was breaking. The life-boat stood by until the tide had risen sufficiently to enable her to get alongside. Then twenty-seven of the crew left the steamer and took to the ship's boats and the life-boat. The captain and steward remained on the part of the wreck which was not in immediate danger. The Barry Dock motor life-boat *Prince David*, which had put out at 10.15 P.M., arrived later, and closed with the Weston-super-Mare boat. Both life-boats then stood by the steamer until daylight in order to see how much she was damaged, and then, soon after 7 A.M., they made for Barry, each towing a ship's boat, leaving the captain and steward still on board. They arrived at Barry at about 10 A.M. on the 24th. The Weston-super-Mare life-boat left again soon afterwards, and reached her station at noon. She had been on service for about fifteen hours and the Barry Dock life-boat for twelve. The *Michalis Poutous*, her back broken, was eventually salvaged by tugs, and taken into Barry Roads. Letters of appreciation were sent to the coxswains and crews, and letters of thanks to the honorary secretaries, Mr. E. J. McKaig, of

Weston-super-Mare, and Mr. A. C. Jones, of Barry Dock, and increased money awards given to the crews.—Rewards, Weston - super - Mare, £30 0s. 6d. ; Barry Dock, £29 1s. 6d.

Aberdeen.—On the 25th December the steam trawler *George Stroud*, of Aberdeen, was wrecked when entering the harbour. The Aberdeen No. 1 motor life-boat *Emma Constance* rescued one of the crew, and another was rescued by the Institution's North Pier life-saving rocket apparatus company.—Rewards, Bronze Medal and increased money awards amounting to £43 7s. 6d. ; No. 1 life-boat, £22 0s. 6d. ; North Pier rocket apparatus, £17 9s. ; Torry rocket apparatus, £3 18s.

(A full account of this service appears on page 4.)

North Sunderland, Northumberland.—At 1 P.M. on the 3rd January the pulling and sailing life-boat *Lizzie Porter* was launched, as the breaking seas made the harbour entrance risky for the fishing boats. The wind was freshening from the N. to N.E. Eleven local boats were out, and the life-boat stood by until they were all safely in at 4.10 P.M.—Rewards, £14 9s.

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

Margate, Kent.—14th November. Lightvessels had fired signals, but it was found that they were calling for their tender, as one of the crew of the Edinburgh Lightvessel had died.—Rewards, £16 17s. 6d.

Hastings, Sussex.—19th November. A steamer had burned flares, but it was found that what she wanted was only a tug.—Rewards, £51 17s. 6d.

Southend-on-Sea, Essex.—7th December. Two boys in a boat had got lost in a fog, but made land unaided. The father of one of the boys gave the life-boat crew fifty guineas in appreciation of their search.—Rewards, £24 8s. 6d.

Southwold, Suffolk.—9th December. A fishing boat had been reported overdue, but she reached safety unaided.—Rewards, £25 4s.

Seaham, Co. Durham.—16th December. A fishing boat had been reported overdue, but she had put into Hartlepool.—Rewards, £16 18s. 3d.

The Humber, Yorkshire.—20th December. Reports of guns had been heard, but no trace of any vessel in distress could be found.—Permanent crew. Rewards, 9s.

Salcombe, Devon.—20th December. A steam drifter was in difficulties with her engine broken down, but another drifter took her in tow.—Rewards, £7 12s.

Hoylake, Cheshire.—26th December. A steamer had made a succession of blasts on her whistle, but it was found that what she wanted was only a pilot.—Rewards, £43 19s. 6d.

Barrow, Lancashire.—28th December. A steamer had foundered, but her crew got ashore in the ship's boat.—Rewards, £7 2s.

Lowestoft, Suffolk.—30th December. Flares had been reported, but a search failed to find any vessel in distress.—Rewards, £40 10s. 6d.

Aberdeen.—31st December. A trawler sounded her siren continuously, but it was found that she was only in need of a tug.—Rewards, £13 2s. 6d.

Cresswell, Northumberland.—1st January. A steamer had stranded, but she got off without help, and went on her way.—Rewards, £17 6s.

Shoreboat Services.

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

November Meeting.

Kingstown, Co. Dublin.—On the 11th August a party of six men and six women were out in a converted ship's boat. At about 11 P.M. they approached the harbour, but a strong N.E. wind had got up, making a big sea. There was no capable seaman among the twelve people on board. They were afraid to attempt to get in. Instead, they anchored outside the harbour, off the root of the East Pier. They shouted for help, and one of them made for the shore in the boat's dinghy. Two fishermen heard the shouts, scrambled over the rocks and found the dinghy. In this they put out to the boat, took charge of her, and brought her safely into harbour. They ran some risk and but for their help twelve people might have lost their lives.—Rewards, £2.

Ventnor, Isle of Wight.—A visitor was out sailing on the morning of the 15th August. His boat was struck by a sudden squall and capsized off Bennel Bay. The man swam ashore. In the meantime the coastguard had seen the capsized boat and told Messrs. Spencer & Sons, boat proprietors. They at once put out in a motor

launch, and were occupied for about one and a half hours, thereby losing a trip with passengers to St. Catherine's lighthouse.—Grant of £1 10s. to cover loss of trip.

Skegness, Lincolnshire.—On the 19th August a motor pleasure boat caught fire and three other motor boats took off the passengers.—Rewards, Aneroid barometer and letters of thanks.

(For full account of this service see page 12.)

Crosshaven, Co. Cork.—At about 1.15 P.M. on the 3rd September a man who was out sailing in a small boat was capsized in a strong N.W. wind with a choppy sea. Two fishermen of Passage West, who were with their boat at Currabinny, on the other side of the river, heard cries. To save time they cut away their ropes and rowed about three hundred yards to the rescue. The man was unconscious and under water. At some risk to themselves they got him into their boat.—Rewards, £2.

Jersey, Channel Islands.—The small boat *Bobby*, of Jersey, with two people on board, was missing, and the States

THE HASTINGS MOTOR LIFE-BOAT.



By courtesy of]

[Evening Argus, Hastings.

LAUNCHING ON EXERCISE.

This life-boat is one of the light self-righting type, 35 feet 6 inches by 8 feet 10 inches.



By courtesy of]

[Hastings & St. Leonards Observer

RETURNING FROM A NIGHT SERVICE.

(See page 29

tug *Duke of Normandy* went out in search at 10.45 A.M. on the 22nd September. A heavy sea was running and a moderate gale blowing, with squalls. The coxswain of the life-boat and three of the crew accompanied the tug. On a reef of rocks about seven miles S.E. of Jersey they found the boat ashore, and rescued the two people. Jersey was reached again shortly after 5 P.M.—Rewards, £3 between the life-boatmen.

Newbiggin, Northumberland.—At about 2.30 P.M. on the 4th October the Cresswell coastguard reported that a yacht about two miles to the E.S.E. appeared to be on fire. The wind being light and the tide low, the life-boat was not launched, but the life-boat coxswain, with four other men, put out in a motor fishing coble. On reaching the position given they could find no vessel in distress, and after searching for three hours they returned.—Rewards, £3 2s. 6d. ; and 5s. for fuel used.

Port William, Wigtownshire.—Two fishermen put out in a boat and rescued three bathers on the 15th September, and other people helped on shore.—Rewards, Silver watches and letters of thanks.

(For a full account of this service see page 11.)

Torquay, Devon.—During a moderate W.N.W. gale, with a rough sea, on the 19th October, three men in a rowing boat trying to reach the harbour could make no headway. They were seen by the coastguard, and two men put out in a motor boat at about 5.30 P.M. They found the men in the rowing boat exhausted, and towed them into harbour.—Rewards, £1 ; and 2s. 8d. for fuel used.

Blackpool, Lancashire.—On the 1st October, during thick weather, the police reported a vessel quite close to the shore and blowing continuously. The life-boat coxswain with three other men put off in a motor boat. They found the passenger steamer *Minden*, which plies from Blackpool, but she was not in need of help.—Rewards, £1 ; and 5s. for use of boat.

Hartlepool, Durham.—The motor fishing boat *Faithful*, while fishing in

Hartlepool Bay on the morning of the 9th November, caught fire, when about one and a half miles South of Heugh Light. The motor fishing boat *Moy*, of which the life-boat coxswain was skipper, returning home with fish, went to her help and rescued her crew of four. The *Faithful* burnt herself out and sank.—Rewards, £2 10s.

New Brighton, Cheshire.—At about 3.30 P.M. on the 10th October, with a strong westerly breeze blowing, and a moderate sea running, the small yacht *Wavecrest*, of New Brighton, was seen to be in difficulties, and in danger of being swept against the Gladstone Dock wall. The life-boat coxswain and the chief motor mechanic put out in the life-boat's motor boarding boat and brought the *Wavecrest* and her crew of three to safety.—Rewards, 10s.

Teignmouth, Devon.—Just before mid-day on the 10th November two small rowing boats attempted to cross Teignmouth Bar at low water in a ground swell. One boat was half filled by the swell, and the two men on board waved for help. The other boat, with only one man on board, waited to see if it could cross the bar. Two men put out in a motor boat, took off the man who was alone, and towed his boat in. The other boat got in unaided. The rescuers, whose boat bumped on the bar, incurred some risk.—Rewards, 15s. ; and 2s. 6d. for fuel.

December Meeting.

Bridlington, Yorkshire.—On the 9th October a pulling boat and a motor coble helped to save a steam drifter.—Rewards, £10 7s. 6d. ; to make good damage, £2 ; and 5s. for fuel used. (For a full account see page 17.)

Southend-on-Sea, Essex.—At about 3.30 P.M. on the 27th October the yacht *Jemina* struck the Ridge Sands, Maplins, and foundered. A strong freshening westerly wind was blowing and the tide was ebbing strongly. The two men on the yacht took to their dinghy and tried to reach the fishing smack *Mary Amelia*, which was about a mile south of the Ridge Buoy, but had not shot her nets, owing to the weather.

Seeing that the yachtsmen were being carried out to sea, the two men on the fishing smack manned their skiff, went to their help and brought them to the smack, which they only regained after an hour's strenuous pull. The skipper of the smack was drowned a few days later, being knocked overboard by the boom in a sudden squall.—Rewards, £2; the rescued also gave a reward.

Dungeness, Kent.—On the morning of the 28th October two visitors went fishing in a small boat, the weather at the time being fair. Later the wind freshened from the S.W. and the sea began to get choppy. The men tried to row their boat in, but failed, and made signals of distress. Their wives called the life-boat coxswain, who launched a motor fishing boat with two other men, and brought the small boat and the two visitors into safety.—Rewards, £1 10s.

Ardglass, Co. Down.—Two motor fishing boats took part in an unsuccessful search for an aeroplane on the 31st October.—Rewards, £8 5s.; also 5s. to each boat for fuel. (For a full account see page 26.)

Arranmore, Co. Donegal.—On the 9-10th November a boat capsized, with the loss of nineteen lives. One man only escaped drowning. He attempted to save others and was himself saved by three men who put out in a boat when they heard his shouts.—Rewards, £2 2s. 6d. (For a full account of this service see page 26.)

Eastbourne, Sussex.—A fishing boat helped to save another fishing boat and her crew of five on the 17th November.—Rewards, £3; for repair of boat, £3 10s.; and 5s. for fuel used. (For a full account see page 24.)

Hoylake, Cheshire.—Two men had bought a ship's life-boat at Birkenhead, and left for Mostyn, with only two oars, and no food on board. At about 7.30 P.M. on the 27th November they grounded on a sandbank between the sewer light and Spencer Spit. The sea was slight, with a light S.W. breeze. A man who was shrimping boarded the boat, and when she refloated on the rising tide piloted her to Hoylake,

where the station officer of coastguard gave the men food and put them up for the night.—Rewards, 7s. 6d., and 3s. to the coxswain of the life-boat station, who was on watch for two hours.

January Meeting.

Mundesley, Norfolk.—On the morning of the 30th August a man and a woman were bathing about a mile south of Bacton, when they were carried out to sea clinging to an inflated motor-tyre tube. A moderate S.W. breeze was blowing and the sea was slight. The bathers were picked up by a pulling boat from Bacton. The Cromer life-boat was also launched, and, at the request of the Mundesley coastguard, two men left their business of chair-letting, bathing and boating, and put out in a motor boat. Their help was not needed, but they were away for two hours.—Reward, £1 for loss of business.

Courtown, Co. Wexford.—At about 8 P.M. on the 27th November the motor fishing boat *St. Kearin*, of Courtown Harbour, with four men on board, got into difficulties owing to failure of her engine. A strong N.W. wind was blowing, with a rough sea, and the boat, which was then about two miles off the shore, was in danger of being blown out to sea. Signals of distress were burned and five fishermen put out in a 30-foot motor boat and towed the disabled boat into harbour.—Rewards, £5.

Fowey, Cornwall.—A fishing boat of Mevagissey rescued the crew of nine of the s.s. *Orchis*, on the 30th November.—Rewards, £2. (For a full account see page 27.)

Pembroke.—Two men were out fishing in their 25-foot motor boat *Grampian* on the night of the 21st December in Milford Haven. A strong tide was running. The tiller of the boat snapped, and the man who was steering fell overboard. The boat then ran on a bank. By wading into the water up to his armpits, the other man managed to get the boat off, and went to the rescue of his companion, who was still swimming, but almost exhausted. He then managed to get the boat ashore.—Reward, 15s.

A Busy Christmas.

