

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 131 :: Pulling & Sailing Life-boats, 37

LIVES RESCUED

from the foundation of the Institution in 1824

to September 30th, 1936 - - - - 64,752

King Edward VIII and the Life-boat Service.

As has already been announced in *The Life-boat*, the King has been graciously pleased to become Patron of the Institution. He is the sixth sovereign to be Patron. Like his father and his grandfather, he has assumed that position on coming to the throne, after having been the Institution's President as Prince of Wales. He was President for seventeen years, from 1919 until his accession to the throne on January 20th, 1936.

At the beginning of his first life-boat speech he said: "I am glad to carry on the close relationship between my family and the life-boat service, which has marked the history of the Institution since its foundation nearly a hundred years ago." During his seventeen years as President he has made that relationship closer than it has ever been before, and even those most familiar with the life-boat service may be surprised, on reading this brief record of the Prince of Wales's association with the service, to see how personal, how active, and how generous has been his interest in every side of its work.

His Life-boat Speeches.

The Prince of Wales presided for the first time at the Institution's annual meeting in 1921, when he announced the formation of the Ladies' Life-boat

Guild. He spoke and presented the medals for gallantry three years later at the centenary meeting at the Mansion House, at which the Lord Mayor presided. He presided at the annual meeting again in 1928, in 1931, and in 1934. He had already promised to preside again this year when the death of King George cancelled that and all his other public engagements.

His Centenary Appeal.

During the memorable year of the Institution's centenary in 1924, he issued a special appeal "to the men and women of our Empire to give generously in support of this great service." Besides speaking at the meeting at the Mansion House, he presided at the centenary dinner, at which the honoured guests were the Institution's gold medallists and the representatives of the foreign life-boat services who had attended the first international life-boat conference. Later in the year he attended the centenary thanksgiving service in London, and wrote an autograph letter, thanking the honorary workers and the staff of the Institution for their work during the centenary year.

In 1926 he spoke at the meeting of the general council of the Ladies' Life-boat Guild, which was held in London, at the house of the Guild's president,

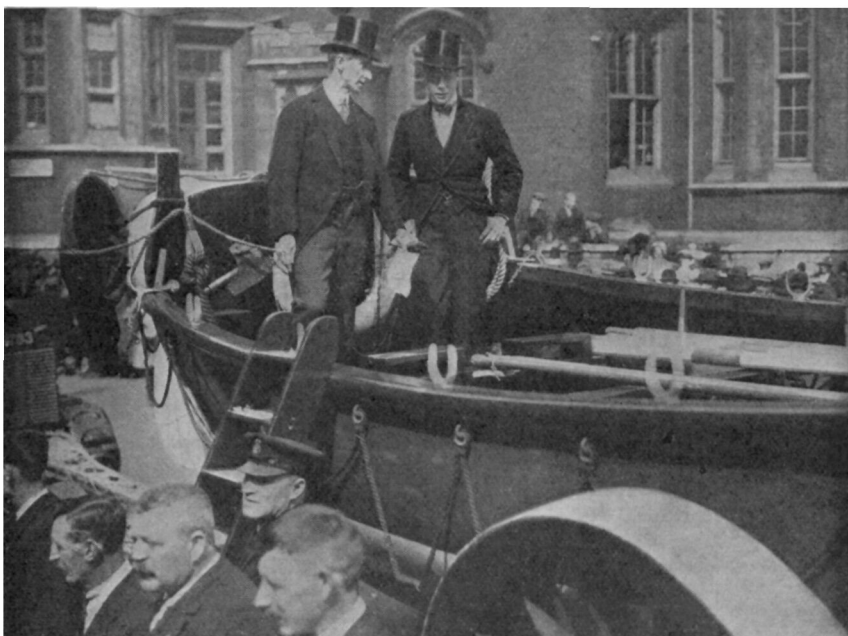
THE KING AND THE LIFE-BOAT SERVICE.



By courtesy of]

[Central News

ON BOARD THE ST. MARY'S, ISLES OF SCILLY, MOTOR LIFE-BOAT, 1921.



By courtesy of]

[Newspaper Illustrations, Ltd.

AT HIS FIRST ANNUAL MEETING, 1921.

On board a life-boat at Westminster with the Chief Inspector. In front are members of the Fishguard crew to whom he presented medals.

THE KING AND THE LIFE-BOAT SERVICE.



By courtesy of]

[Central Press

WITH A LIFE-BOAT COLLECTOR.

On Prince of Wales's Day in Greater London, in 1923.



By courtesy of]

[Photo Press

WITH THE WIDOW OF COXSWAIN PATTON, OF RUNSWICK.

At the annual meeting in 1934 after presenting to Mrs. Patton the gold medal posthumously awarded to her husband for his gallantry in sacrificing his own life to save a lame man from the sinking steamer *Disperser* of West Hartlepool, on February 8th, 1934.

the Duchess of Sutherland. He went to Edinburgh in 1929 to speak at a Scottish National Life-boat Assembly, where the Scottish silver medallists were presented to him, and then went on to Glasgow, to be present at a life-boat ball on board the s.s. *Transylvania*. In 1932 he attended a ball given by the Liverpool branch.

He named three motor life-boats, the *B.A.S.P.*, at Yarmouth, Isle of Wight in 1926; the *Sir William Hillary*, at Dover in 1930; and the *George Shee*, at Torbay in 1932. Two motor life-boats are named after him, the *Prince David*, which was stationed at Barry Dock, Glamorganshire in 1922, and the *Edward Prince of Wales*, which was stationed at The Mumbles, Glamorganshire in 1924.

His Visits to the Coast.

At the annual meetings, when he presented medals, at the naming ceremonies, and on his other visits to the coast, he met and talked to scores of life-boatmen. Nothing, perhaps, has shown more clearly his generous interest in the Institution than his readiness, when on the coast on other business, to spare time to visit the life-boat stations and meet the crews. A month after his first presidential address at the annual meeting in 1921, when he was touring his Duchy of Cornwall, he went out in the motor life-boat at St. Mary's, Scillies. When he opened the new pavilion and promenade at Hastings in 1925, he visited the life-boat station, went aboard the boat, and was made a member of the fishermen's Winkle Club, being presented with a winkle in gold. In 1928 at Grimsby, where he went to open a new bridge, he took the opportunity to speak of the life-boat service, and his pride in being its President. In 1931, when he went to Eastbourne to lay the foundation stone of a hospital, he visited the life-boat station and met the crew.

He took a close interest in the financial side of the Institution's work, and again and again gave the full weight of his name and influence to its appeals. At the annual meeting in 1928 he made a direct and personal appeal to the great shipping companies, with the result that six of the leading lines

presented five motor life-boats to the Institution. Three years later he made a similar appeal to the trawler owners.

His Interest in Life-boat Days.

He took a special interest in the most popular of the Institution's appeals, the life-boat flag days. Twice, first in 1923, the Institution's hundredth year, and again in 1935, in celebration of King George's Silver Jubilee, he gave his own name to these appeals, which were carried out as Prince of Wales Day for the Life-boats. In 1923 he took part himself in Prince of Wales Day in Greater London, visited a number of the depots, and, after the day, sent his thanks to the collectors and the public. In the same year he was at Wolverhampton, and received the cheque for the collection on Prince of Wales Day. In 1927 he made a special appeal for a generous response on life-boat days, and in 1928 he again took part in life-boat day in Greater London, visiting a number of the depots. His opinion of such appeals was emphatic. He said: "Every town ought to have a flag day for the life-boat."

He saw in Paris the film "The Black Journey", the record of the journey by Citroën tracked cars from Algiers to the Cape, and himself suggested that it should be shown in England on behalf of the life-boat service. He was present when the film was shown, and went on to the stage to speak of the nation's pride in its life-boat service, and to thank those who had helped it. He was present again when the film of the Citroën expedition across Asia, "An Eastern Odyssey" was shown on behalf of the Institution in 1934.

In 1930 he received the King and Queen, when they attended the life-boat matinée at the Hippodrome in London, and in 1929 when he was in Bradford, opening the new buildings of the chamber of commerce, and found that the annual life-boat matinée was being held at the Alhambra the same day, he not only went to it, but spoke from his box.

His Personal Appeals.

He wrote an introduction to *Britain's Life-boats*, the record of the first

hundred years of the life-boat service, which was published in 1923, and in 1932 he wrote an introduction to *Launch*, by Major General Lord Mottistone, coxswain of the Brooke life-boat.

By his presence, by his speech, and with his pen, he has always been ready to give the life-boat service his help, and his words appealing personally to the people of Great Britain and the British Empire on behalf of the service, must have been read by millions in the Institution's journal, its leaflets and its advertisements.

There are two still more personal

examples of his kindness as the Institution's President which should be recorded. After the annual meeting in 1928, he went to the Westminster Hospital to visit, in the incurable ward, a woman who, though crippled and bedridden, had for many years been a life-boat worker.

In the waiting-room at St. James's Palace, he had a life-boat collecting box. It was the only collecting box there.

He did for the Institution, again and again, what only he, as Prince of Wales, could do, and he did not disdain to do for it what even the humblest can do.

French Medals for Three Life-boat Crews.

Barry Dock, Torbay and Longhope.

THE French Government has awarded medals to English, Scottish and Welsh life-boat crews for gallantry last winter.

During the seven months, from the beginning of September, 1935 to the end of March, 1936, life-boats of the Institution went out to the help of 28 foreign vessels, rescued 119 lives from them, and saved or helped to save from destruction 13 of the vessels. Six of these 28 vessels were French, and 52 French lives were rescued.

Three of those six services to French vessels were of outstanding gallantry, and the Institution awarded medals for them. These three services were by the motor life-boats at Barry Dock, Glamorganshire; Torbay, Devon; and Longhope, Orkneys.

Mr. A. C. Jones, the honorary secretary at Barry Dock, who took charge of the life-boat in the absence of the coxswain, was awarded the silver medal, and each member of the crew the bronze medal for the rescue of the crew of six men of the French schooner *Goeland*, of Paimpol, on 17th September, 1935. Coxswain William Mogridge, of Torbay, was awarded the bronze medal for the rescue of the skipper of the French trawler *Satanicle*, of Cherbourg, on 30th December, 1935. Coxswain William Dass, of Longhope, Orkneys, was awarded the bronze medal for the

rescue of the crew of 41 men of the French trawler *Neptunia*, of Havre, on 21st February, 1936. Mr. Jones, Coxswain Mogridge and Coxswain Dass received their medals from the Duke of Kent at the annual meeting of the Institution.¹

For these three services the French Government has awarded the following medals: To Mr. A. C. Jones, of Barry Dock, the silver medal of salvage, and the bronze medal to each of the seven other members of the crew; to Coxswain William Mogridge, of Torbay, the silver medal (first-class), to Second Coxswain W. Pillar the silver medal (second-class), and the bronze medal to each of the six other members of the crew; to Coxswain William Dass, of Longhope, the silver medal, and the bronze medal to each of the seven other members of the crew. With each medal a diploma was also awarded.

The Barry Dock medals were presented on 11th February by the French consul in Cardiff, at a dinner which he gave in honour of Mr. Jones and the crew, and others who had rendered services to France. Among those present were the Lord Mayor and Lady Mayoress of Cardiff and Captain

¹ An account of the Barry Dock service was published in *The Life-boat* for December, 1935, and an account of the Torbay service in *The Life-boat* for March, 1936. An account of the Longhope service is published on page 120 of this issue.

Kerebel, master of the *Goeland*, who thanked the life-boat crew. The toast of the crew was drunk, and Mr. A. C. Jones replied. The Institution's medals were presented to the Barry

Dock crew by the Right Hon. the Earl of Plymouth, P.C., president of the branch, on 3rd June.

The French medals for Torbay and Longhope will be presented later.

The Fourth International Life-boat Conference.

By Lieut.-Col. C. R. Satterthwaite, O.B.E., Secretary of the Institution.

SINCE the Royal National Life-boat Institution, in its Centenary year of 1924, organized the first International Life-boat Conference ever held, it has become the custom to hold such conferences in different countries every four years. Paris and Amsterdam staged the conferences of 1928 and 1932 and the Conference of 1936 was organized by the Swedish Life-boat Society and held in Gothenburg between July 7th and 9th.

Although the Swedish Government is responsible for a number of life-saving stations, with twelve pulling life-boats and some rocket apparatus, the main organization in Sweden is in the hands of a society like our own, supported by voluntary contributions. It was founded in 1903, and has twenty-seven life-boat stations, at ten of which motor life-boats are maintained. Three of the motor life-boats carry out patrol work outside the "skerries" which abound on the Swedish coast; and the society also maintains rocket apparatus at seventeen stations.

Sixteen Nations Represented.

Space does not permit me to give a complete list of the delegates, nor of the papers contributed for discussion. Sixteen nations sent representatives, and the total number of delegates was fifty-four. Twenty-four papers were contributed, printed and circulated in advance, and discussed at the Conference. It was particularly fortunate that the United States, not represented in Holland in 1932, were able to send a strong delegation, representing the United States Coast Guard; and that Iceland, on the coast of which so many British trawlers meet disaster, was also represented, for the first time at these Conferences.

The British delegation consisted of the Hon. George Colville, deputy

chairman of the Institution; Captain V. S. Rashleigh, C.B.E., R.N., Chief Inspector of H.M. Coastguard (representing the Board of Trade); Captain R. L. Hamer, R.N., deputy chief inspector of life-boats, representing the chief inspector; Captain A. G. Bremner, R.N., the Institution's superintendent engineer; Mr. J. R. Barnett, O.B.E., M.I.N.A., consulting naval architect to the Institution, and myself. We contributed five papers between us. Captain Rashleigh's was on rescuing lives from the shore; the Institution's four papers were on wireless telephony in life-boats; light, high-speed Diesel engines; the tunnels and rudders of life-boats; and the organization of the Institution.

Among the many delegates whom we now feel entitled to call old friends, both from our association at previous conferences and from constant collaboration at other times, I would mention the Dutch contingent, our hosts of 1932: Mr. Tegelberg, Baron Sweerts, Mr. Wierdsma, Captain de Booy and his son, Lieut.-Commander Theodore de Booy, the present secretary of the North and South Holland Life-boat Society, and Professor Vossnack; Vice-Admiral Lacaze, President of the French Société Centrale, its secretary, Captain Le Verger, its chief inspector, Captain Cogniet, and Professor Barrillon; Captain Fabricius, of Denmark; Captain Benno Mentz, the German chief inspector, who made the trip to Gothenburg in a motor life-boat; and Commandant Goor, of Belgium.

One old friend was missing, the late Captain Vogt of Norway, his place being taken by the new secretary of the Norwegian Society, Captain Hans Holter. Our Swedish friends I will mention later.

The conference was a happy blend of hard work and hospitable entertainment. Hard work, unquestionably, for the subjects of the papers covered all aspects of the work of our societies, from publicity questions to engine design, and included organization, rescues from the shore, life-boat design and tank experiments on models, new items and new designs of life-boat and line-throwing equipment, and the ever-important question of signals. A most interesting item was the showing of a film of a model life-boat in broken water, made by

presence of Their Royal Highnesses the Crown Prince and Princess of Sweden, to whom all delegates were presented. Their Royal Highnesses remained during the discussion of the earlier papers. The chair was taken alternately by Commander Gibson, who is a descendant of a Scottish family which settled in Sweden in the early days of the nineteenth century, and by Director Erik Hägg, representing the Royal Swedish Administration of Pilotage, Light-houses and Buoys. On the first and third days we had a full day's work



DELEGATES AT THE INTERNATIONAL LIFE-BOAT CONFERENCE AT
GOTHENBURG.

Professor Barrillon, of France. The discussion, which was in English, revealed considerable divergence in practice, but a common aim, the saving of life at sea, and I think we from Great Britain can feel that while we have learnt much, we have also been able to help others engaged in the great task to which we all are dedicated.

The conference was held in the Marine Museum of Gothenburg, and was declared open by Commander William Gibson, the President of the Swedish Society, in the gracious

indoors, broken only by lunch and an inspection of the interesting exhibits in the Marine Museum. On the second day we were entertained to lunch by the Royal Gothenburg Yacht Club at Långedrag, where the Swedish motor life-boats *Adolf Bratt*, *Justus A. Waller*, *Wilhelm Lundgren* and *Max Sievert* were on view together with the *Daniel Denkers*, in which Captain Mentz had made the passage from the German coast. This day was the only one of our stay in Sweden when the weather was unkind, and our inspection of these fine boats was

curtailed by heavy rain. This, however, did not prevent our technical officers from obtaining a detailed insight into Swedish practice in life-boat construction and equipment.

On the last day of the conference a telegram was received from His Majesty the King of Sweden, conveying his hearty greetings to all delegates. A message was also received from the President of the Imperial Life-saving Society of Japan, and a letter was read from Sir George Shee, the late secretary of the Institution, in which he expressed his regret at not being able to accept the invitation of the Swedish Society to be present. At the close of the conference Mr. Colville expressed the thanks of all to the chairmen, the secretary of the conference, and to all who had contributed to make the conference so valuable and enjoyable.

The Crown Prince's Speech.

The hospitality we enjoyed we shall never forget. On the first evening we were entertained at dinner in the beautiful Botanical Garden of Gothenburg, while on the second we were the guests of the City of Gothenburg at a banquet held in the magnificent rooms of the Exchange Building. This banquet was graced by the presence of Their Royal Highnesses the Crown Prince and Crown Princess. The Lord Lieutenant and members of the City Council also attended, and, besides the conference delegates, the Admiral commanding the United States Naval Squadron, which was paying a visit to the port, and some of his officers, were guests. The Crown Prince's speech, which was in English, was a gracious tribute to the life-boat services of the world, while Commander Gibson, in proposing the toast of the life-boatmen of all nations, recalled the origin of life-boat work in Great Britain, and the name and achievements of Sir William Hillary. Mr. Tegelberg replied for the conference delegates. After the dinner we enjoyed the singing of the well-known Swedish prima-donna, Mme. Gertrude Pålsson-Wettergren, and the local life-boat crew were presented to Their Royal Highnesses, who also graciously spoke

to most of the delegates. It was afterwards announced that Commander Gibson had been created a commodore of the Second Class of the Order of Vasa, and that Captain Sten Isberg, the secretary of the conference, had been made a Knight of the Order of the Polar Star.

Unforgettable Hospitality.

On the second day of the conference the Lord Lieutenant gave a luncheon party to the principal delegates, while on the second evening all were entertained at dinner by Mr. Edvard Lithander at the Villa Baidara, on the Island of Marstrand, which lies in the archipelago off the coast. On our last night we were the guests of Commander Gibson at Jonsered Manor, the house built by his Scottish ancestors, standing high above a lake with wooded shores, an unforgettable sight in the long northern twilight. Swedish hospitality must be experienced to be believed.

Our ship sailed from Gothenburg on Saturday, the 11th July, and some of us felt that a visit to Sweden would not be complete without a sight of its capital city. By travelling on the night train, we were able to spend a full day in Stockholm, a day we shall never forget. It is a city of lakes, rivers and islands and of glorious buildings—the City Hall is undoubtedly the finest achievement of modern architecture in the world—but, above all, of open water, scintillating in the northern sunshine. There are 12,000 motor boats in Stockholm.

The organization of the conference was excellent. To Captain Sten Isberg, the secretary, and to his numerous band of willing assistants, the greatest credit and the warmest thanks of all delegations are due. The city of Gothenburg, the great west coast port of Sweden, founded by Gustavus Adolphus in 1619, made an ideal setting. Our Swedish hosts were one and all charming, efficient and helpful, and many of us will hope to re-visit their pleasant country, so easily reached by the excellent Swedish Lloyd steamers. Of the value of these conferences none can be in doubt. There

is much good in an exchange of views on technical matters, and still more in friendly intercourse between the nationals of different countries, divided perhaps by the complex political conditions of the modern world, but united in the cause of humanity. Our chairman, Commander Gibson, struck the true note of the conference when he

refused to address the delegates as "foreigners," but chose the word "friends", and I will conclude with the final words of his address at the close of the conference: "May we succeed, in our future friendly co-operation, in robbing our old friend and enemy, the sea, of some of his peril."

Foreign Life-boat Services.

Rescues from British Vessels in 1935, and Numbers of the Fleets.

DURING 1935 foreign life-boats went to the help of 22 British vessels. One of these services was by Belgium, 1 by Germany, 1 by Iceland, 3 by France, 3 by Holland, and 13 by the United States.

Belgium.

On the night of 14th to 15th September, the yacht *Minna Dhu* was in distress off Ostend, with four people on board, in a gale and a rough sea. She was towed into Ostend.

The Belgian life-boat service has 7 stations, with 3 motor life-boats, 7 pulling and sailing, and 4 tugs. Each station has rocket life-saving apparatus and there are 2 stations with this apparatus only.

Denmark.

There were no services to British vessels.

The Danish life-boat service has 64 stations, with a fleet of 21 motor life-boats and 39 pulling and sailing life-boats. Thirteen of its stations have rocket life-saving apparatus only.

France.

The French life-boat service went to the help of 3 British vessels, the steamer *Devonbrook*, of Liverpool, which stranded on 1st January at Trouville, the steamer *Bramhall*, which stranded on 27th September at Lescanil, on the coast of Brittany, and the yacht *The Blue Shadow*, which was disabled on 23rd November off Guilvinec, Brittany, and was towed in.

The French life-boat fleet has 40 motor life-boats and 68 pulling and sailing.

Germany.

The yacht *Blue Skatow*, with 9 on board, ran aground on 23rd September in a heavy storm at the mouth of the Elbe. She refloated, but was in a dangerous position, and was towed in.

The German life-boat fleet has 31 motor life-boats and 65 pulling life-boats.

Holland.

