

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXX.

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No. 326.

THE LIFE-BOAT FLEET

Motor Life-boats, 130 :: Pulling & Sailing Life-boats, 39

LIVES RESCUED

from the foundation of the Institution in 1824

to June 15th, 1936 - - - - - 64,658

H.M. King Edward VIII, Patron of the Institution.

HIS MAJESTY KING EDWARD VIII has been graciously pleased to become Patron of the Institution. He is the sixth sovereign to be its Patron. Like King Edward VII and King George V,

he has assumed that position on coming to the throne after having been for seventeen years, from 1919 to 1936, the Institution's President as Prince of Wales.¹

H.R.H. The Duke of Kent, K.G.

Address at the Annual Meeting.

MR. CHAIRMAN, my Lords, Ladies and Gentlemen, although this is the first time that I have spoken at your Annual Meeting, I am by no means unfamiliar with the work of the life-boat service. It is eight years since I first became acquainted with it. That was in the Orkneys, when I named the motor life-boats at Stromness and Longhope. I do not suppose that there are many here this afternoon, besides Coxswain Dass and myself, who know those stations on the northernmost parts of our coast. Since then I have had the pleasure of naming seven life-boats in different parts of the country. I am very glad, therefore, to be able to renew to-day my connexion with life-boatmen of England and Scotland, and to meet for the first time life-boatmen of Ireland and Wales.

Exceptional Storms.

The exceptional storms of the past winter have brought to London an unusually large number of men to whom I have just presented medals for gallantry. But, though the storms have been exceptional, I think that these fifteen men would be the first to tell us that they themselves are not exceptional. You have heard the stories of their gallantry, and yet I do not doubt that you could go round the coast, and pick another fifteen men, and yet another and another, all capable when the time came of showing the same bravery and the same resolution. We are proud of these men for what they have done, but our chief feeling of pride and gratitude is in knowing that their exceptional bravery, as it seems to us, is typical

¹ An article on His Majesty's many and great services to the Institution, during his Presidency, will be published in the next issue.

of the service to which they belong. (*Applause.*)

Completion of Motor Life-boat Programme.

But if your men do not change, your boats do. I have seen something of these changes, and I have been able to discover for myself how ingeniously and carefully constructed the modern life-boat is. It is thirty years since your first motor life-boats were built, and during those years you have revolutionized your fleet. Thirty years ago you had three motor life-boats; to-day you have 129. (*Applause.*) Those three motor life-boats were experiments. To-day you have no fewer than ten different types, all specially designed for the various needs of our coast. That is a very great achievement. The process of mechanizing the life-boat fleet is now coming to an end. It is the intention of your committee

of management to speed up their programme, and I am asked to announce that they hope that three years from now your fleet will consist entirely of motor life-boats. (*Applause.*)

The Support of the Public.

Let us remember that this has only been made possible by the whole-hearted co-operation of your thousands of honorary life-boat workers, and by the generosity of the British people. I am sure you will agree with me that this generous support throughout the whole country is no less deserving of our admiration than the gallantry of the life-boat crews and the excellence of the boats themselves.

I should like to congratulate all concerned in the splendid work that has been done in the past year, and I hope that this work will be carried on as successfully in the future. (*Applause.*)

A Gold-Medal Service at Ballycotton.

By Mr. Robert H. Mahony, Honorary Secretary of the Ballycotton Station.

ON Friday, 7th February, 1936, a gale from the south-east sprang up on the south coast of Ireland, with a very heavy sea. The gale increased until, about midnight on Monday, the 10th, it was blowing a hurricane force never before experienced by the oldest inhabitant in Ballycotton. Huge waves were smashing over the pier and breakwater. The harbour was a seething cauldron. At high water on the Monday evening, nothing could be seen of the breakwater or the pier.

During the Sunday and early on Monday the coxswain ran ropes from the life-boat, the *Mary Stanford*, a 51-feet Barnett cabin motor life-boat, to prevent her from striking the breakwater. At midnight on the Monday, when the gale had risen to a hurricane, the coxswain's own motor boat was seen to have parted her moorings, and was in danger of being carried out to sea. The coxswain and several other men attempted to launch a boat to her, but were nearly swamped. Stones, a ton in weight, were being torn from the quay and flung about like sugar lumps. I spent most of the night near the life-boathouse, watching the

terrible destruction that the wind and waves were doing. Twice I was spun round and nearly flung on my face. At three on the Tuesday morning I went to bed, but not to sleep. I was out again shortly after seven, and found that the coxswain and the other men had been up all night trying to secure his motor boat. They had succeeded in launching a boat, got a rope to the motor boat and secured her. It was at that moment, after this long night of anxiety, that the call for the life-boat came.

Telephone Lines Down.

The men were just back, at eight o'clock, when the Civic Guard at Ballycotton rang me up. A messenger had arrived (all telephone communication except by the local lines had broken down twenty-four hours before) with a message that the Daunt Rock Lightship, with eight men on board, had broken from her moorings twelve miles away, and was drifting towards Ballycotton.

I gave the coxswain the message and he made no reply. I had seen the weather. Seas were breaking over

the life-boathouse, where the boarding boat was kept. I did not believe it possible for the coxswain even to get aboard the life-boat at her moorings. I was afraid to order him out.

He left and went down to the harbour. I followed a little later. To my amazement the life-boat was already at the harbour mouth, dashing out between the piers. The coxswain had not waited for orders. His crew were already at the harbour. He had not fired the maroons, for he did not want to alarm the village. Without a word they had slipped away. As I watched the life-boat I thought every minute that she must turn back. At one moment a sea crashed on her; at the next she was standing on her heel. But she went on. People watching her left the quay to go to the church to pray. I watched her till she was a mile off, at the lighthouse, where she met seas so mountainous that their spray, as we could see (and the lighthouse keeper verified it), was flying over the lantern 196 feet high. At the lighthouse the life-boat seemed to hesitate. She turned round. We thought she was coming back. Then to our horror the coxswain took her through the sound between the two islands. That way, as we knew, though it was much more dangerous than the open sea, he would save half a mile.

Tremendous Seas.

He took her through the sound, after consulting with his second-coxswain, and there, so he told me afterwards, the seas were tremendous. The life-boat came off the top of one sea and dropped into the trough of the next with such a terrible thud that everyone thought the engines had gone through the bottom of the boat, but the motor mechanic reported: "All's well. After that she will go through anything." The coxswain now had the whole crew in the after cockpit. After each sea had filled it, he counted his men.

He drove the life-boat safely through the sound, and then had a run before the wind along the coast. When he was off Ballycraheen, about six miles from Ballycotton, the following seas got worse, and the coxswain decided to put out his drogue to steady the life-

boat. He eased the engines to do it, and several seas struck him on the head, half stunning him. Then, as the drogue was being put out, an extra heavy curling sea came over the port quarter. It filled the cockpit. It knocked down every man on board. When they had recovered they found that the drogue-ropes had fouled, but the drogue was drawing.

The life-boat ran on towards the shore, but in the spray and rain and sleet the shore was not visible and nothing of the lightship could be seen. The coxswain then decided to make for the usual position of the lightship, and put the life-boat's head to sea. He went on for seven miles, until he came to what he thought her position had been, but owing to the erratic course he had taken, and in the rain and sleet, he could not be sure. There was still no sign of her, and he decided to run for Queenstown for information. He reached it at eleven in the morning after a trying time, for he had now no drogue to steady the life-boat in the breaking seas in the mouth of the harbour, and used his oil-sprays to calm the breakers a little.

At Queenstown he got the exact position of the lightship from the pilots; tried to telephone to me at Ballycotton, but found that the wires were still down; and put to sea again at once.

Just after midday he found the lightship. She had got an anchor down and was a quarter of a mile south-west of the Daunt Rock and half a mile from the shore. H.M. Destroyer *Tenedos* and the s.s. *Innisfallen* were standing by her. When the life-boat arrived the *Innisfallen* left.

The coxswain spoke to the crew of the light-vessel. He found that they did not want to leave her, for they knew the danger it was to navigation that the lightship was out of position. But they feared their anchor would not hold and they asked the life-boat to stand by. This she did. It was too bad to anchor, but she kept slowly steaming and drifting.

Attempts at a Tow.

About 3.30, when the gale had eased a little, the *Tenedos* anchored to windward of the lightship, dropped down

towards her and tried to float a grass line to her with a buoy attached, in order to get a wire cable to her and take her in tow. This failed. The life-boat then picked up the buoy and got close enough to the lightship to pass it to her. Her crew hauled on the line, but it parted before they could get the wire cable attached to it.

The *Tenedos* then got under way and came closer to the lightship. The life-boat again passed the grass line to her. This time she got the towing-wire on board, but then the wire parted. These attempts had taken nearly two hours, and the *Tenedos*, the life-boat and the lightship had been continually swept by heavy seas. It was now dark and impossible to attempt again to get the lightship in tow. As the *Tenedos* was going to stand by all night, the coxswain decided to make for Queenstown for more ropes and food. His crew were wet through and exhausted. They had had no food since the night before and had been up all that night trying to save their boats. The life-boat reached Queenstown at 9.30 p.m.

The Storm on Land.

If conditions were terrible at sea, they were bad on land. Two hours after the life-boat had put out I had gone by car to Cloyne, seven miles away (a difficult journey, for the road was blocked with fallen trees), hoping to be able to telephone from there, but the lines were down. I went on to Middleton, twelve and a half miles, and there found a message giving me the position of the lightship. Then I tried to reach Rochespoint, the entrance to Queenstown Harbour, in the hope of getting this information to the life-boat, but the fallen trees made it impossible. Returning to Middleton, I telegraphed to the life-boat stations at Courtmacsherry and Youghal, to tell them that the Ballycotton boat was out, and got through on the telephone to Queenstown. From there I learnt that the life-boat had been in and had put out again.

There was nothing more to do except wait, but at eleven that night, as there was no news, I went again to Cloyne. The telephone was working once more, and I was able to get

through to Queenstown. I spoke to the coxswain. He told me the position, and I went back at once to Ballycotton and set out for Queenstown with spare drogue, drogue-rope, tripping-line and veering-lines, and changes of underclothing for the crew. It was twenty-three miles to Queenstown, and again a very difficult journey by night, dodging fallen trees. I arrived at Queenstown at three in the morning of Wednesday, the 12th, handed over the stores and returned to Ballycotton.

Standing By for 25 Hours.

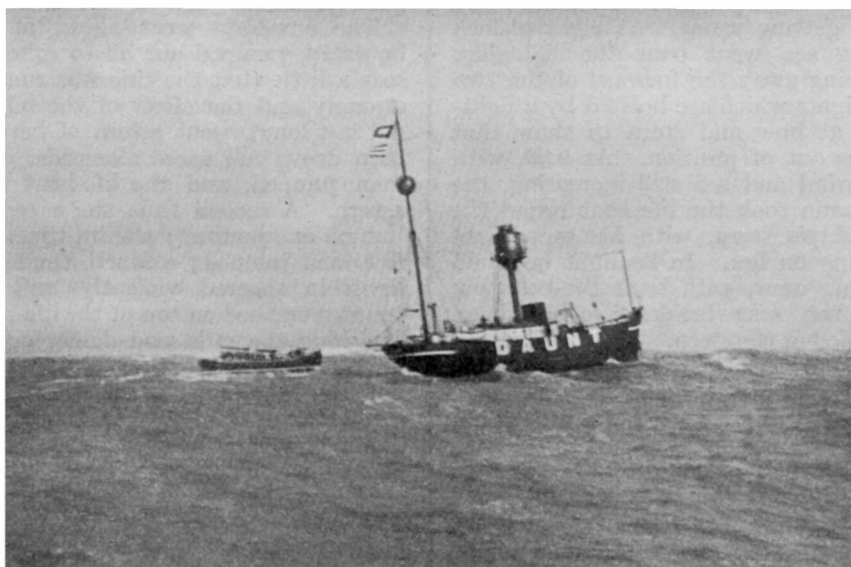
Some of the crew had managed to get a little sleep, but there were three of the crew in the life-boat all the time, ready if a call came. Early in the morning of the 12th the life-boat set out again. As soon as she reached the lightship, H.M.S. *Tenedos* left, but the *Isolda*, the vessel of the Irish Lights, was expected from Dublin. The wind dropped a little during this, the second day. Fog set in. But the sea did not seem to go down. The life-boat stood by all day. When the wireless weather report was received at six in the evening the lightship again asked the life-boat to continue standing by. She stood by all night.

At daylight on the 13th, which was shortly after seven, the coxswain decided to make again for Queenstown, as his petrol was getting low. She reached Queenstown at nine on the morning of the 13th. She had then been standing by for twenty-five and a half hours. The seas had been breaking continually over her crew, and they had had no food.

I had 160 gallons of petrol ready at Ballycotton, but it was impossible to get a motor lorry. I telephoned to Cork to send her eighty gallons, but the driver of the lorry injured his arm. A second driver had to be got. There was delay. As soon as the life-boat had the petrol on board she set out again. It was then four in the afternoon.

In Imminent Danger.

When the life-boat reached the light-vessel again, about dusk, she found that the *Isolda* had arrived. Her captain told the coxswain that he intended to stand by all night and in the morning would try to take the lightship in tow.



By courtesy of

[Sport and General

THE BALLYCOTTON LIFE-BOAT STANDING BY THE DAUNT ROCK LIGHTSHIP.



By courtesy of]

[The Cork Examiner

AFTER SEVENTY-SIX HOURS! THE BALLYCOTTON CREW ON THEIR RETURN.

Left to right : M. C. Walsh, Motor Mechanic T. Sliney, Second Coxswain J. L. Walsh, J. S. Sliney, Coxswain Patrick Sliney, T. D. Walsh, W. Sliney.

But the weather since four o'clock had been getting worse. At eight o'clock a big sea went over the lightship, carrying away the forward of the two red lights which are hoisted by a lightship at bow and stern to show that she is out of position. At 9.30, with the wind and sea still increasing, the coxswain took the life-boat round the lightship's stern, with his searchlight playing on her. In its light he could see her crew, with their life-belts on, and the seas breaking over them, huddled at the stern. The wind, which had been south-east, had gone to south-south-east. The lightship was now, the coxswain estimated, not more than sixty yards from the Daunt Rock. He went to the *Isolda* and told her captain that the lightship was now in great danger. She was very near the rock. She was to the south-west of it. The wind was shifting. If it went a bit west, she must strike the rock.

The Rescue.

The captain said that in the heavy sea it was impossible for the *Isolda* to do anything. The coxswain asked if he should try to take the crew off. He was told to carry on. He took the life-boat round the lightship again. The seas were going right over her. She was plunging tremendously on her cable, rolling from 30 to 40 degrees, burying her starboard bow in the water and throwing her stern all over the place. She was fitted with rolling chocks, which projected over two feet from her sides, and as she rolled these threshed the water.

To anchor to windward and drop down to her was impossible, owing to her cable. The only thing was to get astern and make quick runs in on her port side, calling on her crew to jump for the life-boat as they could. The coxswain went within hailing distance and told the lightship's crew what he intended to do. He must run in at full speed, check for a second, then go full speed astern. In that second, the men must jump. He knew the dangers. The lightship was only 98 feet long. If he ran too far, the life-boat would go over her cable and be capsized. As he came alongside, the lightship, with her chocks threshing the water as she plunged and rolled, might crash

over right on top of the life-boat.

The coxswain went ahead of the lightship, pumped out oil to calm the seas a little (but the tide was running strongly and the effect of the oil did not last long), went astern of her and then drove full speed alongside. One man jumped, and the life-boat went astern. A second time she raced in, but no one jumped; a third time, and five men jumped; a fourth time—the lightship sheered violently and her counter crashed on top of the life-boat, smashing the rails and damaging the fender and deck. No one was hurt, but the man working the searchlight sprang clear only just in time. The life-boat went in a fifth time. Again no one jumped.

Two Men Injured.

There were still two men on board the light-vessel. They were clinging to the rails. They seemed unable to jump. The coxswain sent some of his crew forward, at the risk of being swept overboard, with orders to seize the two men as the life-boat came alongside. Then he raced in for the sixth time. The men were seized and dragged in. As the coxswain said, it was no time for "By your leave." One of the men had his face knocked against either the fluke of the anchor or a stanchion and badly cut. The other man's legs were hurt. The motor mechanic was able, with iodine and bandages, to give first aid to the man whose face was cut. Shortly after the rescue one of the men of the light-vessel (the long strain on them had been tremendous) became hysterical, and two men had to hold him down to prevent anyone from being hurt or knocked overboard.

Three Hours' Sleep in 63 Hours.

The life-boat, after reporting to the *Isolda*, made for Queenstown, where she arrived at eleven on the night of 13th February, and the two injured men were taken to hospital. The life-boat remained at Queenstown for the night, returning next morning to Ballycotton, where she arrived at 12.45 P.M. She had then been away from her station for 76½ hours.

She had been out on service for 63 hours. She had actually been at sea

for 49 hours. During the first and third days the weather was bitterly cold, and the rain and sleet almost continuous, and during the whole time the life-boat was taking heavy seas on board.

All her crew came back suffering from colds and salt-water burns, and the coxswain from a poisoned arm. All were completely exhausted. In the 63 hours from the time when they left Ballycotton until the time when they brought the rescued men into Queens-town, they had had only three hours' sleep.

The Rewards.

Such is the account, as told by the honorary secretary of the station, and confirmed by the district inspector, of one of the most exhausting and courageous rescues in the history of the life-boat service. The Institution has made the following awards :

To COXSWAIN PATRICK SLINEY, the gold medal, which is given only for conspicuous gallantry, and a copy of the vote of the medal, inscribed on vellum and framed ;

To SECOND COXSWAIN JOHN L. WALSH and to MOTOR MECHANIC THOMAS SLINEY, the silver medal and a copy of the vote of the medal inscribed on vellum and framed ;

To each of the four members of the crew, MICHAEL C. WALSH, THOMAS F. WALSH, JOHN S. SLINEY and WILLIAM

SLINEY, the bronze medal and a copy of the vote of the medal inscribed on vellum and framed ;

To MR. R. H. MAHONY, honorary secretary of the station, an inscribed binocular glass.

Letters of thanks were also sent to a number of people who had given their help in various ways.

The awards of money for a service of this length, on the ordinary scale, are £9 8s. 6d. for each man. An extra £10 was given, making £19 8s. 6d. for each man. The total awards amounted to £133 7s.

The Public's Gratitude.

A donation of £60 was received from the Irish Lights Commissioners in gratitude for the service. An anonymous donation of £50 was sent to the Institution in admiration of the Ballycotton crew. Sixteen children from a Derbyshire school sent 4s. 6d. after reading of "a wonderful work of rescue off the Irish Coast," and half a crown was put in a collecting box on the life-boat day in Greater London with "That's for Ballycotton !"

The coxswain of the life-boat and the honorary secretary of the station received between them four telegrams and 117 letters of congratulation. They came from Ireland, England, Scotland, Wales, the United States, Canada and Hong Kong.

Held Over.

OWING to the very large number of services early in the year it is possible to include in this number of *The Life-boat* the accounts only of those reported to the February and March meetings of the Committee of Management. Those reported to the April meeting have been held over until the next number. It has been necessary to hold over also all accounts for February,

March and April of services by shore-boats, and a number of articles which it had been hoped to include in this number ; among them the full account of the service of the Longhope motor life-boat to the French trawler *Nep-tunia*, for which a bronze medal was presented at the annual meeting, and the record of the services of foreign life-boats to British vessels during 1935.

The Institution's Oldest Supporters.

THE Institution has received her annual subscription from a lady in Dumfriesshire who is now in her 104th year. Two years ago she doubled her subscription, feeling how uncertain

her next year's subscription must be.

It has also received from a lady in Surrey her subscription and a cheque for money which she had collected. She is in her 101st year.

The Busiest Winter for Twenty Years.

Medals Won by English, Scottish, Irish and Welsh Life-boatmen.

THE winter of 1935-6 will be remembered for the frequency and severity of its gales, for the heavy loss of life and shipping which they caused at sea, and for the great damage which they did on land.

Although these gales did not equal either in severity or frequency the gales of the winter of 1929-30, which were the worst of the present century, the past winter has been the busiest for the life-boat service for twenty years. During the seven months from the beginning of September, 1935, to the end of March, 1936, there were 303 launches of life-boats to vessels in distress. That is the largest number of launches during those months since the second winter of the Great War, 1915-16, when the ordinary perils of the sea were increased by the perils of war, and there were 346 launches on service.