CHRISTMAS was a busy time for the life-boat service. On Christmas Eve the motor life-boats at St. Abbs (Berwickshire), Blyth (Northumberland), Sunderland (Durham) and Falmouth (Cornwall) were all launched on service, and the motor life-boats at Weston-super-Mare (Somerset) and Barry Dock (Glamorganshire) brought in Barry 27 men from the Greek steamer *Michalis Poutous*, whom they had rescued the night before.

On Christmas Day itself the Aberdeen trawler *George Stroud* was wrecked just inside the harbour (as fully described on page 4). Two of her crew of five men were rescued, and the Aberdeen coxswain won the bronze medal for his skill and gallantry. On Boxing Day the Hoylake (Cheshire) motor-life-boat was called out.

In other ways it was a busy Christmas. The motor life-boats from Margate, and Ramsgate (Kent), Clacton,

Walton and Frinton (Essex), and Selsey (Sussex), carried Christmas presents and Christmas dinners out to men who would be spending Christmas on lighthouses and lightships off their coasts.

Clacton visited the Gunfleet Light-house and the Barrow Lightship; Margate the Tongue, Edinburgh and Girdler Lightships; Ramsgate the Brake Lightship; Walton and Frinton the Kentish Knock Lightship (a journey out and back of some 40 miles), and Selsey the Owers Lightship.

The branches at Bognor and Cuckfield (Sussex), Marlow (Buckinghamshire), and Tenterden (Kent), all sent out carol-singing parties, and in the Christmas Day broadcast, in which different parts of the Empire greeted one another, ending with the King's speech to his peoples, the spokesman of Northern Ireland was the coxswain of the Donaghadee life-boat.

Portrait on the Cover.

THE portrait on the cover is of Coxswain Thomas William Read, of Ramsgate, who retired last year. He was appointed second coxswain about 1915, when the station was administered by the Board of Trade, and in 1924, two years after the Institution took over the station, he became coxswain. He served as second coxswain for nine years, and coxswain for nearly twelve years, and during his twenty-one years as an officer of the life-boat over 250 lives were rescued.

Coxswain Read won the Institution's silver medal for gallantry, as second-coxswain, in 1916, when the Ramsgate life-boat made persistent, but unsuccessful attempts in a fierce gale to

rescue the crew of 52 of the American steamer *Sibiria*, wrecked on the Goodwins. The crew were rescued later, when the gale was moderating, by the Kingsdown life-boat. He was also awarded binoculars by the President of the United States of America for his part, as second coxswain, in the service to the American steamer *Piave*, with a crew of 96, which went ashore on the Goodwins in January, 1919. On retiring Coxswain Read was awarded a certificate of service and a gratuity, which he chose instead of a pension. The photograph on the cover is by Mr. Treweek, of Ramsgate, and has been reproduced by his kind permission.

"Woods of which a Life-boat is made": A Correction.

IN this article, which appeared in the last issue of *The Life-boat*, it was stated that greenheart, a very hard wood

of which a little is used in building life-boats, was an African wood. This was not correct. It comes from Demerara.

A LIFE-BOAT'S CHRISTMAS JOURNEY.

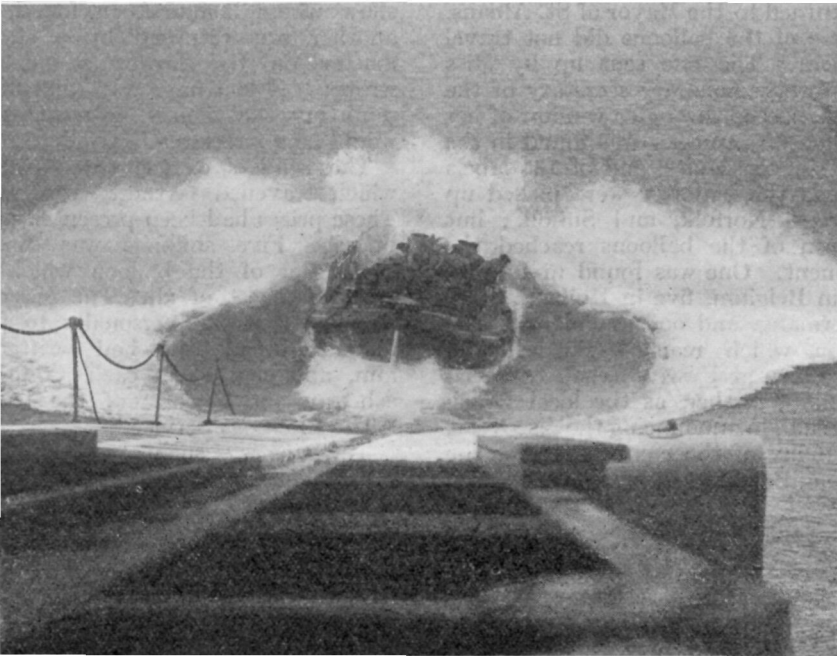


By courtesy of]

[Portsmouth Newspapers

THE SELSEY CREW AS SANTA CLAUS.

On the gangway to the Boathouse, with presents for the men of the Owers Lightship from the people of Bognor Regis and Selsey



By courtesy of]

[Portsmouth Newspapers.

THE SELSEY MOTOR LIFE-BOAT SETTING OUT FOR THE OWERS.

Prince of Wales Days in 1935.

DURING 1935 Life-boat Days, through the gracious permission of the Institution's President, were known as "Prince of Wales Day," in celebration of the Silver Jubilee of King George V. There was an increase of thirty-four in the number of branches holding days, of 52,000 in the number of people who contributed, and of £847 in the amount collected.

The number of branches holding days was 766; the number of people

who contributed was 5,224,000; the amount collected was £42,982.

The number of branches holding days was the largest there has ever been.

The number of people who contributed and the amount collected were both the largest since 1930, the year before the national crisis in finance.

The average contribution was only just under twopence per head, and this also was higher than any year since 1930.

Another Balloon Race.

ANOTHER life-boat balloon race has been held, this time by the St. Albans and Harpenden branch, in connexion with its life-boat day, last September. Altogether 800 balloons were sent up. Each had a label attached, bearing the name and address of the sender, a space for the name and address of the finder, an announcement of five shillings reward to the finder of the winning balloon and a request that the label should be returned to the Mayor of St. Albans.

Some of the balloons did not travel very far. The one sent up by Miss Silvester, the honorary secretary of the branch, floated through a window of her own house. Another was found in the garden of its sender, and of 164 labels returned the majority were picked up in Essex, Norfolk, and Suffolk; but nineteen of the balloons reached the Continent. One was found in France, four in Belgium, five in Holland, eight in Germany, and one in Poland. The balloon which reached Poland, and came down at Pyszczyń, had travelled 807 miles, farther, as the local Polish paper said, in announcing the discovery, than many of the competitors for the Gordon Bennett Cup. This balloon

also beat by 387 miles the winning balloon in the race held by the Downpatrick branch, Northern Ireland, in July of last year, which was picked up in the Pas de Calais. By an odd coincidence the sender of the balloon found in Poland knew Polish and could translate the letter which came with the returned label.

One of the balloons picked up in Germany was returned with a map to show where it had been found, and another was returned by a station-master on the Lower Rhine, who wrote: "If you have any difficulty in remitting the money, a small token would be appreciated."

The senders of the three balloons which travelled farthest won prizes. These prizes had been presented to the branch. Five shillings was sent to the finder of the balloon which travelled farthest of all. The Mayor of St. Albans wrote personally to those finders abroad who had written to him, and sent them each a life-boat ash-tray and a copy of the booklet "The Life-boat Service."

The race was such a success that it is to be an annual event.

Life-boat Lectures in Prisons.

Two lectures on the life-boat service have been given recently in prisons. Captain Basil Hall, R.N., late district inspector of life-boats and a silver medallist of the

Institution spoke at Wormwood Scrubbs, and Commander Charles Parker, R.N., honorary secretary of the Cirencester branch, spoke at Gloucester Prison.

How the Money Comes: How the Money Goes.

It comes daily from all parts of the British Isles, and not a week passes without bringing some gift from overseas. It comes in all forms, from cheques and postal orders, to boxes of coins and packets of foreign stamps for the Institution to sell. Here are some of the gifts received recently which show their great variety.

The officers and men of the battleship *Ramillies* sent a cheque for £65 (one of the many cheques which come to the Institution from the Navy, Army and Air Force all over the world), and an anonymous gift of five shillings was sent from New York by "an American Seaman." From the Hamburg owners of an oil-tanker whose passengers and crew were rescued by the motor life-boat at the Lizard came £30, in gratitude; and from Northern Ireland has come 25s. from the sale of home-made jams. The regimental sergeant-major of the first battalion of the Nigeria regiment has sent £7 10s. 0d., which was half the proceeds of a cinema entertainment arranged by the battalion, and the

children of a Lancashire elementary school (one of many schools which help the service) sent 2s. 11d., after reading about the bravery of life-boatmen in the gales of the past winter.

How the Money Goes.

Such are a very few of the ways in which the money comes. Here is a glimpse, from a life-boat station on the south coast of England, showing one of the many ways in which the money goes. It is the honorary secretary speaking:

"I managed to pay quarterly salaries to the officers of the life-boat and annual pensions in one afternoon. The old bowman was carpentering. The old coxswain ditto. The second coxswain was bringing home withies for lobster pots. The first signaller was on his bicycle going home. The oil man was having his tea. The lightman told me smugglers' stories and escapes. These are just touches to show how the money passes from you to the men. They were delighted."

German Thanks.

A COURT of enquiry, held in Germany, into the stranding of the motor tanker *D. L. Harper* at the Lizard, on 20th June, in a heavy fog, issued its judgment in December. In the course of it the Court said: "The readiness of the life-boat crew and inhabitants at The

Lizard to help must be mentioned with the highest praise." On board the tanker were five passengers, including a woman and her baby, and a crew of thirty-eight. They were all rescued by the motor life-boat at the Lizard.

Summary of the Meetings of the Committee of Management.

Thursday, 19th November, 1935.

Sir GODFREY BARING, Bt., in the chair.

Resolved that Mr. F. J. Terry, M.A., be appointed joint district organizing secretary for Greater London.

Reported the receipt of the following special contributions:—

	£	s.	d.
The late Mr. John Milroy, donation from trustee	3,800	0	0
Anonymous	50	0	0
Personnel of the Royal Air Force stationed at Hinaidi and Mosel	27	1	7
Mr. G. D. Buchanan	25	0	0
The late Mr. John Carson, gift from administratrix	25	0	0
Mr. Clive Pearson	25	0	0
Norddeutscher Lloyd Company	20	0	0

Paid £22,576 19s. 3d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£454 2s. 0d. to pay the rewards for life-boat services;
 £351 16s. 9d. to pay the rewards for life-boat launches;
 (Accounts of these services and launches appear on pages 17-24);
 £7 6s. 6d. for the assemblies of crews, etc.;
 £17 10s. 6d. for a service previously reported;
 £38 1s. 6d. 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 ;

£9 18s. 3d. to men for injury in the life-boat service at Filey and Llandudno.

Voted £12 0s. 0d. on account of additional rewards to the crews of the Portrush and New Brighton life-boats.

(Accounts of these launches appear on pages 7 and 20).

Voted £18 2s. 8d. to pay the rewards for the shoreboat services at Blackpool, Cross-haven, Hartlepool, Kingstown, New Brighton, Newbiggin, Jersey, Teignmouth, Torquay and Ventnor, accounts of which appear on pages 30 and 32.

Thursday, 12th December, 1935,

Sir GODFREY BARING, Bt., in the chair.

Resolved that an expression of the sympathy of the Institution be conveyed to Countess Jellicoe, on the death of Admiral of the Fleet the Rt. Hon. Earl Jellicoe, G.C.B., O.M., G.C.V.O., a vice-president of the Institution.

Reported the receipt of the following special contributions :—

	£	s.	d.
The late Mr. William Gibson, donation from trustees to Dundee branch	50	0	0
Mr. Alan C. Harris	35	0	0
L. E. L.	25	0	0
Mr. W. P. Millington	25	0	0

Paid £18,742 6s. 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 :—

£129 8s. 6d. to pay the rewards for life-boat services ;

£218 17s. 3d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 24-27) ;

£26 11s. 6d. for the assemblies of crews, etc. ;

£4 13s. 6d. additional rewards for services previously reported ;

£3 15s. 0d. on account of pensions already granted to the dependent relatives of a man who had lost his life in the life-boat service at Fethard ;

£40 2s. 6d. to men for injury in the life-boat service at Hastings and Tenby.

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

Voted £34 5s. 6d. to pay the rewards for the Ardglass, Arranmore, Bridlington, Dungeness, Eastbourne, Hoylake and Southend-on-Sea shoreboat services, accounts of which appear on pages 32 and 33.

Thursday, 31st December, 1935.

Paid £13,846 4s. 2d. for sundry charges in connexion with the construction of life-boats,

life-boathouses and slipways, etc., and the maintenance of life-boat stations.

Thursday, 9th January, 1936.

Sir GODFREY BARING, Bt., in the chair.

Reported that H.R.H. The Prince of Wales, K.G., President of the Institution, had graciously consented to preside at the Annual Meeting to be held in the Central Hall, Westminster, on the 28th April.

Reported that Mr. Neville Dixey had been elected chairman of Lloyd's for the ensuing year, in succession to Mr. S. J. Aubrey, and thus had become an *ex-officio* member of the committee of management.