On 17th September an English yacht, stranded at Petten on the coast of North Holland, and the Ymuiden motor life-boat went out to her, but the two men on board got ashore without help. On 29th October the steam drifter *Boy Scout* was in difficulties off Ymuiden and wanted a tug. Through the help of the life-boat station she was taken in tow by another English drifter. On 20th October, the *Pendennis* was in danger of sinking off Oostmahorn, and the motor life-boat went out, but the *Pendennis's* crew had already been rescued by a Norwegian ship.

The North and South Holland Society has a fleet of 11 motor life-boats and 24 pulling and sailing. It has also 20 life-saving apparatus. The South Holland Society has 7 motor life-boats and 4 pulling and sailing, making a total fleet on the Dutch coast of 18 motor life-boats and 28 pulling and sailing life-boats.

Iceland.

On 26th October the British trawler *Waldorf*, of Grimsby, went ashore in a snowstorm in Seydisfjörd. Her crew got ashore in their own boat, and the coastguard boat *Ægir* got the trawler afloat, and towed her to Reykjavik.

Iceland now has one British-built

pulling and sailing life-boat of the self-righting type and five pulling and sailing surf-boats.

Latvia.

There were no services to British vessels.

The Latvian fleet consists of 3 motor life-boats, 7 sailing and 6 pulling. It has also 2 rocket life-saving apparatus.

Norway.

There were no services to British vessels.

The Norwegian fleet consists of 11 motor ketches, 16 sailing ketches, and 2 surf-boats. There are also 32 stations with life-saving apparatus.

Portugal.

There were no services to British vessels.

The Portuguese fleet consists of 6 motor life-boats and 40 pulling and sailing life-boats.

Spain.

There were no services to British vessels.

The Spanish fleet consists of 18 motor life-boats and 27 pulling and sailing. There are also 15 stations provided with life-saving apparatus, either rockets or guns.

Sweden.

There were no services to British vessels.

The fleet of the Swedish Society for Saving Life from Shipwreck consists of 3 cruising motor life-boats, 8 motor life-boats, and 5 pulling and sailing life-boats. One of its motor life-boat stations, and its 5 pulling and sailing life-boat stations have rocket life-saving apparatus, and there are 3 stations with this apparatus only.

The Government maintains 12 pulling and sailing life-boats. Eight of these 12 stations have also rocket life-saving apparatus, and there are 6 stations with this apparatus only. This makes a total Swedish fleet of 11

motor life-boats and 17 pulling and sailing life-boats.

Turkey.

There were no services to British vessels.

The Turkish fleet consists of 9 pulling and sailing life-boats.

The United States.

The United States went to the help of 13 British vessels. Of these vessels, 5 were taken in tow when their engines had broken down; 1 was taken in tow when unable to make way against the tide; 2 were refloated; 1 was piloted; 1 was freed when caught in the ice; 1 helped out of harbour; to another a pilot was taken out; and a sick man was brought ashore from another. Ten lives were rescued in the course of these services, 9 of them being from the steamer *Semiramis*, on 10th November. She had been adrift for a week with her engine disabled, and was towed 315 miles to Cuba. In addition to these British vessels help was given to 39 Canadian vessels.

The United States fleet consists of 2 52-foot motor life-boats, which have been built during the past year, 137 self-righting motor life-boats, 171 motor surf-boats and 293 pulling surf-boats, a total fleet of 603 life-boats.

Japan, Roumania and Russia.

No information has been received from Japan, Roumania and Russia.

British Services to Foreign Vessels.

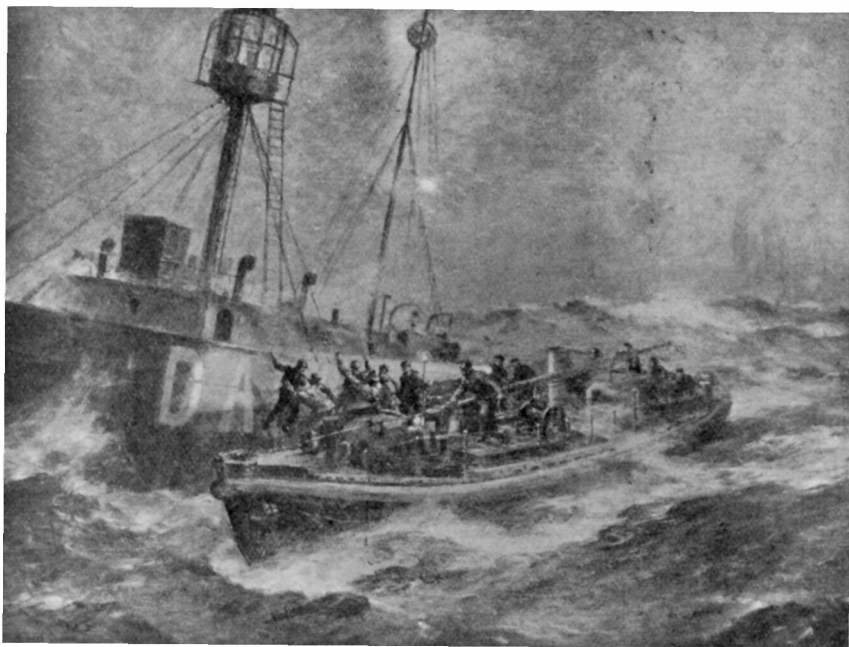
During the year British life-boats helped 17 foreign vessels, belonging to 10 different countries, and rescued 115 lives from them. They were also called out to 13 other foreign vessels, but their help was not needed. Of the 17 vessels to which help was given, 3 were French, 3 Swedish, 2 German, 2 Belgian, 2 Greek, and 1 each from the United States, Holland, Norway, Iceland and Danzig.

Portrait on the Cover.

The portrait on the cover is of Coxswain John Thomas Lord, of Ramsey, Isle of Man. After serving as

bowman of the Ramsey life-boat for nearly three years, he was appointed coxswain in October, 1930.

Life-boat Christmas Card and Calendar.



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

They will both have reproduced on them in colours a picture, specially painted for the Institution by Mr. Bernard Gribble, of the Ballycotton motor life-boat rescuing the last two men from the Daunt Rock Lightship on the night of 13th February last, the climax of an heroic service which lasted over sixty hours, and for which Coxswain Sliney received the Institution's gold medal, and the members of the crew silver and bronze medals. A full account of the service was published in the June issue of *The Life-boat*.

The Christmas card will be an eight-page card with the Institution's crest embossed on the front, and inside Christmas and New Year greetings, but no other printing. The price will be 4d. each, with envelope. If twenty-five or more are ordered, name and address can be printed under the greetings. The price with name and address printed will be 6d. each for

quantities from twenty-five to fifty. If fifty or more are ordered, no charge will be made for printing the name and address.

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

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

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

A Bronze-Medal Service at Longhope.

At 7.20 on the evening of 21st February, 1936, a large trawler was seen to have gone ashore at Brims Ness, at the entrance of the aith in which the life-boat house is situated. The motor life-boat herself, however, the *Thomas McCunn*, was lying at Longhope pier, some eight miles away by sea. She had been out on service already that day, to the Pentland Skerries, and had returned at 3.30 P.M., but owing to the sea running it was impossible to get her back into the boat-house. The maroons were fired, the crew were fetched by car, and only twenty minutes after the wreck had been seen the life-boat cast off. She went out into the Pentland Firth and then west towards Brims Ness, keeping close inshore to avoid a spring flood tide which was running very strongly. The night was exceptionally dark, with misty rain and squalls of sleet, and a strong south-easterly wind was blowing against the tide, making a rough sea.

The life-boat reached Brims Ness at 9 o'clock, and by the light of her searchlight found the French trawler *Neptunia*, of Havre, lying on the rocks known as the Tails of Brims. She was nearly parallel with the shore, which was only a few yards off on her star-board side. The wind and sea were on her port beam. She had a heavy list to port and her gunwale amidships was under water. She had launched one of her boats, but it had been stove in and washed away. The coastguards' life-saving rocket apparatus was assembled, but near though the wreck was to the shore, it was impossible to rescue her crew from the shore, as the sea on the rocks was so heavy that the men could not be hauled through it with the gear available.

The life-boat could not get alongside the wreck from ahead or astern of her, as rocks ran out at her bow and stern, so the coxswain anchored to windward and veered down on the cable until the life-boat was twenty-five yards from the wreck. The line-throwing gun was then fired, a heavy line passed to the wreck, and her crew told to take it to her bow and ease the life-boat alongside, so that she should not come to the wreck stern first, with the risk of damaging her rudder. But the trawler's crew understood no English. Instead of helping to get the life-boat alongside, they launched a boat of their own—a 25-ft. boat fitted with air-cases—on the lee side of the wreck, brought her round to the weather side, and made fast the life-boat's rope to one end of her and their own rope to the other end. This boat was then hauled to and from the life-boat five times and the trawler's big crew of forty-one men were all rescued. The ship's boat was then cut adrift and the life-boat arrived at Longhope pier again at 11.15 P.M. This was the life-boat's third service in sixty hours.

It was a service in which the life-boat was skilfully and courageously handled, in conditions made the more difficult by the intense darkness. The searchlight was in use the whole time.

To COXSWAIN WILLIAM DASS the Institution has awarded its bronze medal and a copy of the vote inscribed on vellum and framed.

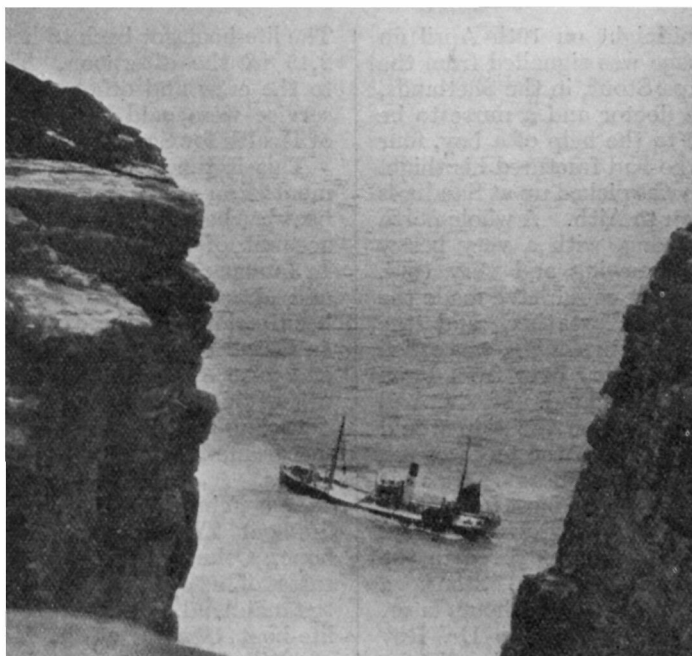
To the coxswain and each member of the crew it has made an award of £1 in addition to the usual money awards on the standard scale, making an award of £2 17s. 6d. to each man. The total awards paid amounted to £22 12s.

The Gold Medal Service at Ballycotton.

As a result of the account by Mr. Robert H. Mahony, honorary secretary of the Ballycotton station, in the June issue of *The Life-boat*, of the very gallant service of the Ballycotton motor life-boat to the Daunt Rock Lightship

last February, the Institution has received special gifts of £500, £50, £30, and a number of gifts of smaller amounts, all sent in admiration of the gallantry of the Ballycotton crew.

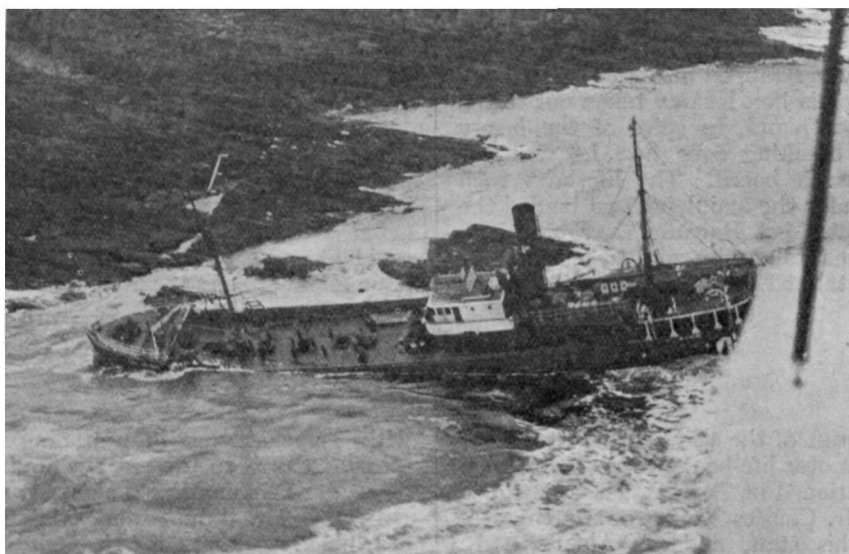
WRECKED IN THE ORKNEYS.



ELEVEN LIVES SAVED.

The Hull trawler *Siberite* ashore 'on Rora Head.

(See page 128.)



By courtesy of]

FORTY-ONE LIVES SAVED.

[Star Photos, Perth

The French trawler *Neptunia* ashore near Longhope. (See opposite page.)

Life-boats as Ambulances.

AT about midnight on 19th April an urgent message was signalled from the island of Papa Stour, in the Shetlands, asking for a doctor and a nurse to be sent at once to the help of a boy, four years old, who had fractured his thigh. The message was picked up at Sandness and passed on to Aith. A whole north gale was blowing, with a very heavy sea. It was snowing and very cold. No ordinary boat could have made the journey in such weather, and the motor life-boat, *The Rankin*, was called out to bring the boy over from Papa Stour to the mainland. If she had gone for him at once the tide would have been running in the teeth of the gale on the return journey. So that he might make it in the most favourable conditions the journey was delayed. The life-boat put out at seven in the morning, reaching Papa Stour, a distance of ten miles, two hours later. On the way she picked up Dr. Roy Mackenzie, of Walls, and the district nurse, Miss Mary Morrison. Landing them was very difficult as they had to be taken ashore in a small rowing boat. It was even more difficult to get the little boy into the life-boat. The rough sea made the handling of a stretcher impossible in a small boat, so a box was hastily made and the boy was strapped into it.

In this box he was taken out to the life-boat, and, in spite of the heavy seas breaking over her, he was got safely on board. The life-boat then made for the mainland, and landed the boy at West Burrafirth. From there he was taken by motor bus to the hospital at Lerwick, thirty miles away.

The life-boat got back to her station at 2.45 in the afternoon. The rewards to the crew and other expenses of the service were paid by the Department of Health for Scotland.

This is the third occasion in fifteen months on which the Aith motor life-boat has been to Papa Stour in a gale on account of an urgent case of illness. In January 1935 she took Dr. Mackenzie and Miss Morrison to a man who had been seriously injured in an accident. In October 1935 she took them again, and also a surgeon, to perform an urgent operation.

During the present year four other motor life-boats have acted as ambulances.

Last February and March, the motor life-boat *Thomas McCunn*, at Longhope, Orkneys, brought two serious cases of appendicitis from islands to the mainland. In February the motor life-boat *Cunard*, at St. Mary's, Isles of Scilly, brought a serious case of appendicitis to Penzance, and also took a doctor in a hurricane to attend to a grave case of illness in a neighbouring island. In January the Barrow motor life-boat brought ashore in a gale, from the motor vessel *Innishaven*, of Chester, a man who had been injured by being washed against a winch; and in March the Dun Laoghaire motor life-boat brought ashore from the Kish lightship in Dublin Bay one of her crew who had fallen overboard and had to be taken to hospital. Thus, in the past twelve months, life-boats have acted as ambulances in three cases of accident and three of appendicitis, and have taken doctors to two urgent cases.

400 Hours' Labour.

A MODEL of the 51-foot Barnett Stromness motor life-boat *George Shee*, which is stationed at Torbay, has been made by Mr. Charles Young of Dartmouth, and his staff, and by Alderman F. Scardifield, also of Dartmouth. It took 400 hours to make and has been presented by the makers to the Institution. The model is being used

with great success in appealing for funds. It was so used at the life-boat days at Dartmouth, Paignton and Brixham, Mr. Young and Alderman Scardifield taking it through the streets. The model is to be kept at the Torbay station and will be used for life-boat days in the western counties.

Services of the Life-boats.

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

Launches 110. Lives rescued 113.

April Meeting.

Rosslare Harbour, Co. Wexford.—On the evening of the 5th February the s.s. *Elsie Annie*, of Wexford, ran aground on the North Dogger bank, N.W. of the bar. She carried a crew of nine and a pilot, and was bound with a cargo of coal from Ayr to Wexford. A strong S. by E. gale was blowing, with a very heavy sea. It was raining, and very cold. News was received from the harbour-master, and the motor life-boat *K.E.C.F.* put out at 7.45 P.M. She found the *Elsie Annie* in a very bad position, broadside on to the bank, with the seas breaking right across her. The life-boat stood by all night, but the master did not want to leave his ship, and she returned to her station at 9.15 A.M. on the 6th. She had been on service for thirteen and a half hours. A watch was kept on the *Elsie Annie*. With wind and sea increasing during the day, her position became very dangerous, and the life-boat put out again at 4 P.M. on the 6th. The *Elsie Annie* was being driven broadside over the bank, with seas making a clean breach over her. With great difficulty the life-boat got alongside and rescued the ten men, and returned to Rosslare again at 9 P.M. It was a fine service, carried out in very bad conditions.

The thanks of the Institution inscribed on vellum were awarded to COXSWAIN JAMES WICKHAM and special money awards were granted to him and each member of his crew.

Sennen Cove, Cornwall.—On the afternoon of the 10th February the ketch *Albatros*, of Brest, which was weatherbound in Whitesand Bay, hoisted a distress signal. She carried a crew of four and a dog, and was bound with a cargo of coal from Cardiff for Audierne. A whole E.S.E. gale was blowing, with a very rough sea. The weather was thick, with rain. The motor life-boat *The Neubons* was launched at 4 P.M., and found the men

and the dog in the ship's small boat. The *Albatros* had disappeared, either foundered or blown out to sea. With some difficulty the men and the dog were rescued, and the life-boat returned to her station at 5.15 P.M.—Rewards, £16 14s. 9d.

Rosslare Harbour, Co. Wexford.—On the afternoon of the 8th March it was learned that the s.s. *Wexfordian*, of Wexford, which had been aground on South Dogger Bank since the 29th February, was in need of help. A strong N.E. by E. breeze was blowing, a rough sea running, and the weather was thick, with sleet. The motor life-boat *K.E.C.F.* was launched at 4.45 P.M., and found that the *Wexfordian's* boilers were out of order, and that there was no hope of salving her. Nine of the crew wanted to leave her, but the captain, mate, chief officer and pilot decided to remain on board for the time being. The life-boat landed the nine men on the pier, and returned to her station at 8 P.M. Next day the owners of the *Wexfordian* arrived at Rosslare Harbour, and asked for the life-boat to fetch the remaining four men ashore, as it was too dangerous for them to stay on board any longer. The life-boat put out at 3 P.M., took the men off and landed them at the harbour. She arrived back at her station at 7 P.M. A letter of thanks and a donation of £20 was received from the owner in appreciation of services rendered to his steamers, *Wexfordian* and *Elsie Annie*.—Permanent paid crew; Rewards, £7 7s. 9d.

(For report of the service to the *Elsie Annie* see previous column.)

Walmer, Kent.—On the afternoon of the 9th March the Deal coastguard reported that a small boat with one occupant was in difficulty N.N.W. of the South Goodwin lightship. A light S.S.W. breeze was blowing, with a smooth to moderate sea. The weather was thick, with light rain. The motor

life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 5.55 P.M. Four miles S.E. of St. Margaret's Bay she found the small boat, half full of water, and the man on board exhausted. He was no longer able to manage the boat, and had no bailer or means of making signals. The life-boat took the man on board, and towed his boat back to Walmer. She returned to her station at 7.50 P.M.—Rewards £30 16s. 6d.

Whitby, Yorkshire.—During a thick fog on the 10th March a vessel in the direction of Whitby Rock was heard blowing for help. A moderate N.E. breeze was blowing, with a ground swell. The No. 2 pulling and sailing life-boat *Jacob and Rachael Valentine* was launched at 1.35 P.M., and found the s.s. *Ardgantock*, of Greenock, on the Rock. As the tide rose the *Ardgantock* floated clear, but as she was leaking badly, and took a big list to port, she was grounded on Whitby sands. The life-boat stood by until 8.30 P.M., and then, as she was not in immediate danger, returned to her station, which was reached at 8.45 P.M. On 14th September last the *Ardgantock* was in difficulties off Dover with a dangerous list, and the Dover motor life-boat stood by.—Rewards, £37 8s.

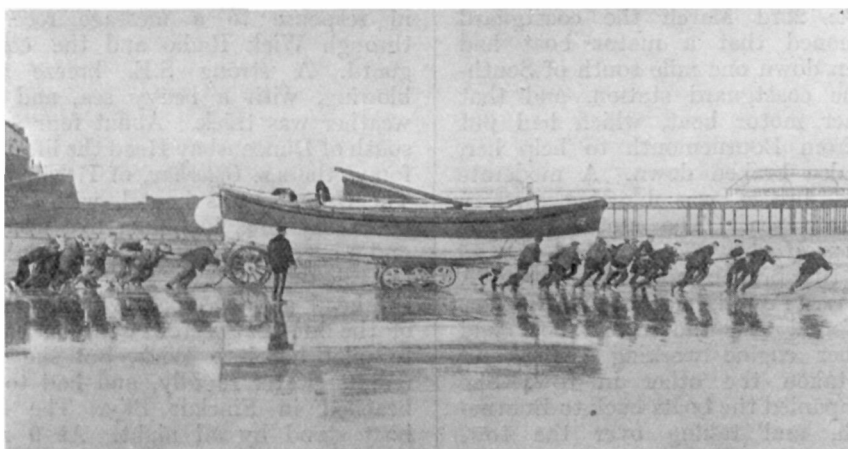
Great Yarmouth and Gorleston, Norfolk.—The motor life-boat *John and Mary Meiklam of Gladswood* put out at 9.50 A.M. on the 11th March for exercise, with the branch chairman, Lieut.-Commander H. K. Case, D.S.C., R.N.R. on board. A light N.N.E. breeze was blowing, with a moderate sea, and the weather was foggy. When the life-boat was clearing the piers, the St. Nicholas lightship was heard firing signal guns. Her master said that a vessel was ashore about one mile E. by N. of the lightship. The life-boat found her to be the motor vessel *Zuidland*, of Rotterdam. She was in shoal water and in danger of going aground. The life-boat piloted her into a safe channel, and returned to her station at 12.15 P.M.—Rewards, £14 13s.