During those same seven months of 1935-6 the Institution gave rewards for the rescue of 437 lives—over two lives a day.

Ireland and Wales.

The winter of 1935-6 has been notable, also, for its services of special gallantry. There were seven services for which medals were awarded, two English, three Scottish, one Irish and one Welsh, and the number of medals awarded was twenty.

The outstanding service of the winter was the service by the Ballycotton motor life-boat *Mary Stanford* to the Daunt Rock lightship on 11th February to 14th, of which a full account will be found on page 58. It was one of the most exhausting and gallant in the history of the Institution, and Coxswain Patrick Sliney won the gold medal given only for conspicuous gallantry. The last time that a gold medal was won on the Irish coast was in 1911, and a gold medal was won at Ballycotton in 1829.

Second Coxswain John L. Walsh and Motor Mechanic Thomas Sliney (the coxswain's brother) won the silver medal, and the four members of the

crew, one of them Coxswain Sliney's son, each won the bronze medal.

The next of the seven services was Welsh, the service by the Barry Dock, Glamorganshire, motor life-boat *Prince David*, to the French schooner *Goeland* on 17th September, 1935. This service was described in the issue of *The Life-boat* for last December. It was the finest service in 1935. Mr. A. C. Jones, the honorary secretary of the station, who took command in the absence of the coxswain, won the silver medal, and each member of his crew the bronze medal.

England and Scotland.

In the other five services, two English and three Scottish, the bronze medal was in each case awarded to the coxswain. Coxswain William Mogridge, of Torbay, Devon, won it for the service to the French trawler *Satanicle* on 30th December, 1935; Coxswain Frank Blewett, of Penlee, Cornwall, for the service to the steamer *Taycraig*, on 27th January, 1936; Coxswain Thomas Sinclair, of Aberdeen, for the service to the trawler *George Stroud* on Christmas Day, 1935; Coxswain William Dass, of Longhope, Orkneys, for the service to the French trawler *Neptunia* on 21st February, 1936; Coxswain James Sim, of Fraserburgh, Aberdeenshire, for the service to the trawler *Evergreen* on 18th January, 1936. Coxswain Sim won the silver medal twenty-four years ago for an act of great personal gallantry when, as second coxswain, he went overboard from the life-boat with a line to the help of a trawler's crew, wrecked on the rocks, who could not be reached in any other way.

Of the twenty medals, one gold, two silver and four bronze were won by Irish life-boatmen; one silver and seven bronze by Welsh; three bronze by Scottish and two bronze by English.

¹The Torbay, Penlee, Aberdeen, and Fraserburgh Services were fully described in the issue of *The Lifeboat* for December, 1935. An account of the Longhope service will be published in the next issue.

LIFE-BOATMEN IN LONDON.



By courtesy of

[Planet News]

FIFTEEN MEDALLISTS.



By courtesy of]

[Sport and General

THE PERILS OF LONDON STREETS.

Life-boatmen in London.

THE gales of the past winter brought to London the largest number of life-boatmen who have attended the Annual Meeting to receive their medals since this custom was started in 1913. Fifteen were invited : Coxswain Patrick Sliney, of Ballycotton, Co. Cork ; Second Coxswain John L. Walsh ; Motor Mechanic Thomas Sliney ; and the four members of the Ballycotton crew : Michael C. Walsh, Thomas F. Walsh, John S. Sliney and William Sliney ; Mr. A. C. Jones, the honorary secretary at Barry Dock, Glamorganshire ; Second Coxswain H. J. Hobbs, and Motor Mechanic H. G. Swarts ; Coxswain William Mogridge, of Torbay, Devon ; Coxswain Frank Blewett, of Penlee, Cornwall ; Coxswain Thomas Sinclair, of Aberdeen ; Coxswain James Sim, of Fraserburgh, Aberdeenshire ; and Coxswain William Dass, of Longhope, Orkneys. All were able to come, but Coxswain Dass, engaged in piloting vessels through the Pentland Firth, and held up by gales, was only just able to get away in time.

A Present from the Sudan.

On the evening before the meeting the fifteen men were taken to the Palladium music hall. On the morning of the next day they visited Life-boat House, and attended a meeting at which Sir Godfrey Baring, Bt., chairman of the Institution, was present. The binoculars awarded to Mr. R. H. Mahoney, honorary secretary of the Ballycotton station for his share in the service to the Daunt Rock Lightship, were presented to him, and a large cushion of leather and leopard-skin, with the house flag of the Institution worked on it, was presented to Mr. A. C. Jones.

This cushion was a gift from Mr. R. C. Roberts, of Broughton-in-Furness, and the Sudan Government Dockyard at Khartoum. It had been made by him, in the style of the native leather-work, and had been sent for presentation to the coxswain who carried out the finest service of 1935. Two years ago another cushion made by Mr.

Roberts was presented to Coxswain Henry Blogg, of Cromer, Norfolk, for the finest service of 1933. At the same meeting Motor Mechanic H. G. Swarts, of Barry Dock, presented to the Institution a model which he had made of the motor life-boat *Prince David*.

Saluting the King.

The fifteen men were then photographed for the press, in their oilskins, in the gardens in front of Life-boat House, and were drawn up there in front of the statue of Maréchal Foch, to salute the King as he drove by to an inspection of the Guards.

At the meeting in the afternoon they were decorated by H.R.H. the Duke of Kent, K.G., and after the meeting were photographed with him. They were then taken to the House of Commons by Mr. Charles G. Ammon, M.P., at one time Parliamentary Secretary to the Admiralty, and Lieut.-Commander R. Fletcher, R.N., M.P., members of the committee of management, and were entertained to tea.

The Ballycotton crew then visited the offices of the High Commissioner of the Irish Free State, where they were entertained by the High Commissioner, Mr. J. W. Duranty, C.B., C.B.E.

In the evening Coxswain Sliney went to Broadcasting House, where he broadcast, after the news on the National programme, an account of the service for which he had won his gold medal. He then joined the other life-boatmen, who were the guests of the Coliseum, where they saw Mr. Lupino Lane's musical comedy, "Twenty to One." They occupied the Royal box and five other boxes.

At the end of the performance, when the players were taking their call, Mr. Lupino Lane came forward and said, "Ladies and Gentlemen, I want to introduce to you the life-boat heroes of the British Isles." The spot lights were then turned on the boxes ; the life-boatmen stood up ; there was clapping and cheering ; and the National Anthem was sung.

LIFE-BOATMEN IN LONDON.



By courtesy of

ENGLAND.

Sport and General

Coxswain William Mogridge, Torbay, Devon, and Coxswain Frank Blewett, Penlee, Cornwall.



By courtesy of]

SCOTLAND.

[Sport and General

Coxswain Thomas Sinclair, Aberdeen, Coxswain James Sim, Fraserburgh, Aberdeenshire,
Coxswain William Dass, Longhope, Orkneys.

Services of the Life-boats.

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

Launches 110. Lives rescued 102.

February Meeting.

Arklow, Co. Wicklow.—On the night of the 20th November, 1935, fishermen saw the local fishing coble *Rosealean*, about a mile south of Arklow, showing signals of distress. A strong east breeze was blowing, with a rough sea. The weather was thick, with rain. The motor life-boat *John Taylor Cardwell* was launched at 9 P.M., and found the *Rosealean*, whose engine had broken down, anchored near the rocks. She was leaking, and her crew of four were exhausted. The life-boat anchored, veered in, and got a line on board. She then towed the coble back to Arklow, and returned to her station at 10 P.M.—Rewards, £16 6s. 6d.

Falmouth, Cornwall.—The motor life-boat *B.A.S.P.* was launched at 4.35 A.M. on the 24th December, as a steamer had been heard blowing continuously on her whistle. A S.W. gale was blowing, with a heavy sea. The life-boat found the s.s. *Brightside*, of Liverpool, ashore at Trefusis Point. She carried a crew of eight, and was bound for Porthoustock from Havre, in ballast. Her crew decided to remain on board, but at the master's request the life-boat took a wire to a buoy in the harbour, as the vessel had not a kedge. After going back to the *Brightside* the life-boat returned to her station at 6.30 A.M.—Rewards, £13 11s. 6d.

Torbay, Devon.—On the night of the 30th December the motor life-boat *George Shee* rescued the master of the trawler *Satanicle*, of Cherbourg, which was in distress in the Channel. The life-boat was on service for ten hours in a whole gale, with a very heavy sea.—Rewards, bronze medal, vellums and letters of thanks, in addition to the usual money awards on the standard scale amounting to £14 18s. 6d.

(A full account of this service appeared in *The Life-boat* in March last.)

Holy Island, Northumberland.—At 10.40 A.M. on the 7th January the second coxswain reported that the local motor fishing coble *Reliance* was at sea. A moderate S.E. wind was blowing. The sea was heavy and breaking right across the bar. The motor life-boat *Milburn* was launched, and found the coble about two miles to the north-east of the Island. She escorted her over the bar and safely into harbour at 12.5 P.M.—Rewards, £7 15s. 6d.

Bembridge, Isle of Wight.—Shortly before 9 P.M. on the 8th January the motor life-boat *Langham* was launched in a moderate S.W. gale, with a rough sea, as information had been received from Stokes Bay that a fishing boat needed help. The life-boat found the Portsmouth fishing boat *Annie* ashore with her motor disabled and her sails blown away. She had a crew of two. A line was got aboard the *Annie*, and she was refloated and taken to Portsmouth. The life-boat reached her station again at 1.45 A.M.—Rewards, £17 15s.

St. Mary's, Isles of Scilly.—During a strong W.S.W. gale, with a heavy sea, on the afternoon of the 9th January, the coastguard reported that the motor launch *Nor Nor*, belonging to St. Mary's, was about two hundred yards south of St. Martin's Pier with one of her two engines out of action. The motor life-boat *Cunard* put out and stood by while the launch got her second engine working again; she then escorted her to St. Mary's. The master of the launch stated that in his thirty-one years' experience he had never known such a sea off St. Martin's. At times the wind reached a velocity of 84 miles per hour. In recognition of the life-boat's promptitude in getting away in such weather, the owners of the launch made a monetary gift to each member of her crew and a donation to the Institution.—Rewards, £12 3s. 3d.

LIFE-BOATMEN IN LONDON.



IRELAND.

Coxswain Patrick Sliney, of Ballycotton, Co. Cork (gold medallist), Mrs. Sliney, their son, William Sliney (bronze medallist).



By courtesy of]

WALES.

[Sport and General

Mr. A. C. Jones, Honorary Secretary, Barry Dock, Glamorganshire, Second Coxswain
H. J. Hobbs, Motor Mechanic H. G. Swarts.

Baltimore, Co. Cork.—On the 9th January the collier *Miriam Thomas*, of Liverpool, broke from her moorings during a whole S.S.W. gale, with a rough sea, and drifted broadside on towards a dangerous lee shore. At 3.30 P.M. the motor life-boat *Shamrock* put out. She stood by the collier for about two hours, until she had reached a safe anchorage under the shelter of Sherkin Island. The life-boat returned at 6 P.M., but had to be left in the harbour until she could be rehoused on the morning of the 11th January.—Rewards, £14 14s. 3d.

Fenit, Co. Kerry.—At 3 P.M. on the 9th January, during a whole W.N.W. gale, with a very rough sea, the s.s. *Co-operator*, of Fenit, broke her moorings. She drifted towards dangerous rocks on the N.E. side of Tralee Bay and seemed to be in danger of sinking, having lost her mast derricks and tarpaulin. With great difficulty in the very heavy sea, the life-boat's crew launched the boarding boat and got out to the motor life-boat *Peter and Sarah Blake* at her moorings. The life-boat then put out and escorted the steamer to safety, returning to her moorings at 6 P.M.—Rewards, £8 17s. 9d.

Plymouth, Torbay, and Salcombe, Devon.—On the evening of the 9th January, with a strong south-westerly gale blowing, and a very heavy sea, information was received through the coastguard that signals of distress had been seen a mile S.W. of Bolt Head. They came from the Dutch motor vessel *Zeehond*, of Groningen, bound from Southampton to Plymouth with timber and a crew of six. Her engines had broken down. The Salcombe motor life-boat *Alfred and Clara Heath* was launched at 4.15 P.M., but could make no headway against the wind and sea, and was unable to cross the bar. The Plymouth motor life-boat *Robert and Marcella Beck* put out at 5.25 P.M., and reached the *Zeehond* at 7.35 P.M. Her master was undecided whether or not to abandon ship, but finally decided to remain aboard. The life-boat stood by throughout the night. In the morning the *Zeehond* got her engines working again, and the life-boat

escorted her to Salcombe. It was an arduous service, lasting for sixteen and a half hours. On one occasion the heavy seas nearly washed one of the crew overboard, but the coxswain seized him just in time.

Meanwhile the Torbay motor life-boat *George Shee* had also been launched at 5.25 P.M., but she reached the *Zeehond* to find the Plymouth life-boat already there, and, as her services were not needed, she returned to her station, arriving shortly after midnight.

An increase in the usual money awards on the standard scale was made to Coxswain Roach, of Plymouth, and each member of his crew. The Netherlands Government sent its appreciation of the services of the two life-boats, and at their annual meeting the Motor Coastal Owners at Groningen also expressed their heartiest appreciation. The Plymouth City Council passed a resolution recording its admiration and pride at the courageous conduct of the Plymouth life-boat crew, and the Commander-in-Chief at Plymouth also expressed his admiration.—Rewards, Plymouth, £28 9s.; Torbay, £16 7s.; Salcombe, £12 17s. 3d.

Barrow, Lancashire.—At 11.15 P.M. on the 9th January a message was picked up from the motor vessel *Innishowen*, of Chester, asking for the life-boat to convey an injured man ashore. With a crew of four she was bound with pig-iron from Barrow to Connah's Quay, and had taken shelter in Piel. A strong westerly gale was blowing, with a rough sea. The motor life-boat *N.T.* was launched, with the second coxswain in charge, and brought ashore the man, whose head had been injured when he had been washed against the winch. On landing he was sent to hospital by ambulance. The life-boat went out again to the vessel, but further help was not needed, and she returned at 1 A.M., and was rehoused later.—Rewards, £17 9s.

Whitby, Yorkshire.—On the 13th January the Whitby motor fishing vessel *Provider* went to Bridlington for repairs to her capstan. Nothing was heard of her all day and, as the sea was making, enquiries were made

LIFE-BOATMEN IN LONDON.



By courtesy of]

[Sport and General

SALUTING THE KING.



By courtesy of]

[Sport and General

H.R.H. THE DUKE OF KENT, K.G., AND THE BALLYCOTTON MEN.

at 9.30 P.M. It was learnt that she had left Bridlington for home at 6 P.M. It was not safe for a boat to enter the harbour, and a light could be seen approaching. The motor life-boat *Margaret Harker Smith* put out. She burnt a red flare as a warning, but the *Provider* still came on. The fishing boat took a very heavy sea, but succeeded in getting in, with the life-boat in attendance. A heavy double sea also struck the life-boat and filled her, nearly washing the mechanics overboard, but fortunately they were not badly hurt.—Rewards, £16 7s.

North Sunderland, Northumberland.—At 10.30 A.M. on the 15th January the harbour entrance became very dangerous, owing to the bad races of sea which were running in. Danger signals were hoisted and the pulling and sailing life-boat *Lizzie Porter* went out at 11.5 A.M. and stood by fifteen of the local fishing boats, until all the boats were safely in at 3 P.M.—Rewards, £12 7s.

Portpatrick, Wigtownshire.—The motor life-boat *J and W* put out at 6.20 P.M. on the 14th January, in a moderate E. wind, with a moderate sea, as the motor fishing boat *Greta*, of Portpatrick, which should have returned at 3 P.M., had not come back. She had three men on board. She was found, with her engine broken down, about eight miles north-west of Portpatrick harbour, drifting towards the Irish coast. The life-boat took the *Greta* in tow and brought her home.—Rewards, £6

Seaham, Durham.—On the evening of the 15th January the s.s. *West Hika*, of Mobile, U.S.A., sent out a wireless call for help. She was a vessel of over three thousand tons, carrying a crew of thirty-eight, and had gone ashore. The coastguard informed the life-boat station, and a steamer entering Seaham also brought the news of the *West Hika's* distress. The motor life-boat *Elliot Galer* put out at 8 P.M., in a light S.W. wind, with a heavy ground swell. It was very cold. The steamer was found about three miles south of Seaham, but was not then in immediate danger. The life-boat returned ashore at 12.40 A.M. on the 16th January,

and made two further trips to the *West Hika* at 2.40 A.M. and 10.30 P.M. Tugs went to the vessel and the life-boat passed tow-ropes to them, but they were not, at that time, successful in their efforts to save the steamer.—Rewards, £34 14s.

Arranmore, Co. Donegal.—On the 15th January the fishing fleet from Arranmore, Burtonport, and the surrounding islands, put off to fish in Boyleagh Bay. The boats did not return when expected, and, as a dense fog set in, the motor life-boat *K.T.J.S.* put out at 10.45 P.M. to search for them. A moderate S.E. breeze was blowing, but the sea was calm. The life-boat found all the boats and escorted them into safety, although the last one was not escorted in until daylight on the 16th. The life-boat returned to her station at 9.30 A.M., having been on service for nearly eleven hours.—Rewards, £23 13s.

Peterhead, Aberdeenshire.—The Aberdeen trawler *Confederate* stranded on the Scaurs of Cruden, about nine miles south of Peterhead on the morning of the 16th January. On receipt of the news from the coastguard, the motor life-boat *Duke of Connaught* was launched at 6.53 A.M. She found that another trawler had a wire rope on board. The coxswain gave advice and the *Confederate* was got off. She was found to be leaking rapidly in the fore-peak, and as a precaution, the life-boat escorted her to Aberdeen, which was reached at 10.20 A.M. The life-boat reached her station again at 2.10 P.M.—Rewards, £12 15s. 3d.

Aberdeen.—On the night of the 17th January three pilots went down-channel to change the lights marking the wreck of the trawler *George Stroud*. While they were at work the propeller of their cutter—*William Porter*—fouled the mooring-wire, and put the engine out of order. A fresh E.N.E. breeze was blowing, with a rough sea. The cutter was carried on to the wreck and holed, and the pilots, fearing that she would sink, jumped on to the wreck. They were seen by watchmen on the north pier, and the motor life-boat *Emma Constance* put out at 10.10 P.M. She

rescued the men, and towed their cutter, which was still afloat, into harbour, where it was beached. She returned to her station at 10.46 P.M. The crew of the Institution's life-saving rocket apparatus on the north pier were assembled, but their services were not required.—Property Salvage Case; Rocket Apparatus Rewards, £1 14s.

Fraserburgh, Aberdeenshire.—On the 18th January the Aberdeen trawler *Evergreen* was wrecked at Roseheart. The motor life-boat *Lady Rother* rescued the crew of nine.—Rewards, bronze medal, and an increase in the usual money awards on the standard scale, amounting altogether to £24 9s.

(A full account of this service appeared in *The Life-boat* for March last.)

Beaumaris, Anglesey.—On the morning of the 21st January the Penmon coastguard telephoned that a schooner, although showing no distress signals, was anchored in a very dangerous position about four and a half miles E. by S. of Trwyn Du lighthouse. Half a gale was blowing from the N.N.W. and a very heavy sea was running. The motor life-boat *Frederick Kitchen* was launched at 10 A.M., and found the schooner to be the *Flying Foam*, of Bridgwater, bound with a cargo of coal from Liverpool to Plymouth. She rescued the crew of seven, but one man, in jumping into the life-boat, fell and injured his ribs. The life-boat made for Beaumaris, signalling as she went for a doctor and an ambulance to be at the pier on her arrival. The rescued men were put ashore and the injured man taken to hospital. The life-boat returned to her station at noon. The *Flying Foam* later parted her cable, and became a total wreck.—Rewards, £6 7s. 6d.

Southend-on-Sea, Essex.—On the afternoon of the 21st January a report was received from the watchman at the pierhead that a small steamer was ashore on the Nore Sands. A very squally wind was blowing, with a rough sea. The motor life-boat *Greater London* was launched at 3.40

P.M., and found the steamer to be the s.s. *Ubari*, of Tallin, Esthonia. She stood by until the *Ubari* refloated with the tide, and returned to her station at 7.30 P.M.—Rewards, £24 19s. 9d.