Reported the receipt of the following special contributions :—

	£	s.	d.
King George's Fund for Sailors .	£1,000	0	0
Mr. William Watson, deceased— donation from executors to "Scottish Branch"	600	0	0
Mr. James S. Henderson, deceased— donation from executors	250	0	0
Mr. William K. Hudson, deceased— donation from executors	200	0	0
Mr. Herbert Jones	100	0	0
Miss Florence	50	0	0
H.M.S. Resolution	42	0	0
Southern Railway	31	8	0
Major the Hon. J. J. Astor, M.P. Commonwealth and Dominion Line, Ltd.	26	5	0
	26	5	0

Paid £12,015 5s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£216 14s. 6d. to pay the rewards for life-boat services ;

£265 7s. 3d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 27-30) ;

£4 17s. 6d. for the assemblies of crews, etc. ;

£339 4s. 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. Andrew's, St. David's, Troon, Whitby and Wells ;

£81 15s. 0d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, and Walmer.

Voted a compassionate grant of £5 to William Dale, who was at one time a member of the crew of the Harwich life-boat, and is now ill and in very straitened circumstances.

Voted £8 15s. 0d. to pay the rewards for the Courtown, Mundesley, Fowey and Pembroke shoreboat services, accounts of which appear on page 33.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

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

RICHARD C. JENKINSON, 20½ years coxswain and 7½ years second-coxswain of the Filey life-boat.

GEORGE M. TRIPCONEY, 13½ years coxswain and 13½ years second-coxswain of the Porthoustock life-boat.

ANDREW YOUNG, 8 years coxswain and 4 years second-coxswain of the Cloughy life-boat.

JOHN J. HEADON, 3½ years coxswain, 2½ years second-coxswain and 4 years bowman of the Clovelly life-boat.

Life-boatman's Certificate of Service.

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

DAVID EVANS, 1½ years coxswain, 2½ years second-coxswain, 3½ years bowman and 32½ years a member of the crew of the New Quay, Cardigan, life-boat.

JOHN ROBINSON, 7 years second-coxswain, and 39 years a member of the crew of the Newbiggin life-boat.

DANIEL WILSON, 2½ years second-coxswain, 6 years bowman and 38½ years a member of the crew of the Aldeburgh life-boat.

GEORGE J. CARMODY, 17 years a member of the crew of the New Brighton life-boats, including 8½ years as bowman of the No. 1 boat.

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

JOHN POPE, 23 years coxswain and then 19½ years shore attendant to the Dungeness life-boat.

WILLIAM ROBINSON, 16½ years second-coxswain, 3½ years bowman, and 1½ years a member of the crew of the Filey life-boat.

GEORGE HOUSLEY, 19½ years bowman and 21½ years a member of the crew of the Hoylake life-boat.

The LIFEBOATMAN'S CERTIFICATE OF SERVICE has been awarded to the following, on their retirement :—

GEORGE ROBINSON, 46 years a member of the crew of the Newbiggin life-boat.

JAMES M. GEORGE, 42 years a member of the crew of the Sennen Cove life-boat.

HARRY MATTHEWS, 10 years a member of the crew and 14 years head launcher to The Lizard life-boat.

MATTHEW STANTON, 53 years,

JAMES STRAKER, 51 years,

JOHN M. STEPHENSON, 42 years, members of the crews of the Alnmouth and Boulmer life-boats.

Awards to Honorary Workers.

Honorary Life-Governor.

Mr. ARTHUR E. HEAZELL, honorary secretary of the Nottingham and District branch, has been elected an honorary life-governor of the Institution in recognition of the valuable help which he has given to the life-boat service during the past forty-three years.

Mr. WILLIAM LIGGINS has been elected an honorary life-governor of the Institution in recognition of the valuable help which he has given to the life-boat service for twenty years, as honorary secretary and latterly as chairman of the Coventry branch.

Mr. RALPH V. RUSHWORTH has been elected an honorary life-governor of the Institution in recognition of the valuable help which he has given to the life-boat service for forty years, especially as honorary secretary and latterly as honorary treasurer of the Bradford and District branch.

Sir HENRY SUTCLIFFE SMITH has been elected an honorary life-governor of the Institution in recognition of the valuable help which he has given to the life-boat service for fifteen years, especially as honorary secretary and latterly as chairman of the Bradford and District branch.

Captain JOHN WILLIAMS, F.R.A.S., F.R.G.S., has been elected an honorary life-governor

of the Institution in recognition of the valuable help which he has given to the life-boat service at Aberdovey both as a member of the crew and as honorary secretary of the branch during his fifty years' association with the service.

The Thanks of the Institution on Vellum.

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

Major BERNARD D. HAYTON, on his retirement after 10 years as honorary secretary of the Southwold station branch.

Gold Badge.

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

Mr. J. R. ALDRIDGE, honorary secretary, Worthing branch.

Mrs. ADELINE G. BOWEN, honorary secretary and treasurer, Ladies' Life-boat Guild, Port of Plymouth branch.

Mrs. EDWARD W. BRUCE, honorary secretary, Harrow branch.

Mr. F. W. CALVERT, financial honorary secretary, Walton and Frinton branch.

Mr. JAMES CLARK, J.P., chairman, Troon branch.

- Colonel MICHAEL H. EGAN, C.M.G., C.B.E., honorary secretary, Windsor, Eton and District branch.
 Mrs. APPENNEA GREEN, honorary secretary, Clapham branch.
 Mrs. P. J. GRENSIDE, honorary secretary, Godalming branch.
 Mrs. MINNIE G. KIRK, life-boat worker, Dewsbury branch.
 Mrs. ANNIE A. LAWSON, honorary secretary, Hayes branch.
 Mr. JAMES THOSEBY, F.S.A.A., honorary auditor, Bradford and District branch.

Binocular Glass.

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

- Captain D. H. GIBSON, R.I.N., Berwick-on-Tweed.
 Captain W. GUPPY, St. Ives.
 Mr. FRANK HOLT, Port of Liverpool.
 Mr. R. G. HARVEY, Coverack.
 Mr. ROBERT LEES, Wicklow.
 Mr. E. J. MCKAIG, Weston-super-Mare.
 Mr. JAMES JONES MARKS, Llandudno.
 Mr. A. ROBERTSON, Eastbourne.
 Captain CHARLES PEYTO SHRUBB, Exmouth.

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

The Life-boat Picture, or the Statuette of a Life-boatman, has been awarded to the following :—

- Mr. W. F. ABBISS, M.B.E., honorary secretary, Paddington branch.
 Miss DOROTHY J. ADAMS, honorary secretary, Ladies' Life-boat Guild, Llandudno (Orme's Head) branch.
 Sir STEPHEN AITCHISON, J.P., chairman, Alnwick branch.
 Mrs. S. B. BAILEY, Life-boat Day organiser, Kidderminster branch.
 Mr. BEN F. BENNETT, honorary treasurer, Llanelly branch.
 Mrs. RICHARD BROOK, vice-president, Ladies' Life-boat Guild, Doncaster and District branch.
 Mrs. MARY L. BROWN, chairman and honorary secretary, Ladies' Life-boat Guild, Alnwick branch.
 Surg.-Commr. HERBERT A. BROWNING, R.N., honorary secretary, Dawlish and District branch.
 Mr. B. H. BRUMWELL, honorary secretary, Rugeley branch.
 Mrs. MARY BYRNE, president and honorary secretary, Knowle and Dorridge branch.
 Mrs. W. CARMICHAEL, chairman, Ladies' Life-boat Guild, Blackburn branch.
 Miss ROSE CHAPMAN, honorary secretary, North Westmeath branch.
 Mrs. FLORENCE M. CULLWICK, honorary secretary, Melksham branch.
 Captain F. W. CUTCLIFFE, A.I.N.A., honorary secretary, Newport, Mon., branch.
 Miss MARGARET K. DOUGLAS, honorary secretary, Wharfedale District, Bradford and District branch.
 Lady DUNCAN, president Otley District, Bradford and District branch.

- Mrs. ELIZABETH M. EASTWOOD, honorary secretary, Ladies' Life-boat Guild, Oldham and District branch.
 Mrs. IRENE EVANS, honorary secretary, Northwich and District branch.
 Mr. SYDNEY E. FOLEY, honorary secretary and treasurer, Stow-on-the-Wold branch.
 Mr. and Mrs. FRANK E. FRY, helpers in organisation of Life-boat Day, City of Leicester branch.
 Ex-Bailie ALEXANDER GALL, honorary secretary, Dufftown branch.
 Mrs. CLAIRE GARDINER, honorary secretary, Warrington and District branch.
 Mr. JOHN J. GEMMELL, M.A., joint honorary secretary, Selkirk branch.
 Bailie W. A. S. GILLIES, honorary secretary, Inverkeithing branch.
 Miss EMILY GRAMLICK, honorary secretary, Trowbridge and District branch.
 Mrs. ANNIE F. HARDMAN, honorary treasurer, Ladies' Life-boat Guild, Oldham and District branch.
 Miss A. S. HAYWARD, honorary secretary, Dartford branch.
 Miss ANNA H. HUNTER, joint honorary secretary, Otley District, Bradford and District branch.
 Mrs. JAMES G. HUTCHINSON, president Burley District, Bradford and District branch.
 Mrs. AGNES INGLIS, honorary treasurer, Warrington and District branch.
 Mrs. MARY ISAAC, president, Ladies' Life-boat Guild, Connah's Quay and Shotton branch.
 Mr. J. M. JEFFREY, M.A., joint honorary secretary, Selkirk branch.
 Mrs. D. S. JILLINGS, honorary secretary, Ladies' Life-boat Guild, Connah's Quay and Shotton branch.
 Mr. THOMAS JONES, honorary secretary, Widnes branch.
 Miss EDITH S. JORDAN, honorary secretary, Kenilworth branch.
 Mr. WILLIAM KERR, honorary secretary and treasurer, Coatbridge branch.
 Mrs. H. KNOWLES, honorary treasurer, Ladies' Life-boat Guild, Heywood branch.
 Mrs. R. W. A. MARSHALL, president, Ladies' Life-boat Guild, North Sunderland branch; and honorary secretary, Northumberland County Life-boat Ball.
 Mrs. F. P. MORGAN, life-boat worker, Scarborough branch.
 Mr. JOHN PEARSON, J.P., joint honorary treasurer, Lytham-St. Annes branch.
 Mrs. IDA M. PHILLIPS, honorary secretary, Ladies' Life-boat Guild, Minehead branch.
 Lt.-Col. GEORGE REAVELL, O.B.E., T.D., honorary treasurer, Alnwick branch.
 Mr. JAMES SCOTT, honorary treasurer, Selkirk branch.
 Mrs. JESSIE SCHOLEFIELD, president, Apperley Bridge and Rawdon District, Bradford and District branch.
 Mrs. ARTHUR T. S. SMITH, Mayoress of Conway, honorary secretary, Ladies' Life-boat Guild, Conway and District branch.
 Mrs. CLARA J. SOUTHIN, honorary secretary, Ladies' Life-boat Guild, Cowes branch.

Mrs. G. COURTENAY SYMONS, honorary secretary, Ladies' Life-boat Guild, Paignton branch.
 Mrs. ELIZABETH M. TOWNLEY, joint honorary secretary, Oldbury and Langley branch.
 Miss JESSIE B. TURNBULL, honorary secretary, Ladies' Life-boat Guild, Scarborough branch.
 Mrs. A. KATE TURNER, honorary secretary, Ladies' Life-boat Guild, Blaydon-on-Tyne and District branch.
 Miss MABEL WADDILOVE, president, Menston-in-Wharfedale District, Bradford and District branch.

Record of Thanks.

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

Mrs. MARGHERITA U. ATKINSON, life-boat worker, Burley District, Bradford and District branch.
 Councillor Mrs. ALICE G. BAILEY, organiser of Life-boat Day, Friern Barnet.
 Mr. HAROLD BATES, honorary secretary and treasurer, Mablethorpe branch.
 Miss MARGARET J. BORWELL, life-boat worker, Leeds and District branch.
 Miss MARGARET A. BOSTOCK, honorary secretary, Nuneaton branch.
 Miss MARGARET J. BRYDEN, life-boat worker, Ilkley District, Bradford and District branch.
 Mrs. MARGARET E. BURY, life-boat worker, Manchester, Salford and District branch.
 Mrs. F. C. COLLINS, life-boat worker, Bingley District, Bradford and District branch.
 Mrs. CARRIE CORDING, life-boat worker, Manchester, Salford and District branch.
 Mrs. MARGARET E. DAWSON, life-boat worker, Bingley District, Bradford and District branch.
 Miss C. DOUGLAS, life-boat worker, Ilkley District, Bradford and District branch.
 Mrs. W. R. EYRE, life-boat worker, Ladies' Life-boat Guild, Scarborough branch.
 Mr. THOMAS EYTON, C. A., honorary auditor, Newcastle-upon-Tyne branch.
 Miss NELLIE HEATON, honorary secretary, Elland branch.
 Mrs. C. E. HEWITT, Life-boat worker, Shipley District, Bradford and District branch.
 Mr. WILLIAM H. HOOPER, honorary secretary, Liskeard District, Looe branch.
 Mrs. MARGARET G. HUTCHINSON, life-boat worker, Ilkley District, Bradford and District branch.
 Mrs. SYBIL M. JAGGER, life-boat worker, Bingley District, Bradford and District branch.