The Humber, Yorkshire.—On the night of the 10th March a fog settled,

but shortly before midnight it lifted a little and the life-boat watchman saw a vessel ashore on the Inner Binks. The motor life-boat *City of Bradford II* was launched at 12.15 A.M. on the 11th, and found the motor vessel *Mary Birch*, of Hull, hard and dry on the Binks. The fog settled down again, and the life-boat anchored to wait for the flowing tide. The *Mary Birch* had very little freeboard, and when the tide turned, seas broke over her continually. Fortunately she refloated at 4.20 A.M., and, when it was found that she was not leaking, the life-boat escorted her to a safe anchorage inside of Spurn. The life-boat returned to her station at 5.5 A.M.—Permanent paid crew.

Kingstown, Co. Dublin.—The motor life-boat *Dunleary* was launched at 3.45 A.M. on the 19th March in answer to distress signals from the Kish lightship in Dublin Bay. A moderate to fresh S.E. breeze was blowing, with a rough sea. The life-boat found that one of the lightship's crew who had fallen overboard had been rescued, but was in need of medical attention. He was landed by the life-boat and taken to hospital. The life-boat returned to her station at 6.40 A.M. A letter of thanks and a donation of £10 10s. were received from the Commissioners of Irish Lights.—Rewards, £16 19s.

Boulmer, Northumberland.—Early on the morning of the 20th March the lights of a vessel were seen through the haze to the S.E. of Boulmer. Shortly afterwards she struck the rocks at Boulmer Steel, and made signals of distress. A freshening S.E. wind was blowing, with a moderate but increasing swell. The motor life-boat *L.P. and St. Helen* was launched at 5.54 A.M., and found the s.s. *Hansa*, of Wismar, Germany, aground in shallow and broken water. Helped by two fishing boats, the life-boat ran out two kedge anchors from the *Hansa*. With the rising tide the *Hansa* refloated, and, after making sure that she was not leaking, went on her way to Leith. The life-boat then made for home, arriving at 10.20 A.M.—Property Salvage Case.



By courtesy of]

LAUNCHING AT CROMER.

[P. A. Vickary, Cromer

The light motor life-boat of the Liverpool type, 35 feet 6 inches by 10 feet 3 inches,



By courtesy of]

COMING IN THROUGH THE SURF.

[Aberdeen Journals

The new Gourdon motor life-boat of the light Liverpool type, 35 feet 6 inches, by 10 feet 3 inches, arriving at her station last February.

Swanage, Dorset.—On the afternoon of the 23rd March the coastguard telephoned that a motor boat had broken down one mile south of Southbourne coastguard station, and that another motor boat, which had put out from Bournemouth to help her, had also broken down. A moderate S.S.W. breeze was blowing, with a moderate sea. The motor life-boat *Thomas Markby* was launched at 6.45 P.M., the branch honorary secretary, Mr. W. Powell, accompanying her. She found that the second boat had got her engine working again, and had taken the other in tow. She accompanied the boats back to Bournemouth, and taking over the tow, brought the first boat into Poole harbour. She returned to her station at 11 P.M.—Rewards, £16 16s.

Great Yarmouth and Gorleston, Norfolk.—On the afternoon of the 25th March the coastguard reported that a vessel north of the harbour was blowing for help. A moderate N.E. breeze was blowing, with a moderate sea, and there was a dense fog. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 3.44 P.M., and found the motor vessel *Apricity*, of London, aground on North Bank. The *Apricity* was bound, laden, from the Tyne to Norwich. At her captain's request the life-boat stood by. With the flowing tide the *Apricity* went astern on her engines and floated off. The life-boat continued to stand by until it was learned that she was not leaking, and then made for home. She arrived back at her station at 7.30 P.M.—Rewards, £34 5s.

Filey, Yorkshire.—On the 25th March the local fishing cobsles *Dorothy Rose*, *John and Nancy*, *Topmast* and *Sybil Joyce* put to sea. At 9.45 A.M. a moderate N.E. breeze was blowing, with a rough sea and dense fog, and the cobsles were in some danger. The pulling and sailing life-boat *Hollon the Third* was launched at 9.45 A.M., escorted the cobsles into safety, and returned to her station at 12.45 P.M.—Rewards, £15 14s. 6d.

Wick, Caithness-shire.—The motor life-boat *Frederick and Emma* was

launched at 9 P.M. on the 28th March, in response to a message received through Wick Radio and the coastguard. A strong S.E. breeze was blowing, with a heavy sea, and the weather was thick. About four miles south of Duncansbay Head the life-boat found the s.s. *Osterhav*, of Helsingfors. The *Osterhav* was bound, with a crew of twenty-nine, including five women, and a cargo of pulp-wood, from Finland to Ellesmere Port. She had struck the head and was badly holed. Two of the life-boat's crew went on board to pilot her into Wick, but she was making water rapidly, and had to be beached in Sinclair Bay. The life-boat stood by all night. At 9 A.M. on the 29th she took off twenty-one of the crew and landed them at Ackergill. She went back to the *Osterhav*, but the captain and officers did not want to leave their ship, and the life-boat returned to Ackergill at 1 P.M. At 4 P.M. she put out again, however, and this time rescued the remaining eight men. She returned to her station at 6.30 P.M., after having been away for twenty-one and a half hours.—Rewards, £32 14s. 9d.

Longhope, Orkneys.—On the afternoon of the 29th March a doctor asked for the life-boat to take a woman patient, who was suffering from appendicitis, to Scapa for an immediate operation. A strong S.E. gale was blowing, with a rough sea and rain, and no other suitable boat was available to make the trip. The motor life-boat *Thomas McCunn* was launched at 4 P.M., took the patient to Scapa, and returned to her station at 8 P.M.—The life-boat crew did not wish for any reward for their services.

Cromer, and Sheringham, Norfolk.—On the morning of the 2nd April the fishing boats *John Robert* and *White Rose*, of Cromer, and *Little Madge*, of Sheringham, each with a crew of two, put to sea in fine weather. The weather changed, and at about 7 A.M. a strong N.E. to E.N.E. breeze was blowing, with a rough sea, and drizzling rain. The Cromer No. 1 motor life-boat *H. F. Bailey*, was launched at 7.15 A.M., and saw the *John Robert* safely beached. She then went to the help of the *Little*

Madge, to find that the Sheringham pulling and sailing life-boat *J. C. Madge*, which had been launched at 7.45 A.M., had picked up the *Little Madge* about three miles N.N.W. of Sheringham, had taken off the two men and had the boat in tow. The Cromer life-boat took both the Sheringham life-boat and the *Little Madge* in tow to the Sheldon Hole Channel. There the Sheringham life-boat towed the *Little Madge* ashore, and then made for her station, arriving at 8.30 A.M. Meanwhile, the Cromer No. 2 motor life-boat *Harriot Dixon* had been launched at 8 A.M., to the aid of the *White Rose*, but a rope fouled her propeller, and she was beached again at 8.15 A.M. The Cromer No. 1 life-boat had heard of this by means of her wireless, and went to the help of the *White Rose*. She passed life-belts to the two men on board her, and escorted her safely ashore. As it was impossible to get the life-boat back on her slipway, she was taken to Wells, which was reached at 1.20 P.M. Owing to the bad weather, she could not return to her station until the evening of the 6th April.—Rewards, Cromer No. 1, £10 13s.; Cromer No. 2, £13 12s. 6d.; Sheringham, £22 13s.

Newbiggin, Northumberland.—Early on the morning of the 7th April the coastguard reported that five local fishing cobsles were out, and that it would be very dangerous for them to make harbour. The sea was very rough, and a very strong, squally breeze was blowing, with rain. The pulling and sailing life-boat *Arthur R. Dawes* was launched at 3.55 A.M. She picked up the cobsles *George and Margaret, Hope-on, John and Margaret and Our Boys* two miles N.E. of Newbiggin Point, and escorted them safely back to harbour. The other coble had run for the shelter of the Tyne. The life-boat returned to her station at 6.45 A.M.—Rewards, £16 10s. 6d.

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

Longhope, Orkneys.—19th February. A trawler was wrecked on the Little

Skerry, Pentland Firth, and her crew drowned before help could reach her.—Rewards, £7 18s.

Longhope, Orkneys.—16th March. A trawler was wrecked at Hoy Island, but the Stromness life-boat rescued the crew.—Rewards, £11 6s. 6d.

(An account of the rescue is on the next page.)

Hastings, Sussex.—26th March. A motor cruiser had been reported overdue, but when found she did not need help.—Rewards, £24 10s. 3d.

Stromness, Orkneys.—29th March. A steamer's siren had been heard blowing continuously, but no vessel could be found.—Rewards, £7 2s.

St. Mary's, Isles of Scilly.—2nd April. The Danish steamer *Christians Borg* had been ashore, but got off, and went on her way.—Rewards, £11 10s.

Yarmouth, Isle of Wight.—2nd April. An aeroplane was reported to have fallen into the sea, but no machine was found or reported missing.—Rewards, £7 16s.

Shoreham Harbour, Sussex.—3rd April. Rockets were reported to have been seen, but a search revealed nothing.—Rewards, £10 5s.

Weymouth, Dorset.—3rd April. French trawlers which were signalling to one another were thought to be burning flares for help.—Rewards, £8 15s.

St. Mary's, Isles of Scilly.—3rd April. The Spanish steamer *Elmonticillo* reported she was in difficulties, but she cleared the islands and went on her way.—Rewards, £5 15s.

May Meeting.

Eastbourne, Sussex.—On the morning of the 27th February a man reported that he had seen a vessel showing flares. She was the barge *Davenport*, of Ipswich, bound with a crew of three, and cargo of firebricks, from Plymouth for Sheerness. She had gone aground about three-quarters of a

mile south of the Redoubt. A S.S.W. wind was blowing, the sea was rough, and the weather was cold, with rain. The motor life-boat *Jane Holland* was taken from the house at 7.30 A.M., but the tide then was at almost the lowest ebb, and, in spite of all the efforts of the crew and launchers, she did not get away until 9 A.M. She rescued the three men, and two dogs, and returned to her station at 10.30 A.M.—Rewards, £31 7s. 6d.

Stromness, Orkneys.—At 5.15 A.M. on the 16th March the Kirkwall coastguard telephoned that Wick Radio had reported a vessel ashore on Hoy. She was the steam trawler *Siberite*, of Hull, homeward bound from the fishing grounds, with a crew of eleven. A moderate west breeze was blowing, with a rough sea, and the weather was thick, with rain. The motor life-boat *J.J.K.S.W.* was launched at 5.35 A.M., and, searching round the coast, found the *Siberite* ashore on Rora Head in a most dangerous position. Her boat had been smashed, and she was rolling and bumping badly. There was no time to lose. Skilfully the life-boat was taken alongside three times, until the eleven men had jumped into the life-boat. The *Siberite* by this time was full of water and her decks had burst. The life-boat herself struck the rocks, and sustained some damage, but she got safely back to Stromness with the rescued men, arriving at 8 A.M. In recognition of this fine rescue a framed letter of thanks was presented to Coxswain William Linklater, and an increase on the usual rewards on the standard scale was granted to him and to each member of the crew. The owners of the *Siberite*, the Kingston Steam Trawling Co., Ltd., gave £50 to the life-boat crew. A formal investigation was held by the Board of Trade into the loss of the *Siberite* and the following is an extract from the findings of the court: "Owing to the speedy action of the Stromness life-boat's crew in answer to the *Siberite's* S O S, all the crew were saved on a very dangerous coast. The Court wish to place their commendation of this excellently performed work of rescue on record."—Rewards, £18 19s. 9d.

Cromer and Wells, Norfolk.—On the 26th March the French steamer *Borée*, of Caen, and the Spanish steamer *Aizkarai Mendi*, were in collision off East Dudgeon light-vessel. A moderate E.N.E. breeze was blowing, with a moderate sea. The weather was thick. The *Aizkarai Mendi* did not need any help, but the *Borée* foundered. Of her crew of twenty-two, six were rescued by the *Aizkarai Mendi*, and seven by the British steamer *Caduceus* which was near-by. The *Caduceus* sent out an S O S. The coastguard passed the news to the life-boat authorities, and the Cromer No. 1 motor life-boat *H. F. Bailey*, and the Wells motor life-boat *Royal Silver Jubilee 1910-1935*, were launched at 9 A.M. and 9.35 A.M. respectively. The Cromer boat took the seven men from the *Caduceus* and searched for other survivors, unfortunately without result. She then spoke the Wells boat, and both life-boats made for Wells, as there was too much sea on the slipway for the Cromer boat to be rehoused. The Wells boat returned to her station at 5.45 P.M. The Cromer boat was piloted in by the Wells second coxswain, the seven survivors were landed, and she was left at moorings at 6.20 P.M. She returned to her station next day. Dr. E. W. Hicks gave hospitality to the survivors and later the Shipwrecked Mariners' Society took charge of them. The Société Navale Caennaise sent a gift of £21 to the life-boatmen at Cromer.—Rewards, Cromer, £24 10s. 3d.; Wells, £15 17s.

Shoreham Harbour, Sussex.—On the evening of the 5th April the coastguard reported that a yacht was in difficulties one mile S.W. of the harbour, and that a motor boat which had gone to her help had broken down in the harbour. A strong N.E. breeze was blowing, with a moderate sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 7.15 P.M., and found the yacht *Elsina*, of Shoreham, two miles S.W. of the harbour. The *Elsina* carried a crew of six. Her engine had broken down, and she was drifting farther out to sea. She and the six men were brought back to harbour, and the life-boat returned to her station at 8.25 P.M.—Rewards, £10 5s.



By courtesy of]

[Roy Hudson, Eastbourne

TWO OF THE RESCUED FROM THE BARGE DAVENPORT.



By courtesy of]

[H. C. Deal, Eastbourne

EASTBOURNE LIFE-BOAT APPROACHING THE BARGE.

(See page 127.)

Clacton-on-Sea, Essex.—On the afternoon of the 7th April the coastguard reported that a sailing barge some miles S.W. of Clacton appeared to be in difficulties, with her mainsail carried away. A strong N.E. breeze was blowing, with a moderate sea. The motor life-boat *Edward Z. Dresden* was launched at 5.30 P.M., and found the barge *Edith and Hilda*, of Rochester, high and dry on the Buxey Sands. The life-boat stood by until the barge refloated with the flow of the tide, and returned to her station at 11.15 P.M.—Rewards, £13 8s. 6d.

Selsey, Sussex.—At 1.30 P.M. on the 9th April the coastguard reported that a motor boat appeared to have broken down two miles S.E. of the coastguard look-out and was drifting west. She was not making signals of distress. At 5.47 P.M. she was still drifting, and the motor life-boat *Canadian Pacific* was launched to her help. A strong E. breeze was blowing, with a choppy sea. The life-boat picked her up about one mile S.S.E. of Nab Tower, and found that she was the motor yacht *Roma*, bound with a crew of two from Southampton to Chelsea. She took her in tow to Portsmouth, which was reached at about 10.30 P.M. The life-boat stayed at Portsmouth overnight, and arrived back at her station at 8.30 A.M. on the 10th. A gift of £15 for the life-boat crew was received from the owners, the Chelsea Yacht and Boat Company. The yacht continued her voyage, but two days later was again in distress, as described below.—Rewards, £16 10s.

Shoreham Harbour, Sussex.—On the afternoon of the 11th April the coastguard telephoned that a motor boat three miles S.W. by W. of Shoreham Harbour was burning flares. A strong N.N.E. breeze was blowing, with a moderate sea and squalls of rain and snow. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 5.25 P.M., and found the motor yacht *Roma* in distress with a broken engine shaft. Her crew of two were suffering greatly from cold, and had been burning clothes as distress signals. The life-boat towed the *Roma* in to Shoreham Harbour, and returned to her station at 6.40 P.M.—Rewards, £5 2s. 6d.

Whitehills, Banffshire.—On the afternoon of the 14th April it was learned that the motor fishing boat *Vesper*, of Fraserburgh, was running for shelter and heading towards Macduff. She had previously been warned away from Fraserburgh and Gardenstown on account of the dangerous conditions there. A strong N.E. gale was blowing, with a very heavy sea and showers of sleet. The motor life-boat *Civil Service No. 4* was launched at 2.55 P.M. and found the *Vesper* lying-to outside Macduff harbour. She went alongside and gave instructions as to the best way to enter. Huge seas were breaking over the pier, but the life-boat escorted the *Vesper* safely in. The life-boat herself remained at Macduff overnight, and returned to her station next morning.—Rewards, £8 2s. 6d.

Whitby, Yorkshire.—Early on the morning of the 15th April the local motor fishing boats *Prosperity*, *Progress*, *Endeavour*, *Flying Spray* and *Success* put out to fish. A nasty sea was running. Later on it grew worse and broke heavily on the bar. At 12.10 P.M. the motor life-boat *Margaret Harker Smith* was launched and moored alongside the quay. At 2 P.M. the *Prosperity* was seen making for shelter, and the life-boat went off and escorted her safely into harbour. During the afternoon the other four boats were met and escorted in, and the life-boat returned to her station at 6 P.M. Oil was freely used by the fishing boats and the life-boat, and had a wonderful effect on the breaking seas.—Rewards, £5 9s.

Whitby, Yorkshire.—The motor fishing coble *Lily* left harbour at 7 A.M. on the 19th April to haul crab pots. Later on the wind freshened considerably, and when the coble was seen making for home a strong N.W. breeze was blowing, with a dangerous sea. The Whitby No. 2 pulling and sailing life-boat *Jacob* and *Rachel Vallentine* was launched at 10 A.M., escorted the *Lily* into harbour, and returned to her station at 11.30 A.M.—Rewards, £8 5s. 6d.

Aith, Shetlands.—On the 20th April the motor life-boat went to Papa Stour to bring to hospital a small boy with a

fractured thigh. (Full account on page 122.) Expenses were paid by the Department of Health for Scotland.

Selsey, Sussex.—The motor life-boat *Canadian Pacific* was launched at 2 P.M. on the 20th April, as the coastguard had telephoned that two fishing boats were at sea. A south gale was blowing, with a choppy sea. One boat came in as the life-boat was being launched, and the life-boat found the other, the *Rally*, one mile N.W. of Selsey Bill. She was among the surf, and her crew of two were in great danger. The men were rescued, and their boat was towed back to land. The life-boat returned to her station at 4.5 P.M.—Rewards, £5 17s. 6d.

Cromer, Norfolk.—The No. 1 motor life-boat *H. F. Bailey* was launched at 11.25 A.M. on the 20th April, as the Haisborough coastguard had telephoned that a sailing barge was aground about one and a half miles south of Haisborough coastguard station. A light N.E. wind was blowing, with a moderate ground swell. The life-boat put out with Mr. E. P. Hansell, the honorary secretary, on board, picked up the coxswain and others of the crew, who were at sea in their fishing boats, and reached the barge at 1.30 P.M. She was the *Will Everard*, of London, bound laden to King's Lynn. The life-boat stood by until at 4.30 P.M., when, after having been driven about a mile along the beach, the barge floated clear and went on her way. Owing to the bad conditions at Cromer, it was not possible to rehouse the life-boat and she ran for Gorleston, arriving at 6.40 P.M. The life-boat returned to her station early on the morning of the 24th.—Rewards, £15 1s.

Whitby, Yorkshire.—At 4 A.M. on the 22nd April eight motor fishing boats went to sea in calm weather. Later on the wind rose considerably from the N.E., bringing a strong sea, accompanied by heavy showers of snow. As the harbour entrance would get more dangerous when the tide flowed, the motor life-boat *Margaret Harker Smith* was launched at 8 A.M. She went off and escorted into harbour the *Endeavour* and *Noel*. She was then moored at the fish quay. At 1.30 P.M. she went out

again, and, although two of the boats struck the ground, escorted safely in the *Venus*, *Prosperity*, *Progress*, *Flying Spray*, *Success* and *Easter Morn*. The life-boat returned to her station at 2 P.M.—Rewards, £5 9s.

Arbroath, Angus.—On the night of the 23rd–24th April the weather became bad, and soon after midnight a strong S.E. gale was blowing, with a very heavy sea and rain. Six local fishing boats were at sea. One of them, the *Maggie Smith*, was seen approaching and was warned by morse not to try the dangerous harbour entrance until the motor life-boat *John and William Mudie* was launched. The life-boat put out at 1.8 A.M. and escorted in the *Maggie Smith*, and later the *Sunshine* and *Girl Mary*. She then returned to the outer harbour to wait for the other three boats. She stood by until 5 A.M., and the life-boat crew were then dismissed, as it was assumed, correctly, that the remaining boats had run for shelter into the Firth of Forth.—Rewards, £6 9s.

