

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 November 30th, 1936 - - - - 64,872

The Last of the Life-boat Horses.

WHEN the motor life-boat *Royal Silver Jubilee*, 1910-1935, reached Wells, Norfolk, on 11th February of this year, and replaced the old pulling and sailing life-boat *Baltic*, the last team of horses for launching life-boats came to the end of its work. There are now only two horses left in the life-boat service. They are two of the horses of the Corporation of Hastings, which are used, not to haul the life-boat herself, but for turning the capstan which pulls her up the beach. Even these will soon be gone as an electric winch is to be installed at the Hastings station.

Thus passes away one of the most familiar and spectacular features of life-boat work, a feature at one time as familiar as the horses of the old fire-brigades. Another stage is ended in the process which began in 1904, and which will be completed in the next few years, of the mechanization of the life-boat fleet.

Though the last team has only just been withdrawn, horses have been very little used for many years. At station

after station they have been replaced by motor caterpillar tractors. Sixteen years ago it was already clear that the "horse age" was coming to an end. There were then still twenty-five stations which used horses for launching, but the need of finding an alternative for launching was already urgent. Fewer and fewer horses were available. They were for the most part hired from farmers. Some farmers were then replacing them by caterpillar tractors. Others were reluctant to continue to hire them to life-boat stations for fear of injury, and the cost of hiring was becoming prohibitive. At some stations it was impossible to hire them at all. At others they had to be brought from such distances that there was much delay in launching.

Farm horses were being replaced by caterpillar tractors; and it was with these agricultural tractors, adapted to make them water-tight in shallow water, that the Institution made its first experiments at mechanical launching in 1920. The twenty-five stations which

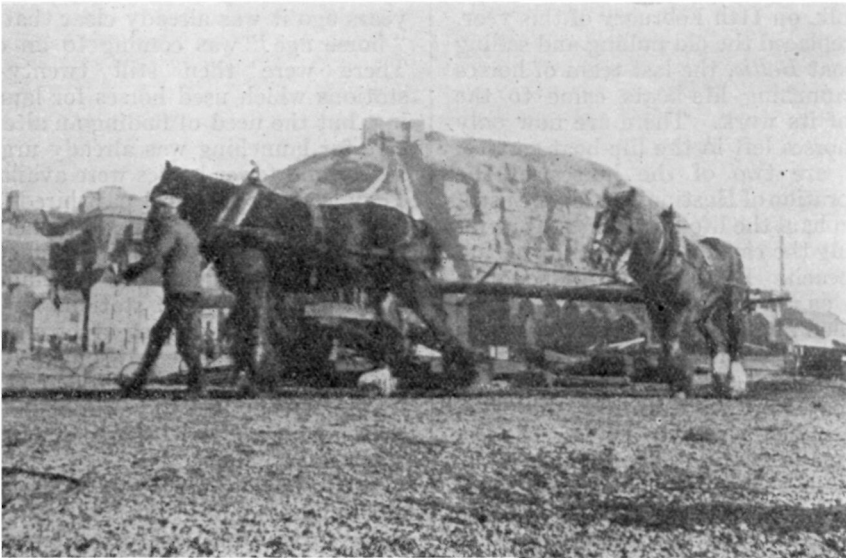
LAUNCHING BY HORSES.



By courtesy of]

Blackpool Gazette and Herald, Ltd.

ON THE FRONT AT BLACKPOOL.



By courtesy of]

[Evening Argus, Hastings]

THE LAST LIFE-BOAT HORSES.

Working the capstan at Hastings.

LAUNCHING BY HORSES.



By courtesy of]

[W. Rees, Ainsdale

A LAUNCH IN THE GREAT WAR.

At Formby, Lancashire. The life-boat horses, obtained from a local contractor, had been requisitioned by the Army, and horses were lent from a military camp in the neighbourhood



By courtesy of]

[Fox]Photos

BRINGING BACK THE LIFE-BOAT.

The team of horses at Brooke, Isle of Wight.

still had horses at that time were all round the coast, but the majority were on the East Coast: on the coasts of Yorkshire, Lincoln, Norfolk, Sussex, the Isle of Wight, Cornwall, the Channel Islands, Flintshire, Lancashire and Aberdeenshire. Now all the stations which still had horses then have either been closed or have been provided with tractors, of which the Institution has eighteen.

The change has added to the efficiency of the service, but it has taken from it something of its picturesque-ness. When the alarm had been sounded the first man to arrive at the boat-house with his horse received an extra five shillings, and those who saw the race for the boat-house, and the team of four, six or eight horses taking the boat into the sea, will not easily forget what a fine sight it was.

In this farewell to horses two of the many services in which they took part may be recalled. One of them is among the most remarkable launches—in difficulties overcome and distance covered—in the whole history of the Institution. The other is a reminder that horses as well as men have given their lives in the service.

A Launch Over Exmoor.

The first of these two launches was in January, 1899. On the night of the twelfth of that month, at the height of a westerly gale, news reached Lynmouth, Devon, that a vessel was in distress off Porlock. It was impossible to launch the life-boat in face of the gale. Instead it was decided to take her overland to Porlock. It seemed an impossible attempt. It meant climbing Countisbury Hill with its gradient of 1 in $4\frac{1}{2}$, a thousand feet up to the open moor, crossing a very exposed part of Exmoor in the gale and the rain, going over Hawcombe Head, 1,400 feet above the sea, and then going down the very steep and winding hill into Porlock with one of the

heaviest loads that had ever attempted that famous hill.

A team of sixteen to twenty horses was assembled; men were set forward with pick-axes and shovels to widen the road; and every available man and woman in the village turned out to help the horses up Countisbury Hill. The journey started at eight in the evening, by the light of flares and oil lanterns. It was not until six the next morning that the men and horses brought the life-boat into Porlock. She was launched at once, and the ship and her crew were saved.

Horses Drowned on the Yorkshire Coast.

The other launch was during the Great War. On the night of 18th March, 1915, a hurricane was blowing at Bridlington, Yorkshire, with thick snow, and it was bitterly cold. Just before eleven o'clock the life-boat was called out in answer to the flares of a mine-sweeper in distress. The life-boat was dragged along by hand for two miles. Then the horses took her out, crossing a sandbank, and brought her into deeper water. There a heavy sea struck her, overwhelming life-boat, men and horses. The life-boat was lifted right off her carriage. The carriage axle was broken. The men were washed off the horses. The horses were swept off their feet. The life-boat herself, only slightly damaged, was able to go on her way to the wreck, but one of the horsemen and two of the horses were drowned. Nor was that the end of the disaster of that disastrous wave. The life-boat reached the mine-sweeper, but was swept past her, and had to go ashore. The carriage was broken; it was impossible without it to launch her again; and twelve of the mine-sweeper's crew were lost.

These are two of the many stories in the Institution's records of the splendid work, now come to an end, which horses have done in the life-boat service.

£43 for a Cigarette-Tin.

THE Institution has received a gift of £43 5s. from the Union Castle Mail Steamship Company. It was the result

of an auction on board the *Warwick Castle* of a cigarette-tin engraved by the captain.

Surf Motor Life-boats.

An Experimental Type.

THIS year two motor life-boats of a new, experimental type have been completed and stationed one at Wells, Norfolk, and the other at Ilfracombe, Devon. They are a surf type, and are $2\frac{1}{2}$ tons lighter than the light 35 feet 6 inches self-righting type, up to the present the lightest in the Institution's fleet.

The surf type is 32 feet by 9 feet, and on service, with crew and gear on board, weighs only $4\frac{1}{4}$ tons. She is divided into five water-tight compartments and has eighty-seven to ninety-six air-cases. If a sea breaks on board she can free herself in six seconds. She has two 12-h.p. engines in a water-tight engine-room, and the engines themselves are water-tight, so that they could continue running even if the engine-room were flooded.

The surf life-boat stationed at Ilfracombe has the ordinary screw-propellers. The one stationed at Wells has Hotchkiss internal cone propellers. These consist of a pair of impellers worked by each engine. Each impeller is in a conical casing and works like a centrifugal pump, drawing the

water in at one end of the cone, whirling it round, and expelling it at the other end. It is by the jets of water so expelled that the boat is driven along.

This is a development of the method of hydraulic propulsion used in the early steamer life-boats, of which the first was built in 1888. These boats were propelled by a powerful steam pump which drew in water through an opening in the bottom of the boat and discharged it at the sides.

The Ilfracombe boat, with screw propellers, has a speed of $7\frac{1}{2}$ knots, and carries enough petrol to be able to travel 56 miles at full speed without refuelling. The Wells boat, with Hotchkiss internal cone propellers, has a speed of approximately 7 knots and carries enough petrol to be able to travel 50 miles at full speed without refuelling. Both boats carry a crew of seven and can take fifteen people on board in rough weather.

Both boats are experimental, and from the experience gained with them it will be decided which method of propulsion to use in future boats of the surf type.

Services of the Life-boats.

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

Launches 107. Lives rescued 38.

September Meeting.

Stromness, Orkney.—On the 24th June the steam trawler *Braemar*, of Aberdeen, homeward bound from fishing, ran ashore on the north side of Birsay in a thick fog. A moderate N. breeze was blowing, with a moderate sea. News was telephoned to the life-boat station, and the motor life-boat *J.J.K.S.W.* was launched at 6.10 A.M. She ran out two anchors for the trawler and stood by her until after high water. All attempts to refloat the trawler failed, and, as the crew decided to remain on board, and they were in no danger, the life-boat made for home. She arrived at her station at 5.30 P.M.—Property Salvage Case.

Longhope, Orkney.—At about 9.20

A.M. on the 1st July information was received by telephone from Torness that a trawler was ashore. A moderate easterly wind was blowing. The sea was smooth, but there was a dense fog. The motor life-boat *Thomas McCunn* put out at 9.25 A.M. and found the outward bound steam trawler *New Choice*, of Granton, ashore. She had on board a crew of ten and one passenger. At the request of the captain the life-boat stood by. A kedge anchor was laid out at slack water, and at high water the trawler refloated. She made for Aberdeen and the life-boat returned to her station, arriving at 9 P.M. The life-boat crew made a donation to the Institution out of the award received for salvage services.—Property Salvage Case.

Stromness, Orkney.—At 11.30 P.M. on the 2nd July the Kirkwall coastguard telephoned that the Wick wireless station had received news of a trawler ashore on North Ronaldshay. There was a thick fog at the time, with a moderate S.E. wind and moderate sea. The motor life-boat *J.J.K.S.W.* was undergoing overhaul, but she put out with only one engine working. At 7 A.M. she found the motor trawler *Bohemian Girl*, of Grimsby, ashore, and the steam trawler *Prefect*, which had gone to her help, also aground. Shortly afterwards the *Prefect* refloated. The life-boat stood by the *Bohemian Girl* till after high water, and then left for home, as the trawler was fast on the rocks and her crew had rowed ashore. While returning the life-boat grounded near Egilshay, but refloated, undamaged, after three hours. She reached her station again at 10.30 P.M.—Rewards, £24 2s. 6d.

Eastbourne, Sussex.—At 11 P.M. on the 5th July the coastguard reported that a light could be seen and shouting heard from a boat to the S.E. of Langney Point. The weather was foggy, with a smooth sea and light W.S.W. wind. The motor life-boat *Jane Holland* was launched at 11.30 P.M. She found the small boat *Our Boys* with two men on board and brought them safely to land.—Rewards, £21 4s.

Walton-on-the-Naze, Essex.—Shortly after 10.30 P.M. on the 5th July the coastguard received a message from the Gunfleet lighthouse that the Barrow Deep light-vessel was firing signals of distress. The weather was fine, with a calm sea and a light southerly wind, and the tide was three-quarter flood. At 11 P.M. the motor life-boat *E.M.E.D.* put off. She found on board the light-vessel the crew of four of the auxiliary yacht *Una*, of Brightlingsea. The yacht had foundered at 8.15 P.M. about three miles N. by E. of the light-vessel, and her crew had taken to their boat and rowed to the light-vessel. They were landed by the life-boat.—Rewards, £14 5s.

Peterhead, Aberdeenshire.—Shortly before 6 P.M. on the 7th July the coast-

guard reported a vessel ashore on the Scaurs of Cruden. The weather was fine, but later the S.W. wind freshened, and as there was a fairly heavy swell, it was decided to send the motor life-boat *Duke of Connaught*. She left at 7.10 P.M. and found the steam trawler *Avonglen*, of Aberdeen, ashore, with a crew of ten on board. At the request of the master the life-boat stayed with the vessel until she refloated. The trawler, which had been bound for the fishing ground, then made for Aberdeen, and the life-boat returned to her station, arriving at 3.30 A.M.—Rewards, £11 2s. 6d.

Torbay, Devon.—On the evening of the 12th July the Berry Head coastguard reported that a yacht appeared to be in difficulties between Berry Head and the Orestone. A strong, squally S.S.W. breeze was blowing, with heavy rain. The motor life-boat *George Shee* was launched at 7.50 P.M., and found the yacht *Mayfly*, of Poole, two miles north of Berry Head, unable to make headway during the squalls. The life-boat escorted her into Brixham harbour, and returned to her station at 9 P.M.—Rewards, £9 13s.

Bembridge, Isle of Wight.—In the early morning of the 12th July a message was received that two men in a boat, north-east of Ryde pier, were shouting for help and flashing a light. A fresh west breeze was blowing, with a choppy sea. The motor life-boat *Langham* was launched at 2 A.M., and found the boat *Stella Maris*, of Southbourne, drifting. The two men had been picked up by the mine-sweeper *Tedworth*. They were transferred to the life-boat, which took them and their boat into the roads. The life-boat returned to her station at 4.45 A.M.—Rewards, £12 3s.