Holy Island, Northumberland.—On the 21st January the North Sunderland honorary secretary asked, through the coastguard, for the motor life-boat *Milburn* to go to the help of twelve North Sunderland motor fishing cobsles which had been caught in rough weather. A strong N. breeze was blowing, with a heavy sea, and rain. The *Milburn* was launched at 1.57 P.M., fell in with the cobsles three or four miles east of Seahouses, and escorted them safely into harbour. News was then received that two Beadnell boats were still at sea. The life-boat made for Beadnell, but found that the boats had got in. She returned to her station, arriving at 5.20 P.M.—Rewards, £11 18s. 3d.

Runswick, and Whitby, Yorkshire.—On the evening of the 25th January the steam trawler *Andri*, of Eskifjordur, Iceland, carrying a crew of twenty-five, and bound with fish for Grimsby, ran ashore at Kelder Steel, Kettleness. A moderate S.E. breeze was blowing, and the sea was smooth, but the weather was foggy, with heavy rain. The *Andri's* signals of distress were heard, and the Runswick motor life-boat *Robert Patton*—*The Always Ready*, and the Whitby No. 2 pulling and sailing life-boat, *Jacob and Rachel Vallentine*, were launched to her help at 8.10 P.M. and 9 P.M., respectively. The *Andri* was in a bad position, in shallow, broken water, surrounded by rocks. The Whitby life-boat went in and found three men in a small boat in the lee of the *Andri*. They were taken on board the life-boat, eight more men were rescued, and the coxswain told the master that he would return for the others when the tide flowed. The life-boat then made for Whitby in tow of a motor fishing boat, leaving the Runswick life-boat at anchor off the trawler. After putting the rescued men ashore she returned to the trawler, still towed by the fishing boat, but found that the remainder of the crew

had been rescued by the Kettleness Board of Trade life-saving rocket apparatus. The Runswick life-boat returned to her station at 1.40 A.M., and Whitby at 2 A.M.—Rewards, Runswick, £30 9s.; Whitby, £34 4s.

Flamborough, Yorkshire.—On the evening of the 25th January a message was received from Flamborough Head signal station that a vessel in Selwick Bay was sounding S.O.S. A strong S.E. breeze was blowing, with a moderate swell. The weather was intensely dark, with dense fog and pouring rain. The No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 7.50 P.M., and found the s.s. *Greyfriars*, of Newcastle, ashore about two hundred yards south of the head. The life-boat anchored, veered in, and fired a line across her. Her master did not want to leave her, but asked the life-boat to stand by. This she did until the steamer refloated, with help from the shore, at 6 A.M. The life-boat then escorted her to a safe anchorage in the bay, and returned to her station at 7.40 A.M.—Rewards, £43 6s. 9d.

Plymouth, Devon.—Early on the morning of the 27th January the Royal Air Force steamer *Cawley*, bound with stores and a crew of fourteen from Rosyth to Plymouth, ran ashore at Queen Ann's Battery. A strong S.W. gale was blowing, with a rough sea and rain. The *Cawley* made distress signals, and the motor life-boat *Robert and Marcella Beck* put out to her help at 6.15 A.M. She found her broadside on to the rocks, got a rope on board and towed her off, stern first. She took her to a safe anchorage, and returned to her station at 8 A.M. But for the life-boat's prompt service the *Cawley* would have remained aground, as had she not been refloated before the tide ebbed, it would have been impossible to get her off. The officer commanding the R.A.F. station, Mount Batten, sent a letter of thanks to the branch.—Rewards, £10 6s. 3d.

Penlee, Cornwall.—On the 27th January the s.s. *Taycraig* was wrecked in Mount's Bay, and her crew of nine were rescued by the Penlee motor life-

boat *W and S*.—Rewards, bronze medal, and an increase in the usual money awards on the standard scale, amounting altogether to £27 14s. 6d.

(A full account of this service appeared in *The Life-boat* for March last.)

Boulmer, Northumberland.—On the morning of the 29th January a fresh N.E. breeze was blowing, with a rough and increasing sea. Visibility was bad, and it was raining heavily. All local cobs, with the exception of the *Our Brother*, came home, and the motor life-boat *L.P. and St. Helen* was launched at 12.45 P.M. to look for her. She met her two miles S.E. of Boulmer, escorted her back to harbour, and returned to her station at 1.30 P.M.—Rewards, £9 10s.

Newbiggin, Northumberland.—On the morning of the 30th January the coastguard reported that the fishing cobs *Mizpa, John and Margaret* and *Primrose* were out, and as a heavy swell was running, with a moderate westerly breeze, they would be in some danger. The pulling and sailing life-boat *Arthur R. Dawes* was launched at 12.14 P.M., escorted the cobs into safety, and returned to her station at 12.41 P.M.—Rewards, £11 3s. 6d.

Arbroath, Angus.—On the morning of the 30th January the bar off the harbour entrance was very unsafe, owing to a very heavy easterly swell. Eight of the local fishing boats had not returned, and the motor life-boat *John and William Mudie* was launched at 12.40 P.M., in case her help should be wanted. When the boats approached she crossed the bar and warned them not to try the crossing until signalled from the shore. She then stood by inside the bar until 3 P.M., when the boats got safely in, and returned to her station at 3.15 P.M.—Rewards, £5 6s.

Dungeness, Kent, and Hastings, Sussex.—On the morning of the 31st January the Italian steamer *Fedora*, of Genoa, and the Russian steamer *Pravda* were in collision in a position reported to be about fourteen miles from Dungeness. A strong breeze, which increased later

to a moderate gale, was blowing from the S.W., with a rough sea, and the weather was thick. Information was received from the coastguard, and the Hastings motor life-boat, *Cyril and Lilian Bishop*, and the Dungeness motor life-boat, *Charles Cooper Henderson*, were launched. The Dungeness boat, which was launched at 9.10 A.M., found and spoke the *Pravda*, but her master did not want any help, as her damage was above the water-line. Later she stood by the *Fedora*, until it was ascertained that she was in no danger, and returned to her station at 4.5 P.M. She had been on service for seven hours. The Hastings life-boat had put out at 8.50 A.M., with the honorary secretary, Commander W. Highfield, R.N., on board, but had returned to her station at 11.58 A.M., after having been told by a steamer that the *Fedora* and *Pravda* had all the help they needed.—Rewards, Dungeness, £16 15s.; Hastings, £23 14s. 3d.

Clogher Head, Co. Louth.—Owing to sudden dense fog and heavy rain on the 30th January the Clogher Head fishing fleet, which was about eleven miles N.E. of Port Oriel, made for home. All boats except the *Primrose*, with the life-boat coxswain on board, got safely in. The *Primrose* was heard making signals of distress, and the motor life-boat *Mary Ann Blunt* was launched at 11.20 P.M., the Rev. Father J. G. MacCooley, honorary secretary of the branch, accompanying her. Owing to the dense fog, the life-boat had to steer by compass for Port Oriel, and found the *Primrose* about two miles north of that place. The *Primrose's* engine had broken down, but her skipper did not want the life-boat's help at the moment, as he thought that he could get in unaided. The life-boat stood by until the *Primrose*, under improvised oars, made Port Oriel, and returned to her station at 3.30 A.M.—Rewards, £16 17s.

North Sunderland, Northumberland.—At 11.30 A.M. on the 3rd February the fishing boats *Lindfar* and *Catherine*, of Eyemouth, were seen making for the harbour. A moderate to whole northerly gale was blowing, with a rough sea,

and heavy snow showers, and the entrance was dangerous. The pulling and sailing life-boat *Lizzie Porter* put out at 11.45 A.M. and stood by at the entrance until both boats got in. The skipper of the *Lindfar* said that five other boats were out, and might be making for North Sunderland, and the life-boat continued to stand by. At 3 P.M. it was learnt that the boats had got safely into Eyemouth and Burnmouth, and the life-boat returned to her moorings.—Rewards, £13 6s.

Berwick-on-Tweed, Northumberland.—At midday on the 4th February there was a very heavy sea on the bar, and, as fishing boats could be seen making for harbour, the motor life-boat *Westmorland* was launched at 12.40 P.M., in case her help was wanted. She stood by the steam drifters *Daisy*, of Berwick, and *Young Kenneth*, of Great Yarmouth, while they crossed the bar and got safely into harbour. Three other boats came up, but, after nearing the bar, they altered course and made off in a northerly direction. The life-boat returned to her station at 1.40 P.M.—Rewards, £2 9s. 6d.

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

Falmouth, Cornwall.—31st December. What were thought to be signals of distress were seen in the bay, but they were a steamer's lights, occasionally obscured as she rolled in a rough sea.—Rewards, £10 6s. 3d.

Weymouth, Dorset.—1st January. A ketch had been in difficulties, but was taken in tow by another boat.—Rewards, £19 15s. 6d.

Angle, Pembrokeshire.—5th January. A schooner had gone aground, but her crew were rescued by the Board of Trade life-saving rocket apparatus.—Rewards, £20 6s.

Fishguard, Pembrokeshire.—6th January. Shortly after 11.30 A.M. information was received through the coastguard that the drifter *Feasible*, of Lowestoft, was in distress off Strumble Head. A moderate S.W.

gale was blowing, with a very heavy sea. The motor life-boat *White Star* was launched and went to the position given, but, finding nothing, proceeded to search towards St. David's Head. Here information was obtained from a trawler with wireless that a trawler had reached the disabled *Feasible*, which was near the Smalls, and that the services of the life-boat would not be required. She returned to her station at 3.45 P.M. An increase in the usual money awards on the standard scale was made to the crew of the life-boat.—Rewards, £12 10s.

Stromness, Orkneys.—6th January. A trawler went ashore at Lynga Skerry, but refloated before the life-boat reached her.—Rewards, £14 18s. 6d.

New Brighton, Cheshire.—9th January. A flare had been reported, but nothing could be found. The steamer which had shown the flare sank, with the loss of five of her crew of six, immediately after making the signal.—Rewards, £15 5s.

Caister, and Great Yarmouth and Gorleston, Norfolk.—10th January. A steam trawler had been reported to be dragging her anchor, but was not in need of help.—Rewards, Caister, £43 7s. 6d.; Great Yarmouth and Gorleston, £28 19s.

Clacton-on-Sea, Essex.—10th January. A motor vessel had been reported to be in difficulties, but was not in need of help.—Rewards, £8 11s. 3d.

St. David's, Pembrokeshire.—10th January. On the night of the 9/10th January a man in Tenby picked up a wireless call for help from the steam trawler *William Humphries*, of Milford. This message, which stated that the vessel was three miles from the Smalls, was sent to the St. David's life-boat authorities through the coastguard and the police. A W.S.W. gale was blowing, with a very heavy sea. At 2.10 A.M. the motor life-boat *General Farrell* put out, the honorary secretary going with her. Mountainous seas were encountered. The life-boat made certain that there was no wreck on Grasholm, the Hats and Barrel, or the Smalls reef. The trawler had got safely out to sea. Heavy seas swept

the life-boat as she returned to her station, arriving at 9 A.M. She could not be rehoused until the following day, owing to the gale. For this long and arduous service launch an increase in the usual money awards on the standard scale was made to each member of the life-boat crew, and letters of thanks were sent to the honorary secretary, Dr. Joseph Soar, Mus. Doc., who went out, and to the foreman of works, Mr. Nicholl, who got the boarding boat launched in a heavy surf on the return of the life-boat.—Rewards, £20 12s. 9d.

Lerwick, Shetlands, and Stromness, Orkneys.—11th January. The steam trawler *Strathrye*, of Aberdeen, with a crew of nine, sent out a wireless message that she was leaking and in danger of sinking at about 10 P.M. on the 11th January. The message was picked up at Lerwick and the motor life-boat *Lady Jane and Martha Ryland* was launched, the honorary secretary going with her. A moderate gale was blowing, with very heavy seas, and snow squalls. A course was set for the position calculated to be fifty-five miles S. by E½E. when at 11 P.M. the boat was abeam of Bard Head. On reaching the position the life-boat found nothing, nor could any other vessels be seen. A search was made, but without result. While returning the life-boat came up with the trawler *Paul Rykens* towing the *Strathrye*. This was off Mousa, at about 1.30 P.M. The life-boat reached her station again at 3 P.M. The service had lasted for sixteen and a half hours. Stromness got information from the Wick coastguard, and the life-boat *J.J.K.S.W.* was launched at 11.35 P.M., and went by way of Holme Sound. When news was received that the trawler had been picked up and that the Lerwick life-boat was out, the Stromness life-boat was recalled from St. Mary's, a motor car having gone there from Stromness for the purpose. An increase in the usual money awards on the standard scale was made to the crew of the Lerwick life-boat, and a letter of thanks was sent to the honorary secretary, Mr. G. T. Kay—Rewards, Lerwick, £23 15s. 6d.; Stromness, £16 7s.



By courtesy of]

Cyril H. Gill, Plymouth

THE ZEEHOND RUNNING FOR SALCOMBE.

(See page 70.)



THE SERVICE TO THE GOELAND, 17th SEPTEMBER, 1935.

From a drawing by the Barry Dock motor mechanic, H. G. Swarts, who won the bronze medal for his share in the service

(See page 64.)

Brooke, Isle of Wight.—13th January. A flare had been reported, but nothing could be found.—Rewards, £17 1s. 6d.

Aith, Shetlands.—14th January. During the evening the coastguard at Lerwick telephoned that two rockets had been seen north of the Vee Skerries. A moderate N.W. gale was blowing, with a very heavy sea and showers of snow. The motor life-boat *The Rankin* was launched at 8.15 P.M., but finding nothing, returned to her station at 12.30 A.M. to see if more information could be got. She put out again at 1.30 A.M., and made a long search over a wide area, but still was unable to find any trace of a vessel in distress. She returned to her station at 10.15 A.M. on the 15th, having been out for fourteen hours altogether. An increase in the usual money awards on the standard scale was made to the crew of the life-boat.—Rewards, £23 15s. 6d.

Newbiggin, Northumberland.—15th January. A trawler had run aground, but refloated before the life-boat reached her.—Rewards, £37 8s. 6d.

The Mumbles, Glamorganshire.—19th January. A steam trawler had run aground, but refloated before the life-boat reached her.—Rewards, £15 6s.

Gourdon, Kincardineshire.—20th January. The life-boat was launched to escort in four fishing boats, but they ran for Stonehaven.—Rewards, £10 0s. 6d.

Selsey, Sussex.—20th January. The life-boat made a long, but unsuccessful, search for a small boat. The boat, and later the bodies of the two men who had been on board, were washed ashore.—Rewards, £20 17s. 6d.

Seaham, Co. Durham.—20th January. The life-boat was called out to a stranded steamer, to which she had given help some days earlier, but found that this time her help was not needed.—Rewards, £9 4s.

Pwllheli, Caernarvonshire.—22nd January. A steamer had foundered, but

her crew were rescued by another steamer.—Rewards, £15 9s.

Humber, Yorkshire.—24th January. A vessel had been reported aground, but was found to be anchored close inshore.—Permanent paid crew; Rewards, 9s.

Newhaven, Sussex.—24th January. Rockets had been reported, but nothing could be found.—Rewards, £16 7s.

Scarborough, Yorkshire.—25th January. A steamer had gone aground, but was not in immediate danger.—Rewards, £53 15s. 6d.

Lerwick, Shetlands.—27th January. Flares had been reported, but nothing could be found.—Rewards, £19 15s. 6d.

Broughty Ferry, Angus.—27th January. A R.A.F. steamer had gone aground, but refloated without help.—Rewards, £6 12s.

Yarmouth, Isle of Wight.—29th January. A yacht had gone aground, but her crew got safely ashore.—Rewards, £8 17s. 9d.

Kirkcudbright.—29th January. A drifter had gone aground, but her crew got safely ashore.—Rewards, £11 5s. 6d.

Holyhead, Anglesey.—30th January. A ship's boat, which was later learned to be empty, was reported drifting, but could not be found.—Rewards, £16 9s.

Aldeburgh, Suffolk.—2nd February. A man was reported to have gone overboard from a steamer, but was later found on board.—Rewards, £43 10s.

Eyemouth, Berwickshire.—4th February. A steam drifter had run ashore, but her crew were brought ashore by the Board of Trade life-saving rocket apparatus.—Rewards, £16 12s. 6d.

Aberdeen.—6th February. Sound signals had been reported, but nothing could be found.—Rewards, £6 17s. 6d.

March Meeting.

Fraserburgh, Aberdeenshire.—On the morning of the 30th January the coastguard reported that a fishing boat was making for the harbour, and that as there was a heavy swell running at the harbour mouth, and the boat was a stranger, it would be dangerous for her to try to get in. The wind was only light, from the south-west, but the sea was very heavy. The motor life-boat *Lady Rothes* was launched at 11.35 A.M., and warned the boat—the *Acquire*, of Inverness—to run farther south to Peterhead, where she would probably find quieter water. She saw her safely on the way, and returned to harbour at 12.15 P.M. Owing to the rough sea, she could not be rehoused until the following day.—Rewards, £9 3s. 6d.

Newbiggin, Northumberland.—On the morning of the 3rd February the coastguard telephoned that conditions at sea were very bad, and that all the local cobsles, thirteen in number, were out. A strong N.N.W. breeze was blowing, with a very rough sea. Heavy snow was falling, and visibility was poor. The pulling and sailing life-boat *Arthur R. Daves* was launched at 9.50 A.M., escorted the cobsles into safety, and returned to her station at 1.15 P.M.—Rewards, £18 13s.

Youghal, Co. Cork.—On the afternoon of the 10th February the Civic Guard reported that a local salmon fishing boat, with four men on board, was in difficulties. A whole E.S.E. gale was blowing, with a very heavy sea. The weather was very cold, with rain and hail. The motor life-boat *Laurana Sarah Blunt* was launched at 2.58 P.M., and found the fishing boat about three-quarters of a mile away from the life-boat station. The boat was in danger of being swamped, and the men were exhausted from their efforts to keep her head to the sea with oars. The life-boat anchored, veered in, and got a line on board. She towed the boat into safety, and returned to her station at 5 P.M.—Rewards, £8 17s.

Whitby, Yorkshire.—The local motor fishing boat *Provider* left harbour

at 5 A.M. on the 10th February. Conditions were bad, and at eight o'clock a gale was blowing from the east, and the sea was making rapidly. The motor life-boat *Margaret Harker Smith* was launched, and moored at the quayside until the *Provider* was seen approaching. At 1.10 P.M. she put out, met the *Provider* about a mile and a half out, and escorted her through the heavy seas safely into harbour. She returned to her station at 3 P.M.—Rewards, £8 5s. 6d.

St. Mary's, Isles of Scilly.—On the 10th February it was reported that a man on the island of St. Martin's was seriously ill, and in urgent need of medical attention. Two doctors, both members of the local committee at St. Mary's, decided that a doctor must be sent at once. A hurricane was blowing from the E.S.E., with a very heavy sea, rain, and cold, and the only boat capable of making the trip was the motor life-boat *Cunard*. She was launched at 12.50 P.M., took Dr. Ivers (a member of the local committee, and holder of the Institution's bronze medal) to St. Martin's, and returned to her station at 3.30 P.M.—Rewards, £7 15s. 6d.

Dunmore East, Co. Waterford.—On the night of the 10th February members of the Civic Guard from Waterford brought news that the s.s. *Baron Graham*, of Ardrossan, was in distress about eight miles off the Waterford coast. A whole S.S.E. gale was blowing, and the sea was very rough. The weather was very cold, and it was snowing heavily. The motor life-boat *C and S* put out at 11.30 P.M., but although she searched for some hours, could find no trace of the *Baron Graham*, and made for home after about six hours at sea. On her way in she found the s.s. *Duero*, of Cadiz, dragging her anchor in a dangerous position. She stood by her until daylight, put a man on board to act as pilot, and escorted her to a safe anchorage in the harbour, and returned to her station at 11.5 A.M. She had been on service in bad conditions for eleven and a half hours. It was learned that the *Baron Graham* had come to anchor between Ram

Head and Mine Head, and she eventually got into Waterford under her own power. An increase in the usual money awards on the standard scale was made to each member of the crew, in view of the length of the service.—Rewards, £26 2s. 6d.

Ballycotton, Co. Cork.—This motor life-boat was on service from the 11th February to the 14th February, and rescued the crew of eight of the *Daunt Lightship*.—Rewards, gold medal, silver and bronze medals with vellums, binocular glass, letters of thanks, and an increase in the usual money awards on the standard scale to each member of the crew.—Total rewards, £133 7s.