Caister, Norfolk.—The pulling and sailing life-boat *Charles Burton* was launched at 7 A.M. on the 25th April, as a vessel had stranded on the west side of the Barber Sands. She found the yacht *Mavan*, with two men on board, on the sands N.W. of Middle Caister buoy. A light to fresh W.S.W. breeze was blowing and a choppy sea was breaking a little over the weather side of the yacht. The life-boat stood by until the flood tide refloated the yacht, which then made for Bridlington. She returned to her station at 9.10 A.M. At 10.50 P.M. on the same day the Cockle lightship was seen making signals, and the life-boat put out again at 11 P.M. She found that the *Mavan* was again in trouble, this time one mile N.N.E. from the life-boat station. Her engine had broken down; her sails were blown away; her anchor was dragging; and the two men were in a very exhausted condition. They were taken into the life-boat, and some of the life-boat crew transferred to the yacht, which was towed to the Yarmouth roads. The life-boatmen stayed on board the yacht to take her into harbour with the turn of the tide, and the life-boat

returned to her station at 3.20 A.M. on the 26th.—Rewards, First service, £14 12s. 6d. ; Second service, £29 5s.

Salcombe, Devon.—Early on the morning of the 25th April the Finnish four-masted barque *Herzogin Cecilie*, of Mariehamn, bound from Australia to Falmouth and Ipswich with a cargo of grain, ran ashore in a thick fog between Sewer Mill Cove and Hope Cove. A moderate S.W. breeze was blowing, with a rough sea. News was received from the coastguard, and the motor life-boat *Alfred and Clara Heath* was launched at 4.30 A.M. She found the *Herzogin Cecilie* pounding heavily on the rocks, and making water very fast. She stood by until 8 A.M., when, at the captain's request, she took off twenty-one of the crew and a woman passenger and landed them at Salcombe. After refuelling she put out again and stood by until 2.30 P.M. Then, as the coastguard's life-saving rocket apparatus had got a line on board, and the nine people remaining on the *Herzogin Cecilie* had decided to stay there, the life-boat made for home, arriving at 3.30 P.M. An increase in the usual money awards on the standard scale was granted to each member of the life-boat crew.—Rewards, £12 16s. 6d.

Ballycotton, Co. Cork.—During a thick fog on the afternoon of the 2nd May sirens were heard sounding continuously. A moderate east breeze was blowing, with a moderate sea. The motor life-boat *Mary Stanford* was launched at 4.15 P.M., and found the Spanish steam trawlers *Evaristo Perez* and *Teresa Camposa*, of Vigo, ashore in Ballycotton bay. After trying, unsuccessfully, to refloat one of the trawlers, the life-boat went alongside the other. Then, as the tide was falling, she returned to her station for the boarding-boat, as she could no longer go among the rocks to the trawlers. She went back to the trawlers again, and stood by. At high water the *Teresa Camposa* refloated and the life-boat escorted her through the fog to the *Evaristo Perez*. As the crew of the second trawler did not wish to abandon ship, and were in no immediate danger, the life-boat then made for home. She arrived at her

station at 5.30 A.M., having been on service for twelve hours. Later in the day the *Evaristo Perez* was towed clear by the *Teresa Camposa*.—Rewards, £15 9s.

Sunderland, Co. Durham.—On the afternoon of the 5th May the s.s. *Birtley*, of Newcastle, ran aground about six hundred yards north of Whitburn Steel in a fog. She was bound, light, from Rotterdam to the Tyne. A moderate S.E. breeze was blowing, with a moderate sea. The coastguard telephoned to the life-boat station, and the motor life-boat *Edward and Isabella Irwin* was launched at 3.25 P.M. She found that the *Birtley* was in no immediate danger, but stood by. Later on she ran a line to a waiting tug, but efforts to refloat the *Birtley* failed and the life-boat returned to her station at 6.30 A.M. She put out again at 1.30 A.M. on the 6th, as another attempt was to be made to get the *Birtley* off. She stood by while the tugs tried to refloat her, but they were again unsuccessful. The life-boat reached home after this trip at 6.30 A.M. She put out for a third time at 4.30 P.M. on the 7th. The third attempt to refloat the *Birtley* also failed, and when towing operations ceased on the turn of the tide the life-boat made for her station, arriving at 6.30 P.M., the crew of the steamer being in no danger.—Rewards, £20 10s.

Staithes, Yorkshire.—Early on the morning of the 6th May the local fishing cobbles *Star of Hope* and *Flora* put to sea to haul crab and lobster pots. Fog had been very dense for about sixteen hours, but had cleared. Some time after the boats had gone out it came down again. A moderate east breeze was blowing, and with a strong easterly sea running there would be considerable danger to the cobbles in making the harbour. The pulling and sailing life-boat *John Anthony* was launched at 8.15 A.M., and took up a position about half a mile from the harbour entrance. When the cobbles made for home they were picked up and escorted safely in by the life-boat, which returned to her station at 1.30 P.M.—Rewards, £12 16s. 6d.

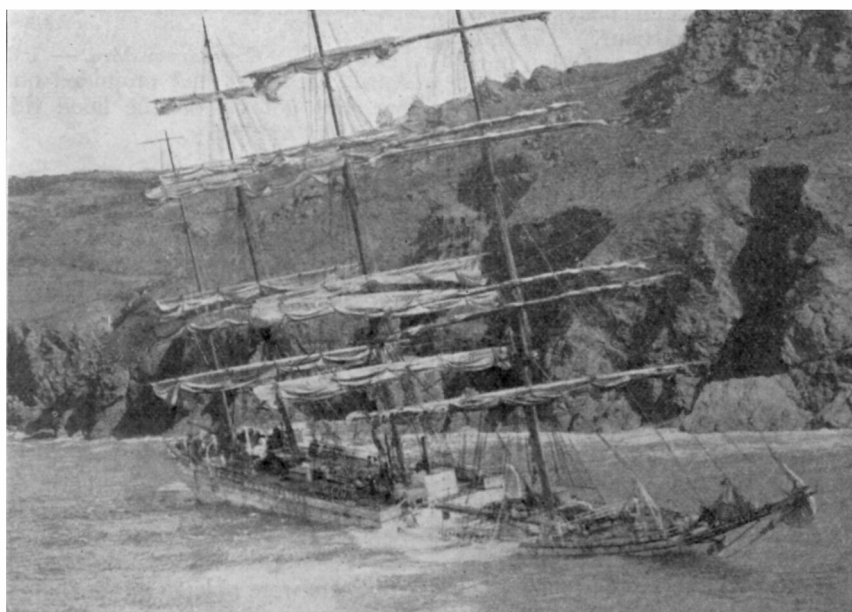


By courtesy of

[Studio St. Ives, Ltd.]

ST. IVES MOTOR LIFE-BOAT BRINGING IN THE KETCH ST. AUSTEL.

(See page 137.)



By courtesy of]

Fox Photos

WRECK OF THE HERZOGIN CECILIE.

The Finnish four-masted barque ashore at Salcombe.

(See opposite page.)

Blyth, Northumberland.—On the morning of the 6th May the coastguard telephoned that three or four fishing boats were at sea between Blyth and St. Mary's Island, and that owing to very heavy seas across the bar it would be dangerous for them coming into harbour. A moderate easterly breeze was blowing, and there was a very dense fog. The motor life-boat *Joseph Adlam* was launched at 10.15 A.M. She fell in with the motor fishing boat *Margaret and William* in tow of the *Ina*, and escorted them into harbour. She then went out again and escorted in the remaining boat, the *Douglasses*, and returned to her station at 12.50 P.M.—Rewards, £4 4s.

Whitby, Yorkshire.—The fishing fleet put out early on the morning of the 6th May. Later on the weather got bad, a thick fog settled and the sea was rising fast. Some of the boats ran for harbour, and the motor life-boat *Margaret Harker Smith* was launched at 7.30 A.M., as there were still seven to come in. A heavy sea was then breaking dangerously outside the pier ends. The life-boat cruised off the harbour entrance, and as each boat arrived, escorted her into harbour. The life-boat did not return to her station until 5 P.M.—Rewards, £5 9s.

Stromness, Orkney.—On the morning of the 13th May the coastguard telephoned that a trawler was ashore on Kili Holm, in the Westray Firth, and that it was doubtful if local boats could establish communication. A moderate S.E. breeze was blowing, with a heavy ground swell. The motor life-boat *J.J.K.S.W.* was launched at 11 A.M. She found that the Grimsby trawler *Morvina*, homeward bound from the fishing grounds, had stranded. The trawler *Earl Sigurd* had taken off four of her crew of nine, and had put a hawser on board. Two more of the crew were in a small boat and three remained on the *Morvina*. When the life-boat arrived the *Earl Sigurd* tried to tow the *Morvina* off, but the tow parted, and she rolled over and sank. The life-boat was quickly manoeuvred alongside, and two men jumped into her. The third, the skipper, jumped into the sea, and was dragged on board.

The life-boat picked up the two men in the small boat and transferred all five to the *Earl Sigurd*. She then made for home, arriving at 6.20 P.M. An increase in the usual money award on the standard scale was granted to each member of the crew of the life-boat.—Rewards, £7 18s. 6d.

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

Arranmore, Co. Donegal.—19th January. A fishing boat had grounded, but got off with the help of another boat.—Rewards, £16 4s. 6d.

Appledore, Devon.—9th April. A steamer was disabled with a burst boiler, but was taken in tow by another steamer.—Rewards, £10 0s. 9d.

Fraserburgh, Aberdeenshire.—14th April. A fishing boat was seen approaching in a very heavy sea, and as there was great risk of being swamped entering the harbour, the life-boat put out, but the fishing boat turned and ran up the Moray Firth for shelter.—Rewards, £5 3s.

Pwllheli, Caernarvonshire.—16th April. A yacht had grounded on the bar, but got off on the flood tide.—Rewards, £11 8s.

Torbay, Devon.—19th April. A message, nailed to cork floats and reading "S O S help on Thatcher Rock," was picked up, but a search revealed nothing.—Rewards, £4 13s. 6d.

Ramsgate, Kent.—20th April. The motor vessel *Hebe*, of Rotterdam, had grounded on the Goodwin Sands, but got off when the tide rose.—Rewards, £5 8s.

Ramsgate, Kent.—25th April. The s.s. *Sveti-Duze*, of Susak, Yugoslavia, had collided with another steamer off the East Goodwin Sands, but both steamers were able to go on their way.—Rewards, £5 8s.

Eastbourne, Sussex.—26th April. A sailing dinghy had capsized, but the crew were rescued by a small boat.—Rewards, £9 15s. 6d.

Dover and Hythe, Kent.—29th April. The steamers *Mari*, of Tallinn, Esthonia and the *Mrav*, of Susak, Yugoslavia, came into collision off Folkestone. The *Mrav* foundered. Some of her crew were saved by the *Mari*, and the remainder got away in the ship's boat, and reached Dover.—Rewards, Dover, £1 17s. 6d. ; Hythe, £9 4s. 6d.

June Meeting.

Holy Island, Northumberland.—On the morning of the 16th April the honorary secretary saw, through binoculars, that the Longstone lighthouse was flying a two-flag signal. The signal could not be read, and the motor life-boat *Milburn* was launched at 11.45 A.M., to investigate. A strong N.E. breeze was blowing, and the sea was rough. The weather was cold, with sleet. The life-boat found that one of the lightkeepers was suffering from a badly poisoned hand, and was in need of medical attention. The life-boat landed him at Seahouses, took a relief off to the lighthouse, and returned to her station at 3.45 P.M.—Rewards, £5 2s. 6d.

Ramsgate, Kent.—On the evening of the 16th May, the coastguard telephoned that the police had reported two men cut off by the tide in Pegwell bay. A gentle east breeze was blowing, and the sea was smooth. The motor life-boat *City of Bradford*, on relief duty at Ramsgate, put out at 6.55 P.M. and found that four men out fishing had got marooned on a dolphin, marking the River Stour. Their boat had drifted away and was ashore in the river. The life-boat fetched the boat for them, and returned to her station at 7.55 P.M.—Rewards, £5 8s.

Scarborough, Yorkshire.—The motor fishing boat *Eagle* put out at 1 P.M. on the 16th May to haul crab and lobster pots. After she had been gone for about an hour the sea got very rough, and the motor life-boat *Herbert Joy II* was launched at 3.35 P.M. She met the *Eagle* about a mile north-east of Scarborough. Life-belts were handed to the two men on board, and the life-boat escorted her into harbour. The life-boat returned to her station at 4.20 P.M.—Rewards, £14 0s. 6d.

Anstruther, Fifeshire.—On the morning of the 19th May the coastguard telephoned that a small vessel was ashore at North Ness, May Island. A moderate N.E. breeze was blowing, with a strong swell, and the weather was thick. The motor life-boat *Nellie and Charlie* was launched at 5.55 A.M. and found the Latvian steamer *Mars*, of Liepaja, stranded, with her stem lying dry. The *Mars* was bound, with thirteen people on board, in ballast for Methil. Her master asked the life-boat to stand by until high water. The life-boat crew landed on May Island for about an hour, during which time they were entertained to breakfast by the lightkeepers, and then returned to the *Mars*. The life-boat waited for high water but the *Mars* remained hard aground. At 4.30 P.M., when it was apparent that she would not refloat without help, the life-boat took off eight of the crew, and from May Island a woman and a boy who had gone ashore there at low water, and landed them at Anstruther. The captain, mate and one of the crew of the *Mars* remained on board. The life-boat returned to her station at 6.7 P.M.—Rewards, £10 14s. 6d.

Southend-on-Sea, Essex.—On the night of the 22nd May a message was received from the watchman at the pier-head that a motor pinnace, belonging to the schooner yacht *Westward*, which was anchored off the pier, was drifting rapidly to the west. A smart breeze was blowing, with a moderate sea and heavy rain. The motor life-boat *Greater London* was launched at 11.28 P.M., picked up the pinnace and her crew of four about two miles west of the pier, and towed her back to the schooner. She returned to her station at 1.45 A.M.—Rewards, £14 11s.

Wells, Norfolk.—At 7 A.M. on the 24th May the motor cruiser *Water Nymph* left Wells for Boston, in charge of the life-boat's second-coxswain and another man. Later on the coastguard reported that she was flying distress signals, and the motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 9.15 A.M. A moderate to strong N.E. breeze was blowing, with a rough sea. The life-boat found the *Water*

Nymph about two miles N.N.W. of the harbour, in distress owing to the breakdown of her engine. She towed her back to harbour, and returned to her station at 11.15 A.M.—Rewards, £8 11s.

Great Yarmouth and Gorleston, Norfolk.—On the afternoon of the 27th May the coastguard telephoned that a small vessel was aground on Scroby sands, bearing N.E. by E. from Yarmouth coastguard station. A rather heavy sea was running on the sands, and a fresh and increasing N.N.E. breeze was blowing. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 4.56 P.M. and found the motor yacht *Sunbeam*, of Boston, about half a mile E. of Scroby sands. The *Sunbeam*, bound from Boston to the Thames, had been aground but she had refloated. Her engine had broken down, and the two men and a woman on board were in a state of alarm. The life-boat passed the yacht a line and towed her back to harbour. The three people were taken to the Mariners' Refuge, and the life-boat returned to her station at 9 P.M.—Rewards, £14 4s.

Whitby, Yorkshire.—Several fishing boats went to sea early on the morning of the 28th May. The weather got bad and some of them came in. By 8 A.M. a heavy sea was rolling in and breaking at the harbour entrance, and a strong N.E. breeze was blowing. As there were six boats still to come in the motor life-boat *Margaret Harker Smith* was launched at 8.55 A.M. She escorted in, one by one, the *Galilee*, *Progress*, *Endeavour*, *Noel II*, *Provider* and *Venus*, and returned to her station at noon.—Rewards, £5 9s.

Weymouth, Dorset.—On the afternoon of the 29th May the coastguard telephoned that a yacht off Chesil Beach, about fourteen miles by sea from Weymouth, was flying distress signals. A freshening W.S.W. breeze was blowing, with a choppy sea. The reserve motor life-boat *The Brothers*, on temporary duty at Weymouth, was launched at 4.57 P.M. and found the motor yacht *Little Mariner* on the beach, broadside to the sea. Her crew

of two had got ashore. At the request of the master the life-boat got a line to the yacht, towed her clear, and took her to Weymouth. She returned to her station at 10.30 P.M.—Property Salvage Case.

Humber, Yorkshire.—Just before noon on the 31st May a small fishing boat, *The Lily*, of Grimsby, drifted ashore inside Spurn Point. She was in no immediate danger. A moderate N.N.W. breeze was blowing, with a slight swell. Later on the Royal Naval Signal Station reported that the crew appeared to be signalling for help, and the motor life-boat *City of Bradford II* was launched at 1 P.M. She found *The Lily* in a helpless condition. Her anchors had been lost, her propeller had fouled, and her crew were exhausted. The life-boat got a tow rope on board and took *The Lily* to Grimsby. She returned to her station at 3.20 P.M.—Permanent paid crew.

Kingstown, Co. Dublin.—On the morning of the 2nd June a Coast Life-Saving Service Inspector telephoned that a yacht was in danger off Greystones harbour. She was the *Vixen*, of Dublin, bound, with her owner on board, for Wicklow. The wind was strong breeze to gale force from the north-east. The sea was rough, and the weather was thick, with rain. The motor life-boat *Dunleary (Civil Service No. 7)* was launched at 11 A.M. and found the *Vixen* bumping dangerously in the heavy swell. She towed her back to Kingstown, and returned to her station at 3.30 P.M.—Rewards, £6 5s. 6d.

Southwold, Suffolk.—On the afternoon of the 5th June the Aldeburgh coastguard reported that a small motor fishing boat belonging to Southwold was passing northwards and making heavy weather. She was the *Smiling Morn*, with the life-boat's second-coxswain on board. A fresh breeze to moderate gale was blowing from the N.N.E., and there was a moderate swell. As the *Smiling Morn* would be unable to make harbour without help the motor life-boat *Mary Scott* was launched at 12.15 P.M., towed her in, and returned to her station at 2.20 P.M.—Rewards, £7 15s. 6d.

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

Baltimore, Co. Cork.—11th February. The s.s. *Konstan*, of Bilbao, had been reported to be in distress, but was able to go on her way to Dublin.—Rewards, £15 0s. 9d.

Walton and Frinton, Essex.—15th May. The s.s. *Elssa-Essberger*, of Hamburg, apparently ashore, was found to be near the Shipwash Sand but not in need of help.—Rewards, £14 5s.

Caister, Norfolk, and Lowestoft, Suffolk.—17th May. A barge had grounded on Scroby Sand, but got off and was taken in tow by a tug.—Rewards, Caister, £14 12s. 6d. ; Lowestoft, £13 17s. 6d.

Clacton-on-Sea, Essex.—20th and 21st May. A search of the Buxey Sands for a vessel reported ashore. Nothing was found as the vessel, it was discovered later, was submerged. Going out again the life-boat learned that the vessel was a motor barge and that her crew had been saved.—Rewards, £10 17s. and £8 13s. 6d.

Lowestoft, Suffolk.—25th May. Reports were heard out at sea, but were found to come from gunboats at practice.—Expenses defrayed by the Admiralty.

Padstow, Cornwall.—30th May. A small fishing boat was out in a rough sea, but got into safety unaided.—Rewards, £2 16s.

The Humber, Yorkshire.—30th May. A motor boat had run aground at Cowden, but the crew got ashore.—Permanent paid crew ; Rewards, 15s.

Margate, Kent.—31st May. A motor boat was wrecked in shallow water, but her crew waded ashore.—Rewards, £13 8s.

Newhaven, Sussex.—1st June. Flares had been seen, but were found to be lights shown by a fishing boat.—Rewards, £11 7s. 6d.

Boulmer, Northumberland.—1st June. The motor vessel *Westlaan*, of Groningen, had made signals, but it was a pilot she wanted.—Rewards, £12 12s.

Portpatrick, Wigtownshire.—4th June. A vessel had hoisted a distress signal, but she got out of her difficulties and went on her way.—Rewards, £8 15s.

Scarborough, Yorkshire.—5th June. A drifter had broken from her tow and been driven ashore, but there was no one on board.—Rewards, £14 0s. 6d.

July Meeting.

Angle, Pembrokeshire.—On the morning of the 10th June the steam drifter *Reclaim*, of Lowestoft, carrying a crew of eleven, ran ashore on Middle Beach, West Angle Bay. A moderate west breeze was blowing and the sea was smooth, but the weather was thick. The coastguard and the life-boat coxswain went along the beach and spoke the captain, who asked for help on the next flood tide. The motor life-boat *Elizabeth Elson* was launched at 6 A.M., taking the boarding boat with her. She ran out the *Reclaim's* anchor, stood by until she refloated, and then accompanied her to Milford Haven. She returned to her station at 10.30 A.M.—Property Salvage Case.

St. Ives, Cornwall.—Early on the morning of the 13th June the coastguard telephoned that a vessel about five miles N.N.E. of Clodgy Point was making distress signals. A moderate N.N.W. breeze was blowing, with a rough sea. The motor life-boat *Caroline Parsons* was launched at 2.10 A.M. and found the ketch *St. Austell*, of Barnstaple, hove to. She was bound with a crew of four and a cargo of coal from Swansea to Guernsey, but had sprung a bad leak which had flooded her engine-room. Her crew were exhausted. The life-boat put a man on board the *St. Austell* and towed her to a safe anchorage in St. Ives bay. She stood by her until 10.45 A.M. and then towed her into harbour. The life-boat returned to her station at mid-day. But for her prompt help the ketch and her crew would have been lost.—Property Salvage Case.

Penlee, Cornwall.—On the night of the 19th June a message was received that a boat was ashore near Carn Dhu, Lamorna Bay. There was no wind and the sea was smooth, but there was a very thick fog. The motor life-boat *W. and S.* was launched at 11.20 P.M., and after a search found the motor fishing boat *Gleaner*, of Penzance, with a crew of five. The *Gleaner* had been ashore, but had refloated and was leaking. The life-boat escorted her into Newlyn harbour and returned to her station at 4.30 A.M.—Rewards, £12 2s.