Yarmouth, Isle of Wight.—At 6.45 P.M. on the 12th July the Cliff End coastguard reported that a disabled motor yacht was at anchor in the entrance to Christchurch harbour, and was in danger of drifting ashore. A moderate S.S.W. gale was blowing, with a heavy sea. The weather was squally, with heavy rain. The motor life-boat *Hearts of Oak* put out at 6.57 P.M., and

found the motor yacht *Dawn Wind*, of Lymington, at anchor, with two men on board. She had been bound from Yarmouth to Poole, but her engine had broken down, and she was leaking badly. The life-boat towed her into Yarmouth harbour, and returned to her station at 11.10 P.M.—Property Salvage Case.

Margate, Kent.—On the evening of the 18th July it was reported that a dinghy with a boy on board had been missing from Tankerton since the afternoon. A moderate S.S.W. gale was blowing, with a choppy sea. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 7.12 P.M., and eventually found the dinghy about a quarter of a mile off North Pan Sand buoy, which is about eight miles from Whitstable and more than twelve miles from Margate. The boy was taken into the life-boat and, with his boat, was brought back to Whitstable. The life-boat returned to her station at 1.20 A.M.—Rewards, £12 15s.

Selsey, Sussex.—On the morning of the 18th July the coastguard reported a small steamer in distress about eight miles in a north-westerly direction from Selsey look-out. Half a gale was blowing from the S.W., and the sea was rough. The motor life-boat *Canadian Pacific* was launched at 10 A.M., but found that the steamer had drifted into Chichester harbour. She was seen by two men on Hayling Island who put out in a motor boat and found her to be the steam yacht *Livonia*. Before the motor boat reached her the owner of the yacht, his wife and the five members of his crew had taken to their dinghy but the engine would not start and she drifted into broken water. There the two men in the motor boat rescued them in an exhausted condition, at considerable risk to themselves. One and a half miles from the Nab Tower the life-boat found the yacht *Bon Espoir*, of St. Briene, France, in distress with a broken main boom. Her crew of two were taken on board, two life-boatmen were placed in the yacht, and the life-boat towed her to Selsey. The life-boat returned to her station at 2.30 P.M.—Rewards, life-

boat, £8 2s. 6d.; motor boat, £2; also 3s. for fuel used.

Clacton-on-Sea, Essex.—On the 18th July the coastguard reported that a sailing barge about three miles S.W. by S. of Clacton pier had her topsail and foresail split. She was the *Victoria*, of London, with a crew of two and a cargo of sand. A moderate S.W. gale was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 3 A.M., and put three of her crew on board the barge. It was impossible to raise the barge's anchor, and it had to be slipped. She was then taken to Harwich. The life-boat returned to her station at 1 A.M., but could not be rehoused for some hours, owing to the gale.—Rewards, £4 7s. 4d., and Property Salvage Case.

Plymouth, Devon.—On the night of the 18th July flares were reported from the eastern end of the breakwater. A moderate S.S.W. gale was blowing, with a rough sea and heavy rain. The motor life-boat *Robert and Marcella Beck* put off at 11.50 P.M., and found the yacht *Carmela*, of London, in a dangerous position in Jennycliffe Bay. The master of the *Carmela*, which was bound for the Mediterranean, asked to be taken to a safe anchorage. The life-boat piloted the yacht into Cattewater harbour, and returned to her station at 1.20 A.M.—Rewards, £9 1s.

Aldeburgh, Suffolk.—On the afternoon of the 19th July the Orfordness coastguard reported that a yacht about eight miles S.W. of Orfordness was flying what appeared to be a signal of distress. A moderate S.W. gale was blowing, with a rough sea and rain squalls. The motor life-boat *Abdy Beauclerk* was launched at 6 P.M., but found that a Trinity steamer had taken off the crew of three of the yacht—the *Day Dream*—and was taking the yacht in tow to Harwich. Another yacht was seen about two miles south apparently flying a distress signal, and the life-boat went to her. She was the *Raider*, of Leigh-on-Sea. The life-boat escorted her in to Harwich, and returned to her station at 4.30 A.M. She had been on service for ten and a half hours. A donation was received from the owner of the *Raider*.

For this long and arduous service an increase in the money award on the standard scale was granted to each member of the crew.—Rewards, £39 4s.

Selsey, Sussex.—On the morning of the 23rd July the coastguard reported that a fishing boat was in distress about half a mile N.W. of Selsey Bill. A strong S. breeze was blowing, with a choppy sea. The motor life-boat *Canadian Pacific* was launched at 10.45 A.M., and found the boat to be the *Rally*, of Selsey, with one man on board. The *Rally* was full of water, and the man was exhausted. The life-boat towed her to safety, and returned to her station at 11.49 A.M.—Rewards, £5 17s. 6d.

Eastbourne, Sussex.—The motor life-boat *Jane Holland* was launched at 12.10 P.M. on the 23rd July, as it had been reported that the Royal Sovereign light-vessel was flying a distress signal. A S.W. gale was blowing, with a rough sea and rain. The life-boat found that the motor yacht *Thistle*, of Burnham-on-Crouch, with a crew of three, had been in distress owing to want of petrol, and was tied up to the light-vessel. At the request of the owner the life-boat towed the *Thistle* to Newhaven, and returned to her station at 9 P.M. The owner gave a donation to the Institution and a gift to the life-boat crew.—Rewards, £18 11s.

Aldeburgh, Suffolk.—On the afternoon of the 29th July the Sizewell coastguard reported that a cabin-cruiser, which was being towed by a yawl, had broken adrift half a mile N.E. of the coastguard station, and that it was not certain if anyone was on board. A fresh, squally N.E. breeze was blowing, with a rough sea and rain. The motor life-boat *Abdy Beauclerk* was launched at 5.50 P.M., and one mile S.W. of Sizewell Bank buoy picked up a dinghy and the motor launch *Stella*, both empty. They had parted from a yacht which had been fowing them to Woodbridge. The life-boat took them to Slaughden Quay, arriving at 10.45 P.M. The life-boat was left there overnight and was taken back to her station next morning. The owner of the dinghy made a donation to the

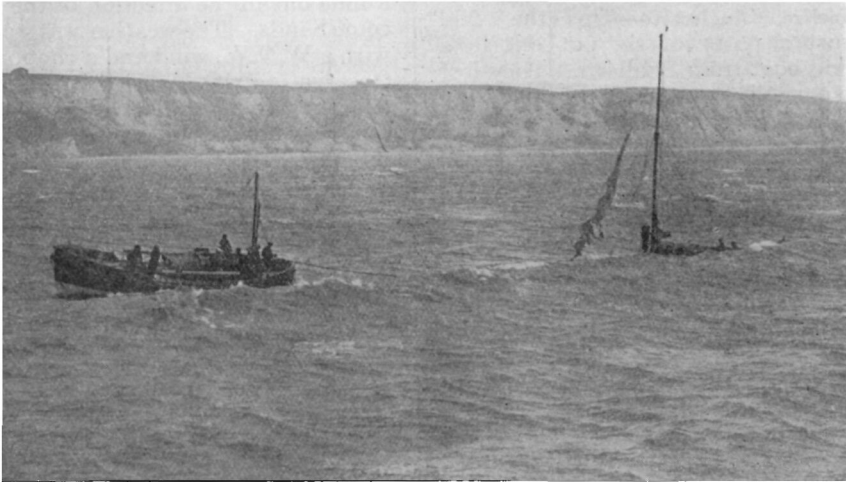
Institution and promised to become an annual subscriber.—Rewards, £35 12s.

Kirkcudbright.—Early in the morning of the 31st July the Isle of Whithorn coastguard reported that a small yacht, anchored in Whithorn bay, was in a dangerous position, owing to a change in the direction of the wind. A moderate S.W. gale was blowing, with a heavy sea, and the weather was thick, with rain. The motor life-boat *Morison Watson* was launched at 3.15 A.M. and found the yacht to be the *Mariner*, of Dumfries, with two men on board, bound from the Clyde to Annan. She stood by her, and when the tide allowed, escorted her into Whithorn harbour. She returned to her station at 9.15 A.M.—Rewards, £15 0s. 6d.

Hythe, Kent.—At 10.50 A.M. on the 2nd August it was reported verbally to the coxswain that a flare had been seen from a yacht. A moderate S.W. gale was blowing, with a heavy sea. The motor life-boat *The Viscountess Wakefield* was launched at 11.12 A.M., and came up with the yacht *Tom Boy*, of Newhaven, about one and a half miles off Sandgate. Her sails had been blown away. Two of her crew of three were taken into the life-boat, a life-belt was given to the skipper, who remained on board, and the yacht was then towed to Dover. The life-boat arrived back at her station at 4.15 P.M. The owner made a donation to the Institution.—Rewards, £11 12s. 6d.

Clovelly, Devon.—On the morning of the 2nd August the Hartland Point coastguard reported that a yacht appeared to be in distress about four miles east of the point. Her sails had been blown away, and she looked unmanageable. A moderate W.N.W. gale was blowing, with a moderate sea and thick rain. The motor life-boat *City of Nottingham* was launched at 11.30 A.M. Four miles north-west of Clovelly she found the auxiliary yacht *Mary*, of Liverpool. The *Mary*, bound from Milford Haven to Burnham-on-Crouch with a crew of four, had had an engine breakdown besides losing her sails. The life-boat passed her a line and began to tow her in. The line parted, but another was got on board,

LAUNCHING BY HORSES.



By courtesy of]

[W. Rees, Ainsdale

A LAUNCH IN THE GREAT WAR.

At Formby, Lancashire. The life-boat horses, obtained from a local contractor, had been requisitioned by the Army, and horses were lent from a military camp in the neighbourhood



By courtesy of]

[Fox]Photos

BRINGING BACK THE LIFE-BOAT.

The team of horses at Brooke, Isle of Wight.

and the *Mary* was brought to Clovelly. The life-boat returned to her station at 1 P.M.—Rewards, £8 17s. 6d.

Moelfre, Anglesey.—On the 2nd August a party of six put out in a rowing boat from Benllech. They lost their oars. The owner of the boat, seeing this, went after them in another boat. He reached them, and got aboard with his own oars, taking his second boat in tow. With the boat overloaded he could make no progress against the strong S.W. wind and rough sea, and was blown out to sea. The motor life-boat *G.W.* was launched at 12.30 P.M. and came up with the boats, about three miles N.E. of Moelfre Island, when they were nearly sinking. The seven people were taken into the life-boat, and the two boats towed to shore. The rescued party, who were visitors from Manchester, expressed their thanks for the kind and prompt help given them.—Rewards, £5 18s.

Margate, Kent.—At about 8.30 A.M. on the 3rd August the coastguard telephoned that a yacht was ashore on Margate Sand west of the North Sand Beacon. The sea was choppy, with a strong westerly wind. At 8.40 A.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched and found the yacht, which belonged to Rainham, Kent, with a crew of two on board. She stood by until the yacht refloated and then returned to her station, arriving at 10.30 A.M.—Rewards, £6 4s.

Clacton-on-Sea, Essex.—At about 11.20 A.M. on the 3rd August information was received from the coastguard that a boat had capsized three miles W. by S. of Clacton. A gusty W.N.W. wind was blowing, with a moderately rough sea. The motor life-boat *Edward Z. Dresden* was launched at 11.30 A.M. and found a capsized sailing dinghy. Her crew of four had just been rescued by a motor boat which had put out from Jaywick with a crew of three. The life-boat picked up the dinghy and took her to Clacton, for which the owner gave a reward to the life-boatmen.—Rewards, life-boat, £5 8s. 6d.; Jaywick motor boat, £1 10s.; and 5s. for fuel used.

Lowestoft, Suffolk.—At 7 P.M. on the 3rd August the coxswain saw from the North Pier a small rowing boat about a mile out in the direction of the Newcome Sands. The weather was squally, with a W.N.W. wind and a choppy sea. Observation was kept by the coxswain and the coastguard, and at 7.40 P.M. they saw signals for help. The motor life-boat *Agnes Cross* was launched, and found three men and a boy in the boat, all exhausted through their efforts to row back to land. They were taken into the life-boat, and their boat was baled out and taken in tow. The life-boat returned to her moorings at 8.45 P.M., after having landed the rescued party, who were very grateful for the life-boat's aid.—Rewards, £22 12s. 6d.

Swanage, Dorset.—On the morning of the 5th August St. Alban's Head coastguard reported that a vessel one and a half miles S.W. of the Head was making signals of distress. A moderate W. breeze was blowing, with a moderate sea. The motor life-boat *Thomas Markby* was launched at 6.12 A.M., and found the coaster *Record*, of Portsmouth, bound light from Portsmouth for Weymouth, in distress, owing to the breakdown of her engine. She towed her into Swanage bay, and returned to her station at 8.15 A.M. The owners made a donation of £20 to the Institution.—Rewards, £5 12s.

Padstow, Cornwall.—At 1.30 A.M. on the 6th August the Bude coastguard reported that a small yacht, with four men on board, had left Bude for Boscastle some hours earlier, but had not arrived, and that a light had been seen off Carnbeak. A freshening S.W. breeze was blowing, but the sea was smooth. The weather was thick, with rain. The No. 1 motor life-boat *John and Sarah Eliza Stych* put out at 1.53 A.M. and found the auxiliary yacht *Vixen* about four miles W.S.W. of Bude. Her engine had broken down. The life-boat took her in tow, but shortly afterwards the owner signalled that he wanted to be taken into the life-boat. This was done; the yacht was abandoned, and the four men were landed at Boscastle. The life-boat returned to her station at 11.30 A.M., after an absence of over nine and a

half hours. The *Vixen* went ashore and became a total wreck.—Rewards, £15 12s. 6d.

Sheringham, Norfolk.—Two local fishing boats put to sea at 3 A.M. on the 7th August. At 9 A.M. the sea became rough, a fog settled, and a strong N. breeze sprang up. The new motor life-boat *Foresters Centenary* was launched for her first service at 9.45 A.M., and found the boats between Weybourne and Salthouse. Their crews were handed life-belts, and the life-boat stood by them until they had got safely ashore. She returned to her station at 11.30 A.M.—Rewards, £17 15s. 6d.