(For a full account of this service see page 58.)

Cadgwith and The Lizard, Cornwall.—On the night of the 14th February the life-boat coxswain saw a steamer run aground at Lean Water, half a mile W. of Cadgwith. She was the s.s. *Lackenby*, of West Hartlepool, with a crew of thirty-one, and three women passengers. A moderate east breeze was blowing, with a moderate sea, and the weather was thick. The Cadgwith motor life-boat *Herbert Sturmy* was launched at 11 P.M. and, at the captain's request, took the three women ashore. Then she returned and stood by, until at high water next morning the *Lackenby* refloated and made for Falmouth. The life-boat returned to her station at 8.30 A.M., having been on service for nine and a half hours. The crew of the Lizard motor life-boat were assembled, but her help was not wanted.—Rewards, Cadgwith, £57 13s. 9d.; The Lizard, £6.

Weymouth, Dorset.—On the night of the 16th February the 20,000-ton Union Castle liner *Winchester Castle*, bound from Port Natal for Southampton, ran aground two hundred yards south of Blacknor Fort. A moderate S.E. breeze was blowing, with a heavy swell. Visibility was poor, and it was raining. News was received from the coastguard, and the motor life-boat *William and Clara Ryland* put out at 10.32 P.M. She stood by the

Winchester Castle for some time, and returned to her station at 3 A.M. The *Winchester Castle* later refloated, and put into Portland harbour.—Rewards, £13 2s. 6d.

Portrush, Co. Antrim.—On the night of the 16th February the life-boat motor mechanic saw red flares, and heard shouting in the Skerrie roads, East Bay. There was no wind, and the sea was smooth, but the weather was thick. The motor life-boat *T.B.B.H.* was launched at 9.10 P.M., and found the motor fishing boat *Waterbird* one mile E.S.E. of Ramore Head. Her engine had broken down, and she was leaking. The life-boat towed her back to harbour, and returned to her station at 10.30 P.M.—Rewards, £8 17s.

Humber, Yorkshire.—Early on the morning of the 17th February the Mablethorpe coastguard reported a vessel ashore at Saltfleet Haven. A moderate S.E. breeze was blowing, with a moderate ground sea. The motor life-boat *City of Bradford II* was launched at 6 A.M., and found the motor barge *River Witham*, of Hull, stranded on the beach. She stood by in case her help was wanted, but the *River Witham* was washed high up on the beach by the flood tide. The life-boat then returned to her station at 12.30 P.M.—Permanent paid crew; Rewards, £1 0s. 3d.

Lerwick, Shetlands.—Early in the evening of the 18th February it was learned that the steam trawler *Strathmartin*, of Aberdeen, was ashore on Loofa Baa shoal, in the harbour. An E.S.E. gale was blowing with a very rough sea. The weather was cold, with heavy rain. The *Strathmartin* signalled for help, and the motor life-boat *Lady Jane and Martha Ryland* put out at 6.9 P.M., followed by the trawler's sister ship *Strathelliot*. The life-boat stood by while the *Strathelliot* got a hawser on board, and, helped by the rising tide, succeeded in pulling the stranded trawler clear. She towed her in, and the life-boat returned to her station, arriving at 7.25 P.M.—Rewards, £13 2s. 6d.

Holy Island, Northumberland.—On the morning of the 20th February the coastguard reported that the sea was very rough, and breaking on the harbour bar. As seven of the local fishing cobles were at sea, the motor life-boat *Milburn* was launched at 9.50 A.M. She escorted the cobles into harbour. On the way in she saw five Seahouses cobles running for shelter, put out again and escorted them in. She returned to her station at 12.30 P.M.—Rewards, £7 15s. 6d.

North Sunderland, Northumberland.—On the morning of the 20th February it was reported that practically the whole of the local fishing fleet was out, and that the sea was making very fast and was breaking across the harbour entrance. The officers and most of the crew of the new motor life-boat *W.R.A.* were at sea, but she was launched at 10 A.M., with a scratch crew and a volunteer motor mechanic, to stand by the fleet. Mr. Norris, the station honorary secretary, also went with her, and the mechanic was taken on board from one of the boats at sea. Three of the boats managed to get into harbour before the sea got very bad, and in four trips the life-boat escorted in all except six of the remainder. Five of these had already run for Holy Island. The life-boat stood by until the last of the fleet, a coble, was sighted, and at the request of the skipper escorted her into Holy Island harbour. She returned to her station at 2.55 P.M.—Rewards, £14 2s.

Longhope, Orkneys.—On the morning of the 21st February, a resident of Heckness reported that it was necessary to get his son to Scapa in order that he might be operated upon for appendicitis, but that the conditions were too bad for any ordinary boat to make the trip. A moderate gale was blowing and the sea was rough. The weather was very cold, with rain. The motor life-boat *Thomas McCunn*, which was still lying at the pier after her launch on the 19th, put off with the patient at noon, and returned to the pier at 3.30 P.M. The father became an annual subscriber to the Institution in grati-

tude for the life-boat's help.—Rewards, £5 14s.

St. Abbs, Berwickshire.—The motor life-boat *Helen Smitton* was launched at 11 A.M. on the 21st February, as the local fishing boat *Myrtle* was seen to be in difficulties in heavy seas off St. Abbs Head. A strong S.E. breeze was blowing. The life-boat escorted her into harbour, and returned to her station at 12.20 P.M.—The crew did not wish for rewards for this service.

Longhope, Orkneys, and Thurso, Caithness-shire.—On the 21st February the French trawler *Neptunia* ran aground, and her crew of forty-one were rescued by the Longhope life-boat. The Thurso life-boat was also launched.—Rewards, bronze medal, with vellum to the Longhope coxswain, and an increase in the usual money awards on the standard scale to him and to each member of his crew.—Rewards, Longhope, £15 18s. ; Thurso, £14 10s. 6d.

(A full account of this service will be published in the next issue.)

Humber, Yorkshire.—At 6.20 A.M. on the 23rd February it was learned from the Spurn Royal Naval Signal Station that the trawler *Algorma*, of Grimsby, was ashore nine miles north of Spurn, and in need of help. The wind was light, but there was a very heavy sea. The motor life-boat *City of Bradford II* was launched at 6.45 A.M., and found the *Algorma* ashore close under Dimlington Cliff. She anchored and veered in. The *Algorma* was practically dry forward, and as the Board of Trade life-saving rocket apparatus had got a line on board, her crew decided to go ashore in the breeches-buoy. The life-boat stood by while this was done, and returned to her station at 10.50 A.M. The crew of the *Algorma* later returned to their ship, and she refloated on the following tide.—Permanent paid crew. Rewards, £1 0s. 3d.

Appledore, Devon.—On the morning of the 23rd February the coastguard at Westward Ho reported that a vessel was anchored in a dangerous

position close to Bar Buoy. A fresh N.W. breeze was blowing, with a moderate sea. The motor life-boat *V.C.S.* was launched at 11.16 A.M., and found the vessel to be the French schooner *Rosmeur*, of Douarnenez, bound in ballast for Cardiff. The life-boat stood by her until she was able to go on her way, and returned home at 3.30 P.M.—Rewards, £10 1s. 3d.

Whitby, Yorkshire.—The local motor fishing boats *Provider*, *Success* and *Pilot Me* put out at 4 A.M. on the 24th February, in a nasty sea. At 8 A.M. a thick fog settled, and, as the sea was making, the motor life-boat *Margaret Harker Smith* was taken out of the house and moored alongside the quay in readiness should she be needed. By noon the sea was breaking heavily across the harbour entrance. At 1.45 P.M. the *Success* was seen off Upgang. The life-boat went off and escorted her into harbour. Later two Royal Air Force boats, on their way to Gosport from Scotland, were seen making for Whitby. The life-boat went out again and brought them safely in, and then, putting off for a third time, escorted in the *Provider* and *Pilot Me*. She returned to her station at 4.15 P.M.—Rewards, £8 5s. 6d.

St. Mary's, Isles of Scilly.—On the night of the 24th February two doctors, who are members of the local committee, told the honorary secretary that they had examined a serious appendicitis case, and had decided that the man must be got to Penzance for immediate hospital treatment. As the island steamer was aground, and could not get away for at least six hours, it was decided to use the motor life-boat *Cunard*, and she was launched at 10.15 P.M. A strong N.E. breeze was blowing, with a rough sea and rain. The life-boat embarked the man from the pier, and landed him at Penzance at 4.58 A.M., after a bad passage, against wind and tide. She returned to her station at 11 A.M.—The cost of this service was met from a local medical fund.

Scarborough, Yorkshire.—On the afternoon of the 24th February several local fishing boats were at sea. The

weather got bad and all except the *Launch Out* and *Progress* returned to harbour. By 4 P.M. conditions were very bad, and a big sea was running. The motor life-boat *Herbert Joy II* was launched at 4.10 P.M., and found the *Progress* about one mile east. She escorted her into harbour, and then, going out again in the same direction, found the *Launch Out* and brought her in. She returned to her station at 5.10 P.M.—Rewards, £19 14s. 6d.

Yarmouth, Isle of Wight.—On the 22nd February the s.s. *Brightside*, of Middlesbrough, ran on to Shingle Bank, while bound from St. Kevern for London with a cargo of granite. She was not in immediate danger, and preparations were made to get her off. Early on the morning of the 27th February the coastguard at Cliff End telephoned that she was firing rockets. A fresh, squally S.W. breeze was blowing, with a rough sea and very heavy rain. The motor life-boat *Hearts of Oak* put out at 2.24 A.M., and found that the *Brightside* had drifted off the bank. Her master asked the life-boat to stand by, as she was leaking and unmanageable. The life-boat stood by and later began to pilot her into safety. The steamer was unable to make Southampton unaided, however, and the life-boat signalled for a tug. One put out from Lymington and towed the steamer to Southampton, and the life-boat made for home. She returned to her station at 8.30 A.M.—Rewards, £14 13s. 3d.

Rosslare Harbour, Co. Wexford.—The motor life-boat *K.E.C.F.* put out at 11.30 A.M. on the 29th February, as the watchman had reported that the steamer *Wexfordian* was ashore on Wexford Bar. Mr. W. J. B. Moncas, the branch secretary, was on board the life-boat. A strong N.N.E. gale was blowing, with a heavy sea, and the weather was very cold, with sleet. The *Wexfordian*, bound from Glasgow to Wexford with a cargo of coal, and a crew of twelve, had gone stern first on to Dogger Bank, and was lying broadside on to the sea. She was not in immediate danger. At the request,

THE LIFE-SAVING ROCKET APPARATUS AT WORK.

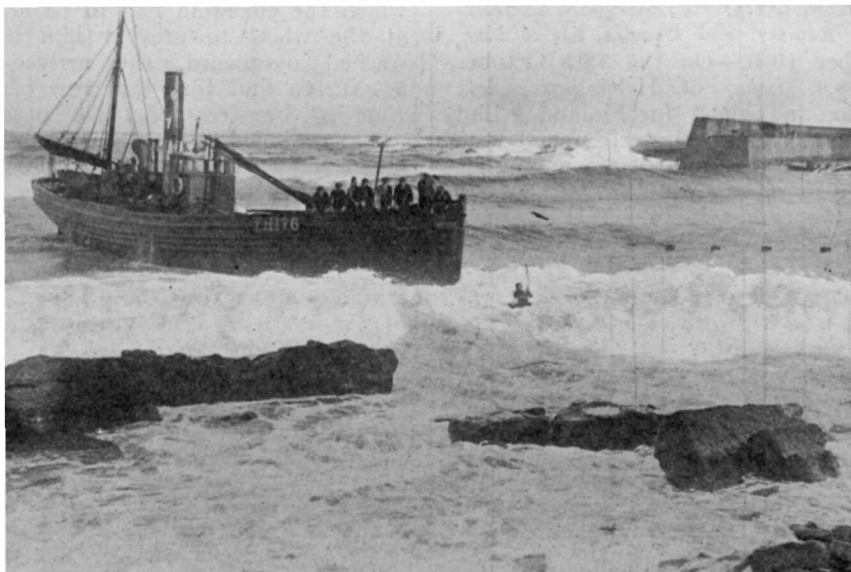


By courtesy of]

[The Whitehaven News

BRINGING THE WOMEN ASHORE.

The rescue of the stewardess and cook from the Finnish steamer *Esbo*, 19th October, 1935.
(See next page and page 91.)



By courtesy of]

[Messrs. R. A. McIvor & Son, Eyemouth

A RESCUE BY BREECHES BUOY.

The *Jacob George* ashore at Eyemouth, Berwickshire, 4th February, 1936. (See page 78).

of her master, the life-boat put into Wexford to get her some provisions. The life-boat then went to a steamer which had anchored in a very dangerous position, and told her how to get to a safe anchorage. She then went to another steamer which had gone ashore and found her high and dry. She returned to the *Wexfordian* and stood by her for some hours. Eventually the steamer's master signalled that he was not going to leave his ship for the time being, and the life-boat made for home. She arrived at 11.30 A.M., having been away from her station for fourteen hours. This was an arduous service, and special money rewards were granted to the permanent paid crew, and a letter of thanks was sent to Mr. Moncas. A letter of thanks and a donation of £20 was received from the owner in appreciation of this service, and two other services by Ross-lare Harbour are to the same steamer, *Wexfordian*, eight days later, and the other to his steamer *Elsie Annie* on 5th February. Accounts of these two services will be published in the next issue.

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

Barrow, Lancashire ; Maryport, Cumberland ; Ramsey, and Douglas, Isle of Man, October 19th.—On the 18th October the s.s. *Esbo*, of Helsingfors, left Preston in ballast for Finland. Bad weather was encountered, and the *Esbo* got into difficulties. At about 5.30 A.M. on the 19th, when she was near the Selker rocks, off Bootle, she wirelessly S.O.S. She let go two anchors, but they failed to hold her, and she dragged towards the shore. A south-westerly hurricane was blowing, with a very heavy sea. On shore the gale had brought down the telephone wires and communication was extremely difficult. News was received at Barrow from the coastguard some time after 6 A.M., and the motor life-boat *N.T.* set out at 7 A.M.; she had twenty miles to go and reached the scene at 10.30 A.M. By this time the *Esbo* had got nearer shore, and on account of the very bad conditions the life-boat was unable to get near her. She was compelled to return home, and arrived at her station at 1 P.M.

A message had been received at Ramsey, Isle of Man, from the Walney coastguard that as all communications were down they were unable to get into touch with other stations, and they asked for her help. The motor life-boat *Lady Harrison* was launched at 8.20 A.M. When she had gone about fourteen miles (she had to cover over thirty) conditions were so bad that it was impossible to go farther. She was continually swept from stern to stern, and nothing could be seen on account of the foam. She made for the lee of the land at Cornah, Isle of Man, and, after waiting for three-quarters of an hour, in the hope that the weather would moderate, set off again. She got about ten miles off, but was again compelled to return on account of the abnormal conditions. She put in to Laxey and was told to make for her station, news having been received that the crew of the *Esbo* were safe. She returned to her station at 5.40 P.M.

Information had been received at Maryport at 10.30 A.M., and, after enquiries had been made, the motor life-boat *Joseph Braithwaite* was launched at 11.35 A.M. She had about thirty miles to travel down the coast. After a very rough passage, during which the coxswain had to be lashed at the wheel to prevent him being washed overboard, she arrived at 5 P.M., to find that the crew of the *Esbo* had been rescued. She got back to her station at 12.30 A.M. on the 20th.

The crew of the Douglas life-boat were assembled and stood by all day, but the boat was not launched.

The *Esbo* had gone ashore at about 12.20 P.M., nearly seven hours after sending out her S.O.S. The Board of Trade rocket life-saving apparatus got a line on board, but the *Esbo* launched a boat and six men and three women managed after a very dangerous trip, and with the help of those on land, to get ashore. The remainder of the crew were rescued by the breeches-buoy, the last man coming ashore at 3.40 P.M.

In recognition of their efforts, a framed letter of thanks was awarded to Coxswain Thomas Q. Reay, of Maryport, and an increase in the usual money awards on the standard scale was made to him and each member

of his crew.—Rewards, Maryport, £43 10s.; Barrow, £11 17s.; Ramsey, £19 4s. 3d.; Douglas, £6.

Campbeltown, Argyllshire.—8th February. A steam trawler had got into difficulties, but was picked up by a steamer.—Rewards, £6 17s. 6d.

Hoylake, Cheshire.—9th February. A small boat had been reported in distress, but it drifted ashore.—Rewards, £12 17s. 6d.

The Lizard, Cornwall.—10th February. A tanker had been reported drifting, but was picked up by a tug.—Rewards, £10 3s.

Bembridge, Isle of Wight.—10th February. A motor barge had been flying a signal, but did not want any help.—Rewards, £18 11s. 6d.

Torbay, Devon.—16th February. What had appeared to be a water-logged boat was found to be two large crab pots floating. The life-boat was launched for a second time to search for a small boat, but was recalled, as the boat had been safely beached.—Rewards, £16 16s.

Ferryside, Carmarthenshire.—18th February. Three people had been surrounded by the tide, but were rescued by a rowing boat.—Rewards, £18 19s. 6d.

Tynemouth, Northumberland, and Sunderland, Co. Durham.—18th February. An empty tug had broken away from a tow, but was picked up by a steamer.—Rewards, Tynemouth, £22 3s. 6d.; Sunderland, £19 5s. 3d.

Berwick-on-Tweed, Northumberland.—21st February. Two R.A.F. motor boats had been reported making for Berwick. It was thought they would

have difficulty in crossing the bar, but they ran for shelter elsewhere.—Rewards, £7 6s. 6d.

Redcar, Yorkshire.—21st February. A fishing boat had stranded, but did not want the life-boat's help.—Rewards, £19 14s. 6d.

Aith, Shetland.—22nd February. Early in the morning the telephone service having failed, the volunteer-in-charge of the Board of Trade rocket life-saving apparatus at Walls travelled ten miles to bring news from Lerwick that flares had been reported about four miles off Eshaness. A strong S.E. gale was blowing, with a rough sea. The weather was cold, with sleet showers. The motor life-boat *The Rankin* was launched at 5.15 A.M., but although she made a thorough and extensive search, could find no trace of a vessel in distress. She returned to her station at 2.55 P.M., after an absence of over nine and a half hours.

An increase in the usual money awards on the standard scale was made to each member of the crew.—Rewards, £14 6s. 3d.

Youghal, Co. Cork.—22nd February. What had looked like floating wreckage was found to be a drifting tree.—Rewards, £5 17s. 6d.

St. Peter Port, Guernsey.—22nd February. A boat had been reported missing, but reached Alderney safely.—Rewards, £6 17s. 6d.

Sunderland, Co. Durham.—27th February. The Norwegian steamer *Rosten*, and a pilot cutter, had run aground, but did not need any help.—Rewards, £11 13s. 3d.

Troon, Ayrshire.—28th February. A fishing smack had run aground, but her crew reached shore unaided.—Rewards, £13 11s. 6d.

Portrait on the Cover.

THE portrait on the cover is of Coxswain Evan Wright, of Pwllheli, Caernarvonshire. He served as second coxswain from June, 1905, until January, 1912.

He was then appointed coxswain, so that he has been coxswain for nearly twenty-five years and an officer of the life-boat for thirty-one years.

The Annual Meeting.

THE hundred and twelfth Annual Meeting of the governors of the Institution was held at the Central Hall, Westminster, at 3 P.M. on Wednesday, 6th May. Some 1,800 people were present.

H.R.H. the Prince of Wales, K.G., as President of the Institution, had promised, early in the year, to preside. By his accession to the throne, this was made impossible, and H.R.H. the Duke of Kent, K.G., presented the medals awarded for gallantry during the past year and the awards to honorary workers for distinguished services. He also gave an address and announced that the Institution hopes, by the end of three years, to have mechanized the whole life-boat fleet.¹

Sir Godfrey Baring, Bt., chairman of the Institution, presided and the other speakers were the Marquess of Lothian, C.H., Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and District Branch, the Hon. George Colville, deputy chairman of the Institution, and Major-General The Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution and coxswain of the Brooke (Isle of Wight) life-boat.

The Duke of Kent and Sir Godfrey Baring were supported on the platform by vice-presidents of the Institution, members of the committee of management, the Duchess of Sutherland, president of the Ladies' Life-boat Guild, the Marchioness of Milford Haven, a vice-president of the Guild, members of the Central London Women's Committee of the Guild, and honorary life-governors of the Institution.