Mrs. JAMES JOHNSON, life-boat worker, Ladies' Life-boat Guild, Scarborough branch.
 Miss VICTORIA M. JONES, life-boat worker, Salisbury and District branch.
 Mr. TIM JONES, honorary treasurer and organiser, Aberayton branch.
 Mrs. JANE MARSHALL, president, Malden and Coombe branch.
 Miss HELEN C. MARSHALL, organiser of Life-boat Day, Waltham Abbey.
 Miss EDITH L. MATTHEWS, life-boat worker, Manchester, Salford and District branch.
 Miss BERTHA M. NEWBOULT, life-boat worker, Shipley district, Bradford and District Branch.
 Mrs. MARION E. PARKINSON, life-boat worker, Shipley District, Bradford and District branch.
 Mrs. ETHEL M. PRESTON, life-boat worker, Ladies' Life-boat Guild, Conway and District branch.
 Mr. H. W. PRESTON, life-boat worker, Otley District, Bradford and District branch.
 Mrs. EMILY G. RYMAN, life-boat worker, Manchester, Salford and District branch.
 Mrs. ROSINA SAVILLE, life-boat worker, Bradford and District branch.
 Mrs. H. VERA SLINGSBY, life-boat worker, Shipley District, Bradford and District branch.
 Miss IDA M. SUGDEN, life-boat worker, Ilkley District, Bradford and District branch.
 Miss MAUD E. SUGDEN, life-boat worker, Ilkley District, Bradford and District branch.
 Mrs. MARGARET TUCK, life-boat worker, Christchurch Section, Ladies' Life-boat Guild, Poole, Bournemouth, Wimborne and Christchurch branch.
 Mrs. FRANCES A. TUNSTALL, president, Thornton Ward District, Bradford and District branch.
 Mr. WILLIAM TUPMAN, life-boat worker, Bradford and District branch.
 Mrs. ISABELLA T. WARD, life-boat worker, Ladies' Life-boat Guild, Scarborough branch.
 Mrs. MARY WHITEHEAD, life-boat worker, Ladies' Life-boat Guild, Scarborough branch.
 Mrs. LOUISA A. WILSON, life-boat worker, Manchester, Salford and District branch.
 Mrs. G. H. WINSTANLEY, life-boat worker, Manchester, Salford and District branch.
 Mrs. E. MAY WOLF, life-boat worker, Burley District, Bradford and District branch.
 Miss NORA YEWDALL, life-boat worker, Esholt District, Bradford and District branch.

Golf Competitions.

AN appeal was again made, at the beginning of 1935, to the principal Golf Clubs in Great Britain and Ireland, asking them to hold competitions in aid of the life-boat service, for which the Institution would give silver and enamel spoons. As a result 53 clubs held competitions, as compared with 41 in 1934, and the entrance fees given to the Institution amounted to £174 4s. 11d., as compared with £127 6s. 10d. in 1934.

The competitions were started in 1931, among golf clubs in Kent, Surrey and Sussex, and extended in 1932 to the principal clubs in England, Scotland, and Wales. In 1933 Ireland was included, so that they have now been held for three years throughout the British Isles, and last year was the most successful. The same appeal has been made to golf clubs for 1936.

News from the Branches.

1st November, 1935, to 31st January, 1936.

Greater London.

BARNET.—Mrs. G. T. Moore appointed joint honorary secretary.

CLAPHAM.—“Bring-and-buy” sale. Three whist drives.

HORNSEY.—Whist drive.

MALDEN AND COOMBE.—Mrs. Vincent appointed honorary secretary.

PURLEY.—Lecture to the Rotary Club by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

ST. ALBANS.—The branch has suffered a severe loss by the death of Alderman W. Fisk, who had been its honorary treasurer for ten years. Mr. Douglas McCulloch has been appointed honorary treasurer in the place of Alderman Fisk.

Life-boat dance.

ST. PANCRAS.—Lantern lecture by Mr. Leckie.

UXBRIDGE.—Dance.

Lecture to the British Sea Anglers' Association by Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats.

Lectures at Bethnal Green, Denmark Hill, Kensington, Paddington, Stepney, and Poplar.

North-West of England.

ACCRINGTON.—Annual meeting on 13th December, the Mayor, president, in the chair. Efforts of the past year: Prince of Wales Day at Church, Clayton-le-Moors and Oswaldtwistle, collections in cinemas, works collections. Amount collected in 1935, £118.

Calendar and cracker tea.

BARROW.—Annual meeting on 5th December, the Mayor in the chair. Speaker: The district inspector of life-boats. Mr. H. Garland elected honorary secretary in succession to the late Mr. J. M. Mawson. Efforts of the past year: Prince of Wales Day, dance, bridge and whist drive. Amount collected in 1935, £184, an increase of £53 on 1934.

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

BLACKBURN.—Annual meeting on 12th November, the Mayoress, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, works collection. Amount collected in 1935, £128.

BRIERCLIFFE.—Whist drive.

DUKINFIELD.—Annual whist drive and dance.

FLEETWOOD.—Annual meeting on 29th November. Amount collected in 1935, £775, an increase of £174 on 1934.

Life-boatmen's annual supper.

GREAT HARWOOD.—House-to-house collection.

HAYDOCK AND ASHTON-IN-MAKER-FIELD.—Special meeting on 16th January, Councillor H. Corcoran, J.P., chairman of the Haydock Urban District Council, presiding. Speaker: The district organizing secretary. Branch reconstituted. President, Councillor H. Corcoran, J.P.; honorary secretary, Mr. J. H. Bliston.

HEYWOOD.—Whist drive.

HOLLINGWORTH.—Special meeting on 9th December. Speaker: The district organizing secretary. Ladies' Life-boat Guild reconstituted. Chairman and vice-president, Mrs. Couban; honorary treasurer, Mrs. Whatmough; joint honorary secretaries, Mrs. M. H. Goddard and Mrs. Stringer.

HORWICH.—Annual whist drive and dance.

HYDE.—Annual meeting on 27th January, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, whist drives. Amount collected in 1935, £92, an increase of £6 on 1934.

KENDAL.—Annual meeting on 2nd December, Mrs. C. H. Whitaker, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, bridge and whist drive. Amount collected in 1935, £131, an increase of £28 on 1934.

LAKE DISTRICT.—Annual meeting on 22nd November, Mr. F. J. Milne, chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Bridge drive, works collections. Amount collected in 1935, £125.

Exhibition of life-boat films.

LANCASTER.—Annual meeting on 3rd December, the Mayoress in the chair. Speaker: The district organizing secretary. Efforts of the past year: Garden fête, bridge drive, whist drive, football collection, collections in cinemas. Amount collected in 1935, £142, an increase of £24 on 1934.

LEIGH.—Display of life-boat films, with an address by the district organizing secretary. Address to Rotary Club by the district organising secretary.

LIVERPOOL.—Life-boat Sunday service at Christ Church, Bootle. The Rev. Canon E. Mayson conducted the service, and the coxswain and crew of the New Brighton life-boat were present.

WALLASEY AND NEW BRIGHTON.—Annual meeting of the Ladies' Life-boat Guild on 5th November.

LYMM.—“Bring-and-buy” sale, opened in the morning by Mr. A. Watkins, J.P., and in the afternoon by Sir W. P. Rylands, J.P.

MACCLESFIELD.—Presentation by Mrs. J. Abraham of a prize won in the life-boat essay competition for elementary schools.

MANCHESTER, SALFORD & DISTRICT.—Annual reception and dinner, Mr. P. M. Oliver, C.B.E., honorary secretary, in the chair. Speakers: The Lord Mayor of Manchester, the Mayor of Stretford, Sir Godfrey Baring, Bt., chairman of the Institution, and the district organizing secretary. Among those present were the Mayoress of Heywood and the Mayoress of Middleton. Cabaret and entertainment given by the Manchester Municipal Players and Mr. F. Simister, comedian, and an exhibition of ballroom dancing by Mr. F. Wiles and his partner.

Carnival dance, organized by the Manchester Business Houses' Committee.

Annual meeting on 22nd January, the Lord Mayor of Manchester in the chair, supported by the Mayor and Mayoress of Salford, the Mayor and Mayoress of Middleton, and the Mayoress of Heywood. Speaker: The district organizing secretary, who appealed for increased support to celebrate the seventy-fifth anniversary of the branch's foundation. Amount collected in 1935, £2,786, an increase of £174 on 1934.

ARDWICK.—Special meeting. Life-boat Guild formed. Councillor Miss M. L. Kingsmil Jones, O.B.E., J.P., elected patron; Mrs. Shepherd, president; Mr. S. Longfellow, honorary secretary and treasurer.

DENTON.—Annual "Bring and buy" sale, at the home of Mrs. Wilson, president of the Guild.

GORTON.—Smoking concert.

LONGSIGHT.—Special meeting. Councillor W. P. Jackson elected president of the newly formed Guild; Mrs. Thoseby, honorary treasurer; and Miss Blanche Boyce, honorary secretary.

NEW MOSTON.—Annual dance.

WALKDEN.—Whist drive and hot-pot supper. Annual whist drive and dance, which the Cotton Queen of Britain attended.

WEST DIDSBURY.—Annual meeting on 15th November, at the home of the president, Mrs. Henry Bronnert.

WEST SALFORD.—Dance and novelty cruise organised by the Life-boat Guild, helped by the members of the Windsor Institute.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 19th December. Miss A. Robinson elected honorary secretary in succession to Miss George.

Annual "Bring-and-buy" sale at the house of Mrs. E. Bancroft, the president of the Guild, and games party at her house.

MORECAMBE.—Annual meeting on 21st November, Mr. W. J. Garnett, J.P., C.C., patron, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: House-to-house envelope collection, fishermen's concerts, collections on steamers and works collections. Amount collected in 1935, £125.

MOTTRAM AND BROADBOTTOM.—Annual whist drive.

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

ORRELL.—Whist drive.

PORT ERIN.—Annual meeting on 28th October. Efforts of the past year: Prince of Wales Day, collections at boat-house, sale of souvenirs, sacred service, collections in hotels and boarding-houses. Amount collected in 1935, £325.

PORT ST. MARY.—Annual meeting on 25th October. Efforts of the past year: Prince of Wales Day, Sunday service, collection at life-boathouse, sale of souvenirs, collections in hotels and boarding-houses, concert. Amount collected in 1935, £147, an increase of £6 on 1934.

RADCLIFFE.—Annual whist drive.

RAINFORD.—Special meeting on 23rd January, the Rev. A. E. Bass, M.A., in the chair. Branch formed. Chairman, the Rev. A. E. Bass, M.A.; honorary secretary, Mr. J. J. Bailie.

RAMSBOTTOM.—Annual meeting on 3rd December, the chairman of the Urban District Council in the chair. Efforts of the past year: American tea, dance. Amount collected in 1935, £65, an increase of £29 on 1934.

Dance and whist drive.

ROCHDALE.—It is regretted that in the last issue of *The Life-boat* Mrs. F. Shackleton, who kindly gave an American tea at her house, was incorrectly described as the Mayoress.

ROMILEY.—Annual meeting on 19th November, Mrs. Kinsey, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £52, an increase of £17 on 1934.

SOUTHPORT.—Annual meeting on 28th November, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Mayoress's appeal for subscriptions, Prince of Wales Day. Amount collected in 1935, £220.

STOCKPORT.—Annual meeting on 6th December. Speaker: The district organizing secretary. Amount collected in 1935, £163, an increase of £2 on 1934.

TINTWISTLE.—Mrs. Ann Vernon elected honorary treasurer.

TYLDESLEY.—Jubilee whist drive.

WARRINGTON.—Annual meeting on 29th November, the Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Day, life-boat tea, bridge drive, tennis tournament. Amount collected in 1935, £228, an increase of £52 on 1934.

WESTHOUGHTON.—Annual meeting on 11th December. Speaker: The district organizing secretary. Efforts of the past year: Whist drives, house-to-house collection.

WHALEY BRIDGE.—Dramatic performance by the Whaley Bridge Play Club.

WIGAN.—Annual meeting on 4th December, the deputy Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, bridge drive. Amount collected in 1935, £172.

WORKINGTON.—Annual life-boat ball and children's ball.

Lecture at Atherton.

North-East of England.

BERWICK-ON-TWEED.—Annual meeting, the Mayor presiding. Efforts of the past year: Prince of Wales Day, centenary carnival. Amount collected in 1935, £350, an increase of £189 on 1934.

Dance. Social at Spittal.

BLYTH.—Annual whist drive and dance, organized by the Ladies' Life-boat Guild. Tea and whist drive.

CONISBOROUGH.—Bridge drive.

CONSETT.—Special meeting, Ladies' Life-boat Guild formed.

DARLINGTON.—Three whist drives.

GATESHEAD.—Bridge drives.

HARROGATE.—Annual meeting, the Mayor and Mayoress being present. Speaker: Mrs. Clayton, honorary secretary, Leeds Ladies' Life-boat Guild. Efforts of the past year: Dancing matinée, Prince of Wales Day, house-to-house collection. Amount collected in 1935, £170, an increase of £116 on 1934.

HEBDEN BRIDGE.—House-to-house collection.

HECKMONDWIKE.—Bridge and whist drive.

HUDDERSFIELD.—Annual meeting, the Mayor presiding. Efforts of the past year: Prince of Wales Day, bridge drives, American tea. Amount collected in 1935, £279.

LEEDS.—Annual meeting, the Lord Mayor presiding. Speaker: Lady Fisher-Smith, J.P., president of the Halifax Ladies' Life-boat Guild. Efforts of the past year: Prince of Wales Day, works appeal, dance, collection at greyhound races. Amount collected in 1935, £1,107.

Dance.

NEWCASTLE.—Two bridge drives. County life-boat ball.

NORMANTON.—Annual meeting. Amount collected in 1935, £22, an increase of £8 on 1934.

Whist drive.

REDCAR.—Annual meeting. Efforts of the past year: Prince of Wales Day, dance, egg collection. Amount collected in 1935, £160.

SCARBOROUGH.—Bridge drive and dance, arranged by the Mayoress.

SEAHAM HARBOUR.—Children's ball.

SHEFFIELD.—Dance.

SLEIGHTS.—Concert.