Llandudno, Caernarvonshire.—On the night of the 6th August the yacht *Mona*, of Heswall, bound for the Menai Straits with a crew of three, was seen to be riding at anchor in a dangerous position about a mile out of Llandudno bay. A strong N.E. breeze sprang up, and the sea became rough. The yacht did not signal, but at 1.30 A.M. on the 7th the motor life-boat *Thomas and Annie Wade Richards* was launched. She took the three men off the yacht, landed them at Conway, and returned to her station at 5 A.M.—Rewards, £15 8s.

Skegness, Lincolnshire.—The motor life-boat *Anne Allen* was launched at 2.23 P.M. on the 7th August, as information had been received that a yacht was in difficulties about three miles S.S.E. of Skegness. A moderate to strong N.N.E. breeze was blowing, with a rough sea. The life-boat found the yacht to be the *Madeline*, bound with a crew of two from Dover to Bridlington. Her engine-room was flooded, her anchor had gone, and she was out of control. The two men were completely exhausted. The life-boat towed the yacht to Wainfleet Haven, and returned to her station at 10.21 P.M. after a service lasting eight hours.—Property Salvage Case.

Cromer, Norfolk.—On the morning of the 7th August the 6,000-ton s.s. *San Francisco*, of Havre, carrying a crew of thirty-eight, and bound laden from Newcastle to Havre, ran aground on Haisborough Sands, about two miles

S.E. from Haisborough light-vessel. A moderate N.N.E. breeze was blowing, with a moderate sea, and visibility was poor. News was received from the light-vessel, through the coastguard, and the No. 1 motor life-boat *H. F. Bailey* was launched at 11.40 A.M. on the 7th. Mr. E. P. Hansell, the honorary secretary, accompanied her, and he and the coxswain went on board the *San Francisco*. At the coxswain's suggestion the master sent a message to Yarmouth for tugs and the life-boat ran wires from the steamer to them. The life-boat took part in the salvage operations which followed and did not finally return to her station until 6.50 P.M. on the 11th. Her actual periods on duty were from 11.40 A.M. on the 7th to 4.40 P.M. on the 8th; 7 P.M. on the 8th to 5 A.M. on the 10th; and 11.30 A.M. on the 10th to 6.50 P.M. on the 11th. The *San Francisco* refloated on the afternoon of the 12th.—Property Salvage Case.

Salcombe, Devon.—The motor life-boat *Alfred and Clara Heath* was launched at 9.45 P.M. on the 8th August in response to flares reported by Bolt Head coastguard four miles west of Bolt. A light N.W. breeze was blowing, and the sea was smooth. Two miles S.W. of Bolt the life-boat found the old Salcombe life-boat *Sarah Ann Holden*, now converted into a pleasure boat, with one man on board. She was helpless owing to the breakdown of her engine, had no anchor, ropes, or lights, and was drifting in the traffic lane. The life-boat towed her back to Salcombe, and returned to her station at 11.15 P.M.—Rewards, £10 12s.

Great Yarmouth and Gorleston, Norfolk.—On the evening of the 9th August the coastguard reported that St. Nicholas light-vessel was firing distress signals for a small yacht ashore in a dangerous position on Scroby Sands. A gentle S.E. by E. breeze was blowing, with a moderate sea on the sands. The motor life-boat *John and Mary Meiklam of Gladswood* put out and found the motor yacht *Sunstar*, of Southampton, aground two miles E. by N. from St. Nicholas light-vessel. The *Sunstar*, with a crew of four, was bound from Gorleston for Ymuiden, Holland. The life-boat went

towards the yacht, but ran aground herself. She backed off and went round the other side of the shoal, but again touched ground. As she refloated for the second time the *Sunstar* also came off. At the request of the master the life-boat piloted the yacht to Corton light-vessel, and returned to her station at 9.15 P.M.—Rewards, £12 15s.

The Humber, Yorkshire.—On the morning of the 18th August a trawler was seen to be aground on the Middle Binks. She was the *Runswick Bay*, of Hull, bound for the fishing grounds and carrying a crew of fifteen. A light breeze was blowing and the sea was smooth, but as the trawler was near a sunken wreck, the motor life-boat *City of Bradford II* was launched at noon. She ran out an anchor for the trawler and then stood by. At half flood tide the trawler heaved on the anchor and eventually floated clear. The life-boat then made for home, arriving at 4.45 A.M. The life-boat crew made a donation to the Institution from the money received for their salvage services.—Property Salvage Case.

Great Yarmouth and Gorleston, Norfolk.—At 1.40 P.M. on the 18th August the St. Nicholas light-vessel fired guns and hoisted signals to indicate a vessel in distress somewhere E. by N. of the light-vessel. A gentle N.W. by N. breeze was blowing, with a ground swell on the sands. The motor life-boat *John and Mary Meiklam of Gladswood* put out at 1.59 P.M. and found the three-masted schooner *Six Sisters*, of Hull, on the outer part of Scroby Sand. The *Six Sisters* was bound, in ballast, from Hull for Fowey, with three men and a woman on board. Her engine had broken down and there was not sufficient wind to handle her under canvas. She had no food or water on board, and had been drifting in the North Sea for three and a half days. The life-boat passed over to her its own crew's emergency rations and stood by until a tug came up. The schooner refloated and was taken in tow by the tug. The life-boat then escorted them to Yarmouth harbour, and returned to her station at 6.10 P.M.—Rewards, £7 12s. 6d.

Sheringham, Norfolk.—At 6 P.M. on the 19th August the Sheringham motor life-boat *Foresters Centenary* was launched on exercise. Seeing an unusual object about a mile and a half off West Runton, she closed with it and found it to be a small boat with a man on board. He was a visitor to West Runton and had put out from there in the boat earlier in the afternoon. A strong S.W. breeze had sprung up, with a moderate sea and heavy rain, and his boat had been blown out to sea. When the life-boat found him he was wet through, cold, and exhausted. He was taken aboard the life-boat, and his boat taken in tow. The life-boat returned to her station at 7.5 P.M.—Rewards, £14 6s.

Walmer, Kent.—At 2.20 P.M. on 19th August, the Deal coastguard telephoned that East Goodwin light-vessel had reported a small boat, about one mile E.S.E. of the light-vessel, in urgent need of help. A strong S.W. breeze was blowing, with heavy rain, and the sea, although smooth alongshore, was very rough further out. The motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 2.40 P.M. and after a two hours' search found the boat. She was then about fourteen miles E.S.E. from the East Goodwin light-vessel, and was water-logged. The two men on board were taken into the life-boat and their boat taken in tow and brought to Walmer. The life-boat returned to her station at 8.50 P.M.—Rewards, £15 13s.

Southend-on-Sea, Essex.—On the afternoon of the 19th August the signalman reported that two boats were in distress between the pier and Chapman light, off Canvey Island. A strong S.W. breeze was blowing, with a rough sea and heavy rain. The motor life-boat *Greater London (Civil Service No. 3)* was launched at 6.20 P.M., and found that one of the boats, a motor boat, had gone ashore and that her crew were safe. She then went on to the other, the yacht *Mary*, of Leigh-on-Sea, which was anchored close inshore in a dangerous position. She took off the owner, who was alone, put two life-boatmen on board, and towed her to safety. The life-boat returned to her station at 8.20 P.M.—Rewards, £10 1s. 6d.

Bembridge, Isle of Wight.—On the 26th August, while the Southern Railway pleasure steamer *Southsea* was on a trip round the Isle of Wight, her engine broke down and she came to anchor off Bembridge Ledge. A strong S.E. breeze was blowing, with a heavy ground swell. She was seen from shore, and the motor life-boat *Langham* was launched at 2.25 P.M.; the railway steamer *Sandown* also put out. The life-boat stood by while the *Sandown* got the *Southsea* in tow, and accompanied the two steamers to Spithead. She returned to her station at 4.30 P.M.—Rewards, £4 13s.

Barry Dock, Glamorganshire.—On the evening of the 31st August the police reported, through the Royal Naval Shore Signal Station, that a small yacht was in distress off Lavernock Point. She was the motor cruiser *Martaban*, of Cardiff, with seven men on board, and her engines had broken down. A moderate W.N.W. breeze was blowing, with a slight sea. The motor life-boat *Prince David* was launched at 8.45 P.M., towed the *Martaban* to Barry harbour, and returned to her station at 11.20 P.M. A donation was received in thanks for the service.—Rewards, £10 6s.

Portrush, Co. Antrim.—On the morning of the 1st September the auxiliary ketch-rigged yacht *Thelma II*, of Beaumaris, carrying a crew of three, left Portrush for Liverpool under sail. Her engine was out of action. A very light southerly breeze was blowing, and on rounding Ramore Head the yacht was unable to maintain steerage way, and was carried by the tide on to Carr Rock, about 400 yards N.N.E. of the Head. News was received from the coastguard, and the motor life-boat *T.B.B.H.* was launched at 10 A.M. In the meantime three fishermen in a rowing boat had seen the yacht. They left their fishing and stood by until the arrival of the life-boat. Finding that the yacht had gone ashore on an ebb tide, and that it was not possible to get her off at once, the life-boat returned to her station, after arranging with the yacht's owner to come to his help at half-flood. She put out again at 4 P.M. and this time succeeded in

getting the yacht off. She towed her back to harbour, and returned to her station at 5.30 P.M.—Life-boat—Property Salvage Case; Rewards to small boat, £1 2s. 6d.

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

Longhope, Orkneys.—4th July. A steamer had stranded, but motor boats reached her first and landed her passengers.—Rewards, £4 10s.

Torbay, Devon.—10th July. A motor boat had not returned when expected, but she had been picked up by a steamer.—Rewards, £10 18s.

Bembridge, Isle of Wight.—11th July. A yacht had been dismasted, but a motor vessel helped her.—Rewards, £4 13s.

Aldeburgh, Suffolk.—12th July. A motor cruiser had stranded, but her crew got ashore without help.—Rewards, £18 19s. 6d.

Ramsgate, Kent.—12th July. A small yacht had stranded on the Brake Sand, but floated off.—Rewards, £3.

Eastbourne, Sussex.—13th July. A drifting survey buoy had been reported by an aircraft as an object flying a distress signal.—Rewards, £17 8s. 6d.

Hastings, Sussex.—16th July. A small yacht had stranded, but her crew were rescued by the coastguard rocket life-saving apparatus.—Rewards, £14 6s. 6d.

Dover, Kent.—18th July. A yacht was flying a distress signal, but she was taken in tow by a motor boat.—Rewards, £1 5s.

Barry Dock, Glamorganshire.—19th July. A sea cadets' whaler appeared to be in distress, but her crew beached her and got ashore.—Rewards, £5 3s.

Douglas, Isle of Man.—22nd July. A small boat had been reported in difficulties, but nothing could be found.—Rewards, £9.

Peel and Port Erin, Isle of Man.—23rd July. A fishing boat had not returned to Peel with the fleet, but she was found by a trawler which joined the life-boats in the search.—Rewards, Peel, £10 4s. 6d.; Port Erin, £7 2s.

Arbroath, Angus.—24th July. A girl bather was picked up, but could not be revived.—Rewards, £4 16s. 6d.

Clacton-on-Sea, Essex.—27th July. Flares had been reported, but nothing could be found.—Rewards, £13 1s.

Lowestoft, Suffolk.—27th July. A fire was seen at sea, but nothing was found.—Rewards, £22 12s. 6d.

St. Peter Port, Guernsey, and St. Helier, Jersey.—31st July. The air liner *Cloud of Iona* had been reported overdue, and the motor life-boat *Queen Victoria* put out and searched all night without success. Shortly after noon on the 1st August she went out again, but it was then learned that wreckage had been found at the Minquiers and she was recalled, returning to her station at 7.30 P.M. At Jersey the life-boat coxswain and two other life-boatmen went out with the States Tug, which searched for two hours and then returned, owing to bad weather. On the return of the tug at about midnight these three men, and five others, stood by until noon.—Rewards, St. Peter Port life-boat, £17 12s.; St. Helier life-boatmen, £7 10s.

Yarmouth, Isle of Wight.—2nd August. A motor boat had burnt flares for help, but a R.A.F. boat took her in tow.—Rewards, £7 10s.

Weymouth, Dorset.—2nd August. A small boat had been reported adrift, but no boat in need of help could be found.—Rewards, £8 15s.

Plymouth, Devon.—2nd August. Two men on rafts were being blown out to sea, but a change of wind brought them ashore at Bigbury.—Rewards, £5 14s.

Hoylake, Cheshire.—2nd August. A yacht was in distress, but another yacht took her in tow.—Rewards, £9 0s. 6d.

Exmouth, Devon.—2nd August. A small yacht got out of control, but a motor boat took her in tow.—Rewards, £9.

Exmouth, Devon.—2nd August. A small yacht drove ashore, but did not need help.—Rewards, £14 9s. 6d.

The Humber, Yorkshire.—3rd August. Two boys in a small boat had drifted away from Cleethorpes, but reached land again without help.—Permanent crew: Rewards, 6s.

Appledore, Devon.—3rd August. Lights were reported, but nothing could be found.—Rewards, £13 0s. 6d.

Weymouth, Dorset.—4th August. Rockets had been fired at sea, but they ceased and a vessel was seen going on her way.—Rewards, £6 13s.

St. Abbs, Berwickshire.—4th August. Three bathers were in difficulties, but two were rescued from the shore and a yawl picked up the other. Life-boatmen were put on board the yawl and applied artificial respiration, but without success.—Rewards, £5.

Pwllheli, Caernarvonshire.—6th August. A motor boat was overdue, but made harbour while the life-boat was searching for her.—Rewards, £11 0s. 6d.

Exmouth, Devon.—6th August. A small boat was missing, but was found by another boat which helped in the search.—Rewards, £26 6s.

Selsey, Sussex.—10th August. An aeroplane had crashed in the sea and the life-boat, in charge of Captain J. N. Tait, D.S.C., R.N., honorary secretary, put out with a scratch crew, the regular crew being at sea. A motor boat manned by two men also put out. The bodies of two airmen had been picked up by a small boat with two men on board, which was towed ashore by the motor boat.—Rewards, Life-boat, £4 2s.; motor boat, £1 5s., and 7s. 6d. for fuel used; small boat, £1.