Among those who accepted the invitation of the committee of management to support His Royal Highness and the chairman on the platform were representatives of ten foreign countries, and the High Commissioner for the Irish Free State; seven Members of Parliament; Mayors and Mayoresses of twenty-seven cities, towns and boroughs; and representatives of the Board of Trade, the Cork Harbour

Board and the Shipwrecked Mariner's Society.

The representatives of foreign countries were: Their Excellencies the Danish, Norwegian, Swedish and Latvian Ministers, the German, Finnish and Portuguese Chargés d'Affaires, the Counsellor of the Italian Embassy, the Secretary of the Belgian Embassy and the French Naval Attaché.

The seven Members of Parliament were Mr. Charles G. Ammon, M.P. for Camberwell, Lieut.-Commander R. Fletcher, M.P. for Nuneaton, and Mr. Arthur C. Reed, M.P. for Exeter, all members of the committee of management; and Mr. Patrick Munro, M.P. for Llandaff and Barry, Mr. Charles Williams, M.P. for Torquay, Mr. G. M. Garro-Jones, M.P. for Aberdeen North, and Major B. H. Neven-Spence, M.P. for Orkney and Shetland, all representing places from which life-boatmen had come to receive medals.

The twenty-seven Mayors were from: Westminster, Coventry, Gillingham, Basingstoke, Southend-on-Sea, Kidderminster, Kingston-upon-Thames, Hornsey, Bermondsey, Deptford, Richmond, Ealing, Acton, Kensington, Wandsworth, Hounslow, Greenwich, Holborn, St. Marylebone, Lewisham, Fulham, Ilford, Southwark, Barnes, Lambeth, Wood Green, and Battersea. The Vice-Chairman of the Barry Urban District Council also accepted the invitation.

Parties of boys from the training ships *Arethusa* and *Stork* were present.

Presentation of the Report for 1935.

SIR GODFREY BARING, Bt., chairman of the Institution, presented the annual report and accounts for 1935, and they were adopted.

Election of Vice-Presidents and Committee of Management.

LIEUT.-COL. C. R. SATTERTHWAIT, O.B.E., secretary of the Institution, read the list of those nominated as vice-presidents, treasurer and other members of the committee of management, and auditors for the ensuing year. Those nominated were elected and the list appears in the annual report for 1935.

Presentation of Medals.

THE SECRETARY read the accounts of the services for which medals had been awarded, and the medals were presented by the Duke of Kent as follows:—

TO COXSWAIN PATRICK SLINNEY, of Bally-

¹ The Duke of Kent's address will be found on page 57.

cotton, Co. Cork, the gold medal for the rescue of the whole crew of eight of the Daunt Rock Lightship in a hurricane on the night of 13th February, 1936. The life-boat was on service for sixty-three hours, and in that time her crew had only three hours' sleep.

To SECOND COXSAIN JOHN L. WALSH and MOTOR MECHANIC THOMAS SLINEY, silver medals for the same service.

To MICHAEL C. WALSH, THOMAS F. WALSH, JOHN S. SLINEY, and WILLIAM SLINEY, members of the crew, bronze medals for the same service.

To MR. A. C. JONES, honorary secretary of the life-boat station at Barry Dock, Glamorganshire, the silver medal for the rescue in a gale on 17th September, 1935, of the whole crew of six of the French schooner *Goeland*. Mr. Jones took command in the absence of the coxswain.

To SECOND COXSAIN H. J. HOBBS and MOTOR MECHANIC H. G. SWARTS, the bronze medal for the same service. The bronze medal had also been awarded to each of the other five members of the Barry Dock crew.

To COXSAIN WILLIAM MOGRIDGE, of Torbay, Devon, the bronze medal for the rescue of the skipper of the French trawler *Satanicle* in a gale on the night of 30th December, 1935.

To COXSAIN FRANK BLEWETT, of Penlee, Cornwall, the bronze medal for the rescue of the whole crew of nine of the steamer *Tay-craig* in a gale on 27th January, 1936.

To COXSAIN THOMAS SINCLAIR, of Aberdeen, the bronze medal for the rescue of one of the crew of the trawler *George Stroud*, which sank in a heavy sea on the night of Christmas Day, 1935.

To COXSAIN JAMES SIM, of Fraserburgh, Aberdeenshire, the bronze medal for the rescue in a snowstorm on the night of 18th January, 1936, of the whole crew of nine of the trawler *Evergreen*, which had gone ashore. Twenty-four years ago Coxswain Sim won the Institution's silver medal for gallantry.

To COXSAIN WILLIAM DASS, of Longhope, in the Orkneys, the bronze medal for the rescue, on the night of 21st February, 1936, of the whole crew of forty-one of the French trawler *Neptunia*, which had run ashore in a very rough sea. It was the life-boat's third service in sixty hours.

The Marquess of Lothian, C.H.

THE MARQUESS OF LOTHIAN, C.H.: Your Royal Highness, Mr. Chairman, Ladies and Gentlemen: It is my privilege to move the resolution which stands on the paper, which reads as follows: "That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the Institution by the Local Committees, Hon-

orary Secretaries and Honorary Treasurers of Station and Financial Branches and of the Ladies' Life-boat Guild, and by the thousands of voluntary workers who help to raise the funds of the Life-boat Service."

I feel it is a great privilege to be allowed to move this resolution. You have seen the men who have been brought here that you might honour them to-day. You have heard some very marvellous stories of their courage, endurance and resolution, and you have heard the fine things which have been said about them by His Royal Highness The Duke of Kent. (*Applause.*) I do not think it is for me to add anything to what you have heard or to the applause which you have already given to these gallant men, and therefore I have the greatest pleasure in moving the first part of the resolution which testifies your gratitude to them. I think you will agree with me that it is that spirit of selfless service at the risk of life which lies at the very foundation of national character and strength. (*Applause.*)

The second part of the resolution, you will see, deals with an expression of gratitude to all the honorary workers who administer the Institution's stations and the voluntary workers who help to raise the funds of the life-boat service. It is, I think, a very marvellous thing that this Institution, with an annual revenue this year of over £300,000, is entirely maintained by voluntary activity. (*Applause.*) Being a politician, I was going to say that I believe it is the only Institution which does not get a Government subsidy. (*Laughter.*) I hope it will never have to ask for one. (*Applause.*) I am glad to see here some of what I might call the "old buffers," such as Lord Mottistone (*Laughter*), who not only helps in keeping the Institution alive, but takes a hand at the oar himself. (*Applause.*) I think you will agree that perhaps your greatest privilege is that you are in some sense the comrades of the men who have done the gallant deeds to which you have listened to-day. (*Applause.*)

One final thing: In the report you will have noticed that a large number of rescues have been from non-British vessels. I am glad to see that of the seventy-five lives rescued in the seven services for which the medals have been presented, forty-eight came from our great neighbour, France, and of the 498 lives which were rescued last year 115 were the lives of men of other nations, and the vessels of ten other nations asked for and were given your help. (*Applause.*) You will see how those services are appreciated when I ask you to look at the impressive line of Ministers and other representatives of other countries who have come here to testify to their thanks for the services which have been given. (*Applause.*) They deal with diplomatic storms, and if they can show, and if the politicians can show, half the endurance and courage and vision of the men you have seen to-day, we may get peace in Europe. (*Applause.*)

I have the greatest pleasure in moving formally the resolution which stands upon the paper. (*Applause.*)

Mr. P. M. Oliver, C.B.E.

MR. P. M. OLIVER, C.B.E., Honorary Secretary of the Manchester, Salford and District Branch: Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, the branch which I represent appreciates the honour which was paid to it when you, Sir Godfrey, asked one of its representatives to speak to this resolution this afternoon. All the more was that honour appreciated because we celebrate this year our seventy-fifth anniversary, and last week we carried through our life-boat collections in that beautiful weather that is characteristic of Manchester and its neighbourhood. (*Laughter.*) We as a branch are proud of our long history, but it cannot equal the history or the glamour of the Institution itself, which twelve years ago celebrated its centenary.

Recently a letter of great historic interest discovered among the Melville papers was presented to the Institution by Major Evan Fyers. It is a letter written by Sir William Hillary, the founder of the Institution, himself a resident in the Isle of Man, that little district with such happy holiday connexions with the neighbourhood that I represent. It was written in February, 1823, to the First Lord of the Admiralty. It was a letter appealing for support from the Admiralty, in conjunction with the Government and the nation, in forming a national life-boat service worthy of the Government and the people of the British Empire. The records show that the Admiralty regarded this suggestion as worthy of consideration, and I understand that the Admiralty is still considering it to-day. (*Laughter.*)

Not so Sir William Hillary. He could not wait, and with the impulsiveness of the north, the Celtic and Scandinavian fervour of the Isle of Man, he launched this Institution in the following year, 1824, on a voluntary basis. On a voluntary basis it continues, and on a voluntary basis it flourishes to-day—an Institution which has been rightly called the greatest charity in the British Empire. (*Applause.*) It was founded upon the voluntary efforts that we commemorate in this resolution, the voluntary efforts of financial branches and guilds, the voluntary efforts of coxswains and of crews. As representing one of those financial branches, it would be out of place for me, and perhaps it would not be altogether true, to say that we had been entirely worthy of the people of this Empire. That were high praise indeed. Sufficient to say that we have done our best. But there can be no hesitation in applying those words to the splendid service of the men—service as splendid in this last year of storm as at any time in our history. I have much pleasure in seconding this resolution. (*Applause.*)

The resolution was put to the meeting and carried unanimously.

Presentation to Honorary Workers.

THE SECRETARY: Since the last Annual Meeting five honorary workers have been appointed honorary life-governors of the

Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by the President of the Institution.

Two of the new honorary life-governors are present this afternoon to receive their vellums:

ABERDOVEY: CAPTAIN JOHN WILLIAMS. F.R.A.S., F.R.G.S.

NOTTINGHAM: MR. ARTHUR E. HEAZELL, H.R.H. the Duke of Kent, K.G., presented the vellums.

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

LONDON, CLAPHAM: MRS. APPENNEA GREEN.

LONDON, HARROW: MRS. E. W. BRUCE.

LONDON, HAYES: MRS. A. A. LAWSON.

BIRMINGHAM: MR. G. F. IGGLESDEN.

DEWSBURY: MRS. M. G. KIRK.

GODALMING: MRS. P. J. GREENSIDE.

PLYMOUTH: MRS. A. G. W. BOWEN.

TROON: MR. J. CLARK, J.P.

WALTON AND FRINTON: MR. F. W. CALVERT.

WINDSOR AND ETON: COLONEL M. H. EGAN, C.M.G., C.B.E.

WORTHING: MR. J. R. ALDRIDGE.

H.R.H. the Duke of Kent, K.G., presented the badges.

The Hon. George Colville.

THE HON. GEORGE COLVILLE, Deputy Chairman of the Institution: Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, the resolution which stands in my name is one which I know you will receive with absolute unanimity. It reads as follows: "That the hearty and respectful thanks of this Meeting be given to His Royal Highness The Duke of Kent, K.G., for presenting the Awards and speaking at this the Hundred and Twelfth General Meeting of the Royal National Life-boat Institution."

Apart from the pleasure which His Royal Highness's presence has given us this afternoon and the gracious way in which he presented the medals, His Royal Highness has, in the past, given us a very great deal of help in our work. (*Applause.*) He has told you that he has named nine life-boats. Seven of them are at Southend, Walton, Clacton-on-Sea, Newhaven, Aldeburgh, Shoreham and Weston-super-Mare. He also mentioned that on one occasion he went a journey—at least, he did not say this, but it is a fact—of 700 miles to the Orkneys to name the life-boats at Stromness and Longhope. (*Applause.*) I was honoured by representing the Institution on that occasion, and I cannot tell you what pleasure it gave to all the inhabitants of Stromness and Longhope to see him there. His Majesty's family has always taken a very great interest in the Institution. All its members have displayed their interest by coming and naming life-boats on various occasions. I think we owe them a very great debt of gratitude, and

I am sure you will help me to express it. (*Applause.*)

It is no part of the resolution, but I should like to make mention of the fact that there are a large number of Mayors here to-day, and we wish to thank them for the assistance they have given us with regard to our flag days. (*Applause.*) There were 766 flag days during the year 1935, to which 5,224,000 people contributed £42,982. It works out at just under twopence a head. That shows the national feeling which there is towards our Institution. (*Applause.*)

I beg to move the resolution, and I will ask Lord Mottistone to second it. (*Applause.*)

Major General The Right Hon. Lord Mottistone, P.C.

MAJOR-GENERAL THE RIGHT HON. LORD MOTTISTONE, P.C., C.B., C.M.G., D.S.O., a Vice-President of the Institution and Coxswain of the Brooke life-boat : Mr. Chairman, Your Royal Highness, Your Excellencies, My Lords, Ladies and Gentlemen, it is a peculiar pleasure to me to second this resolution, because, as it states on the programme, being myself a coxswain of a life-boat, I can, however unworthily, speak on behalf of the crews of the life-boats. (*Applause.*) I am very glad to have got here, because I have only just returned from an international meeting on the Continent of Europe. Here I am at another continental meeting, in England, graced by the presence of Their Excellencies. What a joy to come to this international meeting devoted solely to the saving of lives! (*Applause.*)

This afternoon I was ushered into a room in this building where, having been warmly greeted, I noticed, after a time, that all the men were wearing gaiters. I thought: "What a strange thing. Has Sir Godfrey Baring said, as chairman of the Institution, that in honour of His Royal Highness The Duke of Kent all the members of the committee shall wear gaiters?" (*Laughter.*) Then I reflected that when Sir William Hillary, as Mr. Oliver said, founded the Institution, the Archbishop of Canterbury was the first chairman. Was that the reason why? I

could not see the proposer of this resolution, Mr. Colville, or anyone else I knew, and I said: "Where, above all, is His Royal Highness, whom I have come respectfully to meet?" They said: "You are not in the right place at all. This is a Church Meeting." Then they gave me this programme and asked me to sing a hymn. (*Laughter.*) Your Royal Highness, I thought it was better to do as I had been bidden, and to come to the place where they were trying to save bodies, and leave the place where they are no doubt successfully saving souls. And, Mr. Chairman, I suggest that you might in future arrange with all these bishops and deans, on these occasions when we coincide, to come to our meeting—which, I may say, is far better attended than theirs. (*Laughter.*) So that they can combine together for the saving of bodies and the saving of souls, and combine also with the nations of the world, here represented, in saying that there is one brotherhood of man and one brotherhood of the sea. (*Applause.*)

Your Royal Highness, even when you were still in the Royal Navy, and had but little time, you showed a great interest in our work. Since then, when other duties, and most wonderful duties, have fallen to your lot, you have shown a continuing and ever-increasing interest in it. The words you have said to-day of commendation of our work—quiet, simple, forceful words—will be an inspiration to all of us who man the boats as well as to all those who help to maintain the Institution; and the announcement you have made, for the first time, that modern science will enable us, if we have the money, to, what we call, motorize the whole fleet, so that every life-boat round our coasts shall have the advantage of extra power—which only the recent development of science has made possible—will give heart to us all. (*Applause.*)

On behalf especially of the crews, Your Royal Highness, I beg respectfully and most cordially to second this resolution. (*Applause.*)

The resolution was carried with acclamation.

Life-boat Charts for Yacht Clubs.

The Institution will be glad to supply free to any yacht club a copy of the chart of life-boat stations round the British Isles which appears in the annual report. The chart is varnished and can be sent mounted on cardboard and holed and strung for

hanging up, or unmounted. Besides the life-boat stations clearly marked, with motor or pulling and sailing life-boats, the chart has on it particulars of the different signals to be used by ships or aircraft in distress.

Quite Natural.

The sea is one of the forces of Nature. So also, it seems, to a sea-faring people, is the life-boat service.

A letter has been received addressed to "Royal Natural Life-boat Institution."

The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1935.

£	s.	d.	
61	7	0	Construction, Repairs, Upkeep and Inspection of Life-boats and Life-boat Stations.
18	15	0	Payments to Life-boat Crews.
16	0	0	Propaganda and Publicity at Headquarters and 1,133 Branches.
3	18	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure, see pages 104, 106.)

The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1935.

£	s.	d.	
36	16	0	Subscriptions, Donations, and Life-boat Days.
35	6	0	Legacies.
15	2	0	Income from Investments.
8	12	0	Special Gifts.
4	4	0	Other Sources.
<hr/>			
£100	0	0	

(For full Statement of Income, see pages 105, 107.)

Life-Saving by the Coastguard in 1935.

DURING 1935 the coastguard took action in the case of 733 vessels off the coasts of Great Britain and Northern Ireland. The rocket life-saving apparatus companies were assembled 68 times for service and 87 people were brought to safety by their help.

In addition 73 vessels which were seen to be standing into danger were warned by signals, altered course and avoided the danger.

Help was given to 33 people in difficulties on cliffs and to 38 cut off by the tide.

In 17 cases help was given in efforts to restore people rescued from drowning and in nine of these cases the efforts were successful.

The coast life-saving corps, which includes the rocket life-saving apparatus

companies, auxiliary watches and members of the intelligence section, gave valuable help to the coastguard. This corps has nearly 6,000 members.

The Board of Trade shield for the best service of the year by a rocket life-saving apparatus company has been awarded jointly to the companies at Bootle and Whitehaven, Cumberland, for rescuing the whole crew of the Finnish steamer *Esbo*, which stranded at Bootle on 19th October.

It was on this day that a westerly gale of unusual violence swept across the British Isles, and twelve life-boats were launched. At Bootle a very heavy sea was running and the life-saving companies were working in it up to their waists.

Duke of Northumberland's Life-boat Essay Competition, 1936.

THE Duke of Northumberland's Life-boat Essay Competition for elementary schools, has been held this year for the sixteenth time. The number of schools which took part was 2,175, a decrease on last year of 336.

Of this total of 2,175 schools, 1,616 were English, 259 Scottish, 171 Irish and 129 Welsh. There was a decrease in each of the four countries.

The number of essays sent in for the inter-school competition was 1,284, a decrease of 130. The number of schools which held their own competitions, but did not send in for the inter-school competition was 891, a decrease of 206.

"What are the Qualities which make a Good Life-boatman?"

The subject was: "What are the qualities which make a good life-boatman?" The essayists seemed agreed about the great virtues needed—courage, unselfishness, determination, coolness in crises, powers of endurance, good judgment and seamanship; and many found admirable phrases to describe them. One essayist summed up these virtues by saying: "It is quality that makes a man—not quan-

tity," and another in the phrase: "He must be like a British oak tree, sturdy and strong!" Another has thought to some purpose on the subject of courage: "A man with too much imagination needs ten times more courage than the man who has no imagination." Yet another has an excellent and homely illustration, which must surely have come from personal experience, to show the value of coolness in a crisis: "A flurried person is of no help at all. When baby falls into the fire or sets its clothes alight, father shouts and gets flustered, mother comes in and without due noise baby is put to rights. That kind of quality is necessary in a life-boatman."

The same cool courage is well described by another essayist: "The courageous way these men go about their work, swiftly and efficiently, with a smile on their face and a cheery word on their lips, makes people think they are going away for a pleasure cruise."

So they appear as they set out, but another essayist imagines what they must be feeling behind "the smile on the face and the cheery word."

"Giving a sigh for the home he

leaves perhaps for ever, he turns his face towards the sea, at once his friend and his enemy, to the task which needs zeal and courage to do, promptness and sureness in action, knowledge and experience to guide his hands aright, perseverance to continue the fight, until man or sea is the master."

Those few quotations, admirable in thought and expression, are proof of what one of the examiners reports: "The essays undoubtedly, year by year, show improvement. The various points are made with greater logical sequence, the language is of a better literary quality, and is more restrained."

The Need for Charm and Ju-Jitsu.

But there are still to be found among the essays unexpected and happy flights of fancy, and the life-boatman has been endowed with qualities at which no one would be more surprised than himself, qualities which, as one essayist rightly points out: "Cannot be learnt by taking a correspondence course."

"Wrestling, boxing, and a little ju-jitsu," says one essayist, "should be known for times when passengers get into a frenzy, and possess superhuman strength."

Another foresees the same difficulties, but has a gentler method for dealing with them: "The life-boatman must have charm, because this greatly pacifies terrified women."