STAMFORDHAM.—Whist drive and dance.

STOCKTON.—Dinner dance.

TYNEMOUTH.—Annual meeting of the Ladies' Life-boat Guild, the Mayoress presiding.

WAKEFIELD.—Whist drive. Collection at football match.

WEST HARTLEPOOL.—Bridge drive.

WHITBY.—On Armistice Day, 11th November, the motor life-boat went to sea with other boats. A service was conducted on board the life-boat and wreaths were cast on the sea in memory of those who lost their lives at sea in the great war.

Midlands.

BIRMINGHAM.—Collections at Theatre Royal, Hippodrome and Empire Theatres for one week. Annual life-boat ball at Botanical Gardens. Dance, arranged by Mrs. Stevens, at Selly Oak. Lecture at Sparkbrook. Lecture to King Edward VI Grammar School, Five Ways, by one of the prefects. House-to-house collection at King's Norton. Meeting of the new district organizers for West Bromwich at house of the honorary secretary, Mrs. Jones.

SALTLEY.—House-to-house collection.

BRISTOL.—Ball.

CIRENCESTER.—Lantern lecture to Bibury Women's Institute.

DERBY.—Whist drive at Arboretum Bowling Club.

GLOUCESTER.—Lantern lecture by Commander C. W. Parker, R.N., honorary secretary of Cirencester branch, at Gloucester Prison, in connexion with Gloucester Discharged Prisoners' Aid Society.

GRIMSBY.—Whist drive and dance, organized by Mr. and Mrs. Fenner.

HOLBEACH.—Annual dance.

KENILWORTH.—Whist and bridge drive, organized by Miss E. Jordan.

LANGWTH.—Whist drive and jumble sale, organized by Mrs. S. K. Poole.

NOTTINGHAM.—Annual meeting, the Duke of Portland, K.G., P.C., G.C.V.O., a vice-president of the Institution and patron of the branch, in the chair, supported by the Lord Mayor and the Sheriff. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £1,045, including a special donation of £500, an increase of £454 on 1934.

RUGELEY.—Annual life-boat ball.

STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME.—Annual meeting of the Stoke-on-Trent Ladies' Life-boat Guild. Whist drive and dance, organized by the Newcastle-under-Lyme Ladies' Life-boat Guild.

TAMWORTH.—Mrs. J. H. Whitehead appointed president, and Miss Muriel Whitehead, honorary secretary.

WARWICK.—Mrs. Hodgetts appointed honorary secretary. Lecture.

WOLVERHAMPTON.—Supper dance, attended by Mr. Geoffrey Le M. Mander, M.P., president.



By courtesy of]

[B. Stone & Son, Gorleston-on-Sea.

ARMISTICE DAY, 11th NOVEMBER.

The crew of the Great Yarmouth and Gorleston motor life-boat, with the vicar of Gorleston, about to embark for the service in memory of those who lost their lives at sea in the great war



By courtesy of]

[Dermot P. Fitzgerald, Plymouth.

BLESSING THE LIFE-BOAT.

The Bishop of Plymouth at the annual fisherfolk's service on Plymouth Barbican on 25th, November, 1935. The Lord Mayor of Plymouth and 2,000 people were present.

WORCESTER.—Rummage sale, organized by Miss Joyce Allen.

Lectures at Coventry, Northampton, and Stroud.

South-East of England.

ATTLEBOROUGH.—Prince of Wales Day, and "Riders of the Storm" film shown.

BOGNOR.—Carol singing.

BOXMOOR AND HEMEL HEMPSTEAD.—Prince of Wales Day.

CHATHAM.—The branch has suffered a severe loss by the death of the honorary secretary, Mr. H. C. Whitaker.

Annual meeting, Councillor J. T. Hawes, chairman, presiding. Efforts of the past year: Life-boat films shown, and cinema collections. Amount collected in 1935, £49.

CHORLEY WOOD.—Dance.

CLACTON.—Visit of motor life-boat to Gunfleet lighthouse and Barrow lightship, taking Christmas gifts to the crews.

COBHAM.—Sale of Christmas presents.

CRANBROOK AND HAWKHURST.—Life-boat day at Goudhurst.

CROMER.—Annual meeting, Mrs. Bond-Cabbell presiding. Efforts of the past year: Prince of Wales Days, life-boat cup competition, collections at boat-houses. Amount collected in 1935, £585.

CROWBOROUGH.—Dance.

CUCKFIELD.—Carol singing.

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

DUNSTABLE.—Dance.

EASTBOURNE.—Christmas party for the life-boatmen, their wives and children, arranged by the Ladies' Life-boat Guild.

EPHING.—Whist drive.

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

FOLKESTONE.—Annual meeting, Mrs. R. G. Wood, chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: House-to-house collections, and collections and sale of souvenirs at the boat-house. Amount collected in 1935, £196. Combined committee appointed for the branch from the old branch committee and the Women's Auxiliary.

Series of private bridge drives.

GT. YARMOUTH AND GORLESTON.—Annual meeting, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman, presiding. Efforts of the past year, arranged by the Ladies' Life-boat Guild: Prince of Wales Day, sale of souvenirs, whist drive. Amount collected in 1935, £194, an increase of £5 on 1934.

On Armistice Day, 11th November, the motor life-boat put out. A service in memory of those who lost their lives at sea in the great war was conducted on board by the vicar and a wreath was cast on the sea.

HALSTEAD AND GOSFIELD.—Dance.

HASTINGS AND ST. LEONARDS.—Annual meeting, Councillor H. Burden in the chair, in the absence of the Mayor, the president. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Days at Hastings and Battle, blessing of the sea service, collections at theatre and cinema, house-to-house collections. Amount collected in 1935, £527.

HERNE BAY.—Presentation by Mr. T. W. Gomm, honorary secretary of the Margate station, to Mr. Frank Holness, of the framed letter of thanks awarded to him by the Institution for the rescue, single-handed, of three people from a yacht in a gale on 12th August, and of the award made to him by the Board of Trade for his part in another rescue on the same day. (For a full account of these services see the last issue of *The Life-boat*.)

HITCHIN.—Whist drive.

HUNTINGDON.—Theatricals, including the life-boat play "Their Business in Great Waters."

HYTHE.—The new boat-house for the new motor life-boat, both the gift of the Viscount Wakefield of Hythe, has been completed.

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

LINDFIELD.—Part proceeds of a sale.

LITTLEHAMPTON.—Dance.

LOWESTOFT.—Annual meeting. Mr. F. Spashett, J.P., chairman, presiding. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £151.

MARGATE.—Visits of motor life-boat to the Tongue, Edinburgh and Girdler Lightships, taking Christmas fare and presents to the crews.

MARLOW.—Carol singing.

RAMSGATE.—Presentation by the Mayor of the certificate of service awarded to ex-Coxswain T. Read, on his retirement, and of the thanks of the Institution inscribed on vellum awarded to Coxswain H. Knight for the service to the barge *British Oak* on 10th October, 1935. (For a full account of this service see page 10.) Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

Visit of motor life-boat to Brake lightship, taking Christmas fare to the crew.

RICKMANSWORTH AND CROXLEY GREEN.—"Riders of the Storm" film shown, with collection. Collection at theatricals.

ROMFORD.—Prince of Wales Day.

ST. IVES (HUNTINGDON).—Annual meeting, Mrs. G. G. Wheeler, president, in the chair. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £84.

SELSEY.—Visit of motor life-boat to the Owers lightship, taking Christmas fare to the crew.

SITTINGBOURNE.—Whist drive and dance.

SLOUGH.—Lecture to the women's section of the British Legion by Mrs. Holbech. Rummage sale.

SOUTHBOROUGH AND DISTRICT.—Annual meeting, Captain B. K. Boase, R.N., vice-president, in the chair. Efforts of the past year: Prince of Wales Days in Bidborough, Penshurst, Southborough, and Speldhurst. Amount collected in 1935, £47, an increase of £3 on 1934.

SOUTHEND - ON - SEA.—Officers and crew of life-boat entertained to a supper and concert by Alderman R. Thurlow Baker, chairman, who presided. The Institution was represented by Captain R. S. Hamer, R.N., deputy chief inspector of life-boats.

TENTERDEN.—Carol singing.

TONBRIDGE.—Lantern lecture to Capel Women's Institute, by Colonel A. C. Barnby, O.B.E., honorary secretary of the Rochester branch.

TUNBRIDGE WELLS.—Annual meeting of the Ladies' Life-boat Guild, the Marchioness of Abergavenny, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: At Home. Amount collected in 1935, £95, an increase of £24 on 1934.

WALTON AND FRINTON.—Annual meeting, Mr. J. W. Eagle, chairman, presiding. Efforts of the past year: Prince of Wales Day, life-boat Sunday, angling competition. Amount collected in 1935, £280, an increase of £50 on 1934.

Visit of motor life-boat to the Kentish Knock Lightship taking Christmas fare and Christmas presents to the crew.

WATFORD.—Annual meeting, Miss L. Roberts, a vice-president, in the chair. Efforts of the past year: Life-boat week with Prince of Wales Day, life-boat on view in Cassiobury Park and religious service from life-boat. Amount collected in 1935, £233, an increase of £23 on 1934.

WINDSOR.—Part proceeds of entertainment arranged by Windlesham Young People's Service League.

WITHAM.—"Riders of the Storm" film shown, with collections.

WOKING.—Golf competitions at Worpleston Club, and New Zealand Club, West Byfleet.

South-West of England.

APPLEDORE.—Annual meeting. Amount collected in 1935, £225.

BARNSTAPLE.—Presentation by Mrs. J. H. L. Brewer, honorary secretary of the branch, at the Albert Hall Cinema, of a prize won last year in the life-boat essay competition for elementary schools.

BODMIN.—Prince of Wales Day.

BRIDGWATER.—Collection at Walton Church. Annual dance at North Petherton.

CAMBORNE.—Second annual dinner of the Ladies' Life-boat Guild, the chairman of the council presiding, supported by the officers and members of the Guild, and

the chairman and honorary secretary of the Redruth Guild. Speaker: The district organizing secretary.

CHISENBURY.—Address to Women's Institute and the Sports Club.

COWES.—Special meeting of the Ladies' Life-boat Guild, Mrs. Gale elected honorary secretary in place of Mrs. Southin, resigned. Mrs. Southin presented with basket of flowers by the Guild members. Address by the district organizing secretary.

FOWEY.—Whist drive, arranged by the Ladies' Life-boat Guild. Prizes presented by Lady Hanson.

LYMINGTON.—Life-boat stall of souvenirs at model boat exhibition. Lantern lecture at Hordle.

MINEHEAD.—Annual meeting, Commander Mills, O.B.E., R.D., R.N.R., in the chair, pending the re-election of Mr. H. M. Brandram as president. Efforts of the past year: Prince of Wales Day, cinema collections. Amount collected in 1935, £167, an increase of £7 on 1934.

NEWQUAY.—Special meeting at which Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, explained the reasons for closing the station, and presented certificates of service to the crew.

PADSTOW.—Special folk-dancing display.

PAIGNTON.—Whist and bridge drive.

PETERSFIELD.—Annual meeting. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1935, £55.

PLYMOUTH.—Annual meeting, the Lord Mayor, a vice-president, in the chair. Amount collected in 1935, £587, an increase of £72 on 1934.

Fisherfolks' service at the Barbican, with the Lord Mayor presiding over an attendance of 2,000, at which the Bishop of Plymouth blessed the life-boat.

New Year's ball. Ladies' Life-boat Guild social and concert at Bere Ferrers. Whist and bridge drive arranged by the Ladies' Life-boat Guild.

POOLE.—Address to the Wesley Guild by Miss Lees, honorary organizing secretary.

PORTSMOUTH.—Annual meeting, the Lord Mayor, president, in the chair, supported by the Lady Mayoress, Sir Harold Pink, J.P., chairman, the Rev. A. H. Peckham, vice-chairman, and Miss Breton, chairman of the Ladies' Life-boat Guild. Efforts of the past year: Whist drives, Prince of Wales Day. Speaker: Vice-Admiral Sir George Chetwode, K.C.B., C.B.E., Admiral Commanding Reserves and a member of the committee of management of the Institution. Amount collected in 1935, £504, an increase of £31 on 1934.

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

REDRUTH.—Special meeting. Ladies' Life-boat Guild formed. Speaker: The district organising secretary. Mrs. O'Donnell elected chairman, and Mrs. Jewell, honorary secretary.

SALCOMBE.—Annual meeting. Amount collected in 1935, £255, an increase of £58 on 1934.

SALISBURY.—Whist drive at Verwood.

SHAFTESBURY.—Prince of Wales Days at Marnhull and Motcombe.

SOUTHAMPTON.—The Blenheim Players presented "The Chinese Bungalow" in aid of the branch.

ST. IVES.—Whist drive.

SWANAGE.—Annual meeting, Sir Arthur Adams, K.B.E., vice-president, in the chair. Efforts of the past year: Collecting boxes, Prince of Wales Day. Presentation of the awards made to Mr. Marsh and Mr. John Lawrence, jun., for going to the help of a capsized canoe on 19th August, 1935. Amount collected in 1935, £153.

TAUNTON.—Presentation by the vicar' Preb. R. Lowman Lang, of a prize won in the life-boat essay competition for elementary schools.

WEYMOUTH.—Annual meeting. Amount collected in 1935, £224.

Presentation by Mrs. Vidler of a prize won in the life-boat essay competition for elementary schools. The life-boat crew, with the honorary secretary and the honorary treasurer, entertained by Major H. J. C. Devenish, J.P., president and chairman, Mrs. Devenish, and Colonel and Mrs. R. F. Williamson.