Barry Dock, Glamorganshire.—13th August. A motor fire-float was in

distress with her engine broken down, but was taken in tow by a steamer.—Rewards, £5 3s.

Rosslare Harbour, Co. Wexford.—15th August. Flares had been reported, but no vessel in distress could be found.—Permanent crew: Rewards, £1 11s.

The Mumbies, Glamorganshire.—19th August. A motor launch had been reported in difficulties, but a steamer took her in tow.—Rewards, £4 19s.

Bembridge, Isle of Wight.—26th August. A sailing boat had capsized, but her occupants were picked up by other boats. A donation was received from the owner.—Rewards, £4 13s.

Sennen Cove, Cornwall.—30th August. A collision had been reported off the Longships, but the vessels went on their way and could not be found.—Rewards, £7.

Newcastle, Co. Down.—2nd September. Two boats had been separated from a motor boat which had them in tow, but she succeeded in picking them up again.—Rewards, £17 13s. 6d.

Margate Kent.—3rd September. A motor trawler had gone ashore, but got off on the rising tide.—Rewards, £4 6s. 6d.

Fraserburgh, Aberdeenshire.—4th September. A steam drifter ran ashore and was damaged, but another drifter towed her to safety.—Rewards, £5 3s.

Hythe, Kent.—4th September. A bather in difficulties was picked up and artificial respiration was applied, but the man could not be revived.—Rewards, £10 19s. 6d.

Port St. Mary, Isle of Man.—5th September. A small yacht with a crew of three had disappeared while going to Castletown, and no trace of her could be found. One body was picked up by a fishing boat.—Rewards, £7 10s. 6d.

Fowey, Cornwall.—6th September. A motor launch with eight people on board was making heavy weather, but reached safety.—Rewards, £6 13s.

Margate, Kent.—6th September. The engine of a pilot boat had broken down and the boat went ashore, but the engine was re-started and the boat got off unaided. The owners made a donation.—Rewards, £12 8s.

Margate, Kent.—7th September. A motor boat appeared to be drifting ashore with her engine stopped, but it re-started and she went on her way.—Rewards, £7 4s.

Southend-on-Sea, Essex.—7th September. A yacht was in difficulties, but was taken in tow by a tug.—Rewards, £6 10s.

Sheringham, Norfolk.—7th September. Two fishing boats were overtaken by a gale, but reached safety without help.—Rewards, £16 16s.

Caister, Norfolk.—8th September. A yacht had run on Scroby Sands, but she bumped over the Sands and refloats.—Rewards, £14 12s. 6d.

October Meeting.

Hastings, Sussex.—On the afternoon of the 19th August a man told the honorary secretary that his speed-boat was anchored off the bathing pool, with her engine broken down, and that the weather was too bad for him to go off to her and fetch her in. An increasing strong S.W. breeze was blowing, with squalls, a moderate sea, and rain. The motor life-boat *Cyril and Lilian Bishop* was launched at 5.33 P.M., towed the speed-boat in to safety, and returned to her station at 6.50 P.M. As on previous occasions, the honorary secretary, Commander W. Highfield, O.B.E., R.N., went on service with the life-boat.—Property Salvage Case.

Southwold, Suffolk.—On the afternoon of the 4th September the sailing yacht *Woodpecker* was seen bound northwards. A S.W. breeze was blowing, with rain squalls. The yacht was flying a flag from the crossrees and as she appeared to be in need of help, the motor life-boat *Mary Scott* was launched at 5 P.M. The life-boat found that the *Woodpecker*, with a crew of three, was

bound for Harwich from Flushing. At the request of the crew of the yacht the life-boat placed a pilot aboard, and then escorted the yacht to Lowestoft. The life-boat reached her station again at 10.15 P.M. The owner made a donation to the Institution.—Rewards, £22 2s. 6d.

Fraserburgh, Aberdeenshire.—On the 15th September the Kinnaird Head coastguard reported a vessel ashore on Cairnbulg Briggs making signals of distress. The weather was very thick, the sea calm and the wind easterly. At 2 P.M. the motor life-boat *Lady Rothes* put out. She found the steam trawler *Inverclyde*, of Granton, ashore near the beacon, with a crew of ten on board. They declined to leave, and as they were in no immediate danger, the life-boat returned ashore at 3.30 P.M. At 11.30 P.M. the life-boat went out again, taking insurance surveyors, and as it was deemed advisable for the crew to leave, they were landed by the life-boat at 2 A.M. At 11.30 A.M. on the 16th the life-boat went to the *Inverclyde* for the third time. This time she took the crew back to their vessel, which was refloated at 2.50 P.M. by a tug and brought into Fraserburgh Harbour, accompanied by the life-boat.—Rewards, £5 3s.; and Property Salvage Case.

Ilfracombe, Devon.—The new motor life-boat *Rosabella* rendered her first service on the 16th September, when she landed the crew of three of the ketch *Dido C*, of Barnstaple. At 10.28 A.M. the life-boat was launched in a light E.N.E. breeze, with a smooth sea, in response to information from the Croyde coastguard that the ketch was ashore on the Mortestone, having stranded while bound, light, for Lydney. The life-boat took off the crew and landed them at Ilfracombe. At 4 P.M. she took the crew back to their vessel, which was refloated and helped into Ilfracombe. The life-boat was rehoused at 6 P.M.—Rewards, £16.

Bembridge, Isle of Wight.—On the evening of the 16th September a party of three women and a man went cruising in the motor yacht *Sydia*. The sea was rather rough, with a strong N.E. breeze. The yacht ran across the submarine

barrier, and becoming water-logged, was abandoned, the party taking to the dinghy. They reached the Horse Sand Fort. It was decided to send the motor life-boat *Langham* to bring the three women ashore. She put off at 11.5 P.M. and brought them ashore at 1.55 A.M. The owner made a donation to the Institution.—Rewards, £11 16s.

Plymouth, Devon.—On the night of the 22nd September information was received from the King's Harbour-Master that the ketch *Amazon*, of Plymouth, was ashore on the rocks in Cawsand Bay. The weather was very foggy, with a smooth sea and E.S.E. wind. The motor life-boat *Robert and Marcella Beck* put out at 11.50 P.M. She found that the *Amazon's* crew of two had taken to the ship's boat. They were escorted to the Millbay Docks and the life-boat returned to her moorings at 1.55 A.M.—Rewards, £10 6s.

Coverack, Cornwall.—On the 22nd September a fisherman took three visitors out fishing in his motor launch, the *Silver Cloud*, of Coverack. They were expected back by seven in the evening, but as they had not returned by midnight, and anxiety was felt for their safety, the motor life-boat *The Three Sisters* was launched at 12.30 A.M. on the 23rd September. A moderate S.E. breeze was blowing, with a choppy sea and dense fog. After searching the coast from the Manacles to Kennack Sands the life-boat found the missing boat about two miles S.E. of Chynalls Point. She was at anchor in a dangerous position in the track of passing shipping, with no knowledge of her position and without a compass. The life-boat guided the boat to harbour, arriving at 5.30 A.M.—Rewards, £10 6s.

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

Aith, Shetlands.—8th September. Whistle signals and rockets had been reported, but nothing could be found.—Rewards, £13 2s. 6d.

Lowestoft, Suffolk.—11th September. A trawler was overdue, but was found ashore with her crew safely landed.—Rewards, £25 2s. 6d.

Southend-on-Sea, Essex.—12th September. A ship had been reported ashore on the Knob Sands, but she could not be found.—Rewards, £13.

Berwick-on-Tweed, Northumberland.—13th September. Two of a party of bathers had been in difficulties, but had already been helped to safety.—Rewards, £4 16s. 6d.

Hythe and Dover, Kent.—14th September. Three men in a small boat were in difficulties, but were rescued by another small boat.—Rewards, Hythe, £24 13s. ; Dover, £5.

Southend-on-Sea, Essex.—15th September. A noise was heard, which sounded like a collision, but nothing could be found.—Rewards, £13.

Filey, Yorkshire.—18th September. A vessel had gone ashore, but got off and went on her way.—Rewards, £20 12s.

Ramsgate, Kent.—19th September. A motor boat was overdue, but she had drifted past Ramsgate and made Margate.—Rewards, £11 16s.

Great Yarmouth and Gorleston, Norfolk.—20th September. The Dutch motor vessel *Jola*, of Delfzyl, had stranded on the Scroby Sands, but got off unaided and came into Yarmouth Roads.—Rewards, £9 10s.

Barry Dock, Glamorganshire.—20th September. A small yacht had capsized, but a rowing boat from Penarth

rescued the crew.—Rewards, £5 3s. [An account of the rescue by the small boat will appear in the next number of *The Life-boat*.]

Fowey, Cornwall.—22nd September. Distress signals had been reported at Dodman Point, but nothing could be found.—Rewards, £13 2s. 6d.

Angle, Pembrokeshire.—25th September. A steamer had struck a rock, but was beached in a sinking condition.—Rewards, £5 4s. 6d.

Dungeness, Kent, and Hastings, Sussex.—On the evening of the 25th September it was reported by the coastguard that the Imperial Airways aeroplane *Boadicea*, bound from Croydon to Paris, was missing. She had last been seen passing over Rye. The Dungeness motor life-boat *Charles Cooper Henderson* was launched at 8.55 P.M., and the Hastings motor life-boat *Cyril and Lilian Bishop* at 9.5 P.M. They searched all night, but could find no trace of the aeroplane. A moderate westerly breeze was blowing at first, but later this changed to a N.E. gale. The sea was choppy, and there were squalls of heavy rain. The Dungeness life-boat returned to her station at 4.45 A.M., and the Hastings boat to hers at 9.40 A.M. An increase in the usual money award on the standard scale was granted to each member of the Dungeness crew. Imperial Airways made a donation of £10 to the Institution and expressed their appreciation to the life-boat crews.—Rewards, Dungeness, £26 2s. ; Hastings, £43 8s.

Shoreboat Services.

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

Shoreham Harbour, Sussex.—At 10.20 P.M. on the 1st June the coastguard saw a flare at sea about four miles out. The life-boat was off service for survey and a motor boat manned by two men put out and searched. A fresh S.W. wind was blowing, with a choppy sea. All she found was a hurricane lamp attached to moored floats. She returned after being out

for an hour and a half.—Rewards, £1 10s., and 7s. 6d. for fuel used.

Ventnor, Isle of Wight.—At about 11.15 A.M. on the 5th June the coastguard received a report from St. Catherine's Royal Naval Shore Signal Station that a small fishing boat appeared to be adrift with one man on board. He was seen waving with

something on an oar. A fresh offshore wind was blowing. The Bembridge life-boat was off service, so a motor boat was sent out, and towed the small boat to Puckaster Cove.—Rewards £2.

Burtonport, Co. Donegal.—At about 1.30 P.M. on the 8th June a man fell out of his boat at a place where a very strong current runs. He managed to grasp an oar, but was unable to swim against the tide, and was being carried out to sea. Another man saw the accident, and put out in a small flat-bottomed boat. He managed to get the man into the boat, after some difficulty, and brought him ashore.—Reward, £1.

Donaghadee, Co. Down.—At about 11.20 P.M. on the 20th June, the honorary secretary received information from the coastguard and police that the motor boat *Star of Ulster* was on fire in the Copeland Sound. He went to the harbour to call out the life-boat, but finding a local motor boat, with her crew aboard (both life-boatmen), he sent them out in order to save time. In about twenty-five minutes' time the motor boat returned with another motor boat in tow with about twenty passengers in it. A flare burnt to bring assistance had been mistaken for a fire. The engine had broken down, and the passengers were alarmed. No risk was incurred.—Rewards, £1, and 2s. for fuel used.

Ventnor, Isle of Wight.—At about 12.30 A.M. on the 28th June the Ventnor coastguard received information from Blackgang that a boat was drifting eastwards, and seemed in need of help, as the people on board were shouting. The coastguard sent out a motor boat to search, but no boat in distress could be found.—Rewards, £2 10s.

Courtmacsherry Harbour, Co. Cork.—At about 4.40 P.M. on the 4th July a boy fell off the bow of the yacht *Fidget*, while she was mooring. He was unable to swim. Three men put off in a rowing boat, but the boy had gone to the bottom. He was fished up with oars and taken ashore. The

honorary secretary, Mr. F. Ruddock, the motor mechanic, and second mechanic, applied artificial respiration for forty minutes, and brought the boy round.—Rewards, £1 2s. 6d.; and a letter of thanks to the honorary secretary and the two mechanics.

Dunbar, Haddingtonshire.—At about 9.15 P.M. on the 10th July, the Dunbar police asked a man to go to the help of a bather in difficulties off the Belhaven Sands, about a mile away. With three men and a police constable, he put out in his motor boat, but on reaching Belhaven Sands, found that the bather had got ashore.—Rewards, 10s., and 3s. for fuel used.

Hayling Island, Hampshire.—At about 5 P.M. on the 12th July a Chichester pilot saw that a pleasure punt, the *Madeleine*, of Hayling Island, was in difficulties on Pitsea Sands. A fresh S.S.W. wind was blowing, and the sea was choppy. He immediately put out in his motor boat with a visitor, Mr. F. C. McIntyre, of Tooting, and rescued the three men on board the punt. An attempt was made to tow the punt, but it sank.—Rewards, 10s. to the pilot, and a letter of thanks to Mr. F. C. McIntyre; also 15s. for a rope lost and fuel used.

Lowestoft, Suffolk.—Late on the evening of the 18th July, Mr. W. J. Neilson, missionary of the Rochester Missions to Seamen, who was on holiday, saw the disabled motor boat *Waveney* drifting north of the harbour. There was a fresh southerly wind and a rough sea and the boat was drifting into a dangerous position.

He immediately went to the speed-boat *Miss Tigon*, and her skipper and Mr. Neilson went out in her to the rescue. After two unsuccessful attempts they got the motor boat in tow, and brought her and the four people on board safely into harbour.—Rewards, A framed letter of thanks to Mr. W. J. Neilson, and 12s. 6d. to the speed-boat skipper; also 5s. for fuel used.