Gaiety is needed as well as charm. "He must be full of frisk and strong and fearless." He must also be "clever, gentle, infallible and vivacious."

Then he must know how to choose the right sort of wife: "He must have good judgment in choosing a wife who has all his qualities and would be ready with warm blankets and hot-water bottles."

The ability to get up in the middle of the night has again impressed a number of the essayists as not only essential, but almost superhuman. "I shudder," writes one, "when I think of getting up in the middle of the night, and yet the life-boatman is always prepared to do so"; but another will have nothing to do with such weakness: "He is a poor lover of mankind who can rest his worthless bones in bed whilst that

roaring clutcher of human lives is satisfying his endless hunger on a wreck in his power!"

The Value of Tidiness.

But it is necessary to be able to do more than get out of bed. "It is essential that a life-boatman should be tidy, so that he can find his clothes when he has to get up in a hurry."

The need for physical fitness is emphasized by many essayists, but the writer who said the "life-boatman must be fisickly fit" seems to have been boldly trying to combine two necessary qualities in one.

Another has a very simple idea of all that is needed to achieve fitness: "A life-boatman is required to be a man with a good appetite to keep his body in good condition."

Though it is a virtue to eat heartily, the life-boatman is emphatically warned against strong drink: "If a life-boatman took strong drink he would not be much use except as ballast, and as life-boats do not need much of this he would be useless."

By eating much and drinking little he may hope to become what he should be: "To have a constitution like an ox"; "To be hard as nails, supple as a steel spring and strong as a Hercules": "To be able to climb up a rope like a monkey, jump like a kangaroo, run like a hare and have the strength of a lion."

And now, having seen what a life-boatman should be, let us, in the words of one essayist: "Go to that shop over there and propose a toast to the modest, brave life-boatmen of the world, with ice-cream."

The Best Essay.

The best essay in Great Britain and Ireland came from a Scottish girl, Violet Gloag, of Ann Street School, Dundee. It is an admirable essay, thoughtful, well balanced and excellently written. Violet Gloag is the youngest but one of the nine winners of challenge shields, but her essay won the special prize on its merits, without the handicap to which her age entitled her. This is the first time in the sixteen years that the best essay has come from Scotland, and the first time that

the Scottish challenge shield has been won by a Dundee school.

Of the other eight districts, a Croydon school again wins the challenge shield for Greater London. In the Midlands it has been won again, after an interval of four years, by the Spon Street Council School for Boys, which, by winning the shield in 1930, 1931 and 1932, retained possession of it. In the North-East of England the shield has been won by a school which won it nine years ago, the Bedlington Station Council School, Northumberland, and in Ireland the shield has been won by the Meenamara School, Dunglow, Donegal, with an essay written in Irish.

Successful Towns.

This year pride of place for the number of winners belongs to Portsmouth, which has no fewer than nine, as compared with five last year. Next comes Orkney, with the same number as last year, eight, and Stoke-on-Trent, which also has eight, as compared with five last year. Coventry ranks with them, having not only the challenge shield winner for the district, but six others. Liverpool has six, as compared with five last year; Londonderry five; Sheffield, Belfast, Dublin, Cardiff and Barry four each.

Girls versus Boys.

This year the girls have, by a little, beaten the boys. A girl has, as last year, won the prize for the best essay of all. Girls have won four of the challenge shields, boys five. Of the 315 prizes, girls have won 167 and boys 148. The prize for the best essay has now been won ten times by girls and seven times by boys (a boy and a girl tying for it in 1933).

The Awards.

Violet Gloag will receive a copy of *Britain's Life-boats*, by Major A. J. Dawson, inscribed by the King when he was Prince of Wales, and a certificate. Each of the other eight winners of challenge shields will receive a copy of *Launch*, by Major-General Lord Mottistone (Major-General Seely), coxswain of the Brooke, Isle of Wight,

life-boat, inscribed by the author. The schools will hold the shields for a year and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prize-winners will each receive a certificate and a copy of *Launch*!

The 891 schools which did not enter for the inter-school competition, and the 970 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school.

The Institution's Thanks.

The Institution's thanks are again most warmly offered to the Education Authorities for their permission to hold the competition, and, in many cases, for their help in bringing it to the notice of the schools; to the teachers for their great kindness in so readily undertaking the considerable extra work which the competition lays on them; and to the judges, to whom the Institution is deeply grateful, not only for reading and judging so many essays, but for their reports and for the extracts from the essays which have been quoted.

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

Winners of the Challenge Shields.

LONDON.—Doris Elizabeth Somerford, Ivydale Road L.C.C. Girls' School, Nunhead, S.E. 15.

NORTH-EAST OF ENGLAND.—Minnie James, Bedlington Station Council School, Northumberland.

NORTH-WEST OF ENGLAND.—Norah Leadson, Upton Road School, Moreton, Wirral, Cheshire.

MIDLANDS.—Dennis John Harris, Spon Street Council School, Coventry.

SOUTH-EAST OF ENGLAND.—Clifford Beagley, Kingsley Senior Boys' School, Kingsley Road, Croydon.

SOUTH-WEST OF ENGLAND.—Edmund George Reed, Oakfield Church of

England Boys' School, Ryde, Isle of Wight.

SCOTLAND.—Violet Gloag, Ann Street School, Dundee.

IRELAND.—Bartholomew Duggan, Mee-namara School, Dunglow, Donegal.

WALES.—George Dugdale, St. Anthony's School, Saltney, near Chester.

The Best Essay.

By VIOLET GLOAG (12½) Ann Street School, Dundee.

What are the Qualities which make a Good Life-boatman ?

ONE of the most essential noble qualities that make a good life-boatman is that of bravery. His is not the bravery of the ordinary man who, to save a drowning child, plunges into the water, regardless of the fact that he himself is unable to swim; his is rather the quiet heroism that recognizes the dangers, yet faces them with dauntless courage and determination. He has to earn his daily bread like other men, yet he is ready and willing to leave all, to make any sacrifices necessary to save unfortunate victims of the angry deep.

This quality of bravery is closely bound to that of unselfishness. He leaves, perhaps, a wife and young children, whom he dearly loves, to go out on the stormy, raging sea, in an attempt to save people whom he probably does not know. Yet their cries are always ringing in his ears, making him forget about his quiet and peaceful life at his own fireside.

He will have to be a God-fearing man, a man who is not afraid to die, and puts his trust in God. He will then know that God will be his Pilot and will come to his aid in the time of anxiety and distress. Throughout his experiences on the raging billows of the tempestuous sea, he will be calm in the knowledge that the Christ Who walked on the sea is near him, too.

Having sailed the seas in all weathers in the course of his daily work—for most of them are fishermen—he acquires an unrivalled skill in the handling of boats and an intimate knowledge of the varied conditions of the coast. To his intrepidity and cool courage he is, therefore, able to bring a very high degree of seamanship, an instinctive ability to do what is right in moments of supreme danger; for even to the finest life-boatman there must be moments in such a perilous enterprise when he involuntarily closes his eyes to the dangers menacing him.

In such a life of hardship, rugged strength and health are of vital importance. The constant exposure to wild winds, bitter cold and drenching spray would mean severe illness and perhaps death to one who was not hardened to it. It may be a stormy, misty night, the wind blowing a hurricane, the thunder rolling, the only guiding lights the flares of the distress signals and the flashes of lightning which burst at times from the bosom of enormous black clouds. Smothered with foam and drenched with spray, the salt water stinging his weather-beaten face, he toils on. Hunger and thirst he must endure with fortitude. He must struggle against and conquer the desire for sleep, even when his eyes are heavy and his limbs are aching with fatigue. He may injure himself so badly that he will, perhaps, have to suffer great pain, but he must be able to endure it. Still he must go on with his work and obey commands as though this mishap had never occurred.

In all tests of endurance, leading sportsmen have discovered that to keep a healthy mind in a healthy body, temperance is of great importance. It has been proved that alcohol, while it heats the body for the time being, leaves it finally colder than at first and lowers resistance to disease. Temperance, then, must be looked for in any good life-boatman, for a man whose mind was clouded in any way by drink would be unfit for such a task or for cool, considered judgment and rapid decisions in emergencies.

A good life-boatman, then, must be a strong, healthy man, full of quiet courage and unflinching determination, temperate in habits, skilled in seamanship. His courage must be founded on trust, a trust that keeps him calm yet decisive in a crisis. We thank God that there are such men in our land. We honour their heroism and the Royal National Life-boat Institution which makes possible their work of rescue.

Obituary.

The Institution deeply regrets the death of two of its vice-presidents who have given it long and distinguished service, Major Sir Maurice Cameron, K.C.M.G., and Mr. Leonard Gow, LL.D., D.L., of Glasgow, and of Vice-

Admiral Sir Robert Mansell, K.C.V.O., C.B.E., until shortly before his death a member of the Committee of Management. Accounts of their life-boat work will be given in the next number of *The Life-boat*.

Summary of the Meetings of the Committee of Management.

Thursday, 13th February, 1936.

SIR GODFREY BARING, Bt., in the chair.

Decided that humble and loyal messages be presented to H.M. King Edward VIII and H.M. Queen Mary, on the death of H.M. King George V, Patron of the Institution.

Produced messages of sympathy received by the Institution from foreign life-boat societies on the death of H.M. King George.

Reported the receipt of the following special contributions :—

	£	s.	d.
The late Mr. James Gardiner, donation from executor.	1,000	0	0
The Great Western Railway	70	0	0
Miss L. A. Whittaker	50	0	0
Belfast Harbour Commissioners	25	0	0

Paid £16,475 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 :—

£444 13s. to pay the rewards for life-boat services ;

£654 4s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pp. 68-78) ;

£17 15s. 6d. for assemblies of crews, etc. ;

£7 0s. 6d. for services previously reported ;

£25 18s. 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 ;

£23 16s. 1d. to men for injury in the life-boat service at Aberystwyth and Hastings.

Voted £40 5s. on account of additional rewards to the crews of the Aith, Fishguard, Fraserburgh, Lerwick, Penlee, Plymouth, and St. David's life-boats.

(Accounts of these launches appear on pp. 68-78).

Voted a compassionate grant of £9 to Andrew Young, ex-coxswain of the Cloughiey life-boat, who is in poor circumstances.

Voted £10 14s. to pay the rewards for shoreboat services at Arklow and Beer, accounts of which will be published in the next issue of *The Life-boat*.

Thursday, 12th March, 1936.

SIR GODFREY BARING, Bt., in the chair.

Produced letters from the Home Secretary and the private secretary to H.M. Queen Mary, acknowledging the messages of sympathy on the death of H.M. King George V sent to H.M. The King and H.M. Queen Mary.

Received with regret the resignations from the committee of management of Commander A. D. Cochrane, D.S.O., R.N., and Mr. K. Lee Guinness.

Resolved that the thanks of the Institution

be accorded to the Admiralty for their gift of a complete set of charts ;

Confirmed the appointment of Captain R. Trenam, M.B.E., M.C., as North-Western District Organising Secretary.

Reported the receipt of the following special contributions :—

	£	s.	d.
Messrs. Wallace Bros. & Co., Ltd.	100	0	0
H.M.S. <i>Ramillies</i>	65	0	0
The late Miss C. L. Maynard, donation from executors	50	0	0

Paid £19,492 12s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£302 11s. 6d. to pay the rewards for life-boat services ;

£287 to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pp. 79-85) ;

£29 18s. for assemblies of crews, etc. ;

£18 10s. for services previously reported ;

£301 18s. 8d. 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, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrew's, St. David's, Troon, Whitby and Wells ;

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

Voted £118 5s. on account of additional rewards to the crews of the Aith, Ballycotton, Dunmore East, Longhope, Maryport and Rosslare Harbour life-boats.

(Accounts of these launches appear on pp. 79-85).

Voted a compassionate grant of £5 to the widow of E. R. Bell, ex-second coxswain at Aberdovey, who is in straitened circumstances.

Decided that the special weekly allowance now being paid to James Bultitude, an ex-member of the crew of the Caister life-boat, who was injured at a launch in November, 1929, be continued until March, 1937.

Decided that the special weekly allowance now being paid to Henry Marchant, who has been incapacitated by illness since going out on service in the Newhaven life-boat in November, 1929, be continued until March, 1937.

Voted £18 16s. to pay the rewards for shoreboat services at Garlieston, Hauxley, Lerwick, Peterhead and Redcar, accounts of which will be published in the next number of *The Life-boat*.

Scarf-Helmets for Life-boat Crews.

Mrs. Manby, of Codsall, Staffordshire, will be glad to receive from honorary secretaries of stations the

photographs which they promised to send her of the presentations of her scarf-helmets.

News from the Branches.

1st February to 30th April, 1936.

Greater London.

On 1st March the following branches in the South-East of England were transferred to Greater London: Southend, Romford and Hornchurch, Uppminster and District, and Watford.

B A R N E H U R S T.—Special meeting, arranged by the Bexley Heath Ladies' Life-boat Guild. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Mrs. Drysdale, chairman; Mrs. Rogerson, honorary treasurer; Mrs. Ellercamp, honorary secretary.

CHELSEA.—Annual meeting on 4th February, General Sir Walter Braithwaite, G.C.B., Governor of the Royal Hospital, Chelsea, patron of the branch, presiding. Speaker: Major-General The Rt. Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £329, an increase of £51 on 1934.

CLAPHAM.—Whist drives.

HAMMERSMITH.—Boat-race day collection at Gaumont Palace Cinema.

HORNSEY.—Annual meeting on 19th February, the Mayor presiding. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, and the district organizing secretary. Efforts of the past year: Prince of Wales Day, garden fête, whist drives, concert. Amount collected in 1935, £324, an increase of £18 on 1934.

Life-boat dance. Guild social, with address by the district organizing secretary.

HOUNSLOW, HESTON AND ISLE-WORTH.—Committee formed. Mr. G. E. Horne appointed honorary treasurer. Whist drive.

ILFORD.—Mayor and Mayoress "At Home" in support of life-boat day. Address by district organizing secretary.

Lecture to British Sailors' Society by Mr. J. J. Taylor, vice-chairman.

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

MALDENS AND COOMBE.—Whist and bridge drive, with address by the Rev. G. M. Longsdon, M.A., president.

ST. PANCRAS.—Ladies' Life-boat Guild committee formed. Whist drive arranged by the guild, with address by the district organizing secretary. Prizes presented by Lady Mitcheson, president. Lantern lectures by Mr. Leckie.

STANMORE.—The branch has suffered a severe loss by the death of its honorary secretary, Mr. F. E. Robinson, J.P. Mr. R. Garnier has been appointed as his successor.

WALTHAMSTOW.—Concert, with address by the assistant surveyor of machinery at the Institution's storeyard.

Lecture to the Little Ship Club by Coxswain Spurgeon, of Lowestoft.

Lecture to Institute of Marine Engineers, Junior Section, by Mr. A. C. Butcher, the Institution's surveyor of machinery (design).

Lectures at Clapham, Crayford, Edmonton, Forest Gate, Islington, Kingston, Loughton, Millwall and Cubitt Town, Palmer's Green, Queen's Park, Romford, Southgate, Streatham, Walthamstow, Watling, West Croydon and Winchmore Hill.

North-West of England.

ACCRINGTON.—Annual cinema collections. Jumble sale.

ASHTON-UNDER-LYNE.—Annual meeting on 23rd April. Amount collected in 1935, £30, an increase of £6 on 1934.

ATHERTON.—Annual meeting on 5th March. Speaker: The district organizing secretary. Amount collected in 1935, £22, an increase of £14 on 1934.

BACUP AND BLACKBURN.—Life-boat days.

BLACKPOOL.—Annual meeting on 18th February, the Mayor, president of the branch, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Day, launches of the life-boat, with collections, collections in hotels and boarding-houses, Sunday service. Amount collected in 1935, £662.

Fourth annual life-boat Sunday service at St. Stephen-on-the-Cliffs Church on 19th April. Preacher: Sir Godfrey Baring, Bt., chairman of the Institution, the prayers being read by the vicar, the Rev. F. B. Freshwater, chaplain of the branch. The Mayor, the town clerk, members of the town council, the crews of the Blackpool and Fleetwood life-boats, and officials and workers of the Blackpool branch attended. The Blackpool life-boat band accompanied the hymns, conducted by Mr. J. Brier.

BOLTON.—Annual meeting on 12th March, Mr. Robert Parkinson, J.P., chairman, presiding in the absence of the Mayor. Efforts of the past year: Prince of Wales Day, whist drive, dance, bowling tournament. Amount collected in 1935, £420, an increase of £31 on 1934.

Whist drive. Opening of Bolton Ladies' Life-boat Guild bowling tournament.

BREDBURY.—Life-boat day. Whist drive.

BRINDLE.—Special meeting. Ladies' Life-boat Guild formed. President, Mrs. G. R. Povey; honorary treasurer, Mrs. E. A. Ambrose; honorary secretary, Mrs. H. R. Mayhall.

BURY.—Annual meeting on 9th March, the Mayor, president, in the chair. Efforts of the past year: Prince of Wales Day, Christmas competition, bridge drive. Amount collected in 1935, £190, an increase of £54 on 1934.

Life-boat day. Bridge and whist drive.

CARLISLE.—Annual meeting on 14th February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Days at Carlisle and Silloth, whist drives. Amount collected in 1935, £280, an increase of £81 on 1934.

Whist drive and dance.

The branch has suffered a serious loss by the death of Captain Iddon, who carried out its appeal in Silloth.

CARNFORTH.—Annual meeting on 10th March, Mr. R. Unsworth presiding. Efforts of the past year: Prince of Wales Day, special effort. Amount collected in 1935, £56.

CLITHEROE.—Special meeting. Ladies' Life-boat Guild reconstituted. President, Mrs. Aspinall; chairman, Mrs. W. Heaton; honorary treasurer, Mr. L. King-Wilkinson; joint hon. secretaries, Miss Baldwin and Miss Helm.

DARWEN.—Life-boat days.

FLEETWOOD.—Special meeting, at which the Mayor and Mayoress were present. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution.

HEYWOOD.—Three whist drives. Presentation of the life-boatman statuette awarded to Mrs. H. Knowles, honorary treasurer. Life-boat day.

HINDLEY.—Annual meeting and whist drive on 12th February. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, whist drive and dance. Amount collected in 1935, £65, an increase of £6 on 1934.

HOLLINGWORTH.—Dance and whist drive.

HORWICH.—Annual house-to-house collection.

HYDE.—Life-boat days. Whist drive.

ISLE OF MAN:

CASTLETOWN.—Lantern lecture by Mr. John Watson.

PORT ST. MARY.—Concert given by The Wanderers Male Voice Choir and arranged by the Ladies' Life-boat Guild.

RAMSEY.—Bridge drive.

IRLAM AND CADISHEAD.—Life-boat day.

KENDAL.—Bridge and whist drive.

LANCASTER.—Whist and bridge drive. Cinema collections. Football collections. Jumble sale.

LEIGH.—Annual dance.

LITTLEBOROUGH.—“Bring-and-buy” sale.

LIVERPOOL.—Annual meeting on 17th February, the Lord Mayor, president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: House-to-house collections by the Ladies' Life-boat Guild, shipping appeal, masonic appeal. Amount collected in 1935, £2,407.

Presentation to Mr. Frank Holt, honorary secretary, of the binoculars awarded to him by the Institution.

NEW BRIGHTON AND WALLASEY.—Annual meeting on 7th April, Mr. Stuart Deacon in the chair. Annual life-boatmen's supper and entertainment.

LYMM AND HEATLEY.—Life-boat day.

LYTHAM ST. ANNE'S.—Annual meeting on 20th April, the Mayor in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Presentation of the life-boatman statuette awarded by the Institution to Mr. J. Pearson, J.P., honorary treasurer. Amount collected in 1935, £199.

MACCESFIELD.—Life-boat day.

MANCHESTER, SALFORD AND DISTRICT:

ALDERLEY EDGE.—Film displays, arranged by Mrs. L. Taylor-Hibbert. Address by the branch secretary to the Alderley Edge Girls' Club.

GORTON.—Annual carnival dance.

LONGSIGHT.—Whist drive.

MOSS SIDE.—Dinner dance.

NEW MOSTON.—Dance, which the Cotton Queen of Britain attended.

PRESTWICH.—Annual meeting on 3rd April. Officers and committee re-elected.