Lectures at Bentley and Blewbury.

Scotland.

ARBROATH.—Annual meeting of the Ladies' Life-boat Guild, Lady Chapel, president, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Prince of Wales Day and Sunday concert. Amount collected in 1935, £134.

AYTON AND BURNMOUTH.—Annual New Year dance.

BANFF, MACDUFF, WHITEHILLS, AND GARDENSTOWN.—Special meeting, at which the gold badge awarded by the Institution to ex-Provost Adam Walker, on retiring from the chairmanship of the branch, was presented by Provost James Christie.

DENNY.—Special effort, organized by the Ladies' Life-boat Guild.

DUNDEE.—Annual meeting on 8th January, Mr. Ralph C. Cowper, J.P., president, in the chair. Speakers: Captain Guy D. Fanshawe, R.N., a member of the committee of management of the Institution, the Lady Provost, Mr. H. Giles Walker, Rev. Frank Cairns, Mr. D. S. Nicoll, and the Scottish organizing secretary. The record of thanks awarded by the Institution to Miss Mary B. Law was presented by the Lord Provost. Efforts of the past year: Prince of Wales Day, house-to-house collection and appeal by the committee. Amount collected in 1935, £1,057, an increase of £127 on 1934.

Address to the Soroptimist Club. Lantern Lecture.

DUNFERMLINE AND ROSYTH.—Concert and dramatic entertainment at Rosyth.

EDINBURGH.—Annual meeting of the branch on 22nd November, Bailie Aldridge presiding. Speakers: Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution, and Sheriff J. G. Jameson. Amount collected in 1935, £2,191.

Annual meeting of the Ladies' Life-boat Guild on 22nd November, Harriet, Lady Findlay, D.B.E., president, in the chair. Efforts of the past year: Prince of Wales Day, bridge and whist drive, and special appeal for half-crown subscriptions.

Cake and candy sale, organized by Mrs. Core-Greenshields, a vice-president.

Lantern lecture.

FRASERBURGH.—The work of adapting the station for the new motor life-boat, which was laid down at the beginning of this year, was completed.

GLASGOW.—The branch has suffered a severe loss by the death of Lady Martin, widow of the late Sir William Martin who for many years was the Institution's organizing secretary in Scotland. Lady Martin helped her husband to organize the first life-boat street collection in Glasgow, in 1898. For forty-two years she was the convener of the Central Area Committee in Glasgow, and when the Glasgow Ladies' Life-boat Guild was formed in 1921 she was elected a vice-president. In 1924 she was awarded the Institution's gold badge in gratitude for her many services.

Special visit of Sir Godfrey Baring, Bt., chairman of the Institution, in the course of which he addressed the Glasgow Publicity Club, the Bellshill Brotherhood, St. Andrew's Church, Bellshill, with Mr. A. A. Dick, J.P., presiding, a meeting of the Glasgow Temperance Crusaders, with Professor J. J. Craik Henderson presiding, and a students' luncheon at Trinity College, Divinity Hall.

Reception to workers in Glasgow and the West of Scotland, the guests being received by the Duke of Montrose, C.B., C.V.O., V.D., LL.D., a vice-president of the Institution and chairman of the Scottish Life-boat Council, and Sir Godfrey Baring, Bt. Speakers: the Duke, Sir Godfrey, Mr. J. W. Harper Gow, honorary secretary of the Glasgow branch, and Captain Robert Mends, R.N.

In the course of the same visit to Glasgow, Sir Godfrey Baring, Bt., with representatives of the Glasgow committee, went to see the Lord Provost, unemployed community centres, and the editors of Glasgow newspapers. He visited John Brown's Yard, Clydebank, to see the new Cunarder *Queen Mary*, and attended a football match at Hampden Park between Queen's Park and Queen of the South Clubs, as the guest of the directors.

Life-boat charity ball. Lantern lectures.

GREENOCK.—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £214, an increase of £14 on 1934.

Lantern lecture.

ISLE OF ISLAY.—New Year dance at Bowmore, organized by Mrs. Fisher.

KELSO.—Special meeting, Provost Scott presiding. Speakers: The Scottish organizing secretary and Bailie Titalah. A Ladies' Life-boat Guild formed.

KILMARNOCK.—Special meeting, organized by the Ladies' Life-boat Guild, at which a lantern lecture was given by Captain Robert Mends, R.N.

KIRKCUDBRIGHT.—Annual meeting on 13th December, Sir Charles Hope-Dunbar, Bt., president, in the chair. Efforts of the past year: Prince of Wales Days, house-to-house collections, lecture, and appeal for subscriptions. Amount collected in 1935, £164, an increase of £35 on 1934.

LERWICK.—The branch has suffered a severe loss by the death of ex-Provost J. T. L. Sinclair, its chairman. He gave the Institution invaluable help in establishing the two life-boat stations in the Shetlands, at Lerwick and Aith.

LEVEN.—Whist drive at which the prizes were presented by Mrs. Alex. Hutchison, president of the Ladies' Life-boat Guild, and an address was given by the Scottish organizing secretary.

MONTROSE.—Annual meeting of the Ladies' Life-boat Guild on 20th November, Mrs. Soutar, vice-president, in the chair. Efforts of the past year: Prince of Wales Day and cinema matinée.

Cinema matinée, arranged by the Ladies' Life-boat Guild, among the films shown being the life-boat film, "Riders of the Storm."

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

PAISLEY.—Address by Sir Godfrey Baring, Bt., chairman of the Institution, at the morning service at the Sherwood Church. The service was conducted by the Rev. David McQueen, M.A.

PETERHEAD.—Annual dance.

TROON.—Annual meeting on 25th November, ex-Provost McAlister, president, in the chair. Efforts of the past year: Prince of Wales Day, whist drive, and appeal by the committee. Amount collected in 1935, £155.

VALE OF LEVEN.—Bridge drive.

WICK.—Entertainment.

Lantern lectures at Alexandria, King's barns, and Orton.

Ireland.

BANGOR.—Bridge drive, organized by Mrs. Wilkinson and Mrs. Scott, joint honorary secretaries.

BELFAST.—Annual life-boat ball. Guests received by Lady Coates, in the unavoidable absence of Lady Dixon, D.B.E., first vice-president and chairman.

CLONES.—Annual dance, organized by Miss O. C. Knight, honorary secretary.

CORK.—Annual dance, organized by Miss E. Hamilton, honorary secretary, and members of the Ladies' Life-boat Guild.

Presentation by Mr. John J. Horgan, chairman, of the awards made by the Institution to Michael Murphy and Andrew O'Sullivan for rescuing a man whose boat had capsized on 3rd September. Speakers: Mr. H. P. F. Donegan, honorary secretary, and the district organizing secretary.

Presentation by Mr. John J. Horgan, chairman, of a prize won in the life-boat essay competition for elementary schools. Speakers: Mr. J. P. Conlon, M.A., N.T., the headmaster, and the district organizing secretary.

DONAGHADEE.—Annual meeting. Amount collected in 1935, £91.

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

LARNE.—The branch has suffered a severe loss by the death of Brigadier-General T. K. Evans Johnston, C.B., its president.

NAAS.—Annual life-boat dance.

NEWRY.—Presentation by the district inspector of life-boats of the special prize and certificate won in the life-boat essay competition for elementary schools by Alice Chambers, of the Rockvale Public Elementary School, for the best essay in Great Britain and Ireland.

NORTH WESTMEATH.—Dance.

PORTRUSH.—Presentation of the awards made for the rescue on 19th October of a member of the crew who was washed overboard (see page 7), and of the thanks of the Institution inscribed on vellum awarded to Mr. J. G. McMorris, the honorary secretary, on his retirement.

YOUGHAL.—Whist drive.

Wales.

(Including Herefordshire, Monmouthshire and Shropshire.)

ABERAYRON.—Prince of Wales Day.

BARRY.—Whist and bridge drive, organized by the Ladies' Life-boat Guild. Presentation of prize in the life-boat essay competition for elementary schools, by Mrs. T. Rowlands, chairman of the Ladies' Life-boat Guild.

BUCKLEY.—Whist drive and dance at the Ex-Servicemen's Institute, organized by Captain I. W. Keating and the League of Women Helpers.

CAERNARVON.—The branch has sustained a great loss by the death of Miss M. Pritchard, who had organized the life-boat day for many years.

CARDIFF.—The branch has sustained a great loss by the death of Sir William Reardon Smith, Bt., the shipowner, who had been a vice-president for many years.

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

CONWAY.—Annual meeting on 4th November, Mrs. E. E. Buckland, Mayoress, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £104, an increase of £20 on 1934. Mrs. Guyse Barker appointed chairman in place of Mrs. H. Ashworth, resigned.

HEREFORD.—Annual meeting on 26th November, Vice-Admiral F. P. Loder-Symonds, C.M.G., J.P., chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Whist drive, stop-watch competition and annual appeal for subscriptions. Amount collected in 1935, £28. Mr. F. G. Maylett appointed honorary treasurer in place of Mr. V. H. Pembridge, resigned.

IRONBRIDGE.—Annual life-boat dance. Address by the district organizing secretary.

LLANELLY.—Annual meeting held at Llanelly House by kind permission of Lady Howard Stepney. In the unavoidable absence of the Mayor, Mrs. C. R. Mansel-Lewis, the

chairman, presided. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Days at Burry Port and Llanelly. Amount collected in 1935, £107.

NEATH.—Bridge and whist drive.

NEWPORT (Mon.).—The branch has sustained a great loss by the death of Miss E. Shute, who had been the joint honorary secretary of the Ladies' Life-boat Guild for many years.

ST. DAVID'S.—The work of adapting the station for the new motor life-boat, which is to be ready in the spring, was completed.

SWANSEA.—Cinema collections. Collection at Swansea Town association football match.

WELLINGTON.—Life-boat dance, organized by the Ladies' Life-boat Guild, with address by the district organizing secretary. Mrs. D. Lanyon appointed honorary secretary.

WREXHAM.—Special meeting, the Mayor presiding. Speaker: The district organizing secretary. Branch re-formed; Mrs. Arthur Davies elected temporary honorary secretary.

Presentation of prizes in the life-boat essay competition for elementary schools at Maesteg and Ruyton-XI-Towns.

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 June, 1936.

Services of the Life-boats of the Institution during 1935.

		Time of Launching.		Persons rescued from shipwreck.
1935.				
Jan.	4.	4.55 a.m.	Motor fishing boat <i>Ocean Queen</i> , of Campbeltown. Campbeltown motor life-boat saved boat and rescued - - - - -	2
,,	4.	11.15 a.m.	Motor fishing cibles <i>Quest</i> and <i>Imperialist</i> , of Flamborough. Flamborough No. 1 motor life-boat escorted cibles into safety.	
,,	4.	11.20 a.m.	Fishing cibles <i>Civil Joyce</i> , <i>Hellier</i> , <i>Blue Bird</i> and <i>Dorothy</i> , of Filey. Filey pulling and sailing life-boat escorted cibles into safety.	
,,	4.	4.33 p.m.	Motor fishing boat <i>Nancy II</i> , of Seaham. Seaham motor life-boat saved boat and rescued - - - - -	3
,,	8.	5.0 p.m.	Schooner <i>Nelly Fleming</i> , of Cork. Weston-super-Mare motor life-boat stood by vessel.	
,,	9.	11.30 a.m.	S.S. <i>Mayflower</i> , of Liverpool. St. Peter Port motor life-boat rendered assistance.	
,,	11.	7.52 a.m.	Steam trawler <i>Prosper</i> , of Ostend. Caister pulling and sailing life-boat rendered assistance.	
,,	11.	3.30 p.m.	Tenby motor life-boat landed an injured girl from Caldey Island.	
,,	11.	4.37 p.m.	Motor fishing boat <i>Lee Bay</i> , of Ilfracombe. Appledore motor life-boat - - - - -	3
,,	13.	10.25 a.m.	Motor fishing boat <i>B. S. Colling</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
,,	13.	3.15 p.m.	A small boat of Whitby. Whitby No. 2 pulling and sailing life-boat - - - - -	3
,,	22.	9.5 p.m.	Steam trawler <i>Havardour Isfirdingur</i> , of Isafjordur, Iceland. The Humber motor life-boat rendered assistance.	
,,	24.	8.0 p.m.	Aith motor life-boat landed an injured man from Papa Stour.	
,,	25.	2.15 p.m.	Pilot vessel No. 2 of Liverpool. New Brighton No. 2 motor life-boat escorted vessel.	
,,	25.	11.5 p.m.	S.S. <i>Emma Sauber</i> , of Hamburg. Donaghadee motor life-boat escorted vessel into safety.	
,,	26.	2.20 a.m.	Steam trawler <i>Mill o' Buckie</i> , of Ramsgate. Rosslare Harbour motor life-boat stood by vessel.	
,,	27.	5.15 a.m. and 7.0 a.m.	Barge <i>T.T.H.</i> , of London. Clacton-on-Sea motor life-boat and Walton and Frinton motor life-boat assisted to save vessel and rescued - - - - -	3
,,	30.	9.0 a.m.	S.S. <i>Pagasitikos</i> , of Andros. Lowestoft motor life-boat stood by vessel.	
Feb.	4.	1.50 p.m.	Seven motor fishing boats of Whitby. Whitby motor life-boat escorted boats into harbour.	
,,	13.	12.52 p.m.	Motor fishing boat <i>Gipsy Queen</i> , of Hastings. Hastings motor life-boat saved boat and rescued - - - - -	2
,,	13.	4.35 p.m.	S.S. <i>Campus</i> , of Cardiff. Cromer motor life-boat assisted to save vessel and rescued - - - - -	29
,,	14.	8.13 a.m.	Motor fishing boat <i>Marigold</i> , of Thurso. Thurso motor life-boat escorted boat into harbour.	
,,	14.	9.5 a.m.	Fishing cibles <i>Brighter Dawn</i> and <i>Mary Isabella</i> , of Boulmer. Boulmer motor life-boat escorted cibles into harbour.	
,,	14.	2.0 p.m.	Sailing barge <i>Davenport</i> . Bridlington motor life-boat stood by vessel.	
,,	15.	12.25 a.m.	Fishing boat <i>Ribhinn Og</i> , of Stornoway. Stornoway motor life-boat saved boat and rescued - - - - -	9
,,	16.	4.10 p.m.	Barge <i>Sunrise</i> . Southend-on-Sea motor life-boat rendered assistance.	
,,	20.	8.15 a.m.	Motor fishing boat <i>Consort</i> , of Girvan. Girvan motor life-boat rendered assistance.	
,,	21.	11.10 a.m.	Fishing fleet of Pittenweem. Anstruther motor life-boat escorted fleet into safety.	
,,	23.	10.20 a.m.	Motor fishing boat <i>Progress</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
,,	25.	3.15 p.m.	Motor fishing boat <i>Tony</i> , of Wells. Wells pulling and sailing life-boat - - - - -	3
,,	27.	9.7 a.m.	Sailing trawler <i>Mirador</i> , of Ramsgate. Great Yarmouth and Gorleston motor life-boat escorted vessel into harbour.	
,,	27.	9.45 a.m.	S.S. <i>Hamilton</i> , of Stranraer. Kirkcudbright motor life-boat escorted vessel into safety.	
,,	27.	12.10 p.m.	Fishing boats <i>Just Reward</i> , <i>Floreat</i> , <i>Launch Out</i> , of Scarborough, and <i>Mary Joy</i> , of Filey. Scarborough motor life-boat escorted boats into harbour.	
,,	27.	9.45 p.m.	Motor fishing boat <i>Fisher Boy</i> , of Wick. Thurso motor life-boat escorted boat into safety.	