Skegness, Lincolnshire.—On the afternoon of the 19th June the coastguard reported that a small yacht was aground on the Outer Knock, about three miles S. by W. of the pier, but was not in immediate danger. Later on a message was received that the yacht was in need of help as the surf was breaking over her, with wind and sea increasing. A strong N.E. breeze was then blowing, with a nasty sea. The motor life-boat *Anne Allen* was launched at 4.25 P.M., and found the yacht to be the *F.L.B.*, of Blyth, being taken for delivery at Pin Mill. Heavy seas were breaking over her, and her small boat had been capsized. The crew of two were exhausted and did not know where they were. The life-boat towed her clear, took her as far as Boston Fairway buoy, gave her the course for Cromer, and then made for home. The yacht soon signalled for help, however, and the life-boat went back and escorted her safely in to Wainfleet Haven. The life-boat returned to her station at 8 P.M.—Rewards, £10 1s. 6d.

Courtmacsherry Harbour, Co. Cork.—At 12.45 P.M. on the 21st June a message was received that a vessel was on the rocks on the east side of the Old Head of Kinsale. The sea was smooth but there was a very thick fog. The motor life-boat *Sarah Ward and David William Crossweller* was launched at 12.55 P.M., and found the steam trawler *Pointz Castle*, of Swansea, fast on the rocks. The life-boat stood by until she refloated and it was found that she was not leaking. She returned to her station at 5 P.M.—Rewards, £4 10s. 6d.

Girvan, Ayrshire.—On the evening of the 24th June news was received that the Girvan pleasure motor boat *Carrick Lass* had run ashore about half a mile north of Girvan harbour in a thick mist. The sea was smooth and there was no wind. As it was known that there were about seventy people on board the *Carrick Lass* the motor life-boat *Lily Glen—Glasgow* was launched at 6.10 P.M. She found that two fishing boats were landing the passengers. After trying, unsuccessfully, to refloat her she took the master ashore, and returned to her station at 7 P.M. The *Carrick Lass* was refloated next day.—Rewards, £3 15s.

Fraserburgh, Aberdeenshire.—On the morning of the 24th June the coastguard at Kinnaird Head telephoned that two vessels were ashore near Cairnbulg. They were the steam drifters *Whitelink Bay*, of Fraserburgh, and *Gamrie Bay*, of Banff, which had run aground in a dense fog. A moderate N.N.W. breeze was blowing, with a ground swell. The motor life-boat *Lady Rothes* was launched at 10 A.M., and stood by. When the tide flowed the life-boat helped the *Whitelink Bay* to refloat. It was then found that she was leaking. The life-boat escorted her into Fraserburgh, and saw to the safety of the *Gamrie Bay*, which had also refloated. She returned to her station at 2 P.M.—Rewards, £5 5s.

St. Peter Port, Guernsey.—The motor life-boat *Queen Victoria* was launched at 12.45 A.M. on the 29th June to search for the motor fishing boat *Nellie*. The *Nellie* had left Sark for Guernsey with five people on board during the previous evening, but had not arrived, and between 10 P.M. and midnight there had been a violent thunderstorm with heavy rain. The life-boat found the *Nellie* a short distance from St. Peter Port. She had run out of petrol, and was drifting with the tide. The life-boat took off the five people and towed the *Nellie* into harbour. She returned to her station at 1.45 A.M.—Rewards, £9 1s.

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

Helvick Head, Co. Waterford.—12th February. A steamer had been reported to be in distress, but she got help from another steamer.—Rewards, £12 15s.

Selsey, Sussex.—5th June. Search was made for two boys in a boat, but they got ashore unaided.—Rewards, £9 12s. 6d.

Fleetwood, Lancashire.—10th June. Search was made for an overdue boat, but she did not need help and reached Blackpool.—Rewards, £15 11s. 6d.

Eastbourne, Sussex.—14th June. A young man had gone out in a rowing boat and an unsuccessful all-night search was made. The boat came ashore empty next day.—Rewards, £19 5s.

Donaghadee, Co. Down.—22nd June. A fishing party had gone out in a motor boat. It had broken down, but was

towed in by another boat.—Rewards, £8 15s.

Dover, Kent.—23rd June. An aeroplane was reported to have fallen into the sea, but nothing could be found.—Rewards, £4 14s. 6d.

Peterhead, Aberdeenshire.—24th June. A steam trawler had run ashore, but got off without help.—Rewards, £5 16s.

Ramsgate, Kent.—25th June. An aeroplane had been reported to be in the sea, but the life-boat could find nothing.—Rewards £5 8s.

Selsey, Sussex.—27th June. The s.s. *Holstein*, of Bremen, and the s.s. *Freya*, of Copenhagen, had collided. The *Freya* needed help but she was towed to Southampton by a tug.—Rewards, £9 12s. 6d.

Wicklow.—29th June. A yacht had been seen aground, but she got off without help.—Rewards, £9 2s.

Shoreboat Services.

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

February Meeting.

Arklow, Co. Wicklow.—At about 7 P.M. on the 15th December, 1935, five men in the 30-foot motor boat *St. Brendan* were engaged hauling their nets when cries for help were heard from three men in the rowing fishing boat *Mistical Rose*. In trying to get back into harbour the men had broken two out of their three oars, and were being swept past the entrance by a very strong N.W. breeze, and a strong ebb tide. The sea was moderate. The crew of the motor boat towed the rowing boat to safety, and then returned to their nets, which they fouled and damaged in the darkness.—Rewards, £2 10s., and 4s. for fuel used.

Beer, Devon.—On the 1st January, 1936, the coastguard reported the ketch *Radiance*, of Brixham, to be disabled about six miles east of Lyme Regis. She had seven persons on board, all

foreigners of various countries. The weather had been very severe, but had moderated to a strong southerly breeze. At considerable risk, owing to the heavy sea breaking on the beach, four fishermen launched the open 24-foot motor boat *Traveller*. The Weymouth life-boat also launched, and the Exmouth life-boat crew assembled, but the boat from Beer reached the ketch first. The ketch's sails had been damaged, her engine had broken down, and her crew were exhausted. Taking the *Radiance* in tow, the rescuers went to Lyme Regis, but were unable to get in until high water at 11 P.M., and it was 2 A.M.—fourteen hours after they set out—before the ketch had been made secure. With the help of the fishermen the ketch was reconditioned, and for this work they received payment from the owner, who then went on his way to the Mediterranean.—Rewards, £8.

March Meeting.

Garlieston, Kirkcudbrightshire. — At about 5 P.M. on the 5th January, 1936, the schooner *Fanny Crossfield*, which had been driven off her course while bound from Strangford Lough to Workington, ran aground in the entrance to Garlieston harbour. A strong S.E. gale was blowing, with a heavy sea. At great risk four men put out in a 14-foot rowing boat, and for nearly two hours tried, without success, to render help. The crew of the schooner were taken ashore by the Board of Trade life-saving rocket apparatus. The Kirkcudbright life-boat crew assembled, but did not launch.—Rewards, £4, 15s. for damage to clothing and 10s. for the loss of an oar.

Lerwick, Shetlands. — At about 11 P.M. on the 27th January red flares were reported in Colgrave Sound, between the islands of Fetlar and Has-cosay. A moderate S.S.E. gale was blowing, with a rough sea and hail showers. The Lerwick motor life-boat was launched, but as she had some thirty miles to travel, a motor boat put out, at the request of the coast-guard, from Uyeasound to help in the search. She was out from 12.30 A.M. until 5.40 A.M. on the 28th. No vessel in distress was found, and it was thought that the reported flares might have been the headlights of a car at Brough Lodge, Fetlar.—Expenses of motor boat, £5 7s. 6d.

Peterhead, Aberdeenshire. — During a strong southerly gale with a heavy sea, the motor fishing boat *Needle E'ee*, with a crew of three, got into difficulties on the morning of the 6th February, while engaged on pilot work. Her engine had broken down, and she was dragging her anchor towards the rocks in South Bay. Signals of distress were made, and the 35-foot motor fishing boat *Recruit*, manned by three men, put out at 11.45 A.M., and towed the fishing boat into harbour.—Rewards, £1 10s., and 3s. for fuel used.

Amble, Northumberland. — A coble flying distress signals was seen at about 8 A.M. on 20th February, 1936, about four miles from Coquet Island, by five

men who, in two motor cobsles, were making for Amble. A very strong south-westerly breeze was blowing, with a very rough sea. The disabled coble was found to be the *Lea Rig*, with three men on board, helpless owing to an engine breakdown. At great risk to the rescuers, she was towed into Amble by the two other cobsles.—Rewards, £3 15s., and 4s. for fuel used.

Redcar, Yorkshire. — Five men put out from Redcar in the 19-foot motor boat *May Queen*, after a flare had been seen on Saltscar Rocks at 8 P.M. on the 21st February, 1936. A moderate S.W. breeze was blowing, with a strong ground swell. The motor fishing boat *Sceptre*, of Scarborough, was found stranded with a crew of four. After standing by for a time, the *May Queen* brought ashore two of the crew at 9.20 P.M. She then returned to the *Sceptre*, and remained with her until she refloated at about 11 P.M. The Redcar motor life-boat was also launched, but her services were not required.—Rewards, £2 10s., and 1s. 6d. for fuel used.

April Meeting.

Southend-on-Sea, Essex. — On the evening of the 3rd April, 1936, the motor boat *Britannia*, with two men on board, was adrift, about one and a half miles west of the pier, disabled by the breakdown of her engine. A moderate N.E. gale was blowing, with a very rough sea. The life-boat was being overhauled and the coxswain and seven men put out in the motor boat *Dreadnought*. The *Britannia* was towed safely ashore.—Rewards, £6 15s., and 15s. for use of boat.

New Brighton, Cheshire. — At 1.45 P.M. on the 10th April, 1936, the life-boat coxswain, and permanent paid motor mechanic, put out in the life-boat boarding boat, the coastguard having reported that a small boat with a boy in her was in difficulties near buoy C.14, in the Crosby Channel. A moderate E. breeze was blowing, with a moderate sea. A search lasting nearly two hours was made without result.—Rewards, 7s. 6d. to the coxswain.

Eyemouth, Berwickshire.—On the forenoon of the 4th February the steam drifter *Jacob George*, of Great Yarmouth, when attempting to make the harbour, ran ashore on the south side of the entrance. She had a crew of ten on board. The wind was light, blowing offshore, but a very heavy breaking sea was running in the bay. The pulling and sailing life-boat was called out, but it was decided not to attempt a rescue, on account of the great risk, unless the coastguard's life-saving rocket apparatus failed. The Eyemouth fishing boat *Spes Bona*, a 44-foot motor boat, put out, manned by her owner and a crew of four. She backed down to the drifter, got a line aboard, and attempted to tow her off, but the line parted. This courageous effort to tow the drifter into safety had failed. The drifter was then washed closer in and her crew were rescued by the life-saving apparatus.—Rewards, silver watch, suitably inscribed, to William J. Patterson, skipper of the *Spes Bona*, £2 each to him and to the four members of his crew, and 5s. for fuel used.

London.—On the 23rd February, when the Norwegian steamer *Hafnia* was in the Thames off Blackwall, a racing skiff became submerged. Her crew of five were in the water, clinging to her and calling for help. Within five minutes a boat had left the *Hafnia*, manned by the chief officer and three seamen, and four minutes later the men had been rescued.—Reward, a letter of thanks.

May Meeting.

Poole, Dorset.—On the 28th March the motor barge *Associated* was leaving harbour at 3.30 P.M. when the captain fell overboard, striking his head on the taffrail and becoming unconscious. The life-boat coxswain, who had just returned to harbour in his fishing boat, saw what happened and very promptly launched his small boat. He picked up the captain and brought him to the quayside.—Reward, Letter of thanks.

Newhaven, Sussex.—At 1.35 P.M. on the 12th April the coastguard telephoned the life-boat station that two

people had been cut off by the tide beyond Splash Point, Seaford Head. A light northerly wind was blowing, but the sea was smooth. It was considered that a small boat would be more suitable than the life-boat, on account of the rocks, and the pilot on watch was asked whether he would go in his motor boat. He succeeded in taking the two men off and landed them on Seaford beach at 3 P.M.—Rewards, 10s. ; and 2s. 6d. for fuel used.

Lowestoft, Suffolk.—At about 10.30 A.M. on the 19th April the life-boat coxswain, with his son, was putting out to sea in his motor boat. An incoming fishing boat informed him that a sailing dinghy was in difficulties. A strong ebb tide was running, the sea was breaking on the shoals, and there was a strong N.W. wind. The offshore wind carried the dinghy, which had one man on board, nearly to the Newcombe Sands. There the coxswain picked her up. He found the man exhausted by rowing, and towed the dinghy into harbour.—Rewards, £1 ; and 2s. 6d. for fuel used.

Portrush, Co. Antrim.—At midday on the 23rd April the motor fishing boat *Princess* got into difficulties when about a quarter of a mile N.N.E. of Ramore Head. A fresh to strong southerly wind was blowing, with a rough sea. The boat's propeller was fouled by a rope and she began to drift. A motor boat, manned by four men, went out, took the *Princess* in tow, and brought her into harbour.—Rewards, £2 ; and 12s. 6d. for fuel used.

June Meeting.

Port Stewart, Co. Londonderry.—The open boat *Teresa*, with a crew of three, left the River Bann at 8.30 P.M. on the 15th April with ballast for Port Stewart. At the mouth of the river her engine broke down. A small sail was hoisted, but this was inadequate, and as the wind was increasing from the N.E. and the sea was rough, the crew endeavoured to anchor with two small pieces of iron, and burnt flares. These flares were not seen, but as the boat did not return, search-parties were sent along the shore, and about 4 A.M.

found the boat in the breakers at the mouth of the Bann. They telephoned Port Stewart and a fishing boat was sent to the rescue. She put two men into the *Teresa*, as the crew were exhausted, and towed her back to Port Stewart.—Rewards, £3; with 5s. for fuel used, and letters of thanks to the four members of one of the search-parties.

Clovelly, Devon.—On the afternoon of the 3rd May the life-boat winchman was told that two men were stranded one hundred feet up on the cliffs west of Clovelly pier, unable to get up or down. The winchman and the second coxswain went out in a boat to show the position, as the men could not be seen from above, on account of the overhanging cliffs, and the coxswain, motor mechanic and bowman, with a naval telegraphist on leave, and an hotel porter, went to the top of the cliff with ropes.

The motor mechanic, C. E. Shackson, went down on a rope as far as possible, threw the men another, and they were hauled up the cliff, both very exhausted.—Rewards, £4.

Portrush, Co. Antrim.—About 11 P.M. on the 9th May the coastguard saw red and white flares about five miles N.W. of Ramore Head, and informed the life-boat station. A motor boat put out and answered the flares by flashing a light. The coastguard also flashed lights in the direction of the flares. The motor boat searched for three hours, and finding nothing, returned to harbour. The vessel in question had evidently been fishing inside the prohibited line, and on seeing the boat, steamed away.—Rewards, £2; and 17s. for fuel used.

July Meeting.

Rousay, Orkneys.—Two members of the coast life-saving service went to the scene of the wreck of the steam trawler *Morvina*, of Grimsby, on the 13th May, but their services were not required.—Granted £2 for the use of the boats.

(For a full account see page 134.)

Beer, Devon.—At about 4.50 P.M. on the 20th May two men fishing saw a

canoe with one man on board approaching from the east. A gentle breeze was blowing, with moderate swell. The fishing boat remained near until the canoe should enter smoother water, saw her capsize, throwing the man into the water, and rescued him from the upturned canoe, taking him and the canoe ashore. One of the rescuers stated that he was laid up for a week through getting wet at the rescue. A sum of £1 has been given by the rescued man.—Rewards, £1.

Scarborough, Yorkshire.—At about 3 P.M. on the 6th June a small sailing boat, with four young men on board, was blown about three miles off the land in a fresh westerly breeze, and was in danger of being swamped. Two men went to their help in a motor coble, and towed the boat back into the harbour. No risk was run.—Rewards, 12s.; also 3s. 6d. for fuel used.

Felixstowe, Suffolk.—At about 2.45 P.M. on the 14th June a small sailing boat with three young men in it capsized about a quarter of a mile from the shore. Three men put off in a speed-boat and rescued them from the water.—Rewards, £1 10s. for loss of trade.

Ilfracombe, Devon.—At about 10.40 A.M. on the 14th June the coxswain saw the small boat *Grace*, with one man, sailing into a dangerous position. The honorary secretary was informed, and sent out the coxswain and three other men in a motor boat. They took the sailing boat in tow and brought it to harbour about 1 P.M.—Rewards, £2; also 10s. 6d. for fuel and use of boat.

New Brighton, Cheshire.—At about 8.30 P.M. on the 17th June the motor mechanic received information from the Mersey Dock Board that a small boat with two men in it had left Formby at 6 P.M. and a boat resembling it was seen turned over near Formby beach. The coxswain went out in his own motor fishing boat. After he had left, information was received from the coastguard that the two men were safe, and the boat was recalled.—Rewards, £2; also 1s. 6d. for fuel used.

Port Stewart, Co. Londonderry.—At about 5.30 P.M. on the 21st June the Port Stewart motor pilot boat put a pilot on board s.s. *Ben Voar*, of Ramsey, to take her up the River Bann to Coleraine. Two men remained in the pilot boat to accompany the vessel over the bar. A moderate easterly breeze was blowing, with a moderate swell. The steamer was carried on to the rocks by the westerly set of the tide and efforts to get her off failed. She was badly holed and making water, and the swell caused seas to be taken inboard. At 7 P.M. the master decided to abandon ship, and the pilot boat

took off the crew of six and the pilot.—Rewards, £1 5s. ; also £1 5s. 6d. for fuel used and a rope lost.

Cullercoats, Northumberland. — At about 6 P.M. on the 21st June a small boat with a man and his wife on board capsized near the Bear's Back Shoal. Two men in a motor coble already at sea went to their help and rescued them. The woman was in a state of collapse. No risk was run, but both lives would have been lost unless prompt action had been taken by the rescuers.—Rewards, 15s. ; also 1s. for fuel used.

Literature of the Life-boat : 1806-1936.

SIR JOHN CUMMING, K.C.I.E., C.S.I., a vice-president of the Institution, has written an account of all books, and articles in periodicals, on life-boat work which the Institution has in its library, or which he has been able to discover elsewhere, from 1806 to 1936. This account is in four chapters: "Design and Equipment," "Organization and Administration," "Wrecks and Rescues," and "Wrecks and Rescues in Verse and Fiction." In the last chapter extracts are given from poems on the life-boat service: Wordsworth's and Swinburne's poems on Grace Darling, Wordsworth's poem on Sir William Hillary, the founder of the Institution, Eliza Cook's "The Boatmen of the Downs," Clement Scott's "Warriors of the Sea," which appeared in *Punch*, and other verses from *Punch*, *The Illustrated London News* and *Chambers's Journal*.

This account is entitled *Literature of the Life-boat* and is illustrated with forty-seven pictures of life-boats, wrecks and life-boat rescues, and men distinguished in the history of the Institution. Among them are two *Punch* cartoons, by Linley Sambourne, and drawings of wrecks and rescues which appeared in such papers as *The Illustrated London News*, the *Graphic*, and the *Penny Illustrated Paper*.

Literature of the Life-boat is issued as a supplement to the Institution's journal, and all who receive the journal are entitled to a free copy of it. Copies have already been sent to all those who asked for them, as a result of the announcement in the June number of *The Life-boat*. If any other readers of this journal would like copies, they should write at once to the Secretary of the Institution, 42, Grosvenor Gardens, London, S.W.1

The Fishwives of Cullercoats.

THE fishwives of Cullercoats this year collected £207 at the quarterly road exercise and launch of the life-boat, in spite of bad weather. This is £68 more than in 1935 and the record collection. The fishwives have now been collecting for fifteen years, and their total is £2,121.

The Newcastle Highland Pipe Band again took part in the procession,

giving their services, and during the week the cinemas allowed collections to be made at their doors.

Fifty collectors took part in the appeal. Mrs. Polly Donkin, now seventy-nine years old, who was not well enough to collect last year, again collected and again headed the list. She collected £71, and the total of her individual collections is now £657.

Centenary of the Poolbeg Station.

A LIFE-BOAT, built in Dublin, was stationed at Poolbeg by the Dublin Ballast Board in 1820, four years before the Institution was founded. It was "at the entrance of the River Liffey; kept on the quay, near a crane." It is known that this life-boat rescued many lives, but there is no continuous history of the station before 1861, in which year it was taken over by the Institution with the stations at Howth and Kingstown which had also been established by the Ballast Board. Since 1861, its life-boats have been launched on service thirty-nine times and have rescued fifty-two lives. One gold and ten silver medals have been awarded for gallantry at Poolbeg. The gold medal was won in 1880 by

Lieut. J. A. W. O'Neill Torrens of the Royal Scots Greys, who took command of the life-boat and rescued two of the crew of the steamer *Robert Brown*, wrecked near Pigeon House Fort. Three other soldiers and a doctor won silver medals for their share in the same rescue.

The centenary vellum, recording the Institution's appreciation of the voluntary work of the officers and committee of the station and of the devotion and courage of the life-boat crew, was presented to the committee of the Dublin branch on 14th May last by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. This is the sixtieth centenary vellum to be presented.

A Silent Appeal.

A NOVEL form of appeal was tried in Norwich this year. In place of a life-boat flag day, a silent appeal was made. There were no collectors. Instead twenty-six large life-boat collecting boxes, hung on davits, were placed at different points in the streets. Each had a volunteer in charge of it in life-boat oilskins. These volunteers were all unemployed men. The boats were in the streets from eight in the morning until four in the afternoon. The money was then counted at the Y.M.C.A. by members of Toc H. The response to this "silent appeal" was

£85 7s. 10d. A further sum of £11 16s. 10d. was collected in small boxes sent to offices and works. With this sum and a collection at a cinema added, the total was £99 1s. 9d. That this "silent appeal" really did appeal to the people of Norwich is shown by the fact that it brought in nearly three times as much as the life-boat flag day held in Norwich last year.