M A N C H E S T E R—Cruise re-union dinner and dance, in association with the Cunard White Star Line, Alderman Sir William Davy, J.P., in the chair. Toasts were proposed by the Mayor of Middleton, Mr. P. M. Oliver, C.B.E., honorary secretary of the branch, Mr. E. Seymour-Bell, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, gave an address.

Special meeting and tea kindly given by Alderman Joseph Crookes Grime at which Alderman Grime was appointed chairman of the branch in succession to Lieut.-Commander F. W. Astbury, J.P. Carnival dance, arranged by the Manchester Business Houses Life-boat Guild.

WEST SALFORD.—Life-boat service at Windsor Institute, with address by the branch secretary.

Whist drive.

WHALLEY RANGE.—Annual meeting on 20th February. Officers re-elected.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—White elephant sale, arranged by Mrs. E. Bancroft, the president.

MARYPORT.—Life-boatmen's social. Whist drive, supper and dance, arranged by the Ladies' Life-boat Guild.

MIDDLETON AND MOSSLEY.—Life-boat days.

NANTWICH.—Annual meeting on 19th February, Mrs. C. A. Codrington, president of the Ladies' Life-boat Guild, in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £69, an increase of £7 on 1934.

NORTHWICH.—Special meeting. Presentation of the life-boatman statuette awarded by the Institution to Mrs. H. E. Evans, honorary secretary of the Ladies' Life-boat Guild.

Special meeting at The Gables, Hartford.

Mrs. P. G. Shard in the chair. Speaker: The district organizing secretary.

OLDHAM.—Annual meeting on 24th February, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Days in Oldham and Crompton, annual whist drive and dance. Amount collected in 1935, £375, an increase of £109 on 1934.

Life-boat days at Crompton and Shaw.

PADIHAM.—Annual meeting on 23rd April. Speaker: The district organizing secretary. Miss J. Ashton elected hon. treasurer in succession to Mr. A. Wilson. Amount collected in 1935, £14.

PENRITH.—Lantern lecture by the Rev. W. Hartley, of Great Salkeld.

PRESTON.—Annual meeting on 29th April, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £180.

RADCLIFFE.—Whist drive at the house of Mrs. Etheridge, a member of the branch committee.

Dancing matinée given by Miss Lillie Warburton and her pupils.

ROMILEY.—Life-boat day.

ROYTON.—Special meeting, the Rev. Canon W. Rowe in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Chairman, the Rev. Canon William Rowe; vice-chairman, the Rev. R. N. Davies; honorary treasurer, Mrs. Breakell; honorary secretary, Mrs. Travis.

SADDLEWORTH.—Special meeting. Ladies' Life-boat Guild reconstituted. President, Mrs. A. C. Wilby; vice-presidents, Mrs. Mallalieu and Mrs. Barraclough; honorary secretary and treasurer, Mrs. J. Loftus.

SEDBERGH.—Collection at Sedbergh School.

SOUTHPORT.—Special meeting, the Mayor in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild reconstituted. President, the Mayoress; chairman, Mrs. G. H. Hibbott; honorary treasurer, Miss I. E. Barbasch; honorary secretary, Mrs. J. N. Henderson.

Whist and bridge drive.

STOCKPORT.—Whist drive and dance.

TYLDESLEY.—Dance.

WHALEY BRIDGE.—Life-boat day.

WHITEHAVEN.—Sunday service. Cinema performance.

WIGAN.—Life-boat day. Bridge drive.

North-East of England.

BEDLINGTON.—Whist drive and dance.

BERWICK.—Dinner to crew.

BEVERLEY.—Whist drive.

BLAYDON.—Special meeting of the Ladies' Life-boat Guild. Presentation to Mrs. G. Turner, honorary secretary, of the life-boat picture awarded to her by the Institution.

BLYTH.—Annual meeting on 20th February, Mr. J. W. Hogarth, chairman,

presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, who presented a certificate of service to Adam D. Fawcus on his retirement from the crew. Amount collected in 1935, £317.

BRADFORD.—Annual meeting. Efforts of the past year: Prince of Wales Day, house-to-house collection, matinée. Amount collected in 1935, £1,255.

Bridge and whist drives.

BRIDLINGTON.—Whist drives, and concert.

BRIGHOUSE.—Life-boat day.

CONISBOROUGH.—Whist drives and dance.

CONSETT.—Bridge drive.

DARLINGTON.—Annual meeting on 18th February, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Whist and bridge drives, egg week. Amount collected in 1935, £202, an increase of £15 on 1934.

DONCASTER.—Annual meeting on the 17th February, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Prince of Wales Day, jumble sales and whist drives. Amount collected in 1935, £187, an increase of £18 on 1934.

Whist drives, life-boat day, social and whist drive at Campsall.

GARFORTH.—Life-boat day.

GATESHEAD.—Annual meeting on 18th February, Col. Henderson in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Prince of Wales Day, bridge drives, garbage hunt, works appeal. Amount collected in 1935, £167.

Bridge drives.

HALIFAX.—Annual meeting, 8th April, the Mayor presiding. Efforts of the past year: Dance, American tea. Amount collected in 1935, £211, an increase of £54 on 1934.

Bridge drive and dance, organized by the staff of Messrs. Ollerenshaw, Ltd.

HARROGATE.—Whist drive and dance.

HEMSLEY.—Lantern lecture.

HOLMFIRTH.—Whist drive.

HUDDERSFIELD.—Bridge and whist drive.

HULL.—Life-boat day.

KEIGHLEY.—Life-boat day.

KIRKBURTON.—Bridge drive.

LEEDS.—The branch has suffered a severe loss by the death of Mrs. S. Airey, honorary treasurer of the Ladies' Life-boat Guild.

MALTON.—Whist drive.

NEWCASTLE-UPON-TYNE.—Annual meeting on 19th February, Lady Appleby, chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Prince of Wales Day, bridge drives, dancing matinée, coffee morning, works appeal, bridge drives. Amount collected in 1935, £296, an increase of £73 on 1934.

NORMANTON.—Life-boat day.

POCKLINGTON.—Bridge drive.

REDCAR.—Whist drive. Annual supper to Redcar and Teesmouth crews. Bridge drive.

SELBY.—Bridge drive.

SHEFFIELD.—Annual meeting on 27th March, the Lord Mayor, president, in the chair. Efforts of the past year: Prince of Wales Day, American tea, dance. Amount collected in 1935, £345.

SKELMANTHORPE AND SCISSETT.—Whist drive and dance.

SKIPTON.—Life-boat day.

SOUTH KIRBY AND EMSALL.—Whist drive and dance.

SOWERBY BRIDGE.—Annual meeting. Amount collected in 1935, £35.

STAITHES AND RUNSWICK.—Annual meeting of the Ladies' Life-boat Guild.

SUNDERLAND.—Whist drive. Dance.

TYNEMOUTH.—Whist drive. Life-boat supper.

WEST HARTLEPOOL.—Life-boat day.

WHITLEY BAY.—Dance.

WITHERNSEA.—Life-boat day. *Café Chantant.*

Midlands.

ASHBOURNE.—Life-boat day and "Riders of the Storm" film shown.

BIRMINGHAM.—Annual meeting, the district organizing secretary presiding. Speakers: Mr. T. O. Gray, honorary treasurer of the branch, and a member of the committee of management of the Institution, and the Rev. W. T. Joseph. Amount collected in 1935, £2,233, an increase of £53 on 1934.

House-to-house collections at Edgbaston, Kingstanding and Moseley. Whist drives organized by Mrs. Howard, Mrs. and Miss Penny and Mrs. Skidmore, Mrs. Searancke, of Halesowen, and Mr. Bird, of West Bromwich. Jumble sale organized by the Birmingham Ladies' Life-boat Guild. One week's collection at Aston Hippodrome and three days' collection at the West End Cinema. Address at Small Heath.

BRIERLEY HILL.—Whist drive.

BRIGG.—Life-boat day.

BROWNHILLS.—Dance.

BURTON-ON-TRENT.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Arthur Fox in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £162 an increase of £7 on 1934.

CIRENCESTER.—Performance of the life-boat play, "Their Business in Great Waters." "Riders of the Storm" film shown. Life-boat day.

DUDLEY.—Life-boat day.

KENILWORTH.—House - to - house collection.

LEAMINGTON.—House - to - house collection.

LICHFIELD.—Bridge drive.

LOUTH.—House - to - house collection. "Riders of the Storm" film shown.

MANSFIELD.—Life-boat days at Warsop, Kirkby-in-Ashfield, and Mansfield Woodhouse.

NEWCASTLE - UNDER - LYME.—Whist and bridge drive.

NEW MILLS.—"Riders of the Storm" film shown.

NORTON CANES.—Life-boat day.

NOTTINGHAM.—Annual dance of the Ladies' Life-boat Guild.

NUNEATON.—Life-boat dance. Presentation of the life-boat picture awarded by the Institution to Miss Bostock.

OLDBURY.—Annual meeting, Mrs. Growcott, J.P., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1935, £36.

PETERBOROUGH.—Annual meeting, Mrs. Blakeney presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £227, an increase of £21 on 1934.

STAFFORD.—Life-boat day. Dance.

STONE.—Life-boat day.

STRATFORD - ON - AVON.—"Riders of the Storm" film shown.

STROUD.—American tea. Addresses to the Inner Wheel Group and the Wesley Guild Methodist Church.

SUTTON-IN-ASHFIELD.—Life-boat day.

TETBURY.—Social evening. Address to the Women's Guild.

WARWICK, WELLINGBOROUGH, AND WOLVERHAMPTON.—Life-boat days.

Lectures at Blockley, Gloucester, Shirley, and Walsall.

South-East of England.

ASHFORD.—House-to-house collection. Lecture at High Halden Women's Institute by Col. A. C. Barnby, O.B.E., honorary secretary of the Rochester branch.

AYLESBURY.—Life-boat day. Address to the Rotary Club by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution.

BEACONSFIELD.—Life-boat day.

BECCLES.—Life-boat day at Bungay.

BIGGLESWADE.—Bridge drive.

BLETCHLEY.—Life-boat day.

CAISTER-ON-SEA.—Whist drive.

CAMBERLEY.—Lantern lecture at Cordwalles School.

CANTERBURY.—Annual meeting, the Mayor presiding. Speaker: Capt. G. G. P. Hewett, R.N. Efforts of the past year: Prince of Wales Day, church and chapel collections, and house-to-house collections. Amount collected in 1935, £109, an increase of £28 on 1934.

CATERHAM AND DISTRICT.—Bridge drive.

CHELMSFORD.—Life-boat day. Lecture at Boreham Women's Institute.

CHESHAM AND AMERSHAM.—Life-boat day.

CHICHESTER.—Lantern lecture at West Dean.

CLACTON-ON-SEA.—Annual meeting, Mr. H. J. Grant, president, in the chair. Efforts of the past year: Life-boat Sunday and boat-house collections, and Prince of Wales Day, concert and whist drive, arranged by the Ladies' Life-boat Guild. Amount collected in 1935, £451.

Annual supper to the life-boat crew. Dancing display arranged by the Ladies' Life-boat Guild.

DARTFORD AND DISTRICT.—Life-boat day. "Riders of the Storm" film shown at two cinemas, with collections.

DOWNHAM MARKET.—Life-boat day.

EASTBOURNE.—Annual meeting, the Mayor presiding. Speaker: Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of the past year: Prince of Wales Days in Eastbourne and district and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1935, £1,148. Mr. Ernest Armstrong, chairman of the branch, and a member of the committee of management of the Institution, presented the binoculars awarded by the Institution to Mr. A. Robertson, the honorary secretary.

Concert at Pevensey (half proceeds). Life-boat day and whist drive at Hailsham, arranged by the Ladies' Life-boat Guild. Lectures at Eastbourne and Dallington Women's Institute.

EAST DEREHAM.—Life-boat day. Theatrical and musical entertainment at Swaffham. "Riders of the Storm" film shown at Swaffham.

EGHAM AND ENGLEFIELD GREEN.—The branch has suffered a severe loss by the death of the honorary secretary, Mr. L. A. Ashby. Mr. E. Kaye has consented to act as honorary secretary in his place.

ELY.—Life-boat day.

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

FOLKESTONE.—Life-boat ball.

GERRARD'S CROSS.—Life-boat day.

GODALMING.—Dance. Presentation of the gold badge awarded by the Institution to Mrs. Grenside, honorary secretary.

GOODWIN SANDS AND DOWNS.—The branch has suffered a serious loss by the death of Mr. Arthur J. Matthews, J.P., for many years its chairman.

GRAYS AND DISTRICT.—Life-boat day. "Riders of the Storm" film shown.

HASBOROUGH AND DISTRICT.—Whist drive at Bacton.

HASTINGS AND ST. LEONARD'S.—Theatre collection. Address to the Rotary Club by the district organizing secretary.

ISLE OF SHEPPEY.—Lantern lecture to the Ladies' Life-boat Guild by Lieut.-Commander F. G. L. Bullock, R.N.

KESSINGLAND.—Life-boat church service, with address by the Mayor of Lowestoft.

MARGATE.—Party for children and grandchildren of life-boatmen, arranged by Mrs. T. W. Gomm, wife of the honorary secretary.

MARLOW.—Life-boat day. Lecture at Bisham Women's Institute.

RICKMANSWORTH AND CROXLEY GREEN.—Bridge drive.

ROCHESTER.—Lantern lecture to the Mother's Union by the honorary secretary, Col. A. C. Barnby, O.B.E.

RYE AND WINCHELSEA.—"Riders of the Storm" film shown, with collection.

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

SEVENOAKS.—Golf competition at the Wilderness Country Club.

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

SITTINGBOURNE.—Football match (Messrs. E. Lloyd's v. London Fire Brigade). "Riders of the Storm" film shown, with collections.

SLOUGH.—Life-boat day. Lecture to Townswomen's Guild, by Mrs. Holbech.

TONBRIDGE.—Life-boat day.

TUNBRIDGE WELLS.—Competition at Nevill Golf Club. Address to East Sussex Federation of Women's Institutes.

UCKFIELD AND DISTRICT.—Life-boat day. "Riders of the Storm" film shown.

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

WALTON AND FRINTON.—Annual dinner to the crew. Capt. W. J. Oxley, honorary secretary, in the chair. Sir Godfrey Baring, Bt., chairman of the Institution, presented the gold badge awarded by the Institution to Mr. F. W. Calvert, honorary financial secretary. Capt. W. J. Oxley made a presentation from the branch to Coxswain J. C. Byford, on his retirement.

Life-boat crew entertained to supper by the Yacht Club.

WELWYN.—House-to-house collection.

WINSLOW.—Life-boat day.

WOKINGHAM.—Competition at East Berks Golf Club.

WOLVERTON AND DISTRICT.—Life-boat day.

WORTHING.—Annual meeting, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Prince of Wales Day, church collections. Amount collected in 1935, £407, an increase of £16 on 1934. The Mayor presented the gold badge awarded by the Institution to Mr. J. R. Aldridge, honorary secretary.

GREAT YARMOUTH AND GORLESTON.—Badminton tournament and whist drive arranged by the Ladies' Life-boat Guild.

Lectures were given to the Women's Institutes at Bearsted and Thornham, and Wateringbury by Col. A. C. Barnby, O.B.E., honorary secretary of the Rochester Branch, and at Dunmow, Edlesborough, Frittenden, Ham Hill and Lower Birling, Limpsfield

Chart, Ramsey Heights, South Nutfield, Wareside, West Hoathly, and West Wycombe by Capt. Basil Hall, R.N., late district inspector of life-boats.

South-West of England.

ABINGDON.—Life-boat day. Address to Women's Section of the British Legion.

AXMINSTER.—Life-boat days at Axminster and Honiton.

BARNSTAPLE.—Life-boat day at South Molton, organized by the Mayoress.

BATH.—Annual meeting, the Mayor presiding, supported by Sir Bertram Cubitt, K.C.B., D.L., J.P., chairman. Speaker: The district organizing secretary. Amount collected in 1935, £330, an increase of £8 on 1934.

Life-boat day.

BOURNEMOUTH.—Whist drive, organized by Ladies' Life-boat Guild.

BRIDGWATER.—Annual dance at North Petherton.

BRIDPORT.—Annual meeting, the Mayor presiding, supported by Rear-Admiral Fox, and the Rector of Bridport. Speaker: The district organizing secretary. Amount collected in 1935, £86, an increase of £3 on 1934.

COVERACK.—Annual supper given by Mr. R. F. Roxburgh to crew and helpers.

CREDITON.—Life-boat day.

DAWLISH.—Life-boat day. Presentation of the life-boat picture awarded by the Institution to Surgeon-Commander H. A. Browning, R.N., the honorary secretary.

EASTLEIGH.—Life-boat day. Address to Women's Section, British Legion, by Dr. A. J. Powell, of Havant.

EXETER.—Annual meeting, the Mayor presiding, supported by the Mayoress, Mr. A. C. Reed, C.C., M.P., president of the branch, and Councillor Mrs. Arthur Reed, chairman of the branch and vice-president of the Guild. Speaker: The Hon. George Colville, deputy chairman of the Institution. Efforts of past year: Prince of Wales Day, collections, whist drive and jumble sale. Amount collected in 1935, £266. Presentation by Mrs. Reed of records of thanks awarded by the Institution to ten honorary workers.

Councillor Mrs. Arthur Reed's "At Home." Whist drive to Guild members. Prizes distributed by Mrs. Reed. Whist drive, organized by Mrs. Cotley. Jumble sale.

EXMOUTH.—Dance, and presentation to Capt. C. P. Shrubbs, honorary secretary, of the binoculars awarded to him by the Institution.

FALMOUTH.—Annual meeting of the Ladies' Life-boat Guild, the Mayor presiding, supported by Mr. Chelley, chairman of the branch, and Mrs. Chelley, president of the Guild. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Life-boat day.

FAREHAM.—Life-boat day at Fareham and villages.

GUERNSEY.—Special meeting, under the patronage of the Bailiff. Speaker: The Hon.

George Colville, deputy chairman of the Institution.

HAYLING ISLAND.—Whist drive, organized by the Women's Institute.

HENLEY.—Life-boat day.

ILFRACOMBE.—Annual meeting, Mr. R. M. Rowe, the president, in the chair. Amount collected in 1935, £203, an increase of £75 on 1934.

Annual meeting of the Ladies' Life-boat Guild, Mrs. J. Sharp, the chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, American tea.

ISLE OF WIGHT:

COWES.—Annual ball and young people's dance, organized by the Ladies' Life-boat Guild. Sir Godfrey Baring, Bt., chairman of the Institution, was present.

NEWPORT.—Concert and mannequin parade.

RYDE.—Concert, arranged by Mrs. Tomasin, honorary secretary of the Ladies' Life-boat Guild, with address by Sir Godfrey Baring, Bt., chairman of the Institution.

LOOE (Liskeard Section).—Presentation of the record of thanks awarded by the Institution to Mr. W. H. Hooper, honorary secretary.

MELKSHAM.—Presentation of the life-boatman statuette awarded by the Institution to Mrs. Cullwick, honorary secretary.

MINEHEAD.—Presentation by the chairman of the Urban District Council of the life-boat picture awarded by the Institution to Mrs. Phillips, honorary secretary of the Ladies' Life-boat Guild.

OXFORD.—Annual meeting in St. John's College, the Mayor, president, in the chair, supported by Alderman Sir Hugh Hall, J.P., chairman. Speaker: Mr. H. A. Baker, a member of the committee of management of the Institution. Amount collected in 1935, £642, an increase of £60 on 1934.

PAIGNTON.—Whist drive. Presentation of the life-boat picture awarded by the Institution to Mrs. Symons, honorary secretary of the Ladies' Life-boat Guild.

PENLEE (PENZANCE).—Annual meeting, the Mayor presiding. Amount collected in 1935, £156.

PEWSEY.—Address to Women's Institute.

PLYMOUTH.—Annual dinner, given to the life-boat's crew by Mrs. Bowen, honorary secretary of the Ladies' Life-boat Guild, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, attending.

Physical training display in the Guildhall, arranged by Mr. and Mrs. G. Scantlebury, the Lord Mayor presiding, supported by the Lady Mayoress. Presentation by the Lord Mayor to Mrs. Bowen of the gold badge awarded to her by the Institution.

Whist and bridge party arranged by the Ladies' Life-boat Guild. Whist drive at Plymstock.

POOLE.—Annual meeting, the Mayor presiding, supported by the Sheriff of Poole and the Deputy Mayor. Speaker: Com-

mander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats. Efforts of past year: Prince of Wales Day, collections, opening of Compton Acres Gardens, whist drive. Amount collected in 1935, £318, an increase of £122 on 1934.