		Time of Launching.		Persons rescued from shipwreck.
1935.				
Mar.	2.	9.30 a.m.	Fishing cobs <i>Lady Mary</i> , <i>Royal Empire</i> , and <i>Louisa Mary</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat stood by cobs.	
	2.	9.45 a.m.	Fishing boats of Whitby. Whitby motor life-boat stood by boats.	
	9.	4.10 a.m.	Barge <i>Shamrock</i> , of Faversham. Weymouth motor life-boat rendered assistance.	
	11.	7.35 p.m.	Great Yarmouth and Gorleston motor life-boat landed an injured man from the Cockle light-vessel.	
	17.	5.35 p.m.	Steam trawler <i>Tyrwhitt</i> , of South Shields. St. Abbs motor life-boat assisted to save vessel and rescued - - - - -	10
	22.	11.20 a.m.	A small boat. St. David's motor life-boat saved boat and rescued - - - - -	2
	23.	6.50 a.m.	A small boat. Watchet pulling and sailing life-boat saved boat and rescued - - - - -	3
	25.	3.35 p.m.	Fishing boat <i>Maybird</i> , of Wexford. Rosslare Harbour motor life-boat saved boat and rescued - - - - -	1
	25.	5.0 p.m.	Galway Bay motor life-boat took a doctor to a neighbouring island.	
	27.	12.40 p.m.	Steam drifter <i>Pitness</i> , of Macduff. Fraserburgh motor life-boat rendered assistance.	
	27.	8.7 p.m.	Steam trawler <i>Le Vieux Tigre</i> , of Boulogne. The Lizard motor life-boat - - - - -	18
	31.	12.23 p.m.	A small boat. Berwick-on-Tweed motor life-boat saved boat and rescued - - - - -	1
April	1.	5.35 p.m.	Motor fishing boat <i>B. S. Colling</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
	7.	5.32 p.m.	Motor boat <i>Seafarer</i> . Weymouth motor life-boat saved boat and rescued - - - - -	4
	7-8.	midnight.	St. Mary's motor life-boat took a sick girl to Penzance.	
	8.	4.30 a.m.	S.S. <i>Suzon</i> , of Antwerp. Barry Dock motor life-boat stood by vessel.	
	10.	7.30 a.m.	Barge <i>Arthur Margetts</i> , of Rochester. Clacton-on-Sea motor life-boat saved barge and rescued - - - - -	1
	10.	8.35 p.m.	Motor schooner <i>Edith May</i> , of Wexford. Ramsey motor life-boat landed 3.	
	15.	7.45 p.m.	S.S. <i>Ensign</i> , of Gibraltar. Tynemouth motor life-boat stood by vessel.	
	20.	10.10 p.m.	S.S. <i>Dundee</i> , of Dundee. Broughty Ferry motor life-boat landed 12.	
	21.	3.0 p.m.	Three fishing boats. Tynemouth motor life-boat escorted boats into harbour.	
	21.	4.55 p.m.	Trawler <i>Norman Craig</i> . Swanage motor life-boat rendered assistance.	
	21.	10.30 p.m.	Motor yacht <i>Martlett</i> . Padstow No. 1 motor life-boat rendered assistance.	
	26.	1.52 a.m.	S.S. <i>Rosyth</i> , of Dundee. Ramsgate motor life-boat stood by vessel.	
	28.	11.25 p.m.	Holyhead motor life-boat rescued a man who was marooned on the cliffs near South Stack - - - - -	1
May	13.	5.35 p.m.	Motor fishing boats <i>William & Arthur</i> and <i>B. S. Colling</i> , of Scarborough. Scarborough motor life-boat escorted boats into harbour.	
	14.	8.25 a.m.	Motor fishing boat <i>Joan</i> , of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	2
	14.	12.15 p.m.	Fishing fleet of Montrose. Montrose No. 1 motor life-boat stood by fleet.	
	14.	6.20 p.m.	Steam trawler <i>Lolist</i> , of North Shields. Tynemouth motor life-boat escorted vessel into harbour.	
	15.	2.30 p.m.	Motor fishing boat <i>Eilen</i> , of Wick. Thurso motor life-boat escorted boat into harbour.	
	15.	3.0 p.m.	Small fishing boat of Lemreway. Stornoway motor life-boat saved boat and rescued - - - - -	3
	15.	4.40 p.m.	Small fishing boat of Kirkwall. Stromness motor life-boat saved boat and rescued - - - - -	1
	15.	6.45 p.m.	Motor yacht <i>Morna</i> . Donaghadee motor life-boat rendered assistance.	
	17.	11.10 a.m.	Fishing boat <i>Branch</i> , of Fraserburgh. Fraserburgh motor life-boat escorted boat into harbour.	
	19.	3.50 p.m.	Yacht <i>Squib II</i> , of Westcliff. Southend-on-Sea motor life-boat saved yacht.	
	26.	11.26 a.m.	Motor fishing boat <i>Enterprise</i> , of Hythe. Hythe motor life-boat saved boat and rescued - - - - -	2
	28.	8.0 a.m.	Trawler <i>Boscobel</i> , of Aberdeen. Cresswell pulling and sailing life-boat stood by vessel.	
	31.	7.38 p.m.	Schooner <i>Six Sisters</i> , of Hull. Sheringham pulling and sailing life-boat rendered assistance.	

		Time of Launching.		Persons rescued from shipwreck.
1935.				
May	31.	8.10 p.m.	Schooner <i>Six Sisters</i> , of Hull. Cromer No. 1 motor life-boat rendered assistance.	
June	5.	12.15 a.m.	S.S. <i>Lightfoot</i> , of Newcastle. Tynemouth motor life-boat stood by vessel.	
	11.	9.35 p.m.	S.S. <i>Cormorant</i> , of Kirkwall. Wick motor life-boat escorted vessel into harbour.	
	13.	11.15 a.m.	Steam yacht <i>Surprise</i> , of Jersey. Yarmouth, Isle of Wight, motor life-boat landed 2 injured men.	
	13.	6.15 p.m.	Fishing boat <i>Maybird</i> , of Wexford. Rosslare Harbour motor life-boat saved boat and rescued - - - - -	1
	20.	6.13 p.m.	Motor tanker <i>D. L. Harper</i> , of Danzig. The <i>Lizard</i> motor life-boat	43
	21.	11.15 a.m.	S.S. <i>Blairbeg</i> , of Glasgow. Girvan motor life-boat stood by vessel.	
	21.	10.55 p.m.	S.S. <i>Goldeve</i> , of London. Newhaven motor life-boat stood by vessel.	
	26.	3.15 a.m.	Sailing boat <i>Nancy</i> , of West Hartlepool. Teesmouth motor life-boat landed 5.	
	26.	2.15 p.m.	Motor boat <i>White Lady II</i> , of Torquay. Torbay motor life-boat stood by boat.	
	30.	7.25 p.m.	Auxiliary yacht <i>Patronita</i> , of Portsmouth. Walton and Frinton motor life-boat escorted yacht to harbour.	
	30.	11.25 p.m.	Motor fishing boat <i>Cambridge</i> , of St. Mary's. St. Mary's motor life-boat saved boat and rescued - - - - -	2
July	2.	1.56 a.m.	R.A.F. flying boat S1645. Dover motor life-boat escorted machine to harbour.	
	8.	3.30 p.m.	Motor boat <i>Lone Wolf</i> . Portrush motor life-boat rendered assistance.	
	14.	11.5 p.m.	Motor yacht <i>Falcon</i> , of Isleworth. Margate motor life-boat saved yacht and rescued - - - - -	5
	19.	7.30 p.m.	Motor yacht <i>Ena</i> , of Greenock. Portpatrick motor life-boat saved yacht and rescued - - - - -	8
	20.	5.55 p.m.	Dinghy from yacht <i>Wishbone</i> . Yarmouth, Isle of Wight, motor life-boat saved boat and rescued - - - - -	1
	21.	9.0 p.m.	Motor yacht <i>Maroc</i> . Whitby motor life-boat escorted yacht into harbour.	
	27.	3.35 p.m.	A small sailing boat of Dublin. Kingstown motor life-boat saved boat and rescued - - - - -	3
	27.	9.10 p.m.	Converted ship's boat <i>Collingwood</i> , of Liverpool. New Brighton No. 2 motor life-boat saved boat and rescued - - - - -	5
	27.	9.15 p.m.	Motor yacht <i>Penguin</i> . Rhyl pulling life-boat landed 2.	
	29.	11.30 a.m.	Four fishing cobs of Flamborough. Flamborough No. 1 motor life-boat escorted cobs into safety.	
Aug.	3.	10.45 p.m.	Small yacht <i>Mitzie</i> , of Brixham. Torbay motor life-boat landed 2.	
	12.	6.57 p.m.	A rowing boat of Westhaven. Broughty Ferry motor life-boat rendered assistance.	
	14.	12.30 a.m.	Steam trawler <i>Clyro</i> , of Milford. Girvan motor life-boat stood by vessel.	
	15.	3.42 p.m.	Sailing boat <i>Kenya</i> , of Colwell Bay. Yarmouth, Isle of Wight, motor life-boat landed 1.	
	15.	11.35 p.m.	Rowing boat <i>Pet</i> , of Port Erin. Port Erin motor life-boat - -	2
	16.	11.35 p.m. and midnight	S.S. <i>Letitia</i> , of Glasgow. Donaghadee motor life-boat stood by vessel.	
	17.			
	18.	7.12 a.m.	Steam trawler <i>Gareloch</i> , of Aberdeen. Anstruther motor life-boat stood by vessel.	
	19.	7.40 a.m.	Motor vessel <i>Gunnaren</i> , of Gothenburg. Longhope motor life-boat landed 26.	
	20.	7.10 p.m.	Fishing boat <i>Samaritan</i> , of Lowestoft. Great Yarmouth and Gorleston motor life-boat landed 3.	
	23.	3.50 a.m.	Steam trawler <i>Port Jackson</i> , of Aberdeen. Peterhead motor life-boat - - - - -	9
	23.	4.40 p.m.	Motor vessel <i>Gunnaren</i> , of Gothenburg. Longhope motor life-boat	20
	29.	8.45 p.m.	Torbay motor life-boat landed three people marooned on Cradle Rock.	
	30.	12 noon.	A small rowing boat of Moelfre. Moelfre motor life-boat saved boat and rescued - - - - -	4
	30.	2.40 p.m.	Sailing dinghies <i>Whimbrel</i> and <i>Snipe</i> . Lowestoft motor life-boat saved boats and rescued - - - - -	4
	30.	8.17 p.m.	Cutter yacht <i>Alethea II</i> , of Southampton. Yarmouth, Isle of Wight, motor life-boat rendered assistance.	
Sept.	3.	7.30 p.m. and 4.0 a.m.	S.S. <i>Shima</i> , of Glasgow. Port Askaig motor life-boat rendered assistance.	
	4.			