Redcar, Yorkshire.—About 5.30 P.M., on the 18th July the assistant motor mechanic saw what appeared to be a motor boat drifting out to sea. With

two other men, he put out in his own motor boat to investigate, and found the motor boat *Kestrel* drifting seaward, with her engine broken down. The conditions were too bad to attempt to tow her, so her two occupants were taken off.—Rewards, £1 17s. 6d.; also 2s. 6d. for fuel used.

Hayling Island, Hampshire.—On the 18th July two men in a motor boat rescued, at considerable risk to themselves, the owner of the steam yacht *Livonia*, his wife and the five members of his crew after they had abandoned the yacht and taken to their dinghy.—Rewards, £2 and 3s. for fuel used.

(For a full account see "Services of the Life-boats," Selsey, page 167.

Portland, Dorset.—During the afternoon of the 19th July a man had taken out a fishing party, but had to shelter in Portland Harbour, as the weather was very unsettled, with a fresh S.W. wind and a choppy sea. He saw a small whaler belonging to H.M.S. *P.C.74* capsize a short distance away, and rescued the four naval ratings who were on board.—Rewards, 10s.

Llandudno, Caernarvonshire.—About 4 P.M. on the 23rd July the life-boat coxswain put out in his motor launch, with another man, to the help of a local boat, *Dorothy*, which had been blown out to sea. A strong westerly wind was blowing, with a rough sea. The two men found the *Dorothy* about two miles offshore, and took off her crew of two, who were exhausted.—Rewards, £1, and 3s. for fuel used.

Jersey, Channel Islands.—On the 31st July an air liner was lost and life-boatmen went out in the State's tug and stood by.—Rewards, £7 10s.

(For a full account of this service see "Services of the Life-boats," page 174.)

Jaywick, Essex.—On the 3rd August three men in a motor boat rescued four people whose sailing dinghy had capsized.—Rewards, £1 10s., and 5s. for fuel used.

(For a full account see "Services

of the Life-boats," Clacton-on-Sea, page 170.)

Lynmouth, Devon.—About 5.30 P.M. on the 3rd August the coastguard reported that a party of visitors had been cut off by the tide at Woody Bay, about five miles away, and were in danger of being drowned. The life-boat coxswain, with three other men, set out in a motor boat which towed a dinghy, and found that the people had climbed up out of danger. Owing to the heavy sea running and the onshore wind, it was doubtful if they could have been taken off the rocks without damaging the dinghy, so the coxswain stood up until the tide ebbed, when the people were able to get away. He then returned to Lynmouth about 8 P.M.—Rewards, £3 16s., and 6s. for fuel used.

St. Ives, Cornwall.—About 1 P.M. on the 9th August the coastguard reported that a small pleasure boat was in danger off Gwithian. A slight westerly wind was blowing, but the sea was calm. The life-boat coxswain, and four other men put off in the ex-life-boat *James Stevens No. 10*, now a motor boat. They found that the boat had capsized and had been washed ashore, and the three people on board had been able to land.—Rewards, £1 5s., and 6s. for fuel used.

Selsey, Sussex.—On the 10th August a motor boat with two men, and a rowing boat with two men, put out to search for an aeroplane which had crashed in the sea.—Rewards, motor-boat, £1 5s., and 7s. 6d. for fuel used; rowing boat, £1. (For a full account of this service see "Services of the Life-boats," page 174.)

Lowestoft, Suffolk.—About 4 P.M. on the 14th August the small rowing boat *Vesper*, with an improvised sail, and with two boys on board, was seen by two men who were fishing in the *Iona* to be drifting off the land, out of control. They hailed the boys and told them to pull for the shore. This they were unable to do, as they were seasick and exhausted. So the *Iona* lifted her trawl and towed the *Vesper* into harbour.—Rewards, £1 5s. to the men, and £1 loss of fishing and fuel used.

East Haven, Angus.—At about 8 A.M. on the 23rd August three fishermen brothers, one of whom was eighty-two years old and the other two a little younger, put out with another man, a railway worker, in a 17-foot rowing boat, to the help of three men in a motor boat, which was drifting towards dangerous rocks. Her engine had broken down and her sails had been blown away. The sea was rough and a strong S.W. wind was blowing. The rescuers found the three men in the motor boat exhausted and rescued them at some risk to themselves. They were out for two hours.—Rewards, £4.

Swona Island, Orkneys.—At about 2 P.M. on the 24th August five men were marooned on the wrecked motor vessel *Gunnaren* on the north side of the island when engaged in salvage work. Their boat had been washed away. A moderate south-westerly breeze was blowing, with a moderate sea, and the weather was squally, with rain showers. A man living on the island put out in a motor boat, but was unable to reach the wreck. With his two sons he then harnessed oxen to a rowing boat, towed it in this way round the island, till it was under the lee of the wreck, and then was able to row out to her. He took off the five marooned men and landed them at 9 P.M.—Rewards, £3, and 2s. 6d. for fuel used.

Kingsdown, Kent.—On the afternoon of the 25th August two men put off in a rowing boat and rescued a girl who had swum out to sea and had become too exhausted to get back. A light S.W. breeze was blowing, with a smooth sea.—Rewards, 10s.

Port Erin, Isle of Man.—On the afternoon of the 27th August a man and a woman went in a rowing boat to Bradda. A strong S.E. breeze was blowing, with a choppy sea, and the man was unable to get back. Police Constable Lace reported that signals for help were being made by the small boat which was drifting off Bradda Head, and the honorary secretary,

Mr. T. C. Coole, with two other men, put out in a motor boat. They found that the owner of the rowing boat had also seen the signals and had gone out in another rowing boat. The motor boat towed both boats back to harbour, the service occupying one hour.—Rewards, 15s. and 2s. 6d. for fuel used, to the boatmen; letters of thanks to Mr. Coole and to P.C. Lace for his help on this and other occasions.

Sunderland, Co. Durham.—On the morning of the 6th September two men and a girl put out from North Hylton in a small sailing boat. A strong west breeze was blowing, with a choppy sea, and the boat's sails were carried away. The men were unable to row against the wind and the boat was blown out to sea. She was seen from the shore and four men in a motor fishing-boat went off to her. They found her about five miles east of Souter Point, half full of water. The three people were taken into the motor fishing-boat and their boat was taken in tow.—Rewards, £2, and 5s. for fuel used.

Flamborough, Yorkshire.—At about 1 P.M. on the 30th August, at the honorary secretary's request, the life-boat coxswain and three life-boatmen went out in the coxswain's motor-boat to the help of two boys cut off by the tide. They found that the boys had been rescued by a man and a woman who had swum out to them.—Rewards, £1, and 5s. for fuel used.

Portrush, Co. Antrim.—On the 1st September three fishermen left their fishing and stood by a yacht, which had drifted on the rocks, until the life-boat arrived.—Rewards, £1 2s. 6d.

(For a full account see "Services of the Life-boats," page 173.)

Hastings, Sussex.—At about 7.30 P.M. on the 22nd September two fishermen who were out fishing found and brought in two rowing boats with five people on board who were lost in the fog.—Rewards, 10s., and 2s. 6d. for fuel used.

"Lest We Forget."

November 11th, 1891 : November 11th, 1918.

By the Rev. WILBERFORCE ROBINS, Honorary Secretary of the Seaton Branch.

Mr. Robins, who became the honorary secretary of the Seaton branch last year, has an association of nearly fifty years with the life-boat service. He was on the executive committee of the Life-boat Saturday Fund in 1896, and when the Fund was dissolved in 1911, and its organization taken over by the Institution, he received the Institution's thanks inscribed on vellum. He was the Coast-guard Chaplain at Dungeness from 1889-1892, and a volunteer member of the New Romney life-boat crew. In 1891 he received the thanks of the Institution inscribed on vellum for going out in the New Romney life-boat on the service to the "Æolus," which he describes in this article.

Two anniversaries, many years apart, are recorded above, both of which fall on the same date, in the same month. Further, the same numbers make the year, though in a different formation—in its way a remarkable coincidence. The second date is of the signing of the Armistice; the other, not remembered except by a few, will recall to them memories of the Great Storm, which swept England, and particularly the Kentish coast, on November 11th, 1891, when there was great loss of shipping, much heroic life-boat work accomplished, and some life-boatmen made the great sacrifice.

November 11th commemorates once again the signing of the Armistice, and the end, so far as fighting was concerned, of the most murderous and cruel war in all the annals of the world. Eighteen years have passed away since the bells of heaven and earth rang for joy announcing Armistice, yet to-day humanity is still longing for peace in the hearts of men. Armistice comes to us each year to remind us of what a hell some of us passed through, and to remind us of those who died that we might live, and in the hope that honour, right and love might rule mankind.

Now to dwell in a few words on the more distant anniversary forty-five years ago. Very vividly I recall to mind the stirring events of the 11th

November, 1891. There are no greater heroes amongst all the bravest of the brave than those who fearlessly risk their lives to save the shipwrecked mariner. The event which I am about to recall, and of which I was a personal witness, is only one of many enduring deeds of rescue performed by those who for over a hundred years have been willing workers in the service of the Royal National Life-boat Institution.

A Blizzard at Dungeness.

It was in the very early hours of the 11th November, 1891, that the Norwegian brigantine *Æolus* became a wreck on one of the many sandbanks off Dungeness, Kent. A south-easterly blizzard was blowing with hurricane force, and the day had hardly dawned when, with startling rapidity, the Lydd life-boat was launched and set out with its coastguard crew on its errand of mercy. Only those intimately acquainted with the Kentish coast know the dangers of the many sandbanks in the East Bay, Dungeness. After battling with the furious elements for some hours the luckless life-boat herself struck one of these sandbanks, and capsized. Two of the crew failed to regain the boat and were drowned in the raging sea. The boat herself, with the other helpless occupants, was washed ashore farther down the coast. The bodies of Jack Reeves and Harry Nicol were recovered in a battered condition, the sea in this instance giving up its dead, an unusual circumstance on that coast. Two splendid specimens of English manhood were Reeves and Nicol. Great-hearted men! None more willing than they to sacrifice their all for others in danger on the sea. A son of Nicol, a wee babe when his father was drowned, was in the King's Navy at the Battle of Jutland.

The day wore on, but the blinding blizzard had not ceased. The crew of the Norwegian ship could at times be discerned in the mizen mast, huddled together, fearful seas breaking over the vessel. They were not alone in their distress. There was the great ship, the *Benvenue*, ashore at Sandgate, where

the full force of the hurricane prevented, for many hours, any attempt to reach her. The Hythe life-boat was launched at Sandgate and, after a long struggle, was driven back. She was taken along the beach and launched a second time at Hythe. She was capsized before she got through the surf, and washed ashore. Of her gallant crew of twenty men, nineteen reached the shore. One man was drowned. Wonderful heroism was displayed by these Hythe men that day. Undaunted by their two failures or by fear of the death which had claimed one and from which the others had only just escaped, they put out yet a third time, in the early part of the night and rescued the twenty-seven men still alive on the *Benvenue*, of her crew of thirty-two.

Three life-boatmen had lost their lives that day, and five men of the *Benvenue*. And that was not the whole tale of loss. That same day, when the storm was at its height, Jack Philpotts (known as the father of the Deal men), in his pilot boat, was wrecked in the East Bay. This grand old sailor and his entire crew, except one man, were carried away and drowned before help could reach them. He, too, was a typical Englishman and a fearless sailor, a man who knew no guile, with a heart like a child!

New Romney to the Rescue.

So the day wore on, and it was four o'clock on this November afternoon when the coastguard and fishermen determined to make another attempt to reach the crew of the Norwegian vessel, the *Æolus*, who had been in the rigging, amid fearful cold and exposure, for some twelve hours. The storm still swept over sea and land, but the New Romney life-boat was launched in the blinding storm. After battling with the elements for what seemed an

eternity, swept all the time by heavy seas, we eventually reached the sand-locked vessel. What a magnificent but awful sight it was! The noise of the creaking timbers, the roar of the mad waves, the thunder of the storm were all deafening, but with wonderful skill, in which "Blo Tart," a notable Dungeness fisherman (now gone to his haven), took a prominent part, the whole crew, eight in number, were brought down into the life-boat just in time to save them from certain death, for the vessel soon afterwards broke up.

"Greater Love . . ."

"Greater love hath no man than this that a man lay down his life for his friends." Jack Reeves, Harry Nicol and that life-boatman of Hythe had willingly sacrificed their lives that day, as many a life-boatman has done before and will do again. The experience of their manhood, dearly bought in many struggles on stormy seas, they freely give in the noble work of rescue. It is such men as these on sea and land who have made Britain what she is to-day. Let us tell of their deeds and recount the measure of their bravery to our children and children's children. As once again we commemorate the courage and sacrifice of all our heroes in the Great War, as we remember, in the two minutes' silence on another Armistice Day, the long list of those who died, let us be determined to make this England of ours a land worthy of the noble deeds of sailors, and soldiers, alike, the men who loved not safety but danger, not self but service, who died that we might live.

Surely it is not in that land across the sea or in the ocean's depths that they will rest, but in our hearts always. "In the morning, at noonday, and at the setting of the sun we will remember them."

A Lady's Line-Throwing Guns.

THE Institution recently received from a lady in Hampstead, London, a gift of £40, which is to provide the line-throwing apparatus and searchlight in the motor life-boat now being built for Boulmer, Northumberland. Since 1923 the same lady has made similar gifts for eleven other life-boats, in England,

Scotland, Ireland and Wales. Altogether she has given a pair of oars, two steering-wheels, two searchlights, three compasses and six line-throwing guns. These gifts have cost £323, and they have been made in addition to the donor's contributions to the general funds of the service.

Disasters of Sixty and Fifty Years Ago.

The Recollections of Eye-Witnesses.