Other branches which, for various reasons, find it difficult to arrange flag days, may like to follow the example of Norwich and make "silent appeals" instead.

Naming Ceremonies of Motor Life-boats.

DURING the past summer the naming ceremonies have been held of ten motor life-boats, at Gourdon, Hythe, Ilfracombe, North Sunderland, Port St. Mary, St. David's, Sheringham, Sunderland, Wells, and Yarmouth, Isle of

Wight. Owing to the large number of services of which accounts appear in this issue of *The Life-boat*, it has been necessary to hold over the accounts of these naming ceremonies. They will appear in the next issue.

Obituary.

Three Members of the Committee of Management.

Dr. Leonard Gow, LL.D., D.L., Glasgow.

No one has given more notable, generous and successful help to the life-boat service in Scotland than Dr. Leonard Gow, LL.D., D.L., of Glasgow, who died on 11th March, at the age of seventy-seven. Dr. Gow was the honorary secretary and treasurer of the Glasgow branch from 1911 to 1927, its chairman from 1927 to 1934, and its vice-president until his death. He found time for his work for the life-boat service in the midst of many other activities and interests. He was one of Glasgow's leading shipowners and business men, a director of the National Bank of Scotland, and a well-known art collector. The branch was most fortunate in having as its active head a man who held such a distinguished position in the life of the city, and during his twenty-five years' association with the branch it was largely through his personal interest, energy and influence that Glasgow was raised to the position of the first branch, not only in Scotland, but in the whole of the British Isles.

In 1911, the first year of his honorary secretaryship, the branch's contribution was £1,651. During the next four years it rose steadily each year to £3,298 in 1915. But the great advance was made during the years 1929 to 1935. In those six years Glasgow was four times at the head of the list of branches. In the other two years it was second only to the City of London. Its highest contribution was £14,733 in 1933. Its total contribution for the twenty-five years of Dr. Gow's work was £108,739. Those figures speak for themselves, but perhaps the most noteworthy feature of Dr. Gow's work has been the number of large special gifts which have been received from Glasgow citizens. Since 1929 six motor life-boats have been stationed on the Scottish coast which are gifts or legacies from Glasgow, and a seventh, bearing the city's name, has been built in recognition of its generous support. No branch can claim, in recent years, such a record as that. Dr. Gow was awarded the life-boat picture in 1923, and in 1930 he was elected a

vice-president of the Institution. At the funeral, the Institution, the Scottish Life-boat Council, and the Glasgow branch were represented by Mr. James Bryce Allan, a member of the committee of management, who succeeded Dr. Gow as chairman of the branch in 1934.

Major Sir Maurice Cameron, K.C.M.G.

By the death on 16th May, at the age of eighty, of Major Sir Maurice Cameron, K.C.M.G., a vice-president of the Institution, the committee of management have lost one of their most valued and active members. After a distinguished career, first in the Royal Engineers, and then as Crown Agent for the Colonies, he became a member of the committee of management in 1921, and remained a member until his death. He served at various times on practically all its standing committees and sub-committees, including its boat and construction committees, from which he only retired on account of ill health a few months before his death. When he left London and settled in Hampshire in 1929, he not only continued his work for the Institution with the same activity, but added to it by becoming honorary treasurer of the Liss district of the Petersfield branch. Sir Maurice Cameron brought to the work of the Institution, and in particular to its technical committees, a combination of qualifications of unusual value. Not only was he an engineer of wide experience, but from his days at school he had had a passion for sailing, built a boat himself while he was stationed at Malta, was a member of the Royal Cruising Club, and held the Board of Trade's certificate as a master mariner. During his fifteen years' association with the Institution, his generous zeal for its work and his unfailing kindness endeared him to his colleagues on the committee of management, and to the staff of the Institution, and all were glad when, in recognition of all that he had done for the service, he was in 1933 appointed a vice-president of the Institution. At the

funeral the Institution was represented by its secretary, Lieut.-Col. C. R. Satterthwaite, O.B.E., like Sir Maurice Cameron an old Royal Engineer.

Vice-Admiral Sir Robert Mansell, K.C.V.O., C.B.E., D.L., J.P.

The committee of management also regret the death of another colleague, Vice-Admiral Sir Robert Mansell, K.C.V.O., C.B.E., D.L., J.P., an Elder

Brother of Trinity House, who died on 26th April, at the age of sixty-eight. He was Deputy Master of Trinity House from 1926 until October, 1935, when he retired on account of ill health, and during his years as Deputy Master he was an *ex officio* member of the committee of management of the Institution and a member of the general committee of the City branch.

Summary of the Meetings of the Committee of Management.

Thursday, 16th April, 1936.

SIR GODFREY BARING, Bt., followed by the HON. GEORGE COLVILLE, in the chair.

Resolved that the respectful thanks of the Institution be conveyed to H.M. The King for his gracious consent to accord his patronage to the Institution.

Reported the death of Dr. Leonard Gow, who had been a vice-president of the Institution since 1930.

Resolved that the deputy chairman be asked to represent the Institution at the International Life-boat Conference in Sweden, in July, 1936.

Co-opted Mr. A. C. Reed, M.P., a member of the committee of management.

Reported the receipt of the following special contributions:—

	£	s.	d.
Lloyd's collection . . .	1,490	3	0
Miss Harman . . .	500	0	0
The late Mrs. Eliza Butler, donation from executors . . .	100	0	0
Anonymous . . .	50	0	0
Mr. W. E. K. Gulland . . .	50	0	0
Mr. Alan C. Harris . . .	35	0	0

Paid £28,318 16s. 6d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£266 17s. 6d. to pay the rewards for life-boat services;

£94 17s. 9d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 123-127);

£24 7s. for the assemblies of crews, etc.;

£53 on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Padstow and Rye Harbour;

£1 10s. to a man for injury in the life-boat service at Peel.

Voted £8 on account of special rewards to the crew of Rosslare Harbour life-boat.

(An account of this service appears on page 123).

Voted a compassionate grant of £5 to the widow of James Dearman, late coxswain of the Hythe life-boat, in view of her poor circumstances, and granted £10 towards the funeral expenses.

Decided that the special weekly allowance now being paid to W. E. Haylett, ex-second coxswain of the Caister life-boat, who was compelled to retire owing to serious illness due to exposure in the life-boat service, be continued until April, 1937.

Voted £18 2s. 6d. to pay the rewards for the Eyemouth, New Brighton and Southend-on-Sea shoreboat services, accounts of which appear on pp. 140-141.

Thursday, 21st May, 1936.

SIR GODFREY BARING, Bt., in the chair.

Reported the death of Major Sir Maurice Cameron, K.C.M.G., who had been a member of the committee of management from 1921 to February, 1936, and a vice-president of the Institution since 1933, and resolved that an expression of sympathy be conveyed to Lady Cameron.

Reported the receipt of the following special contributions:—

	£	s.	d.
"Anonymous T.A." . . .	250	0	0
Union-Castle Mail Steamship Co., Ltd., from collections taken on board the Company's vessels . . .	77	0	0
The British Broadcasting Corporation . . .	21	0	0

Paid £14,302 17s. 6d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£302 4s. 6d. to pay the rewards for life-boat services;

£79 3s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 127-135):—

£3 for the assembly of a crew;

£58 19s. 6d. for services previously reported;

£19 2s. 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;

£19 3s. 3d. to men for injury in the life-boat service at Caister and Sheringham.

Voted £19 18s. on account of additional rewards to the crews of the Aith, Salcombe and Stromness life-boats.

(Accounts of these launches appear on pages 122, 132 and 128 respectively).

Voted the sum of £5 towards the expenses of the illness of Thomas Benn, ex-coxswain of the Maryport life-boat.

Voted the sum of £5 to A. J. Able, ex-head launcher at Wells, in view of his straitened circumstances.

Reported that the French Government had awarded medals and diplomas to the crew of the Torbay motor life-boat for their gallant rescue of the captain of the trawler *Satanic* on the 30th December, 1935.

(A full account of this service appeared in *The Life-boat* for March, 1936.)

Voted £4 7s. 6d. to pay the rewards for the shoreboat services at Lowestoft, Newhaven, and Portrush, accounts of which appear on page 141.

Thursday, 11th June, 1936.

SIR GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contribution :—

	£	s.	d.
Union-Castle motor-vessel <i>Warwick Castle</i> , proceeds of an auction of a cigarette-tin engraved by the captain	43	5	0

Paid £24,139 5s. 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 :—

£92 1s. 6d. to pay the rewards for life-boat services ;

£159 17s. 9d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 135-137) ;

£8 2s. 6d. for assemblies of crews, etc. ;

£2 14s. for a service previously reported ;

£313 2s. 2d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Rhoscolyn, Runswick, Rye Harbour, St. Andrew's, Troon, Whitby and Wells ;

£40 12s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Cardigan, Moelfre, Newhaven and Walmer.

Voted a compassionate grant of £5 to the widow of John Garnett, at one time bowman of the Harwich steam life-boat, in view of her straitened circumstances.

Voted a compassionate grant of £5 to Nathaniel G. Childs, ex-life-boatman at

Great Yarmouth and Gorleston, in view of his straitened circumstances.

Voted £10 2s. to pay the rewards for shoreboat services at Clovelly, Portrush, and Port Stewart, accounts of which appear on pages 141-142.

Thursday, 9th July, 1936.

SIR GODFREY BARING, Bt., in the chair.

Received with regret the resignation from the committee of management of Lt.-Col. F. Rayner, D.S.O., T.D.

Reported the receipt of the following special contributions :—

	£	s.	d.
Ancient Order of Foresters			
Friendly Society	3,500	0	0
Independent Order of Oddfellows			
—Manchester Unity Friendly Society	52	10	0
Anonymous	50	0	0
Court of Assistants of the Drapers' Company	50	0	0
Mr. W. E. C. Atkinson	50	0	0

Paid £29,802 18s. 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 :—

£44 15s. to pay the rewards for life-boat services ;

£100 12s. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 137-139) ;

£5 14s. for the assembly of a crew ;

£40 2s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Padstow and Rye Harbour ;

£13 to a man for injury in the life-boat service at Caister.

Decided to grant a weekly allowance of 10s. for twelve months to Mrs. Ellen Stephens, in supplement of the annuity which she is receiving under the Padstow life-boat Disaster Fund of 1900, in view of her straitened circumstances.

Voted a compassionate grant of £10 to the widow of ex-second coxswain W. E. Haylett, of Caister. Coxswain Haylett, who had retired owing to illness due to exposure in the life-boat service, had been in receipt of an allowance from the Institution.

Voted £12 16s. to pay the rewards for shoreboat services at Beer, Cullercoats, Felixstowe, Ilfracombe, New Brighton, Port Stewart, Rousay, and Scarborough, accounts of which appear on pages 142-143.

The Life-boat Stamp Club.

MISS MARGARET POWER, of Mount Royal, Old Common, Cobham, Surrey, the honorary secretary of the Life-boat Stamp Club, will be very glad to receive from readers of *The Life-boat* any 2½d.

stamps of the King Edward VIII issue which they will be kind enough to send her. They can be sent direct to her or to the secretary of the Institution.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

The COXSWAIN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to :

JOHN C. BYFORD, 6½ years coxswain, 15½ years second coxswain, and 18½ years bowman of the Walton and Frinton life-boat.

Life-boatman's Certificate of Service.

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

THOMAS H. LEE, 18½ years second coxswain, 7½ years bowman, and 20½ years a member of the crew of the Douglas life-boat.

JOHN DAVIES, 2½ years second coxswain, 17 years bowman, and 26 years a member of the crew of the Aberystwyth life-boat.

JAMES POWER, 25 years a member of the crew and 11 years shore-signalman of the Dunmore East life-boat.

The LIFE-BOTMAN'S CERTIFICATE OF SERVICE and a GRATUITY, has been awarded to :—

EDWARD QUIRKE, 8½ years coxswain and 30½ years a member of the crew of the Port St. Mary life-boat.

The LIFE-BOTMAN'S CERTIFICATE OF SERVICE has been awarded to the following on their retirement :—

IRA W. GEAR, 16½ years second coxswain and 7½ years a member of the crew of the Seaham life-boat.

THOMAS FAIRBAIRN, 3 years second coxswain and 11½ years a member of the crew of the Skateraw life-boat.

CHARLES HAYLETT, 29½ years a member of the crew and 17½ years lightman of the Caister life-boat.

ALEXANDER WYLLIE, 46 years,

WILLIAM STEWART, 46 years,

ANDREW CHRISTIE, 46 years,

JOHN DOUGLAS, 46 years,

WILLIAM WATT, 45 years,

members of the crew of the Gourdon life-boat.

DAVID ANDERSON, 34 years a member of the crew of the Gourdon life-boat, and previously 17 years a member of the crew of the Montrose life-boat.

FRANK LEE, 37 years,

HERBERT CLANCY, 27 years,

HEWITT STEER, 27 years,

members of the crew of the Walton and Frinton life-boat.

Pension.

A PENSION has been awarded to :—

JAMES POWELL, shore-signalman of the Howth life-boat for 12 years.

Awards to Honorary Workers.

The Thanks of the Institution on Vellum.

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

The Reverend WALTER BARRICK HALL, on his retirement after 10 years as honorary secretary of the Hauxley and Amble branch.

Gold Badge.

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

Miss ELIZABETH DE B. GRIFFITH, honorary secretary, Shanklin Ladies' Life-boat Guild, Isle of Wight branch.

Mr. S. C. CLAPPERTON, honorary treasurer, Edinburgh, Leith and Granton branch.

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

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

Miss F. E. BURR, life-boat worker, Shrewsbury branch.

Mr. H. ROYAL-DAWSON, honorary financial secretary, Bridlington branch.

Mrs. V. N. HICKLEY, M.B.E., honorary secretary, Taunton branch.

Miss HILARY E. HUMPHREYS, life-boat worker, Llandudno branch.

Mr. E. S. LATCHMORE, honorary treasurer, Halifax branch.

Mr. ALEXANDER MACKAY, B.A., judge for Scotland in the life-boat essay competition for elementary schools during the past five years.

Record of Thanks.

The RECORD OF THANKS has been awarded to the following life-boat workers :—

Mr. JOHN STEVENS, M.A., honorary secretary, Markinch branch.

Miss M. C. APTED,

Miss IVY S. BAINBRIDGE,

Mr. HENRY T. BARTLETT,

Mrs. L. H. BAVERSTOCK,

Mr. A. F. BOBBY,

Miss KATHLEEN BOWEN,

Commander ALGERNON O. BRADFORD, V.D., R.N.V.R.,

Miss FLORENCE I. CAMPBELL,

Mr. S. A. CHARTERIS,

Mrs. FLORENCE A. CLARK,

Mrs. R. DAVEY,

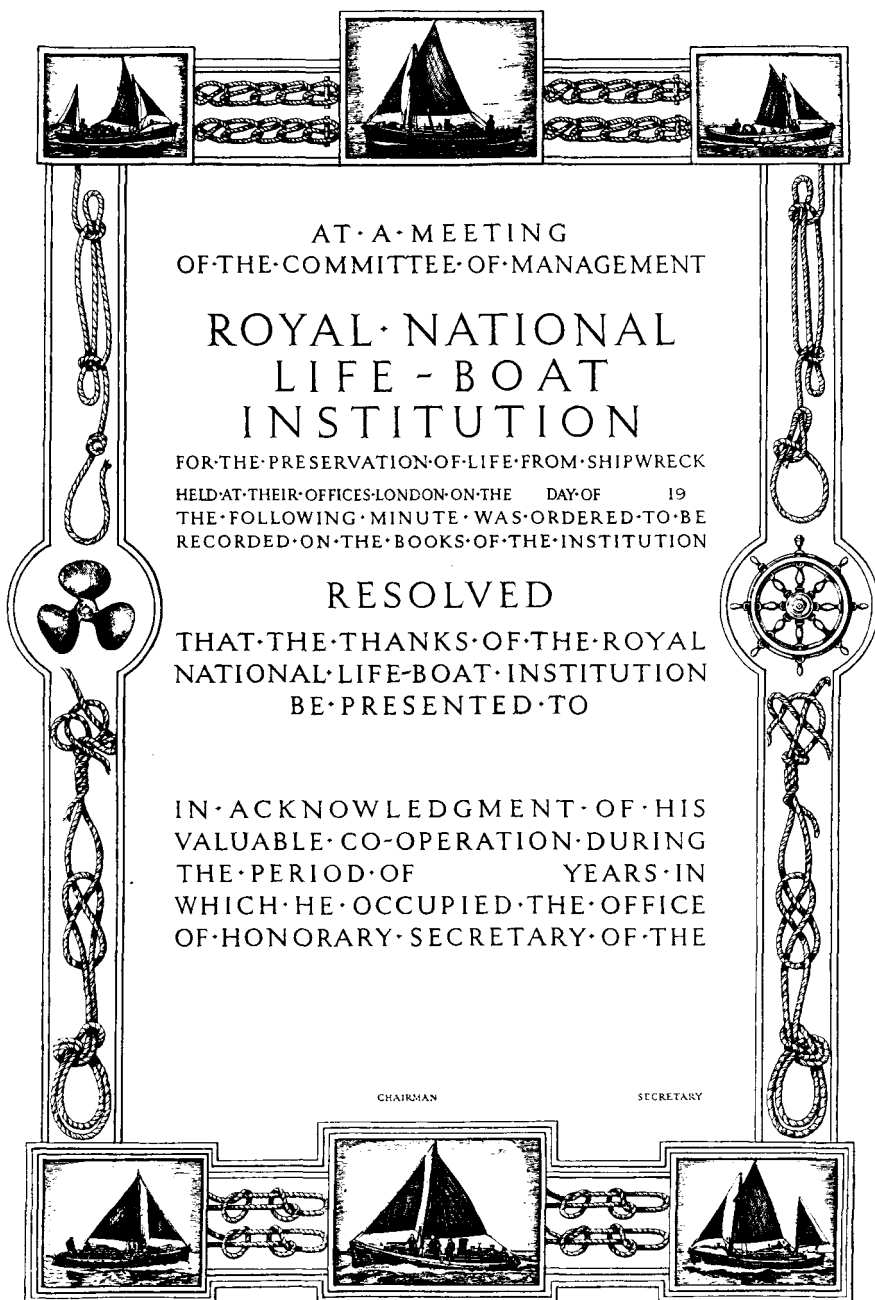
Mr. and Mrs. DRAYTON,

The Rev. and Mrs. W. A. DUVAL,

Mr. SAMUEL EEELEY,

Miss MARY R. EMARY,

Mrs. C. H. EVILL,



THE NEW VELLUM OF THANKS.

Awarded to Honorary Life Governors and Honorary Secretaries of Life-boat Stations. The Vellum has been designed by Miss Margaret L. Hodgson, a member of the Society of Scribes and Illuminators, and engraved by Mr. G. P. Friend.

Mrs. ELLEN I. GILBERT and the Misses MARY and CHARLOTTE I. GILBERT,
 Mrs. CATHERINE GOWER,
 Mr. CHARLES E. HEWSON,
 Mrs. A. M. HORNSBY,
 Miss WINIFRED M. HORNSBY,
 Mrs. ELSIE D. LITTLETON,
 Miss ANNIE H. MARCHANT,
 Miss GRACE MARCHANT,
 Mrs. MABEL MATTHEWS and Miss MATTHEWS,
 Mrs. ELIZABETH K. OGDEN-SMITH,
 Mrs. JANE RIDEL,
 Miss MARGARET A. ROBERTSON,
 Miss MERCY SIMMONS,
 Miss A. L. SMITH,
 Mrs. SWORDER,
 Mrs. E. M. TAYLOR,
 Mrs. ETHEL O. TAYLOR,

Mrs. BESSIE A. J. TERRY,
 Miss LILIAN VINALL,
 Mrs. A. E. WILCOCKSON,
 Miss MAY WOOD,
 The MANAGER and STAFF of Barclays Bank,
 Ltd., 115, Terminus Road,
 The MANAGERESS and STAFF of the Imperial
 Hotel, all of the Eastbourne branch.
 Mrs. F. P. COTTEY,
 Mrs. W. G. EVANS,
 Mrs. KERSLAKE,
 Mrs. KNILL,
 Mrs. K. LUSCOMBE,
 Mrs. PITTS,
 Mrs. C. H. SPILLER,
 Mrs. EDWARD TURNER,
 Mrs. WALL,
 Mrs. WESTERN, all of the Exeter branch.

News from the Branches.

1st May to 31st July, 1936.

Greater London.

Life-boat day was held in Greater London on 19th May, carried out by ninety-two branches. The amount raised was £5,046, an increase of £138 on 1935.

The challenge shield for Greater London in the life-boat essay competition for elementary schools, won by Doris Elizabeth Somerford, of Ivydale Road L.C.C. Girls' School, Nunhead, and the challenge shield for the South-East of England, won by Clifford Beagley, of Kingsley Senior Boys' School, Croydon, together with the certificates and individual prizes won by Greater London schools, were presented on 16th July. The Mayor of Westminster presided, supported by Mr. H. G. Williams, M.P. for South Croydon, and members of the committee of management of the Institution. The presentations were made by the Right Hon. Leslie Hore-Belisha, M.P., Minister of Transport, who then addressed the children. Mr. Frederick Woodhouse gave a programme of sea songs.

Exhibition of life-boat photographs at the Ilford Galleries and then at the Camera Club. (A full account, with illustrations, will be published in the next number).

BATTERSEA, SOUTH.—Whist drive.

BEXLEY.—Mr. S. E. Lawrence appointed honorary treasurer in succession to Mr. B. S. Noakes who has left Bexley.