		Time of Launching.		Pers ons rescued from shipwreck.
1935.				
Sept.	5.	5.15 p.m.	Paddle steamer <i>Whippingham</i> , of Southampton. Yarmouth, Isle of Wight, motor life-boat escorted vessel into safety.	
	6.	8.10 p.m.	Yacht <i>Brunette</i> , of Newcastle-on-Tyne. Berwick-on-Tweed motor life-boat saved yacht and rescued - - - - -	4
	8.	1.25 p.m.	Yacht <i>Faustona</i> , of Fleetwood. Ramsey motor life-boat saved yacht and rescued - - - - -	4
	8.	6.0 p.m.	Converted ship's boat <i>Olive</i> , of South Shields. Cullercoats pulling and sailing life-boat saved boat and rescued - - - - -	6
	9.	3.0 p.m.	A motor boat. Coverack motor life-boat assisted to save boat and rescued - - - - -	4
	9.	11.27 p.m.	Motor fishing boat <i>Ruby</i> , of Southwold. Southwold motor life-boat rendered assistance.	
	11.	7.30 p.m.	Sailing dinghy <i>Ripple</i> . Exmouth motor life-boat - - - - -	1
	14.	12 noon.	A canoe. Tenby motor life-boat rendered assistance.	
	14.	3.40 p.m.	S.S. <i>Ardgantock</i> , of Greenock. Dover motor life-boat stood by vessel. She also rendered assistance to a fishing boat.	
	16.	8.0 p.m.	Motor vessel <i>Ransel</i> , of Delfzyl. Arklow motor life-boat rendered assistance.	
	17.	3.30 a.m.	Yacht <i>Violet</i> , of Southampton, and yacht <i>Grey Gull</i> , of Yarmouth. Yarmouth, Isle of Wight, motor life-boat rescued 2 from each yacht - - - - -	4
	17.	7.30 a.m.	A yacht. Yarmouth, Isle of Wight, motor life-boat saved yacht.	
	17.	7.22 a.m.	Motor vessel <i>Frank M</i> , of London. Ramsgate motor life-boat stood by vessel.	
	17.	10.23 a.m.	Schooner <i>Goeland</i> , of Paimpol. Barry Dock motor life-boat -	6
	17.	9.13 p.m.	Ketch <i>Marie Celine</i> , of Drogheda. Padstow No. 1 motor life-boat rendered assistance.	
	18.	1.30 p.m.	Fishing boat <i>Dark Night</i> , of Barrow. Barrow motor life-boat saved boat and rescued - - - - -	2
	19.	3.0 p.m.	Yacht <i>Kirsty</i> , of Ayr. Barra Island motor life-boat saved yacht.	
	22.	7.29 a.m.	Barge-yacht <i>Plinlimmon</i> , of London. Newhaven motor life-boat stood by vessel.	
	23.	9.0 a.m.	Fishing cobles <i>Humility</i> and <i>Three Sons</i> , of Cullercoats. Tyne-mouth motor life-boat escorted cobles into harbour.	
	24.	4.57 p.m.	Yacht <i>Maggie</i> , of Burnham-on-Crouch. Lowestoft motor life-boat saved yacht and rescued - - - - -	3
	26.	1.48 p.m.	S.S. <i>Ragna Gorthon</i> , of Helsingborg. Walton and Frinton motor life-boat stood by vessel.	
	26.	9.18 p.m.	S.S. <i>Clan Malcolm</i> , of Glasgow. The Lizard motor life-boat stood by vessel.	
	27.	—	Steam trawler <i>Ebor Abbey</i> , of Aberdeen. Newburgh pulling and sailing life-boat landed 5, working from the beach.	
	28.	4.0 a.m.	Converted ship's boat. Poole and Bournemouth pulling and sailing life-boat rendered assistance.	
	28.	10.55 a.m.	Motor fishing boat <i>Peggy Gordon</i> , of Girvan. Girvan motor life-boat rendered assistance.	
	29.	2.40 p.m.	Motor boat <i>Sceptre</i> , of Birchington. Margate motor life-boat -	5
			Motor boat <i>Betty II</i> , of Margate. Margate motor life-boat - -	2
Oct.	1.	8.15 p.m.	Sailing vessel <i>Wander Bird</i> , of San Francisco. Bembridge motor life-boat rendered assistance.	
	2.	3.32 p.m.	Harbour tug <i>Adur II</i> , and a hopper. Shoreham Harbour motor life-boat stood by and rendered assistance.	
	2.	11.15 p.m.	Motor fishing boat <i>Beaty</i> , of Yarmouth. Caister pulling and sailing life-boat stood by boat.	
	2.	11.40 p.m.	Eight motor fishing boats of Yarmouth. Great Yarmouth and Gorleston motor life-boat escorted boats into harbour.	
	3.	4.20 a.m.	Motor fishing boat <i>Beaty</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boat and rescued - - - -	2
	4.	10.30 a.m.	Motor fishing boat <i>Maggies</i> , of Inverness. Cromarty motor life-boat escorted boat into safety.	
	4.	1.0 p.m.	Motor fishing boat <i>Twin</i> , of Sunderland. Sunderland motor life-boat saved boat and rescued - - - - -	2
	9.	7.25 p.m.	Steam drifter <i>Excellent</i> , of Buckie. Bridlington motor life-boat assisted to save vessel and rescued - - - - -	11
	10.	7.52 a.m.	Barge <i>British Oak</i> , of Rochester. Ramsgate motor life-boat - -	6
	10.	2.50 p.m.	A small boat of Portaferry. Cloughy motor life-boat saved boat and rescued - - - - -	1
	12.	2.35 a.m.	Yacht <i>Bunts</i> . Montrose No. 1 motor life-boat saved yacht and rescued - - - - -	3
	12.	6.45 p.m.	The Humber motor life-boat landed a sick man from the Bull Fort.	

1935.		Time of Launching.		Persons rescued from shipwreck.
Oct.	15.	1.45 p.m.	R.A.F. seaplane S.1229. Salcombe motor life-boat rendered assistance.	
	15.	11.15 p.m.	Fishing boat <i>Noel</i> , of Lancaster. Fleetwood motor life-boat -	5
	17.	2.25 p.m.	S.S. <i>Albionic</i> , of Hull. Stornoway motor life-boat took Lloyd's agent out to the vessel.	
	18.	3.40 p.m.	Fishing boat <i>Barbara</i> , of Llandudno. Llandudno motor life-boat saved boat and rescued - - - - -	3
	19.	1.15 a.m.	Yacht <i>Ben Hiant</i> , of Stornoway. Campbeltown motor life-boat saved yacht and rescued - - - - -	4
	19.	2.10 a.m.	Sand boat <i>Oberon</i> , of Dundee. Broughty Ferry motor life-boat escorted vessel and rendered assistance.	
	19.	2.30 a.m.	Steam trawler <i>Sarba</i> , of Fleetwood. Fleetwood motor life-boat stood by and escorted vessel into harbour.	
	19.	3.58 a.m.	Barge <i>Therisa</i> , of London. Walmer motor life-boat stood by vessel.	
	19.	Noon.	S.S. <i>Magric</i> , of Hull. The Humber motor life-boat stood by vessel.	
	19.	12.15 p.m.	S.S. <i>Inga I</i> , of Bergen. New Brighton No. 2 motor life-boat landed 1.	
	20.	—	S.S. <i>Carlingford</i> , of Liverpool. Arranmore motor life-boat crew assembled and assisted shipwrecked crew ashore.	
	20.	12.35 a.m.	Ketch <i>Cantick Head</i> , of Kirkwall. Peterhead motor life-boat -	4
	20.	6.38 p.m.	Fishing boat <i>Challenger</i> , of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	4
	20.	11.30 p.m.	Steam trawler <i>Gava</i> , of Fleetwood. Barra Island motor life-boat stood by vessel and landed an injured man.	
	21.	9.0 p.m.	Aith motor life-boat took a surgeon to Papa Stour, thereby saving a life - - - - -	1
	23.	5.35 p.m.	Fishing boat <i>George Pickard</i> , of Peterhead. Peterhead motor life-boat saved boat and rescued - - - - -	2
	29.	3.15 p.m.	Schooner <i>Volant</i> , of Kilkeel. Moelfre motor life-boat landed 4.	
	30.	7.50 p.m.	S.S. <i>Lancashire</i> , of Sunderland. St. Peter Port motor life-boat saved vessel and rescued - - - - -	8
Nov.	2.	8.4 a.m.	Motor fishing coble <i>Thrift</i> , of Boulmer. Boulmer motor life-boat escorted coble into harbour.	
	3.	11.45 a.m.	Motor fishing boat <i>Golden Miller</i> , of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	2
	4.	10.30 a.m.	Eleven motor fishing boats and three fishing cobs. Whitby motor life-boat escorted boats into harbour.	
	5.	11.30 a.m.	Fishing fleet of Fraserburgh. Fraserburgh motor life-boat attended on fishing fleet.	
	5.	3.45 p.m.	Motor fishing yawls <i>Procure</i> and <i>Quest</i> , of Banff. Aberdeen No. 1 motor life-boat escorted yawls into harbour.	
	6.	5.25 p.m.	Motor fishing boat <i>Dorshie</i> , of South Shields. Blyth motor life-boat saved boat and rescued - - - - -	3
	9.	7.40 p.m.	Motor drifter <i>White Heather</i> , of St. Peter Port. St. Peter Port motor life-boat saved vessel and rescued - - - - -	8
	12.	3.30 a.m.	Four fishing boats of Ramsgate. Ramsgate motor life-boat escorted boats into harbour.	
			Barge <i>Celtic</i> , of London. Ramsgate motor life-boat rendered assistance.	
	13.	7.30 a.m.	Motor fishing boat <i>Sonny Boy</i> , of Lowestoft, and steam drifter <i>Gowan Bank</i> , of Banff. Lowestoft motor life-boat escorted vessels into harbour.	
	14.	4.45 a.m.	Middle Gas Float. The Humber motor life-boat recovered navigational light float.	
	15.	5.30 p.m.	Fishing boat <i>Margaret and Helen</i> , of Arbroath. Arbroath motor life-boat escorted boat into safety.	
	17.	1.55 a.m.	Boat <i>Pamela June</i> , of New Brighton. New Brighton No. 2 motor life-boat saved boat and rescued. - - - - -	4
	17.	4.15 p.m.	Motor fishing boat <i>Mizpah</i> , of Newhaven. Eastbourne motor life-boat assisted to save boat and rescued - - - - -	5
	20.	9 p.m.	Motor fishing boat <i>Rosealean</i> , of Arklow. Arklow motor life-boat saved boat and rescued - - - - -	4
	21.	11.15 a.m.	Motor fishing vessel <i>Provider</i> , of Whitby. Whitby motor life-boat escorted vessel into harbour.	
	22.	10.22 a.m.	S.S. <i>Lancresee</i> , of Guernsey. Ramsgate motor life-boat landed 10 from Brake light-vessel.	
	25.	10.15 a.m.	S.S. <i>Groeland</i> , of Raa, Sweden. The Humber motor life-boat rendered assistance.	
	25.	12.30 p.m.	Drifter <i>Ocean Sprite</i> . Caister pulling and sailing life-boat rendered assistance.	
	27.	8.0 p.m.	St. Mary's motor life-boat took an injured man to Penzance.	

		Time of Launching.		Persons rescued from shipwreck.
1935.				
Nov.	30.	12.45 a.m.	Motor fishing boat <i>Adventure</i> , of Penzance. Penlee motor life-boat saved boat and rescued	5
Dec.	2.	11.10 a.m.	Eleven motor fishing boats of Whitby. Whitby motor life-boat escorted boats into harbour.	
	2.	11.32 a.m.	Motor fishing boat <i>Harold</i> , of Boston. Skegness motor life-boat	3
	7.	12.10 p.m.	Drifter <i>Young Sam</i> , of Yarmouth. Caister pulling and sailing life-boat stood by vessel.	
	8.	5.20 a.m.	S.S. <i>Cornish Rose</i> , of Liverpool. Penlee motor life-boat assisted to save vessel and rescued	9
	13.	11.25 a.m.	Motor fishing boat <i>Boy Jim</i> , of Yarmouth. Great Yarmouth and Gorleston motor life-boat saved boat and rescued	2
	15.	7.25 p.m.	Steam trawler <i>Brandenburg</i> , of Wesermunde. Lerwick motor life-boat landed a sick man.	
	19.	2.15 a.m.	S.S. <i>Grosvenor</i> , of Newcastle. Holy Island motor life-boat	8
	20.	10.45 a.m.	Four motor fishing cobbles of Staithes. Runswick motor life-boat escorted cobbles into harbour.	
	23.	9.30 p.m.	S.S. <i>Michalis Poulous</i> , of Piraeus. Weston-super-Mare motor life-boat and Barry Dock motor life-boat	27
	and 24.	10.15 p.m.		
	24.	4.35 a.m.	S.S. <i>Brightside</i> , of Liverpool. Falmouth motor life-boat rendered assistance.	
	24.	9.55 a.m.	Motor fishing boat <i>True Vine</i> . Sunderland motor life-boat escorted boat into harbour.	
	24.	10.15 a.m.	Motor fishing boats <i>Rejoice</i> and <i>Margaret A. Johnston</i> . Blyth motor life-boat escorted boats into harbour.	
	24.	10.45 a.m.	Fishing boats <i>Victory</i> , <i>Violet</i> , and <i>Laurel</i> , of St. Abbs. St. Abbs motor life-boat stood by boats.	
	25.	8.12 p.m.	Steam trawler <i>George Stroud</i> , of Aberdeen. Aberdeen No. 1 motor life-boat rescued 1, and North Pier rocket life-saving apparatus rescued 1	2
	30.	6.50 p.m.	Motor trawler <i>Satanicle</i> , of Cherbourg. Torbay motor life-boat	1

SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats - - - - - 393
 Lives rescued in other ways for whose rescue the Institution gave rewards - - - - - 105

Total of lives rescued - - - - - 498

Persons landed from vessels or rocks on which they might have been in danger - - - - - 83
 Boats and vessels which Life-boats saved or helped to save - - 55
 Boats and vessels which Life-boats stood by, escorted to safety, or helped - - - - - over 200
 Total number of launches, including those in which for various reasons no services were rendered - - - - - 378