SIXTY years ago last September, and fifty years ago this December, life-boats were capsized and lives were lost. Sixty years ago it was the life-boat at Kingstown, Co. Dublin, which capsized. Her second coxswain died of his injuries, and three men of a crew she had rescued were drowned. Fifty years ago it was the life-boats at Southport and St. Annes, Lancashire, which capsized, with the loss of 27 lives, when going out to the help of the barque *Mexico*, whose crew the Lytham life-boat rescued. An eye-witness of each of these disasters has written recalling it.

Kingstown, Co. Dublin.

"W.A.H.-W." has written to the chairman of the Kingstown branch :

"The Supplement to *The Life-boat (Literature of the Life-boat)* which was kindly sent me, by referring to the *Boy's Own Paper*, brought back to my mind an occurrence of sixty years ago, when I was saved from a life-boat, not by one. On Saturday, 30th September, 1876, the *Leonie*, laden with timber, in an easterly gale, let go her anchor off Bray esplanade north-east of the Martello tower (now gone) to save her going ashore. Fearing her cable would part at any moment, the Kingstown life-boat was summoned and took the crew off. The life-boat then tried to sail home, but the huge beam seas capsized her abreast of the mouth of the Bray river. She remained bottom aloft, and all those on her were washed adrift. When the mast broke she righted, but no one in her, and was driven ashore broadside. I ran down to have a close view and I think actually had my hand on her gunwale, when a shout: 'Come away out o' that,' made me run back. The next breaker sent her up the shingle over the spot I was standing on. Only for that shout this letter would never have been written, so I send you the enclosed donation to your local branch of the R.N.L.I. in memory of the giver of that 'shout.'"

Southport and St. Anne's.

Of the disaster at Southport and St. Annes, Mr. H. Royal Dawson, late

honorary financial secretary of the Bridlington branch, writes :

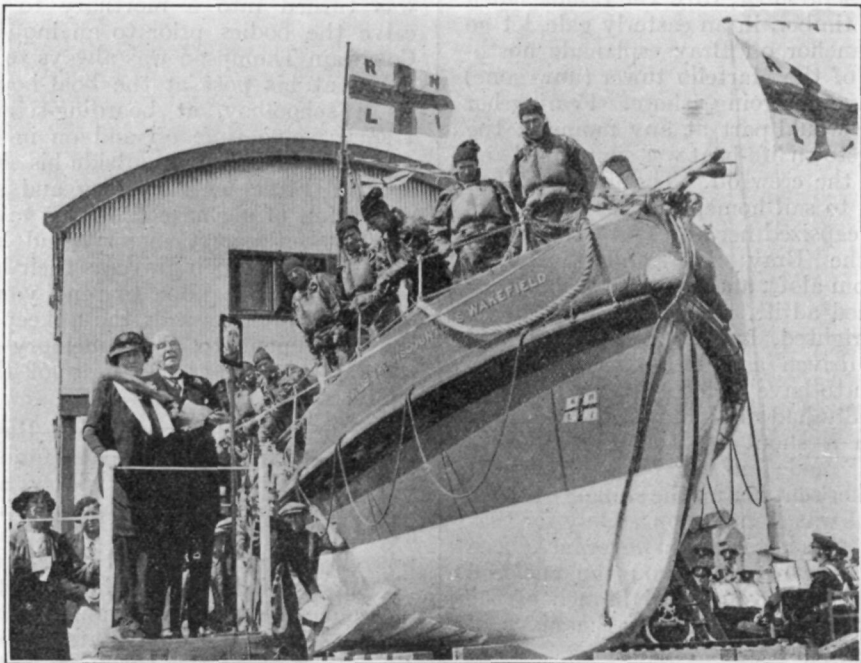
"I see that the next issue of *The Life-boat* will be in December. I am hoping it will contain some allusion to the Great Gale of 9th December, 1886 (fifty years ago), when disaster overcame the St. Annes and Southport life-boats. The whole crew of St. Annes were drowned, and eleven men out of the thirteen of the Southport crew were lost, including Chief Coxswain Thompson. Only two men, Harry Robinson, and the second coxswain, John Jackson, were saved, the latter saving his life by putting his mouth to an air valve (so it was said) and cutting himself clear of all gear in the capsized boat. Even now, I see a vivid picture (I was a boy at the time) of the barque *Mexico* driven inshore, embedded in sand close to the pier; and away in the distance on the storm-swept shore (before the Marine Park and lake were thought of), the capsized life-boat lying, while the boat-house was turned into a mortuary to receive the bodies prior to an inquest. Coxswain Thompson was always to be found at his post at the boat-house. As a schoolboy, at boarding-school, I spent some time off and on in his company, and I stood outside his shop in Lord Street as that long and sad procession of eleven coffins was taken to the Southport Cemetery, and laid together in an open grave as their last resting-place. I hope to send you a small donation towards the upkeep of the monument to their memory at the cemetery, near the date of this anniversary."

To these recollections of Mr. Royal Dawson it may be added that a fund of £30,000 was raised for the widows and families of the 27 men who lost their lives. The St. Annes part of the fund was closed last year, as the last annuitant had died. The Southport part of the fund is still paying allowances to four people. One of the four is Harry Robinson, one of those two survivors of the Southport crew of 9th December, 1886. Another is the widow of the other survivor, second-coxswain John Jackson.



By courtesy of]

“FORESTERS CENTE



By courtesy of]

[Keystone

THE VISCOUNT AND VISCOUNTESS WAKEFIELD WITH THEIR LIFE-BOAT
AT HYTHE.

MOTOR LIFE-BOATS.



[The Times

NY" AT SHERINGHAM



By courtesy of]

[R. L. Knight, Barnstaple

ILFRACOMBE LIFE-BOATMEN.
At the naming ceremony of the *Rosabella*,

An Exhibition of Life-boat Photographs.

THE first exhibition of life-boat photographs to be held was shown in London in June and July. It consisted of upwards of seventy photographs taken all round the coasts of Great Britain and Ireland. The photographs showed wrecks, the different types of life-boats at sea, launches by slip-way, horses, tractors and women launchers, famous coxswains, and life-boats engaged in the actual work of rescue.

This exhibition the Institution owes to the generosity of Messrs Ilford, the makers of photographic materials, and to many photographers round the coast. The photographers very kindly lent their negatives to the Institution, and Messrs. Ilford made the enlargements and held the exhibition in their galleries in High Holborn, London—all without any expense to the Institution.

The exhibition was opened on 17th June by Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution and coxswain of the Brooke, Isle of Wight, life-boat. Major-General Sir Ivor Philipps, K.C.B., D.S.O., who presided, and Major D. Blundell Mein, D.S.O., M.C., directors of Messrs. Ilford, took part in the opening.

The exhibition remained open until 9th July, and some 6,000 people visited it. It was then transferred to the Camera Club, Adelphi, where it was shown until 30th July. At the conclusion of the exhibition Messrs. Ilfords generously presented all the enlargements to the Institution.

In October the photographs were shown in Edinburgh at the galleries of Messrs. Thomas Parsons, which they kindly lent to the Institution. The exhibition was opened on 2nd October, by Lieut.-Col. D. J. Colville, T.D., J.P., D.L., M.P., Under-Secretary of State for Scotland. Captain Guy Fanshawe, R.N., a member of the committee of management of the Institution, who presided, and Harriet, Lady Findlay, D.B.E., president of the Edinburgh Ladies' Life-boat Guild and honorary secretary of the Scottish Life-boat Council, also took part in the opening. The exhibition remained open until 28th October.

In February next the photographs will go to Birmingham, where Messrs. Lewis's Ltd., will very kindly show them, and it is hoped later on to arrange exhibitions in many other parts of the country.

Portrait on the Cover.

THE portrait on the cover is of Coxswain John Strachan, of Peterhead. He has been coxswain since 1922, and during those fourteen years the Peterhead life-boat has rescued 104 lives. Coxswain Strachan was awarded the silver medal of the Institution for his conspicuous courage and magnificent seamanship in rescuing the crew of the trawler *Struan* on the night of 18th January, 1933, when she had gone on the rocks

in a thick haze and a very heavy sea. She was lying in very shallow water, where it was most dangerous to take the life-boat, but Coxswain Strachan knew that if he waited, the rising tide would sweep the men off the trawler, so he accepted the risks. After repeated attempts—during one of which he was washed overboard himself, but seized a guard-rope and was hauled in again—he rescued the whole crew of nine men.

From "Roundabout Horses."

THE Institution has received from a fair-ground in North London a gift of £2 sent to it "for the life-boat orphans," from the "steam galloping roundabout horses."

LIFE-BOAT PHOTOGRAPHS.



By courtesy of]

[Messrs. Ilford, Ltd,

THE EXHIBITION IN THE ILFORD GALLERIES, HIGH HOLBORN.



By courtesy of]

[Messrs. Ilford, Ltd,

THE WINDOW DISPLAY AT THE ILFORD GALLERIES.

Life-boatmen on the Air.

Coxswain's Talks and an Empire Broadcast.

AFTER their busiest winter on the seas for twenty years, life-boatmen have been very busy during the past year on the air. There have been nine broadcasts in which English, Scottish, Irish and Welsh coxswains have taken part.

The first was on Boxing Day of last year, when Coxswain Thomas Sinclair, of Aberdeen, broadcast from Aberdeen an account of the service on Christmas Day of the Aberdeen motor life-boat to the trawler *George Stroud*, for which, later on, he was awarded the Institution's bronze medal.

On 6th March, Coxswain Douglas Oiller, of Dungeness, took part in a talk to schools from London, and described his own experiences.

On 13th March an Irish coxswain was on the air, Coxswain Patrick Sliney, of Ballycotton, Co. Cork, who broadcast from Cork the story of the Ballycotton service to the Daunt Rock lightship on 11th, 12th and 13th of February, for which he was awarded the Institution's gold medal, and each member of the crew the silver or bronze medal. When Coxswain Sliney and his crew came to London on 6th May to receive their medals from the Duke of Kent, at the annual meeting of the Institution, he again broadcast an account of the service, this time in the London Regional programme.

An Empire Broadcast.

These individual broadcasts were followed in April by a special Empire programme in which three coxswains took part. This programme, which was called "Life-boats," was devised by Mr. S. E. Reynolds and produced by Mr. Pascoe Thornton of the B.B.C. The principal part in the programme was taken by Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, and coxswain of the Brooke, Isle of Wight, life-boat.

Lord Mottistone spoke as at a banquet to the Institution, proposing the toast of "Life-boats." He described the work of the service, and in doing so took his hearers to different parts of the coast. He took them

first to Aberdeen, where Coxswain Thomas Sinclair again described the service to the *George Stroud*; then to Hythe, where the Hythe life-boat crew were heard giving one of their concerts, being interrupted by the firing of the maroon calling out the life-boat, and finally launching her to the orders of Coxswain Buller Griggs; then to Barry Dock, Glamorganshire, where Mr. A. C. Jones, the honorary secretary, gave an account of the service to the French schooner *Goeland* on 17th September, 1935, when he took charge of the life-boat in the absence of the coxswain, and won the silver medal of the Institution and the silver medal of salvage of the French Government.

The final visit to the coast was to the station of which Lord Mottistone was coxswain, Brooke, Isle of Wight, where the orders and sounds of a launch by tractor could be heard. The broadcast concluded with King Edward VIII's appeal for the life-boat service, made when he was its president, as Prince of Wales: "The story of our life-boats cannot but be read with pride by all British men and women, for it is one of the noblest parts of our heritage as a great seafaring race."

This programme, which lasted half an hour, was broadcast in all six transmissions, so that it could be heard in all parts of the world. The first transmission was to Canada on 14th April.

On 16th May, Lord Mottistone again spoke, this time not to the Empire, but to Great Britain, in "Topics on the Air" in the Regional programme. In this talk he spoke of the plan of the Institution for completing the mechanization of the life-boat fleet in about three years, and described what it was like to be out in a motor life-boat in a heavy sea.

On 15th July a description of a practice launch of the Walmer motor life-boat was broadcast from Walmer in the National programme; and on 2nd August there was a broadcast talk from Dun Laoghaire (Kingstown), in the Irish Free State, in which Coxswain James Redmond, ex-Coxswain Dan Murphy, and the motor mechanic, A. E. Smith, took part.

Royal Silver Jubilee, 1910-1935.

IN 1935 the Institution received a gift of £3,000 from Mrs. E. W. Montford, J.P., of Market Drayton, Shropshire, who is patron of the Stoke-on-Trent Ladies' Life-boat Guild, to provide a motor life-boat as a thank-offering for the Silver Jubilee of King George V.

This gift has provided the new motor life-boat for Wells, Norfolk, which has replaced a pulling and sailing life-boat. She is one of the first two to be built of the new surf type, which is described on p. 165.

There has been a life-boat station at Wells since 1869. Its life-boats have been launched 59 times on service and have rescued 74 lives.

The naming ceremony took place on 13th July, and the Stoke-on-Trent branch, and the Stoke-on-Trent and Newcastle-under-Lyme Ladies' Life-boat Guilds organized a special trip to Wells to take part in it. The party, which came by special train, numbered 150, and included the Lord Mayor and Lady Mayoress of Stoke, the Deputy Mayor of Newcastle, and officers of the branch and the two guilds. One of the party was a woman eighty-seven years old. After the ceremony the party

visited Sandringham, where, though it was not a public day, they were shown over the gardens by special permission of the King.

The Earl of Leicester, G.C.V.O., C.M.G., patron and president of the Wells branch, was in the chair. Mrs. Montford presented the life-boat to the Institution, and it was received by Sir Godfrey Baring, Bt., chairman, who thanked Mrs. Montford for her splendid generosity and paid a tribute to the life-boatmen of Norfolk, who had rescued over 4,500 lives and won ninety-six medals for gallantry. Sir Godfrey Baring, Bt., then formally handed the life-boat to the branch and she was received on its behalf by Mr. F. Raven, J.P., the branch's chairman. The life-boat was dedicated by the Rev. F. G. Beddard, M.A., Rector of Wells, and a vote of thanks to Mrs. Montford, the Earl of Leicester and Sir Godfrey Baring, Bt., was proposed by Mr. Herbert E. Loynes, the honorary secretary of the branch, and seconded by Dr. E. W. Hicks.