Concert at Wimborne, organized by Miss Baverstock, the honorary secretary, with address by the district organizing secretary.

READING.—Life-boat day.

REDRUTH.—Bridge and whist drive.

SALISBURY.—Annual meeting, the Mayor presiding, supported by the Mayoress and the Mayor of Wilton. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Day, collections, whist drives. Amount collected in 1935, £378, an increase of £14 on 1934.

Presentation to Miss Jones of the record of thanks awarded to her by the Institution.

Life-boat days at Salisbury and Ludgershall.

Annual whist drive at Bemerton.

SOUTHAMPTON.—Annual meeting, the Mayor presiding, supported by Mr. C. J. Sharp, J.P., chairman, and Mrs. Murray, chairman of the Ladies' Life-boat Guild. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Efforts of the past year: Prince of Wales Day, collections, bridge and whist drives, dramatic performance. Amount collected in 1935, £788, an increase of £65 on 1934. Presentation of prizes in the life-boat essay competition for elementary schools.

Whist drive and collections at theatres.

ST. IVES.—Dance, and presentation by the Mayor of the binoculars awarded by the Institution to Captain W. Guppy, honorary secretary.

SWANAGE.—Life-boat day at Wareham and villages.

THAME.—Life-boat day.

TORBAY.—Visit of delegates of the National Federation of Chambers of Trade and Commerce Conference to the life-boat station and trip in the motor life-boat.

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

TROWBRIDGE.—Life-boat day, and presentation of the life-boat picture awarded by the Institution to Miss Gramlick, honorary secretary.

WARMINSTER.—Life-boat days in Warminster and district, with film and collections at cinema.

WELLS.—Life-boat day.

WINCHESTER.—Life-boat day at Alresford.

Scotland.

ABERDEEN.—Annual meeting on 26th February, the Lord Provost, president of the branch, in the chair. Speaker: Captain Guy D. Fanshawe, R.N., a member of the committee of management of the Institution. Presentation to Coxswain Thomas Sinclair of the bronze medal awarded to him for the service to the trawler *George Stroud* on

Christmas Day. Efforts of the past year: Annual ball, play, Prince of Wales Day, house-to-house collection and flower day. Amount collected in 1935, £997.

ABERLOUR.—Life-boat day.

ARBROATH.—Sunday cinema concert, arranged by the Ladies' Life-boat Guild, at which Coxswain Swankie was presented by the Provost with the medals of the Royal Humane Society and the Shipwrecked Mariners' Society, for his gallantry in saving the life of a fisherman.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Military whist drive, arranged by the Ladies' Life-boat Guild.

BARRHEAD.—Life-boat day.

BURNTISLAND.—Whist drive.

CARNWATH.—Life-boat day.

CUPAR.—Variety concert, organized by Miss McDonald, a member of the Ladies' Life-boat Guild.

DINGWALL.—Life-boat day.

DOUGLAS.—Lantern lecture.

DUFFTOWN.—Presentation, by the Rev. A. H. Mitchell, M.A., B.D., chairman, of the life-boat picture awarded by the Institution to Mr. A. Gall, the honorary secretary.

DUNBAR.—Presentation of Christmas gifts to the Dunbar and Skateraw crews. Basket whist drive promoted by the members of the Innerwick Women's Rural Institute.

DUNDEE.—Special meeting of conveners and collectors on board H.M.S. *Unicorn* at the invitation of Mrs. William Rettie, president of the Ladies' Life-boat Guild.

EDINBURGH.—Bridge and whist drive. Prizes presented by Mrs. R. H. Maconochie, a vice-president of the Ladies' Life-boat Guild.

Performance of the life-boat play, "Their Business in Great Waters," arranged by Mrs. A. Simpson, of Fountainhall.

Address to the Rotary Club by Captain Guy D. Fanshawe, R.N., a member of the committee of management of the Institution. Life-boat day and procession.

ELIE.—Bridge party, arranged by the honorary secretary of the Ladies' Life-boat Guild at Merleswane.

Concert and dramatic entertainment, organized by Miss Nessie Smith, a member of the Ladies' Life-boat Guild, the Provost presiding.

FALKIRK.—Life-boat days at Falkirk and Polmont.

FORRES.—Life-boat day.

FRASERBURGH.—Performance by the Aberdeen Fabian Players. Presentation to the coxswain and crew of rewards made by the Institution for the service to the trawler *Evergreen* on 18th January.

GALASHIELS.—Annual meeting of the Ladies' Life-boat Guild, the Countess of Haddington, president, in the chair. Speakers: Harriet, Lady Findlay, D.B.E., honorary secretary of the Scottish Life-boat Council, Miss Mercer, Mrs. Macpherson Brown, and the Scottish organizing secretary.

Efforts of the past year : Bridge drive and daffodil day.

Daffodil day.

GLASGOW.—Address to the Glasgow Rotary Club by Captain Robert Mends, R.N. Lantern lecture to the Old Partick Club.

GOUROCK.—Life-boat day.

GREENOCK.—Annual meeting of the Ladies' Life-boat Guild on 21st April, Mrs. Wright, president, in the chair. Speakers : Miss Isabelle Kerr, J.P., and the Scottish organizing secretary. Efforts of the past year : Prince of Wales Day, lantern lecture and appeal by the committee.

HAWICK.—Special meeting, Provost Fisher presiding, at which a Ladies' Life-boat Guild was formed. Speakers : Sir Godfrey Baring, Bt., chairman of the Institution, Ex-Provost Renwick, and the Scottish organizing secretary. The Earl and Countess of Minto were present and badges were presented to Guild members by the Countess of Minto.

IRVINE.—Life-boat day.

ISLE OF BUTE.—Annual life-boat dance, Mrs. N. H. Constable, vice-president of the Ladies' Life-boat Guild, presiding. The prizes were distributed by Miss Gray Buchanan and General Gray Buchanan gave an address.

ISLE OF ISLAY.—Dance at Port Charlotte, organized by Dr. D. N. Stuart, a member of the committee.

KILMARNOCK.—Annual meeting of the Ladies' Life-boat Guild on 1st April, Lady Rowallan, president, in the chair. Speaker : The Scottish organizing secretary. Efforts of the past year : Prince of Wales Day and lecture. Amount collected in 1935, £158.

Address to the Rotary Club by Captain Robert Mends, R.N.

LAMINGTON.—Life-boat day.

LONGHOPE.—Whist drive.

NEWBURGH.—Dramatic entertainment, arranged by the Ladies' Life-boat Guild, Lady Diana Buchan in the chair.

PAISLEY.—Bridge drive arranged by the Ladies' Life-boat Guild. Mrs. King Clark, president, presented the prizes.

STIRLING.—Annual meeting on 20th April. Efforts of the past year : Prince of Wales Day. Amount collected in 1935, £114, an increase of £3 on 1934.

TROON.—Address by Sir Godfrey Baring, Bt., chairman of the Institution, at a United Evening Church Service in the Old Church. The Rev. J. L. Cotter, B.D., the Rev. A. G. Stewart, M.A., and the Rev. Thomas Fitch, B.D., also took part.

Special meeting. Ex-Provost McAlister, chairman, presiding. Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the gold badge awarded by the Institution to Mr. James Clark, vice-president of the branch.

VALE OF LEVEN.—Whist drive and leap year dance.

WEST KILBRIDE.—Golf tournament.

WHITBURN.—Life-boat day.

Ireland.

ARMAGH.—Annual meeting, Mrs. Noel Smith, vice-president, in the chair. Speaker : The district organizing secretary. Amount collected in 1935, £37, an increase of £2 on 1934.

BALBRIGGAN.—Whist drive.

BALLYDEHOB.—Life-boat day.

BANGOR.—Annual meeting, the Mayor presiding. Speakers : Mr. A. M. Hamilton, chairman of the Donaghadee branch, and the district organizing secretary. Amount collected in 1935, £161.

BELFAST.—Private bridge drive by kind permission of Captain and Mrs. R. W. McGonigal. Dance.

DUBLIN.—Annual meeting of the Ladies' Life-boat Guild, the Countess van Cutsem, president, in the chair. Speakers : The Lord Mayor of Dublin, Vice-Admiral Craig-Waller, Captain J. H. Webb, harbour-master, Major Arthur Whewell, chairman of the Special Effort Committee, Elizabeth, Countess of Fingal, Miss Harvey Robinson, Commander E. D. Drury, O.B.E., R.D., R.N.R., chief inspector of life-boats, and the district organizing secretary.

Lecture to the Royal Dublin Society by Mr. J. R. Barnett, O.B.E., M.I.N.A., naval architect to the Institution.

Fourth annual life-boat ball.

Presentation to Mrs. W. T. Callaghan of the "Grace Darling" brooch awarded to the member of the Ladies' Life-boat Guild who made the highest collection for 1935 in the Dublin district.

GREYSTONES.—Concert and tea, organized by Mrs. Archer and the Ladies' Life-boat Guild. Speaker : Major Arthur Whewell, of the Dublin branch.

PORTRUSH.—Cinema performance.

WESTMEATH.—Presentation to Miss Rose Chapman, honorary secretary, by the Countess van Cutsem at the Ladies' Life-boat Guild meeting in Dublin, of the life-boat picture awarded to her by the Institution.

Dance.

WEXFORD.—Life-boat day.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERTILLERY.—Annual meeting on 4th February, Mrs. A. H. Doleman, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Prince of Wales Day. Amount collected in 1935, £10.

Life-boat day.

BARRY.—Whist and bridge drive, organized by the Ladies' Life-boat Guild.

BRIDGEND.—The branch has suffered a serious loss by the death of its honorary secretary, Mrs. Loosmore.

CARDIFF AND PENARTH.—Annual meeting on 29th April, the Deputy Lord Mayor in the chair. Speaker : Sir Godfrey

(Continued on page 108.)

INCOME AND EXPENDITURE FOR 1935.

Expenditure.

Life-boats :—	£	s.	d.	£	s.	d.
New Life-boats for the following stations :—On account—						
Aith, Broughty Ferry, Cromer, Gourdon, Hythe, Ilfracombe, North Sunderland, Port Askaig, Port St. Mary, St. David's, Sheringham, Sunderland, Wells	47,063	19	5			
Upkeep of Office and Store at Cowes	152	19	3			
Alterations and Repairs of Life-boats, etc.	18,117	18	4			
Consulting Naval Architect	487	3	9			
Salaries of Superintendent-Engineer, Surveyors, Assistant Surveyors of Life-boats and Machinery, Draughtsmen, and Clerical Staff	10,862	17	3			
Travelling Expenses	3,297	9	0			
Pensions under the Pension Scheme	459	17	0			
Contributions to Superannuation and Provident Fund	256	17	10			
				80,699	1	10
Life-boat Carriages and Tractors :—						
New Carriages, etc.	1,303	17	9			
Alterations and Repairs of Life-boat Carriages, etc.	153	12	11			
Repairs to Tractors	339	19	9			
Salaries of Assistant Surveyor of Carriages, and Tractor Engineer	696	0	0			
Travelling Expenses	416	4	0			
Contributions to Superannuation and Provident Fund	34	10	9			
				2,944	5	2
Life-boats House and Slipways :—						
New Construction and Adaptation	24,241	3	0			
Repairs and Maintenance	6,645	0	9			
				30,886	3	9
Life-boat Stores				15,101	12	4
Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs						
Salaries of Superintendent of Stores, Storekeeper and Clerical Staff and Wages of Manual Workers	15,048	2	5			
Pensions under the Pension Scheme	298	6	8			
Contributions to Superannuation and Provident Fund	166	3	0			
				18,331	12	6
Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally; Conveyance of Boats, Carriages and Stores; Postages, etc.						
Salaries of Assistant Secretaries, etc., of Stations	10,914	16	0			
	361	11	9			
				11,276	7	9
Wages, Rewards and other payments to Coxswains, Motor Mechanics and Crews :—						
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	5,931	1	7			
Grants to men injured in the Life-boat Service	369	3	3			
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	33,253	19	6			
Payments to Life-boat Crews and Launchers for exercises, etc.	6,218	8	8			
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	3,766	17	6			
Pensions and Grants to Relatives of deceased Life-boatmen and others	1,601	1	4			
Pensions under the Pension Scheme to ex-Permanent Crews of old Steam Life-boats, etc.	685	6	0			
				51,825	17	10
Carried forward				211,065	1	2

Income.**Subscriptions, Donations, etc. :—**

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters - - - -	6,291	14	1			
„ „ through Station Branches - - - -	6,659	6	5			
„ „ through Financial Branches - - - -	16,826	6	4			
„ Donations to Headquarters - - - -	9,694	12	6			
„ „ through Station Branches - - - -	19,612	14	5			
„ „ through Financial Branches - - - -	50,053	15	9			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations - - - - -	1,836	14	8			
Contribution Boxes (Headquarters) - - - -	193	6	2			
„ „ (Station Branches) - - - -	6,429	15	11			
„ „ (Financial Branches) - - - -	845	16	11			
				118,444	3	2

Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments— Donaghadee, Margate, Southend-on-Sea, Walmer and Whitehills - - - - -	1,467	11	9			
Hollon Life-boat Fund (per the Charity Commissioners) -	25	5	0			
Bevan Reward Fund (per the Charity Commissioners) -	208	5	0			
St. Anne's Life-boat Disaster Fund, Balance transferred to Institution - - - - -	8,540	19	4			
				10,242	1	1

Income from Investments :—

Dividends and Interest on Investments - - - -	46,093	7	5			
Less Income Tax deducted - - - - -	5,511	1	4			
	40,582	6	1			

Special Purposes Trust Fund Income	£	s.	d.
Account - - - - -	1,819	16	6
Less Transfer to Special Purposes and Maintenance Fund - - - - -	286	4	9
	1,533	11	9

Less Transfers to General Subscriptions, Station Branch Contributions, and Financial Branch Contributions -	476	5	7			
				1,057	6	2
Income Tax recovered - - - - -				6,948	0	1
				48,587	12	4

Carried forward - - - - - 177,273 16 7

Expenditure.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				211,065	1	2

Life-boat Inspectors :—

Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	7,164	13	6
Travelling Expenses - - - - -	2,274	13	7
Pensions under the Pension Scheme - - - - -	793	10	8
Contributions to Superannuation and Provident Fund - - - - -	196	7	10
			<u>10,429 5 7</u>

Administration :—

One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant and Clerical Staff - - - - -	4,530	16	1
Rent, Leasehold Depreciation, Rates, Taxes, £ s. d.			
Lighting, Heating, Insurance, etc. - - - - -	1,982	8	4
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts - - - - -	891	9	10
Commissionaires and Watchmen - - - - -	555	14	5
Telephones, Postages and Parcels - - - - -	896	14	8
Pensions under the Pension Scheme - - - - -	1,606	11	1
Travelling and other Expenses of Chairman and Committee of Management - - - - -	624	6	11
Contributions to Superannuation and Provi- dent Fund - - - - -	254	3	9
	<u>6,811</u>	<u>9</u>	<u>0</u>
Less estimated amount chargeable to raising of funds and publicity - - - - -	3,405	14	6
			<u>3,405 14 6</u>
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -	1,803	2	8
Auditors' Fee - - - - -	315	0	0
Law Expenses - - - - -	350	18	3
Repairs and improvements to the House of the Institution - - - - -	308	4	0
			<u>10,713 15 6</u>
Expenses re the Estate of the late Mrs. F. McLorg - - - - -			<u>50 0 0</u>

Expenses connected with raising of funds and publicity :—

One-half of Salaries of Secretary, Deputy Secretary, Assis- tant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc. - - - - -	5,497	2	7
Salaries of District Organizing Secretaries and Clerical Staff - - - - -	7,779	14	10
Travelling Expenses of District Organizing Secretaries - - - - -	2,210	18	10
Annual General Meeting - - - - -	70	19	0
Advertising and Appeals - - - - -	7,232	12	4
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	11,282	16	5
Printing and Binding the Annual Report and <i>The Life-boat Journal</i> - - - - -	1,895	11	11
Pension under the Pension Scheme - - - - -	172	10	0
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	4,516	16	3
Contributions to Superannuation and Provident Fund - - - - -	276	11	8
Estimated proportion of Administration Expenses as above - - - - -	3,405	14	6
			<u>44,341 8 4</u>

TOTAL EXPENDITURE - - - - -	£276,599	10	7
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Income.

Brought forward	-	-	-	-	£	s.	d.
					177,273	16	7
Sundry Receipts :—							
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses,					£	s.	d.
Condemned Stores, etc.	-	-	-	-	3,365	18	7
Sale of <i>The Life-boat Journal</i> , Advertisements, etc.	-	-	-	-	76	0	6
						3,441	19 1
Ordinary Income	-	-	-	-		180,715	15 8
Legacies for General Purposes	-	-	-	-		62,362	12 10
Gifts and Legacies for Special Purposes :—							
Income only available :—					£	s.	d.
Legacies	-	-	-	-	5,065	0	0
						5,065	0 0
Capital available :—							
Legacies	-	-	-	-	46,178	5	6
Special Gifts	-	-	-	-	27,539	7	10
						73,717	13 4
						78,782	13 4
TOTAL RECEIPTS	-	-	-	-		321,861	1 10
Deduct :—							
Transfer to General Endowment Fund	-	-	-	-	5,065	0	0
Transferred to Special Purposes and Maintenance Fund	-	-	-	-	73,717	13	4
						78,782	13 4
Total Receipts available for General Purposes	-	-	-	-		243,078	8 6
Add :—							
Transfer from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations	-	-	-	-		29,757	1 6
Balance charged to General Purposes Fund	-	-	-	-		3,764	0 7

£276,599 10 7

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1935, and of the Branches for the year to 30th September, 1935.

Baring, Bt., chairman of the Institution. Efforts of the past year: Prince of Wales Day, nautical fair, dances, ships' collections, school collections, church collections. Amount collected in 1935, including the Prince of Wales Day held after the close of the branch year, £328, an increase of £53 on 1934.

Dance, organized by the Penarth Ladies' Life-boat Guild.

COLWYN BAY.—Annual meeting on 27th February, the Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: House-to-house collection, cinema collection, Prince of Wales Day. Amount collected in 1935, £294, an increase of £15 on 1934.

CONNAH'S QUAY.—Presentation by Mrs. Geoffrey Summers, president, of the life-boatman statuette awarded by the Institution to Mrs. L. E. Jillings, honorary secretary.

CONWAY.—Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the life-boatman statuette awarded by the Institution to Mrs. Arthur Smith, honorary secretary of the Ladies' Life-boat Guild. Mrs. Smith also received on behalf of Mrs. T. L. C. Preston the record of thanks awarded to her.

LLANDRINDOD WELLS.—The branch has suffered a great loss by the death of Mr. D. C. Davies, the town clerk, who had been its honorary secretary for twenty-five years.

LLANELLY.—Special meeting of the Ladies' Life-boat Guild, Mrs. C. R. Mansel-Lewis, chairman, presiding. Speaker: The district organizing secretary. Presentation

by the Mayoress of the life-boatman statuette awarded by the Institution to Mr. Ben F. Bennett.

Life-boat day.

MILFORD HAVEN.—Special meeting, Mrs. H. E. Rees in the chair. Speaker: The district organizing secretary. Ladies' Life-boat Guild formed. Mrs. L. F. Joyce, honorary secretary.

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

NEWPORT (MON.).—Annual life-boat ball. Address by the district organizing secretary.

PONTYPRIDD.—Annual meeting on 10th February, Mrs. Edgar Jenkins in the chair. Speaker: The district organizing secretary. Efforts of the past year: House-to-house collection, Prince of Wales Day, cinema collection. Amount collected in 1935, £61.

SWANSEA.—Annual meeting on April 30th, Mr. C. C. Vivian, J.P., in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Appeal by the Mayor, Prince of Wales Day, whist drives, two dances and cinema collections. Amount collected in 1935, £195, an increase of £9 on 1934.

TENBY.—Annual meeting of Ladies' Life-boat Guild, Mrs. Hulton, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Day, whist and bridge drive, and hotel and cinema collection.

Whist and bridge drive, organized by the Ladies' Life-boat Guild. Prizes presented by the Mayoress.

WREXHAM.—Life-boat day.

Notice.

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

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

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

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

The next number of THE LIFE-BOAT will be published in September, 1936.