BEXLEYHEATH.—Annual meeting on 11th May, Mrs. Ford Sadler, M.B.E., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1935, £46, an increase of £7 on 1934.

Whist drive.

CARSHALTON AND WALLINGTON.—The branch has suffered a severe loss by the death of Mrs. Peirs, its president for the past six years.

CLAPHAM.—Garden fête and balloon race, opened by Lady Leigh, Canon Durell, C.B.E., president of the branch presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E.,

secretary of the Institution. Whist drive. Visit of branch workers to Southend.

HAMMERSMITH.—Swimming gala; presentation of prizes by the Mayor and Mayoress.

HATCH END.—Mrs. Webb appointed honorary secretary.

HAYES.—Village market, opened by the district organizing secretary, Dr. Robert Wiggins presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Dancing display by the pupils of Miss Olive Phillips.

HORNSEY.—Whist drives.

MITCHAM.—Presentation of Mitcham schools' third searchlight. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Life-boat workers' social with address by the district organizing secretary. Lecture to St. Olave's church women's fellowship by the district organizing secretary.

ROMFORD.—Address to the Rotary Club by the district organizing secretary.

ST. ALBANS.—Annual meeting on 7th July, the Mayor, chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Dance, Prince of Wales Day. Amount collected in 1935, £389, an increase of £59 on 1934.

SOUTHEND-ON-SEA.—Life-boat days in Southend and Canvey Island. Visit of Clapham branch to Southend. Special launch of the motor life-boat for representatives of the United States Coastguard.

STREATHAM.—Miss McDermott appointed honorary secretary of the branch.

WANDSWORTH, CENTRAL.—American tea.

WATFORD.—Life-boat day.

WELLING.—Whist drive.

Lectures at Enfield, Lewisham and Sutton.

North-West of England.

ACCRINGTON.—Life-boat day at Church, Clayton-le-Moors and Oswaldtwistle.

ADLINGTON.—Special meeting at the house of Mrs. J. Dickinson, president. Speaker: The district organizing secretary. Mrs. S. Gent appointed honorary secretary. Life-boat day.

ASHTON-UNDER-LYNE. — American tea.

ATHERTON.—Presentation by Miss A. M. Fletcher, president, of a prize won in the life-boat essay competition for elementary schools. Life-boat day.

BAMBER BRIDGE.—Life-boat day. Presentation of prize won in the life-boat essay competition for elementary schools.

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

BILLINGE.—Life-boat day.

BLACKPOOL.—The branch has suffered a severe loss by the death of Mr. H. A. Deakin, who had been its assistant secretary since 1911.

BLACKROD.—Life-boat day.

BOLTON.—Ladies' Life-boat Guild bowling tournament.

BRIERFIELD.—Life-boat day.

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

CARNFORTH.—Ladies' Life-boat Guild tea. Presentation of a prize won in the life-boat essay competition for elementary schools.

CHORLEY.—Life-boat day.

CLAYTON GREEN.—Jumble sale, organized by Miss A. Gardiner.

CLITHEROE.—Life-boat day at Chatburn and Whalley.

COLNE.—Special meeting at the house of Mrs. W. A. Pilgrim. Speaker: The district organizing secretary. Ladies' Life-boat Guild reconstituted. President, the Mayoress; joint honorary secretaries, Mrs. A. Eardley and Mrs. D. M. Badgery; honorary treasurer, Mrs. Keighley.

CREWE.—Special meeting at the house of Mrs. G. Christie-Miller. Speaker: The district organizing secretary. Ladies' Life-boat Guild reconstituted. President and chairman, Mrs. G. Christie-Miller; honorary treasurer, Mrs. M. J. McWilliams; honorary secretary, Mrs. Holmes. Life-boat day.

CULCHETH-WITH-KENYON. — Life-boat day.

DALTON-IN-FURNESS. — House-to-house collection. Presentation at Dowdales' Central School of a prize won in the life-boat essay competition for elementary schools.

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

FARNWORTH.—Life-boat day.

FLEETWOOD.—Presentation by Councillor W. Holden, manager of Pilling Lane School, Preesall, of a prize won in the life-boat essay competition for elementary schools. The Mayor, and officials of the branch and Ladies' Life-boat Guild were present.

GARSTANG, GOLBORNE, HASLINGDEN AND HAYDOCK.—Life-boat days.

HINDLEY.—Life-boat day. Presentation by Miss H. A. Southworth, honorary secretary, of a prize won in the life-boat essay competition for elementary schools.

HOYLAKE.—Summer meeting of the Hoylake Ladies' Life-boat Guild at the house of Mrs. Crawford, honorary secretary. Speaker: The district organizing secretary.

HYDE.—Whist drive.

KENDAL AND KESWICK.—Life-boat days.

KIRKBY LONSDALE.—Lantern lecture by the Rev. W. Hartley, at Keastwick. Sale of work.

LANCASTER.—Garden fête at Howe Ghyll, the residence of Mr. and Mrs. Caleb Wolfendale.

LEIGH.—Life-boat day.

LITTLE HULTON.—Annual meeting on 19th May, Mrs. J. Seddon, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £23, an increase of £2 on 1934.

Life-boat day.

LITTLE LEVER.—Life-boat day.

LIVERPOOL.—Presentation by the Lady Mayoress of the challenge shield for the North-West of England in the life-boat essay competition for elementary schools, won by Upton Road Senior School, Moreton, Wirral. The Lord Mayor, Director of Education and branch officials attended.

Annual life-boat service at St. James's Church, New Brighton, at which the Mayor and Mayoress of Wallasey attended. Special preachers; the Rev. David Railton, M.C., M.A. (rector of Liverpool.) The vicar, Rev. W. S. Coad, M.A., assisted by Mr. Stuart Deacon (chairman of the New Brighton life-boat committee) conducted the service. Collections at Liscard Palace cinema.

LYTHAM-ST. ANNE'S.—House-to-house envelope collection by Ladies' Life-boat Guild, Lytham section.

MANCHESTER, SALFORD AND DISTRICT.—Dancing display by Miss Dorothy Brocklebank and her pupils at Messrs. Paulden's Stores, with collections. Concert by the Blackpool life-boat silver prize band. Conductor, Mr. J. Briar. Soloist, Miss Gwendolen Clarke. Address by Mr. P. M. Oliver, C.B.E., honorary secretary of the branch. Collection. Collections at Messrs. Lomas's, Ltd. Life-boat days. Life-boat procession and exhibition.

ALDERLEY EDGE.—“Bring-and-buy” sale at the residence of Lady Stewart, president.

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

ECCLES.—Sunday service at St. Andrew's Church, which the Mayor and Mayoress attended. Preacher: The Rev. C. N. Reynolds, M.A. The Blackpool life-boat silver prize band, conducted by Mr. J. Briar, provided the music. Collections taken.

FAIRFIELD AND DROYLSDEN.—Presentation by Councillor Hetherington, chairman of the Education Committee, of a prize won in the life-boat essay competition for elementary schools.

FALLOWFIELD.—Special meeting of the Junior Life-boat Guild.

HEATON MERSEY, HEATON MOOR, AND HEATON CHAPEL.—“Summer Capers” given by the Guild Players at Heaton Moor.

MARPLE.—Annual meeting on 9th July. Speaker: The branch secretary. Mrs. G. W. Whitfield appointed president.

NEW MOSTON.—Whist drives given by Mrs. Carter, Mrs. Crawley and Mrs. Hoolahan.

SALE, ASHTON-ON-MERSEY, AND BROOKLANDS.—Presentation by Miss Lomax, president, of a prize won in the life-boat essay competition for elementary schools.

WALKDEN.—Visit of Ladies' Life-boat Guild to Hoylake to view the life-boat *Oldham*.

SOUTH SALFORD.—Visit of members of the Life-boat Guild and the Windsor Institute to Fleetwood for a cruise in the Fleetwood motor life-boat.

WEST SALFORD.—Address by the branch secretary to women tenants of the Sutton Trust Flats, Pendleton.

MILLOM.—Annual meeting on 10th June, the Rev. E. W. Gibson in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £51, an increase of £3 on 1934. Presentation of a prize won in the life-boat essay competition for elementary schools.

House-to-house envelope collection.

MORECAMBE AND HEYSHAM.—Concerts given by the Morecambe fishermen's choir.

MOSSLEY.—Special meeting to reconstitute branch, convened by Mrs. Douglas Schofield, J.P. Mr. W. A. Mayall, secretary for education, in the chair in the unavoidable absence of the Mayor. Speaker: The district organizing secretary. Officers appointed: President, the Mayoress; vice-presidents, the Deputy Mayoress, Mrs. John Hamer Brooks, Miss Chapman; chairman, the Mayor; honorary treasurer, Mr. G. H. Heys; joint honorary secretaries, Mrs. Douglas Schofield, J.P., and Miss M. Heys.

NANTWICH, AND NEWTON-IN-MAKERFIELD.—Life-boat days.

NORTHWICH.—Life-boat day. Presentation by Mrs. G. H. Brock, vice-president, of a prize won in the life-boat essay competition for elementary schools.

OLDHAM.—Presentation by the Mayor of life-boatman statuettes awarded by the Institution to Mrs. E. M. Eastwood and Mrs. A. F. Hardman, honorary secretary and honorary treasurer respectively, of the Ladies' Life-boat Guild. Presentation of prizes won in the life-boat essay competition for elementary schools. Visit of members of the Ladies' Life-boat Guild committee to Hoylake. Collections taken.

ORRELL.—Life-boat day. Competition by the Dean Wood Golf Club, Ladies' Section.

PADIHAM.—Life-boat day.

PEEL.—Presentation of a prize won in the life-boat essay competition for elementary schools. Annual sacred service.

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

PORT ST. MARY.—Naming ceremony of the new motor life-boat. (A special report will be published in the next number.) Life-boat day. House-to-house collection. Presentation of a prize won in the life-boat essay competition for elementary schools.

PRESTON.—Life-boat day.

RAINFORD.—Life-boat day. Presentation by Miss E. Pilkington, J.P., of prizes won in the life-boat essay competition.

RISHTON.—Life-boat day.

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

SABDEN.—House-to-house collection.

SADDLEWORTH AND SANDBACH.—Life-boat days.

SILVERDALE.—Annual meeting on 4th June, Mrs. Haigh, chairman of the Ladies' Life-boat Guild, presiding. Amount collected in 1935, £33.

Gardens of “Grey Walls” open to the public by permission of Mrs. P. L. Sharp, president, on behalf of the funds of the branch.

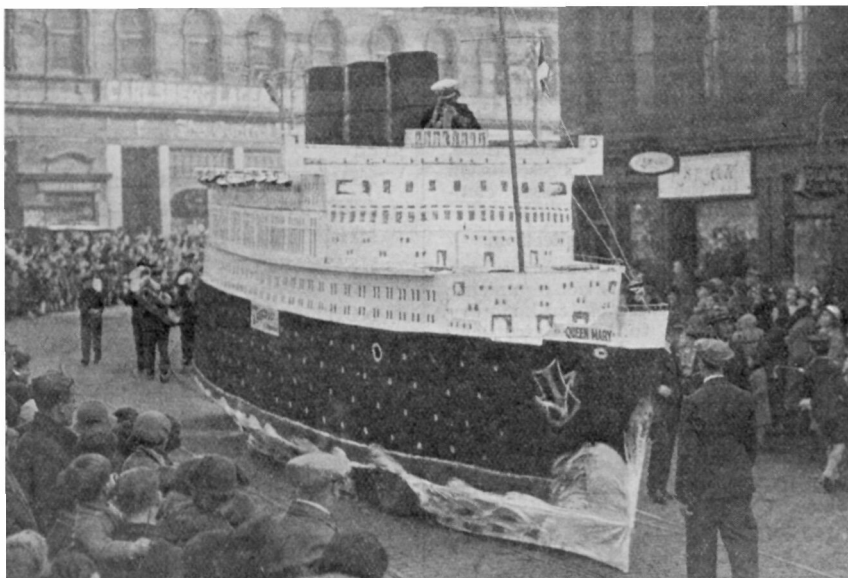
SOUTHPORT.—Life-boat day.

STOCKPORT.—Life-boat days. Bridge drive. Presentation by Alderman H. Patten, J.P., chairman of the Education Committee, of a prize won in the life-boat essay competition for elementary schools.

TOTTINGTON.—House-to-house collection. “Pound Tea” and “Kitchen Shower.” Garden fête.

TURTON AND UPHOLLAND.—Life-boat days.

WARRINGTON.—Presentation by the Mayor of life-boatman statuettes, awarded by the Institution, to Mrs. Gardiner and Mrs. Inglis, honorary secretary and honorary treasurer, respectively, of the Warrington branch. Life-boat day.



By courtesy of]

[Scottish Pictorial Press

THE QUEEN MARY COLLECTS ON EDINBURGH LIFE-BOAT DAY.



LIFE-BOATMAN AND COASTGUARD IN SUPPORT.

The new coat of arms of Ramsgate, where the life-boat station has rescued 1,365 lives since 1865.
(Reproduced by courtesy of the Borough of Ramsgate.)

WESTHOUGHTON.—Special meeting on 3rd June. Branch reconstituted. President, Councillor W. Lowe, J.P.; vice-president, Mrs. W. Dickinson; honorary secretary, Mr. B. Anson; honorary treasurer, Mrs. J. Gibson. Life-boat day. House-to-house collection.

WHITEHAVEN.—Cinema collections, arranged by Mrs. Halliwell. Presentation of prizes won in the life-boat essay competition for elementary schools.

WIDNES.—House-to-house collection.

WORKINGTON.—Annual meeting on 26th May. Speaker: The district organizing secretary. Miss Douglas appointed honorary treasurer in succession to Miss Carruthers, resigned. Amount collected in 1935, £75.

North-East of England.

ACKWORTH.—Life-boat day.

ALNWICK.—Fancy fair.

ARMTHORPE AND ASKERN.—Life-boat days.

BAMBURGH.—Meeting of Grace Darling Museum Appeal Committee.

BATLEY.—Life-boat day.

BERWICK.—Annual meeting of Ladies' Life-boat Guild on 2nd July. Speaker: Lady Francis Osborne. Efforts of the past year: Prince of Wales Day, two dances, fête. Amount collected in 1935 £188, an increase of £23 on 1934.

BIRKENSHAW.—Life-boat day.

BRADFORD.—House-to-house collection. Life-boat day.

BRAMHAM AND BRIDLINGTON.—Life-boat days.

CONISBOROUGH.—Whist drive. Life-boat day.

CONSETT.—Life-boat day.

CRESWELL.—House-to-house collection.

DARFIELD.—Whist drive.

DARLINGTON AND DEWSBURY.—Life-boat days.

DRIFFIELD.—Drawing-room meeting.

DURHAM.—Special meeting, arranged by Sybil Lady Eden, O.B.E., chairman of the Ladies' Life-boat Guild, the Mayor presiding. Speaker: The Marchioness of Londonderry, D.B.E.

GATESHEAD.—Life-boat day. Garden fête.

GOLCAR.—Life-boat day.

HARROGATE.—Garden fête. Dancing matinée.

HARTLEPOOL, HEMSWORTH, AND HOLMFORTH.—Life-boat days.

HONLEY.—House-to-house collection.

HUDDERSFIELD.—American tea and sale.

HULL, HUNSWORTH, AND ILKLEY.—Life-boat days.

KEIGHLEY.—Annual meeting of the Ladies' Life-boat Guild on 11th May, the Mayoress presiding, supported by the Mayor. Efforts of the past year: Works appeal, Prince of Wales Day. Amount collected in 1935 £79.

KIRKBURTON.—House-to-house collection.

KIRKHEATON.—At home.

LEEDS AND MALTON.—Life-boat days.

MIRFIELD.—Bridge drive.

NEWCASTLE - UPON - TYNE.—Bridge drives. Life-boat day.

NORTH SUNDERLAND.—Annual fête.

OTLEY, AND OUTWOOD AND STANLEY.—Life-boat days.

PATRINGTON.—Annual whist drive.

POCKLINGTON.—Garden party at Warter Priory by kind permission of the Hon. Mrs. Vestey.

PONTEFRAC, PRUDHOE, AND RIPON.—Life-boat days.

SCARBOROUGH.—Bridge drives.

SELBY.—Life-boat day.

SHEFFIELD.—American tea. Life-boat day.

SHIPLEY, SKELLOW AND CROCROFT, AND SLAITHWAITE.—Life-boat days.

SOUTH SHIELDS.—Special meeting arranged by the Mayoress to organise a special effort.

SOWERBY BRIDGE, SPENBOROUGH, STAINFORTH, AND STOCKSFIELD.—Life-boat days.

STOCKTON.—House-to-house collection.

SUNDERLAND.—Life-boat day. Naming ceremony of new motor life-boat. (A special report will be published in the next number.)

THORNE AND MOORENDS.—Life-boat day.

WASHINGTON.—Special meeting of Ladies' Life-boat Guild, to re-form the Guild and elect officials.

WHITLEY BRIDGE AND WILLINGTON, CO. DURHAM.—Life-boat days.

YORK.—Special meeting of the Ladies' Life-boat Guild, the Lady Mayoress presiding.

Midlands.

A conference of the Midlands branches was held in Birmingham on the 15th and 16th May and was attended by 221 delegates. They assembled at the New Fire Brigade's Headquarters and were shown over the station and entertained to tea by the Birmingham Watch Committee. Next morning they were welcomed by Alderman Lovesey, chairman of the Watch Committee, and Mr. C. H. Dobinson, chairman of the branch, at the Botanical Gardens, where the conference was held, with Sir Godfrey Baring, Bt., chairman of the Institution, presiding, supported by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary.

After the conference the delegates visited Himley Hall, the residence of the Earl of Dudley, D.L., J.P., and were entertained to tea.

ALFORD.—Life-boat day,

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

ASHBY-DE-LA-ZOUCH, ATHERSTONE, BADSEY, AND BELPER AND HEAGE.—Life-boat days.

BIRMINGHAM.—Life-boat day. Treasure Hunt. Collection at Gaumont Cinema. House-to-house collection at Aston. Life-boat days at Rubery and Rednal. Annual meeting at Smethwick, Alderman T. W. Evans presiding. Speaker: The district organizing secretary. Addresses to depot superintendents, Austin Women's Branch of Unionists, Leigh Road Boys' School, and Central Secondary School.

BLACKHEATH, BLOCKLEY, BOSTON, BOURNE, AND BRIERLEY HILL.—Life-boat days.

BRISTOL.—Annual meeting, the Lord Mayor presiding. Speaker: Lieut.-Col. J. Benskin, D.S.O., O.B.E., a member of the committee of management of the Institution. Amount collected in 1935, £1,177, an increase of £131 on 1934.

Life-boat day.

BROADWAY.—Life-boat day and address to the Women's Institute.

BURTON-ON-TRENT.—Life-boat days.

BUXTON.—House-to-house collection.

CHELTENHAM.—Annual meeting, the Mayor presiding. Speaker: Mr. H. J. Lewis, a vice-president of the branch. Amount collected in 1935, £139.

COLESHILL.—Life-boat day.

COVENTRY.—Annual meeting, the Mayor presiding. Amount collected in 1935, £165.

Presentation of the Midlands district challenge shield in the life-boat essay competition for elementary schools, and the certificates and books to other Coventry schools, by the Mayor, supported by the Mayoress and the Director of Education.

Life-boat day.

DAVENTRY.—Life-boat day.

DERBY.—Life-boat day. "Riders of the Storm" film shown at four cinemas. Life-boat days at Alvaston and Boulton.

DESBOROUGH, DROITWICH, EARL SHILTON, EVESHAM, FAIRFORD AND LECHLADE, AND GAINSBOROUGH.—Life-boat days.

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

GRIMSBY.—Life-boat day at Barton-on-Humber.

HEANOR, HINCKLEY, HORNCastle, AND IRTHLINGBOROUGH.—Life-boat days.

KIDDERMINSTER.—Life-boat day. "Riders of the Storm" film shown at three cinemas. Life-boat days at Bewdley and Stourport. "Riders of the Storm" film shown.

LANGWITH, LEEK, LICHFIELD, LONG EATON AND LOUGHBOROUGH.—Life-boat days.

LOUTH.—House-to-house week.

LYE AND MALVERN.—Life-boat days.

MARKET HARBOROUGH.—House-to-house collection. Address to Women's Institute at Rockingham Castle.

MATLOCK AND MELTON MOWBRAY.—Life-boat days.

NEWARK.—Annual meeting, Mr. H. P. G. Branton presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1935, £59, an increase of £6 on 1934.

NEWCASTLE AND NEW MILLS.—Life-boat days.

NORTHAMPTON.—Performance of "Quality Street." Dance at Wootton.

NUNEATON, OAKHAM, OUNDLE, PERSHORE, PETERBOROUGH, REDDITCH, AND RIPLEY.—Life-boat days.

RUGBY.—Life-boat day at Southam and Dunchurch.

RUGELEY, SHIRLEY, SLEAFORD AND SPALDING.—Life-boat days.

SPILSBY AND CONINGSBY.—Life-boat day at Coningsby.

STOURBRIDGE, STOW-ON-WOLD, STRATFORD-ON-AVON, STROUD, TAMWORTH, AND TETBURY.—Life-boat days.

TEWKESBURY.—Life-boat day. Address to Women's Institutes.

UPPINGHAM AND UPTON - ON - SEVERN.—Life-boat days.

UTTOXETER.—House-to-house collection.

WALSALL.—Life-boat day.

WARWICK.—British Legion meeting. Speaker: The district organizing secretary.

WOODHALL SPA.—Life-boat day.

South-East of England.

AMPTHILL.—Life-boat day. "Heroes of the Sea" and "Riders of the Storm" films shown.

BECCLES.—Life-boat days at Beccles and Halesworth.

BRENTWOOD AND DISTRICT.—Life-boat days.