Mrs. Montford then named the life-boat *Royal Silver Jubilee 1910-1935*, and it was launched by tractor.

Another Foresters' Life-boat.

ADMIRAL OF THE FLEET SIR ROGER KEYES, Bt., G.C.B., K.C.V.O., C.M.G., D.S.O., D.C.L., M.P., named at Sheringham on 18th July a new motor life-boat, presented to the Institution by the Ancient Order of Foresters in commemoration of its own centenary, which was celebrated in 1934. The name given to the life-boat was *Foresters Centenary*.

It is seventy-two years since the Ancient Order of Foresters first raised a fund to provide a life-boat, and they have already given five boats to the Institution. The first was stationed at Newquay, Cardigan, in 1864, with the name *Forester*. She was launched on service four times, but saved no lives. Eight years later the name was transferred to the life-boat at Tynemouth. This life-boat remained in commission until 1900. She was launched on ser-

vice 31 times and rescued 19 lives. The life-boat which then replaced her was also given the name *Forester*. She was launched on service four times, but saved no lives. Only five years after this life-boat went to Tynemouth the station was closed. The name *Forester* was then transferred to another new life-boat, which had been built for Flamborough. This life-boat had a notable record. She was in commission from 1905 until 1934, when she was withdrawn to make way for a motor life-boat. She was launched on service 78 times and rescued 71 lives.

Meanwhile a second life-boat presented by the Order was stationed at Hartlepool in 1869, with the name *Foresters' Pride*. She served until 1887, when she was replaced by another life-boat with the same name, which served

until 1906. The two *Foresters' Prides* were launched on service 9 times and rescued 18 lives.

Another *Foresters' life-boat* was stationed at Broughty Ferry from 1888 until 1910. She was named *Samuel Shawcross*, was launched on service 20 times, and rescued 17 lives.

Five Life-boats: 125 Lives Saved.

Thus—not including the transference of the name *Forester* from Newquay to Tynemouth—there have been five life-boats presented by the Order. Its boats have been out on service 142 times and have rescued 125 lives. For seventy years, from 1864 to 1934, the Institution's fleet was never without a *Foresters' life-boat*. Between 1864 and 1902 the Order raised, by special appeals, for the building of these life-boats, £2,301! This was in addition to regular contributions made to the general funds of the Institution by the head office of the Order and its branches.

As soon as the Order heard that the *Flamborough life-boat* was to be withdrawn it decided to present a motor life-boat; the Prince of Wales, President of the Institution, who presided at the centenary dinner of the Order at the Guildhall in October, 1934, was informed of the decision; and an appeal was issued for £3,500 to build a motor life-boat of the light Liverpool type.

The New Life-boat.

With the approval of the Order, which is very strong in East Anglia, it was decided to place this boat at Sheringham, Norfolk. There has been a life-boat station there since 1839. The first of the Institution's life-boats was stationed there in 1867. Since then its life-boats have been launched 63 times and have rescued 88 lives. The motor life-boat, which has replaced a pulling and sailing life-boat, arrived at the station in June of this year.

She is 35 feet 6 inches by 10 feet 3 inches. On service, with crew and gear on board, she weighs 7 tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds. She has one screw, driven by a 35-h.p. engine in

a water-tight engine-room. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is $7\frac{1}{2}$ knots, and she carries enough petrol to be able to travel 100 miles at full speed without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather.

Two Thousand Foresters Present.

Two thousand members of the Order, of whom 800 had travelled by special train from London, attended the naming ceremony on 18th July, and marched in procession, with the Sheringham Temperance Prize Band and the Cawston Silver Prize Band, from the church near Sheringham station to the old life-boat house, headed by the High Chief Ranger, members of the executive council, trustees of the Order, and Past High Chief Rangers, wearing their regalia.

There was also a large gathering of the general public, filling the beach round the life-boat house and lining the cliffs for a quarter of a mile. "Never before," said one of the local papers, "has Sheringham seen so many people."

Mr. H. E. S. Upcher, J.P., C.C., president of the branch, was in the chair at the ceremony. The High Chief Ranger of the *Foresters*, Brother S. Parker, of Leeds, presented the life-boat to the Institution, and she was received by Sir Godfrey Baring, Bt., chairman of the Institution, who recalled the long and generous association of the Ancient Order of *Foresters* with the life-boat service. Sir Godfrey then formally handed the life-boat to Sheringham. She was received on behalf of the county and the branch by Mr. Russell J. Colman, J.P., C.C., Lord Lieutenant for Norfolk, and Mr. H. R. Johnson, C.C., one of the joint honorary secretaries of the branch.

After the life-boat had been described by the district inspector, she was dedicated by the Right Rev. Bishop Neville S. Talbot, M.C., D.D., Centenary High Court Chaplain of the Order, assisted by the Vicar of Sheringham, the Rev. J. F. Grattan Guinness, M.A., LL.B. The singing was led by the choir of St. Peter's Church, accompanied by the two bands.

Admiral of the Fleet Sir Roger Keyes, Bt., then named the life-boat *Foresters' Centenary*. In doing so he paid tribute to the work of the Ancient Order of Foresters, to the life-boat service, and to the fishermen of the East Coast, whom, he said, he had known in peace, when, as he cruised on the East Coast, in command of submarines, they had thrown fish at him, and in war, when they had served under

him with the greatest courage and contempt for death on the Dover Patrol.

A vote of thanks to Sir Roger Keyes, Bt., was proposed by the High Sub.-Chief Ranger, Brother E. Broad, of Plymouth, and seconded by Brother W. J. Hyner, P.H.C.R., of King's Lynn; and, as a souvenir of the occasion, a silver cigarette-case was presented to him by Sister E. Parker, of Leeds. The life-boat was then launched.

Lord Wakefield's Gifts.

A New Motor Life-boat and Boat-house at Hythe, Kent.

THE Viscount Wakefield of Hythe, G.C.V.O., C.B.E., LL.D., who is vice-president of the Hythe, Kent, branch, has presented to the Institution the whole cost, amounting to £9,669 2s. 9d., of the new motor life-boat which was stationed at Hythe this year and the new boat-house which had to be specially built for it.

The life-boat is of the beach type, 41 feet by 12 feet 3 inches, specially designed for stations where conditions at sea require a fairly large and heavy type, but where it is impossible to station the Barnett or Watson cabin type, as the boat has to be light enough to be launched off the beach. On service, with crew and gear on board, she weighs 16½ tons. She is divided into seven water-tight compartments, and is fitted with 135 air-cases. She has twin screws, and is driven by two 35-h.p. engines. They are in a water-tight engine-room and are themselves water-tight, so that they could continue running even if the engine-room were flooded. Her speed is just over 7½ knots, and she carries enough petrol to be able to travel 116 miles, at full speed, without refuelling. She carries a crew of ten, and in rough weather can take eighty-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted by electricity.

She has replaced the light self-righting motor life-boat *City of Nottingham*, which has been at Hythe since 1929, and has now been transferred to Clovelly, Devon. There has been a life-boat station at Hythe since 1876, and the station's record is 60 launches on service and 60 lives rescued.

The naming ceremony took place on 24th July. Both Lord and Lady Wakefield were present, and the Right Hon. Sir Philip Sassoon, Bt., C.B.E., C.M.G., M.P., Under-Secretary of State for Air, the president of the branch, was in the chair. Several thousands of people were present, and the Dungeness motor life-boat lay off Hythe.

Lord Wakefield's Speech.

Lord Wakefield, in presenting the life-boat, said :

"I am delighted to be here to-day to witness the final stage of a project which has been a source of great pleasure to me. . . . Amidst all the destructive and death-dealing devices which it seems to be man's unhappy fate to invent for his own undoing, it is with deep satisfaction that we to-day inaugurate something constructive, having as its sole purpose the saving of precious human lives.

"The dear lady whose name this magnificent boat is to bear has, by her care and unfailing encouragement, undoubtedly helped to preserve my life. Perhaps on this account it will give her the same intense pleasure that it affords me to be associated in this way with a life-boat destined under God and by the courageous efforts of her crew to save and not to destroy life."

Sir Godfrey Baring, Bt., in accepting the life-boat, thanked Lord Wakefield for his great generosity to the life-boat service, and spoke of the splendid record of the Kentish life-boatmen. Since 1850 over 4,000 had been rescued from shipwreck on the Kentish coast, and the

life-boatmen had won 108 medals for gallantry.

Lukin and Plimsoll.

Sir Godfrey Baring, Bt., then formally handed the life-boat to the Hythe station, and she was accepted by the Mayor (Councillor C. G. Molyneux), the chairman of the branch. He recalled the names of two men who had done much for the safety of seafarers. The first was Lionel Lukin, the London coachbuilder, and the first designer of a life-boat, who was buried in Hythe churchyard. The second was Samuel Plimsoll, who was buried at Seabrook, two miles away.

The Rev. Cyril Norris, Vicar of Hythe, then dedicated the life-boat. Brigadier Salisbury, of the Salvation Army, also took part in the service of dedication, and the singing was led by the choir of St. Leonard's Church, Hythe, accompanied by the band of the Royal West Kent Regiment.

Lord Wakefield then named the life-boat in the following words: "I now name this boat *The Viscountess Wakefield*. May God bless her and her crew in all their adventurings and may she

be the means of bringing salvation to many in distress and danger on the sea."

A vote of thanks to Lord Wakefield was proposed by Major F. W. Butler, M.C., and seconded by Mr. George L. Mackeson, and a vote of thanks to Sir Philip Sassoon, Bt., was proposed by Admiral Rolleston, D.S.O., and seconded by Brigadier-General George Cunningham, C.B., C.B.E., D.S.O., all four being members of the committee of the Hythe branch.

Lord Wakefield then launched the life-boat, which went down the beach through a cheering crowd, while aeroplanes of the Cinque Ports Flying Club dipped in salute overhead.

Before the ceremony Lord Wakefield entertained over a hundred people to luncheon. Among them were the life-boat crew, to whom he presented silver cigarette-boxes, while Sir Philip Sassoon, Bt., presented to Lord Wakefield, on behalf of the branch, a scale model of his life-boat made by Mr. H. G. Swarts, motor mechanic at Barry Dock, Glamorganshire, and a bronze medallist of the Institution.

A Civil Service Life-boat for Wales.

FOR many years there have been Civil Service life-boats on the coasts of England, Scotland and Ireland, but up to the present there has been none on the coast of Wales. As it was the wish of the committee of the Civil Service Life-boat Fund to provide a Welsh life-boat also, the motor life-boat for St. David's, Pembrokeshire, which was completed and sent to her station this year, has been built out of that fund. There are now seven Civil Service motor life-boats—three on the English coast, two on the Irish, one on the Scottish and one on the Welsh coast. Altogether the fund, which has contributed over £100,000 to the Institution, has provided twenty-three life-boats, which have rescued over 1,300 lives and saved over seventy boats and vessels from destruction.

The St. David's life-boat is of the Watson cabin type, 46 feet by 12 feet 9 inches. On service, with crew and gear on board, she weighs 19½ tons, and is launched down a slipway. She is

divided into seven water-tight compartments, and is fitted with 142 air-cases. She has twin screws, and is driven by two 40-h.p. engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 8½ knots. She carries enough petrol to be able to travel 116 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take ninety-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted throughout with electricity. She cost £8,000 and has replaced a self-righting motor life-boat.

St. David's has had a life-boat station since 1869. Its life-boats have been launched on service 67 times and have rescued 56 lives.

The naming ceremony took place on 19th August, and the Very Rev. D. Watcyn Morgan, Dean of St. David's and chairman of the branch, presided.

Sir Frederick W. Leith-Ross, K.C.B., K.C.M.G., Chief Economic Adviser to the Government, presented the life-boat to the branch on behalf of the Civil Service Life-boat Fund, and she was received by the Dean of St. David's. The Right Rev. the Bishop of St. David's (Dr. D. L. Prosser, D.D.) dedicated the life-boat, assisted by the Rev. D. G. Davies, the Rev. B. P. Protheroe and the Rev. J. T. Priestman. The singing of the hymns

was led by the St. David's Cathedral Choir.

Lady Leith-Ross then named the life-boat *Civil Service No. 6*.

A vote of thanks to Sir Frederick and Lady Leith-Ross and the Bishop of St. David's, was proposed by Sir Walford Davies C.V.O., O.B.E., Master of the Music to the King, and seconded by Captain Vivian Lewis, M.C., district organizing secretary. The life-boat was then launched.

Lady Harrison's Gift.

THE naming ceremony of a motor life-boat at Port St. Mary, Isle of Man, took place on 25th June. The life-boat is a gift from Lady Harrison in memory of her late husband, Sir Heath Harrison, Bt., the shipowner, of Cheshire and Hampshire, who died in 1934, and after whom the life-boat is named. The motor life-boat which was stationed at Ramsey, Isle of Man, in 1931, was a gift from Sir Heath Harrison, Bt., and is named *Lady Harrison*. She is the second life-boat which he gave to the Institution, named after his wife. The first was built in 1888 and was stationed at Campbeltown, Argyllshire.

The new Port St. Mary life-boat is of the same type as the Ramsey boat, a self-righting life-boat, 35 feet 6 inches by 9 feet 3 inches, and on service, with crew and gear on board, she weighs 6½ tons. She is divided into six water-tight compartments, and is fitted with 115 air-cases. If a sea breaks on board she can free herself in twelve seconds, and if she were capsized, even with a hole in her bottom, she could right herself in four seconds. She has one screw, driven by a 35-h.p. engine in a water-tight engine-room. The engine itself is water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 7½ knots, and she carries enough petrol to be able to travel 100 miles at full speed without refuelling. She carries a crew of seven, and can take thirty people on board in rough weather. She has

cost £3,500 and replaced a pulling and sailing life-boat.

The Port St. Mary station was established in 1896. Its life-boats have been launched on service 27 times and have rescued 59 lives.