BRIGHTON AND HOVE.—Cinema collection.

CAMBERLEY.—Life-boat day.

CAMBRIDGE.—Annual meeting, Mrs. Giles, president, in the chair. Speaker: The Hon. George Colville, deputy chairman of the Institution. Effort of the past year: House-to-house collections. Amount collected in 1935, £94.

CATERHAM AND DISTRICT.—Life-boat day.

COLCHESTER.—Performance of the life-boat play "Their Business in Great Waters." Dancing display.

DARTFORD.—The life-boat picture awarded by the Institution to Miss Hayward, honorary secretary of the branch, was presented to her by the president, Miss Fleet. Life-boat tableau in carnival procession. Whist and bridge drive.

DORKING.—Life-boat day.

DOVER.—Life-boat day and tennis tournament, arranged by the Ladies' Life-boat Guild.

EASTBOURNE AND DISTRICT.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Astley Roberts, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Prince of Wales Days in Eastbourne and district, and other collections.

Life-boat days in Eastbourne and country districts, arranged by the Ladies' Life-boat Guild. Concert at Cross-in-Hand (half proceeds).

EDENBRIDGE.—Jumble sale. Lecture at Chiddingstone Women's Institute.

EPPING.—Life-boat day. Whist drive. American tea. Lecture to the Women's Institute

ESHER.—Life-boat day.

FOLKESTONE.—Chilton Farm nurseries opened to the public in aid of branch funds. Part proceeds of a garden fête. Presentation of prizes won in the life-boat essay competition for elementary schools.

GERRARD'S CROSS.—Collection at London Film Productions' studios, Denham.

GODALMING.—"Riders of the Storm" film shown.

GRAYS AND DISTRICT.—Competition at Orsett Golf Club.

HARWICH.—Collection on steamers to the Continent, and at Shotley on the occasion of the King's birthday review.

HASTINGS AND ST. LEONARDS.—Blessing of the sea service. Cinema collections.

HUNTINGDON AND DISTRICT.—Life-boat day.

HYTHE AND DYMCHURCH.—Special launch of life-boat on Whit-Monday. Naming ceremony of the new motor life-boat. (A special report will be published in the next number.)

ISLE OF SHEPPEY.—Life-boat days at Sheerness and Queenborough.

KING'S LYNN.—Joint street collection with the Hull Sailors' Orphanage. Presentation of prize won in the life-boat essay competition for elementary schools.

LEATHERHEAD.—Life-boat day.

LEWES AND DISTRICT.—Life-boat days. "Heroes of the Sea" and "Riders of

the Storm" films shown. Lecture at Chailley Women's Institute.

LOWESTOFT.—Golf competition.

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

MISTLEY, MANNINGTREE AND DISTRICT.—Garden party and whist drive at Mistley Place.

RAMSEY HEIGHTS.—House-to-house collection.

RYE AND WINCHELSEA.—Garden sale.

ST. NEOTS.—Life-boat day. Lecture at Eynesbury Women's Institute.

SANDWICH.—Sale of work (half proceeds).

SEAFORD.—Life-boat day.

SHERINGHAM.—Naming ceremony of the new motor life-boat. (A special report will be published in the next number.) Woollen scarf-helmets, the gift of Mrs. Manby, of Codsall, Staffordshire, presented to the life-boat crew.

SHOREHAM HARBOUR.—Life-boat days at Shoreham and Southwick. "Heroes of the Sea" and "Riders of the Storm" films shown at Shoreham.

TUNBRIDGE WELLS.—Jumble sale.

WALTON-ON-THAMES.—Life-boat day.

WELLS.—Naming ceremony of the new motor life-boat. (A special report will be published in the next number.)

WELWYN GARDEN CITY.—Life-boat day.

WESTERHAM.—Bridge drive.

WEYBRIDGE.—Life-boat day.

WISBECH.—Life-boat day at Wisbech and Walsoken.

WOKINGHAM.—Life-boat day at Wokingham and Crowthorne.

WOLVERTON.—Collection at L.M.S. Railway Company's works. Presentation of prizes won in the life-boat essay competition for elementary schools at Wolverton and Stony Stratford.

WOODBIDGE AND DISTRICT.—House-to-house collections.

WORTHING AND DISTRICT.—Life-boat day. "Riders of the Storm" film shown. Presentation of prize won in the life-boat essay competition for elementary schools.

GREAT YARMOUTH AND GORLESTON.—Life-boat day. Whist drive at Great Yarmouth, open-air whist drive at Gorleston, and tennis tournament arranged by the Ladies' Life-boat Guild. Presentation of prize won in the life-boat essay competition for elementary schools.

Lectures were given to the Rotary Club at Deal by Captain W. R. Coleman, honorary secretary Goodwin Sands and Downs branch; at Kingshott School, near Hitchin, by Captain H. E. Holme, R.N. (Ret.), honorary secretary

of the Boxmoor and Hemel Hempstead branch; to the Women's Institutes at Barming and Tenderden by Colonel A. C. Barnby, O.B.E., honorary secretary of the Rochester branch; and at Anstye, Barkway, Dane Hill and Chelwood Gate, Earith and Colne, Halstead (Kent), Hurst Green, Maldon, Sandon, Terriers and Totteridge, and Weston Turville.

Prizes won in the life-boat essay competition for elementary schools were also presented at Buxton, Cobham, Cromer, Hatfield, High Wycombe, Hitchin, Horsford, Kesgrave, Lydd, Reigate and Shotley.

South-West of England.

ALDERSHOT.—Special meeting arranged by the Mayor, who presided, supported by the Mayoress. Speaker: The district organizing secretary. Life-boat day.

The branch has suffered a severe loss by the death of Mr. B. R. Williams, its honorary secretary for the past five years.

ANDOVER.—Life-boat day.

APPLEDORE.—Life-boat days at Appledore, Bideford and district.

BANBURY.—Life-boat day in Banbury and villages.

BARNSTAPLE.—Life-boat days at Barnstaple and Braunton.

BASINGSTOKE.—Life-boat day at Hartley Wintney

BATH.—Presentation by Mr. John Hatton, Spa director, of prize won in the life-boat essay competition for elementary schools.

BICESTER.—Life-boat day at Bicester and villages.

BLANDFORD.—Address to the Women's Institute by the district organizing secretary, the Mayor presiding.

BOURNEMOUTH.—Annual meeting, the Mayor, president, in the chair, supported by the Mayoress, the Mayors of Poole and Christchurch, and Lady Lyle, president of the Ladies' Life-boat Guild. Speaker: The Hon. George Colville, deputy chairman of the Institution. Efforts of the past year: Prince of Wales Day, bridge and whist drives, house-to-house collections. Amount collected in 1935, £663. Presentation to Mrs. Tuck (Christchurch) of the record of thanks awarded to her by the Institution. Musical programme. Tea provided by the Mayor.

BRADFORD-ON-AVON.—Life-boat day.

BURNHAM-ON-SEA.—Life-boat days at Burnham and Highbridge.

CALNE.—Life-boat day.

CHARD.—Life-boat day at Ilminster.

CHIPPENHAM.—Life-boat days at Chippenham and Corsham.

CLEVEDON.—Life-boat day.

COVERACK.—Presentation by the district inspector of the binoculars awarded by the Institution to Mr. R. G. Harvey, honorary secretary, Mr. W. T. Lamb, chairman, presiding.

DARTMOUTH.—Life-boat day, with model of the Torbay motor life-boat, *George Shee*, parading the streets.

The branch has suffered a severe loss by the resignation, followed by the death, of Mrs. M. E. Macfie, who had been its honorary secretary for thirteen years. In 1934 she was awarded a life-boat picture.

DEVIZES.—Life-boat day.

EXETER.—Life-boat day and stall of produce. Presentations by Mr. J. Passmore, chairman of the elementary education committee, and by Mr. H. C. Rowe, of prizes won in the life-boat essay competition for elementary schools.

EXMOUTH.—Life-boat day at Budleigh Salterton. Exhibition at the life-boat house of rare fish, ships models, etc, lent by Sir Garbutt Knott, Mr. W. R. Ridway and others.

FARNBOROUGH.—Life-boat days at Farnborough and Fleet.

FOWEY.—Bridge drive. Life-boat day at Lostwithiel and villages.

GUERNSEY.—Life-boat days at Guernsey, Alderney and Sark. Dance.

ILFRACOMBE.—Naming ceremony of the new motor life-boat. (A special report will be published in the next number.) Life-boat day in Ilfracombe and villages.

ISLE OF WIGHT:

COWES.—Annual meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

RYDE.—Annual meeting of the Ladies' Life-boat Guild, Lady Daly presiding, supported by the Mayoress of Ryde. Speaker: The district organizing secretary.

NEWPORT.—Annual meeting of the Isle of Wight Life-boat Board, Major-General the Rt. Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution and president of the Board, in the chair. Efforts of the past year: Life-boat days, dance at Cowes, carnival at Ryde. Presentations to Miss E. de B. Griffith and Mrs. Southin of the life-boat pictures awarded to them by the Institution.

LYMINGTON.—“Walhampton” and “Byeways” gardens open to the public on behalf of the Institution. Life-boat days at Lymington, Milford-on-Sea, New Milton and Barton-on-Sea.

MARLBOROUGH.—Life-boat day at Pewsey.

NEWBURY.—Life-boat day at Hungerford. Address to the Women's Institute.

NEWQUAY.—Special meeting, Mr. E. Giles presiding. Speaker: The district organizing secretary.

NEWTON ABBOT and OKEHAMPTON.—Life-boat days.

PADSTOW.—Dance.

PAIGNTON.—Life-boat day.

PENZANCE.—Bridge drive.

PETERSFIELD.—Life-boat days at Petersfield and Liss.

PLYMOUTH.—Life-boat day.

POOLE.—Life-boat days at Poole and Wimborne.

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

Life-boat day.

REDRUTH.—Bridge and whist drive.

ROMSEY.—Life-boat day in Romsey and villages.

SALISBURY.—Life-boat day at West Moors.

SCILLY ISLES.—Life-boat day and dance.

SEATON.—Life-boat day at Beer.

SHEPTON MALLET.—Life-boat day at Bruton.

SOUTHAMPTON.—Life-boat day in Southampton and district.

SWINDON.—Life-boat days at Swindon and Cricklade.

TAUNTON.—Presentation by the district organizing secretary at a meeting of the committee of the life-boat picture awarded by the Institution to Mrs. Hickley, honorary secretary for the district.

TAVISTOCK.—Life-boat day.

THAME.—Garden meeting and whist drive. Speaker: Lieut.-Col. A. D. Burnett-Brown, M.C., T.D., deputy secretary of the Institution.

TIVERTON.—Life-boat days in Tiverton, Bampton and villages.

TORQUAY.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Callard presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, bridge and whist drive, dance.

Inspection of the Torbay motor life-boat by Major-General the Rt. Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution.

TOTNES.—Life-boat days at Totnes and Buckfastleigh.

TRURO.—Life-boat day.

WANTAGE.—Life-boat day.

WESTBURY.—Life-boat day.

WESTON - SUPER - MARE.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Porcher presiding. Speaker: The district organizing secretary. Life-boat day in Weston-super-Mare and villages.

WEYMOUTH.—Special meeting of Ladies' Life-boat Guild at the invitation of Mr. and Mrs. Curl. Speaker: The district organizing secretary.

WINCHESTER.—Life-boat day.

YEOVIL.—Life-boat days in the villages.

Addresses to Women's Institutes at Highclere, Kennington, Sutton Courtenay and Appleford, Wellow and Woodley.

Scotland.

Meeting of Scottish Life-boat Council in Glasgow on 20th May, Mr. J. R. Barnett, O.B.E., M.I.N.A., consulting naval architect to the Institution, presiding.

ABERDEEN, ALLOA, AND ANNAN.—Life-boat days.

ANSTRUTHER.—Life-boat days at Anstruther, Pittenweem, and St. Monance.

ARBROATH, ARDROSSAN, ARRAN, AND AUCHTERMUCHTY.—Life-boat days.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Dancing display at Banff by the pupils of the Alexandria School of Dancing. House-to-house collection.

BO'NESS, BURNTISLAND, CARLUKE, CARRONBRIDGE, CARSTAIRS, COLD-STREAM, CROMARTY, CUPAR, AND DARVEL.—Life-boat days.

DUFFTOWN.—House-to-house collection.

DUNDEE.—Life-boat day.

DUNFERMLINE.—Presentation by Rear-Admiral R. C. Davenport, C.B., Commanding Officer, Coast of Scotland, at Rosyth School, of a certificate won in the life-boat essay competition for elementary schools.

DUNOON.—Annual life-boat ball, held in connexion with the International Clyde Regatta. Provost Macpherson and Mrs. Macpherson were the host and hostess, and an appeal was made by Mr. J. Bryce Allan, a member of the committee of management of the Institution, and chairman of the Glasgow branch.

EDINBURGH.—Open golf meeting at Longniddry, arranged by Miss E. H. Sawers. Prizes presented by Harriet, Lady Findlay, D.B.E., president of the Edinburgh Ladies' Life-boat Guild and honorary secretary of the Scottish Life-boat Council.

ELGIN AND FALKLAND.—Life-boat days.

FORRES.—Presentation by Mrs. Anderson, of Cathay, of a certificate won in the life-boat essay competition for elementary schools.

FORTROSE.—Life-boat day.

FRASERBURGH.—Special meeting, Mr. J. Wallace Tarras, honorary secretary, presiding. Presentation by Lord Saltoun of the bronze medal awarded by the Institution to Coxswain James Sim, and the awards to the crew, for the service to the *Evergreen*, 18th January, 1936.

The branch has suffered a severe loss by the death of Mr. J. Wallace Tarras, who had been the honorary secretary of the station for twenty-two years. He was awarded inscribed binoculars in 1925.

GIRVAN.—Life-boat day.

GLASGOW.—Annual meeting on 25th May, Mr. James Bryce Allan, chairman of the branch, and a member of the committee of management of the Institution, presiding. Efforts of the past year: Prince of Wales Day, reception, ball and lantern lectures. Amount collected in 1935, £11,384, including a special gift of £7,500. Excluding the

special gift, this is an increase of £272 on 1934.

Life-boat day.

GOURDON.—Naming ceremony of the new motor life-boat. (A special report will be published in the next number.) Life-boat day.

GRANGEMOUTH AND GRANTOWN-ON-SPEY.—Life-boat days.

GREENOCK.—Life-boat day. Presentation by Mr. Robert Williamson, the honorary secretary, of a certificate won in the life-boat essay competition for elementary schools.

INVERBERVIE AND INVERKEITHING.—Life-boat days.

INVERNESS.—The branch has suffered a severe loss by the death of Mr. Murdo Grant, who had been its honorary treasurer since 1934. Before that, for twenty years, Mr. Grant had been the honorary secretary of the Cromarty station. He was presented with inscribed binoculars in 1927, and the thanks of the Institution inscribed on vellum on his retirement from the honorary secretaryship in 1933.

ISLE OF BUTE.—Life-boat day.

ISLE OF ISLAY.—Life-boat days at Colonsay, Bowmore, Port Ellen, Port Charlotte and Jura.

JEDBURGH.—Presentation by Mr. Thomas H. Prudden, honorary secretary, of a certificate won in the life-boat essay competition for elementary schools.

KELSO.—Life-boat day. Presentation of a certificate won in the life-boat essay competition for elementary schools.

KILMARNOCK.—Life-boat day. Dancing display organized by Miss Jean S. Inglis, a member of the Ladies' Life-boat Guild, the Countess of Loudoun presiding.

KILSYTH AND KINGUSSIE.—Life-boat days.

KIRKCALDY.—General meeting of the Ladies' Life-boat Guild.

KIRKCUDBRIGHT.—Cake and candy sale at Haugh-of-Urr. Life-boat day at Castle Douglas.

LARBERT.—Life-boat day.

LARGS.—Life-boat day at Wemyss Bay and Skelmorlie.

LERWICK.—Life-boat day.

LEVEN.—"At Home" given by Mrs. Alex. Hutchison, president of the Ladies' Life-boat Guild. Speaker: Harriet, Lady Findlay, D.B.E., president of the Edinburgh Ladies' Life-boat Guild and honorary secretary of the Scottish Life-boat Council. Life-boat day.

LOCHGELLY AND LOCHMABEN.—Life-boat days.

LOCKERBIE.—Presentation by Mr. David Cormack, honorary secretary, of a certificate won in the life-boat essay competition for elementary schools.

MILNATHORT.—Life-boat day.

MONTROSE.—Annual meeting on 19th May, ex-Provost W. Douglas Johnston, O.B.E., chairman, presiding. Speaker: The

northern district inspector. Efforts of the past year: Prince of Wales Day. Amount collected in 1935, £173, an increase of £28 on 1934.

NEWTONMORE AND NORTH BERWICK.—Life-boat days.

OBAN.—Life-boat days at Oban, Benderloch, Easdale, Mallaig and Tobermory.

PERTH.—Perth and district life-boat days.

PORTPATRICK.—Annual dance and life-boat day.

SANQUHAR, ST. ANDREWS, STEWARTON, AND STIRLING.—Life-boat days.

STORNOWAY.—Golf competition.

STRANRAER, SUTHERLAND, THURSO, TROON, AND VALE OF LEVEN.—Life-boat days.

Ireland.

BALLYCOTTON.—Life-boat day. Dinner to the life-boat crew by four English deep sea anglers, from Folkestone, in honour of the service to the Daunt Rock lightship in February last.

BANGOR.—Life-boat day.

BELFAST.—Annual meeting on May 15th, the High Sheriff, (Alderman G. R. Black) presiding. Speakers: Mr. T. Richardson, D.L., the Viscount Bangor, D.L., Mr. Justice Brown, Mr. H. H. Stewart, Commander P. V. Kilgour, R.N., Sir Joseph McConnell, Bt., D.L., M.P., Lady Clark, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Amount collected in 1935, £1,038, an increase of £166 on 1934.

Life-boat day. Address by the district organizing secretary to the Rosemary Street First Presbyterian Church.

DROGHEDA.—Life-boat day.

DUBLIN.—Annual meeting, Senator the Rt. Hon. Andrew Jameson, D.L., chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £1,136.

The branch has sustained a severe loss by the death of the Countess van Cutsem, president of the Ladies' Life-boat Guild since 1934. She had previously been its vice-president for several years, and before that, an honorary organizer of appeals.

Life-boat days.

DUN LAOGHAIRE.—Annual meeting, Mr. Gerald Byrne, chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £208.

Life-boat day.

GALWAY.—Annual meeting. Amount collected in 1935, £49.

HOWTH.—Annual meeting, Mr. T. Gaisford St. Lawrence, chairman of the branch, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £141, an increase of £25 on 1934.

LARNE.—Annual meeting, Rev. Robert Kirkpatrick, M.A., in the chair. Speaker:

The district organizing secretary. Amount collected in 1935, £87, an increase of £5 on 1934.

Life-boat day.

LIMERICK.—Annual meeting, the Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1935, £94.

LONDONDERRY.—Annual meeting on 29th May, the Mayor, president of the branch, in the chair. Speaker: The district organizing secretary. Amount collected in 1935, £98.

MULLINGAR, NEWCASTLE, PORT-RUSH, AND ROSSLARE HARBOUR.—Life-boat days.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERGELE.—Life-boat day.

BARRY.—Life-boat day. Presentation by Mr. E. V. Swallow, chairman, of two prizes, and by Mrs. T. Rowlands, chairman of the Ladies' Life-boat Guild, of one prize, won in the life-boat essay competition for elementary schools.

BRECON.—Presentation by Capt. and Mrs. Christy of a prize won in the life-boat essay competition for elementary schools.

BRONYGARTH.—Presentation by Mrs. H. A. Barnes of a prize won in the life-boat essay competition for elementary schools.

CARDIFF AND PENARTH.—Presentation by the Lady Mayoress of five prizes won in the life-boat essay competition for elementary schools.

Mrs. Frank E. Webber appointed chairman of the Cardiff Ladies' Life-boat Guild in place of Mrs. Ormond Lewis, who has left the district. Mrs. T. Lees-Molyneux appointed honorary secretary in place of Mrs. Peter Bryant and Miss M. Russell Thomas, resigned. Miss E. Austin appointed honorary treasurer in place of Mrs. T. C. Warren Evans, resigned.

Garden fête organized by the Ladies' Life-boat Guild. Life-boat day.

Life-boat day at Penarth, with visit of the Barry Dock motor life-boat.

COLWYN BAY.—Life-boat day. House-to-house collection.

CONNAH'S QUAY.—Mrs. M. Bottomley appointed honorary secretary in place of Mrs. L. E. Jillings, who has left the district. Life-boat day.

FERRYSIDE.—House-to-house collection.

HAVERFORDWEST.—Life-boat day.

HEREFORD.—Life-boat day and cinema collection.

HOLYHEAD, LEOMINSTER, LLANDULAIS, AND LLANDOVERY.—Life-boat days.

LUDLOW.—House-to-house collection.

MILFORD HAVEN.—Life-boat day.

MOLD.—Presentation by Mr. Wells of a prize, and by the district organizing secretary of two prizes, won in the life-boat essay competition for elementary schools.

MONMOUTH.—Life-boat day.

MONTGOMERY.—Presentation by Mrs. Thomas, wife of the vicar, of a prize won in the life-boat essay competition for elementary schools.

NEATH.—Life-boat day.

NEWPORT (Mon.)—Life-boat day and cinema collection.

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

Life-boat day.

PEMBROKE AND PEMBROKE DOCK.—The branch has suffered a serious loss by the death of Mr. H. A. Jones-Lloyd, its chairman and honorary treasurer since 1916.

PONTYPRIDD.—Life-boat day. House-to-house collection. Cinema collection.

SWANSEA.—Life-boat day.

USK.—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.

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