The naming ceremony took place in the presence of a large crowd of people. Mr. F. W. Lawson, J.P., president of the branch, was in the chair. Commander G. R. Cousins, D.S.C., R.N., the district inspector of life-boats, presented her to the branch on behalf of Lady Harrison, who was unable to be present, and of the Institution. She was received on behalf of the branch by Mr. Lawson and Colonel, H. W. Madoc, C.B.E., M.V.O., Chief Constable of the Island and the honorary secretary of the Douglas branch, welcomed her to the Isle of Man in the absence of the Lieutenant Governor, Sir Montague Butler, K.C.S.I., who was prevented at the last moment from being present by a family bereavement. The Right Rev. the Bishop of Sodor and Man (Dr. William Stanton Jones, D.D.) conducted the service of dedication, assisted by the Rev. J. Duffield, vicar of Rushen, and the Rev. J. Doran, vicar of Port St. Mary.

Mrs. Madoc, in the absence of Lady Butler, then named the life-boat *Sir Heath Harrison*.

A vote of thanks was proposed by Mr. J. J. Qualtrough, J.P., chairman of the branch, and seconded by Mrs. W. A. Kelly, president of the Ladies' Life-boat Guild. The life-boat was then launched.

Naming Ceremony at Ilfracombe.

THE naming ceremony of a new motor life-boat at Ilfracombe, Devon, took place on 16th June. The life-boat is one of the first two of the new surf type, described on page 167. She has cost £2,750, and has been built out of a legacy from the late Mr. J. Hogg, of Boscombe, Hants. She has replaced a pulling and sailing life-boat.

There has been a life-boat station at Ilfracombe since 1828. Its life-boats have been launched on service 98 times since 1850 and have rescued 98 lives.

The ceremony took place in the presence of about 3,000 people, and the boat-house, neighbouring houses, and boats in the harbour were decorated with flags.

In the absence of the chairman of the branch, the acting chairman, Mr. J. Armstrong, presided, supported, among others, by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Mr. Arthur C. Reed, C.C., M.P., president of the Exeter branch and a member of the committee of management of the Institution, presented the life-boat to the branch in the name of the donor and the Institution, and she was received on behalf of the branch by Major F. H. Thomas, J.P., chairman of the Ilfracombe Urban District Council.

The Rev. I. Siviter, M.A., Vicar of SS. Philip and James's Parish Church, conducted the service of dedication, assisted by the Rev. A. J. Selwood, and the singing was led by the choir of SS. Philip and James's Parish Church, accompanied by the Ilfracombe ex-servicemen's band.

The life-boat was then named *Rosabella* by Mrs. F. C. Pilley, whose husband spoke of the long association of his family with Ilfracombe and Cornwall. Mr. Pilley's grandfather presented the motor life-boat, now at Fleetwood, Lancashire, which was stationed at The Lizard from 1920 to 1934, saving 130 lives, and out of his estate his family contributed generously towards the upkeep of the station and the improvements in the arrangements for launching and hauling up the life-boat. After Mr. Pilley's speech Major Thomas announced that Mr. Pilley and his sister intended, in memory of their father, to give £200 to pay for the new slipway at Ilfracombe.

Mr. Philip Fairfax, honorary secretary of the Ilfracombe Ladies' Life-boat Guild, proposed, and Mr. F. W. Birmingham seconded, a vote of thanks; and the life-boat was launched.

Naming Ceremony at Yarmouth, Isle of Wight.

LADY MOTTISTONE named a new motor life-boat at Yarmouth, Isle of Wight, on 5th September. The new boat is of the 46-foot Watson cabin type described on page 194. She is the first motor life-boat to be built with Diesel instead of petrol engines, following experiments with another Watson cabin type, specially fitted with an 85-h.p. Diesel engine, which for a time was stationed at Yarmouth. The new boat has two engines, of 40 h.p. each, and she carries enough fuel oil to be able to travel 237 miles at full speed, without refuelling, as compared with the 116 miles of the same type of life-boat with petrol engines. She has cost £8,000, and has been built out of legacies received from the late Mr. D. Altschul, of London, Miss H. Gartside, of Holm-

firth, Yorkshire, and Mr. J. E. C. Edmunds, of Newport, Isle of Wight. She has replaced another Watson cabin motor life-boat of an earlier type. Yarmouth has had a life-boat station since 1924. There have been 58 launches on service and 39 lives have been rescued.

Major-General the Right Hon. Lord Mottistone, P.C., C.B., C.M.G., D.S.O., a vice-president of the Institution, president of the Isle of Wight branch and ex-coxswain of the Brooke life-boat, presided, and there was a large audience.

The Hon. George Colville, deputy chairman of the Institution, presented the life-boat to the branch in the name of the donors and the Institution, and she was received by Major H. Mansford,

O.B.E., chairman of the branch. The Rev. Stanley Woodin, M.A., rector of Yarmouth, conducted the service of dedication, assisted by the Rev. John Matthewman, and the singing was led by the choir of the Yarmouth Parish Church.

Lady Mottistone then named the life-

boat *S.G.E.* These are the initials of the names chosen by the three donors, and the full names are inscribed inside the life-boat. A vote of thanks was proposed by Captain A. G. Cole, honorary secretary of the branch, and seconded by Mr. R. Acheson Webb, O.B.E., C.C.

Naming Ceremony at Sunderland

THE naming ceremony of the new motor life-boat at Sunderland took place on 13th June. The boat is of the 46 feet Watson cabin type, described on page 192. She has cost £8,000 and has been built out of a legacy from the late Mrs. I. Irwin, of Morpeth, Northumberland. She has replaced one of the earliest and most famous of the Institution's motor life-boats, the *Henry Vernon*, which was built in 1911, stationed at Tyne-mouth until 1918, and then transferred to Sunderland, where she remained until 1935. She rescued altogether 266 lives and her greatest service was when she travelled 40 miles through the night and the gale, to the help of the hospital ship *Rohilla* in November, 1914. Sunderland has had a life-boat station since 1825. Since 1865, when it was taken over by the Institution, its life-boats have been launched on service 98 times and have rescued 202 lives.

The Mayor of Sunderland, president

of the branch, was in the chair. Hundreds of people took part in the ceremony, in spite of pouring rain, and the motor life-boats from Tynemouth and Seaham were present. Mr. H. P. Everett, J.P., late chairman of the Tyne Improvement Commission, presented the life-boat to the branch in the name of the donor and the Institution, and she was received by Alderman Sir Walter Raine, J.P., chairman of the branch.

The Rev. Edgar Jackson, Rural Dean of Wearmouth, and Honorary Canon of Durham, conducted the service of dedication, assisted by the Rev. Stanley Skelt, secretary of the Sunderland Free Church Council.

Lady Marr then named the life-boat *Edward and Isabella Irwin*.

A vote of thanks to Lady Marr was proposed by Mr. George G. H. Welch, and seconded by Mr. W. H. S. Tripp, M.Inst.C.E., honorary secretary of the station, and Lady Marr launched the life-boat.

Naming Ceremony at North Sunderland.

THE Duchess of Northumberland, C.B.E., a vice-patron of the Ladies' Life-boat Guild and president of the Alnwick Guild, named a new motor life-boat at North Sunderland on 5th September. The boat is of the 35 feet 6 inches light Liverpool type described on page 190. She has cost £3,500 and has been built out of legacies from the late Miss M. B. Savage, of London, Miss A. Matthews, of Leeds, and Mr. A. Gardiner, of Craigavad, Co. Down. She has replaced a pulling and sailing life-boat.

North Sunderland has had a life-boat station since 1827. Since 1850, its life-boats have been launched on

service 128 times, and have rescued 215 lives.

The Duke of Northumberland, president of the Alnmouth and Boulmer and Alnwick branches, was in the chair. Seahouses was decorated for the occasion, and representatives of the Northumberland branches of the Institution and hundreds of people from different parts of Northumberland took part in the ceremony. In the harbour were the motor life-boats from Holy Island and Boulmer.

Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boat to the branch on behalf of the donors and the Institution, and she

was received by Mr. R. W. A. Marshall, chairman of the branch. The Duchess of Northumberland then presented to Mrs. Marshall, president of the North Sunderland Ladies' Life-boat Guild, the statuette of a life-boatman which had been awarded to her by the Institution. A vote of thanks to the Duchess was proposed by Colonel the Hon. Harold Robson, J.P., a member of the committee of management of the Institution and chairman of the Alnmouth and Boulmer branch, and seconded by Mr. Lewis B. Ross, J.P.

The Rev. Canon R. R. Mangin, M.A., the Venerable Archdeacon of Lindisfarne, dedicated the life-boat, and the singing at the dedication service was led by the combined choirs of the Church of England, Presbyterian and Methodist Churches, accompanied by the *Newbiggin* Colliery band.

The Duchess of Northumberland named the life-boat *W.R.A.* These are the initials of the names chosen by the three donors, and the full names are inscribed inside the life-boat. The life-boat was then launched.

Naming Ceremony at Gourdon.

THE naming ceremony of the motor life-boat for Gourdon, Kin-cardineshire, took place on 23rd May. The life-boat is a Scottish gift, for it has been built out of a legacy from the late Mrs. Margaret H. Dawson, of Bridge of Allan. She is of the light 35 feet 6 inches Liverpool type described on page 190, and cost £3,500. She has replaced a pulling and sailing life-boat.

There has been a life-boat station at Gourdon since 1878. Its life-boats, have been launched on service 55 times and have rescued 11 lives.

Not only the whole population of Gourdon, but many hundreds who came from different parts of Mearns and Angus took part in the ceremony, and the village and the fishing fleet in the harbour were decorated with flags.

Mr. Thomas Johnston, chairman of the branch, presided. The Duke

of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, presented the life-boat to the branch in the name of the donor and the Institution, and she was received by Mr. J. H. Johnstone, honorary secretary of the branch. The Rev. E. Richards, B.D., dedicated the life-boat, and Mrs. Buchanan, of Gask, named her *Margaret Dawson*.

Votes of thanks to Mrs. Buchanan, the Duke of Montrose, and others taking part in the ceremony, were proposed by Provost Soutar, of Montrose, Provost the Rev. Neil McGill and Mr. A. G. Forbes. Mrs. Buchanan replied to the vote of thanks and wished the crew God-speed. The Duke of Montrose presented certificates of service awarded by the Institution to six members of the crew on their retirement.

Presentation of French Medals at Torbay and Longhope.

THE two silver and six bronze medals, with diplomas, which were awarded to Coxswain William Mogridge, of Torbay, and his crew by the French Government for the rescue of the skipper of the trawler *Satanicle*, on 30th December, 1935, were presented at Brixham Town Hall on 21st October. Sir Harold Clayton, Bt., chairman of the branch, presided, supported by Mr. R. L. Dennis, French consul at Dartmouth, Mr. J. Robertson Owen, vice-chairman

of the Brixham Urban District Council, and Mr. H. M. Smardon, the honorary secretary. The medals were presented to the coxswain and crew by Mrs. R. L. Dennis, and Lady Clayton presented the thanks of the Institution inscribed on vellum, which had been awarded to each member of the crew. The bronze medal awarded to Coxswain Mogridge had been presented to him by H.R.H. the Duke of Kent, K.G., at the annual meeting

of the Institution in London last May.

The silver medal and seven bronze medals, with diplomas, awarded by the French Government to Coxswain William Dass, of Longhope, and his crew for the rescue of the crew of 41 men of the French trawler *Neptunia* on 21st February of this year, were presented at the Town Hall, Orkney, on 9th October. Provost John Slater presided, and the medals and diplomas were presented by Mr. Alfred Baikie,

Lord Lieutenant for Orkney and Mrs. Baikie. Mr. William J. Heddle, French vice-consul, thanked the crew on behalf of the French Government, and Mr. J. Storer Clouston, O.B.E., Convener of Orkney, also spoke. Mr. John Swanson, who was coxswain for over thirty-four years, was presented with the certificate of service, awarded to him on his retirement by the Institution. After the presentations the crew and other guests were entertained by Mr. and Mrs. Baikie.

Obituary.

Admiral Stuart Nicholson, of Bude.

By the death of Admiral Stuart Nicholson, C.B., M.V.O., D.L., on 10th September, at the age of seventy, the Institution has lost one of its most active and successful honorary secretaries. At the end of 1920 he retired from the Navy after a very distinguished career, and at the beginning of 1921 he became the honorary secretary of the life-boat station at Bude. The station was closed two years later, but Admiral Nicholson remained as the honorary secretary of the financial branch. It has given very generous support to the Institution during his sixteen years as its honorary secretary. It has an excellent subscription list, and a very successful life-boat day. This year it has contributed £171, which is over 10*d.* per head of the population. Admiral Nicholson was a keen photographer, and by his photography, principally portraits, he added considerably to the revenue of the branch. An account of his photography appeared in *The Life-boat* in 1932. He had then contributed in this way over £200. In 1931, Admiral Nicholson was awarded the Institution's gold badge.

Mr. A. J. Phillips, of Newport, Monmouthshire.

Mr. A. J. Phillips, of Newport, Monmouthshire, who died on 12th September, was one of the Institution's oldest and most devoted supporters. First as honorary secretary and then as chairman, he had been associated with the Newport branch for over thirty years. In the days of the Life-boat

Saturday Fund he was a representative of Wales on the central committee, and vice-chairman of the West of England committee. For over forty years of his life he had been an active supporter of the life-boat service. In 1930 he was awarded the Institution's gold badge.

Mrs. Adam Maitland, of Aberdeen.

Mrs. Adam Maitland, who died on 5th October, was the founder of the Aberdeen Ladies' Life-boat Guild, and was chiefly responsible, with Mrs. D. M. Kilgour, now its president, for making it one of the most successful in Great Britain. The Guild was founded in 1912, when Mrs. Maitland's husband was Lord Provost of Aberdeen, as the Aberdeen Ladies' Life-boat Auxiliary. For twenty-one years Mrs. Maitland was its president, and when she retired from the presidency in 1933 and became one of its patrons, its yearly contribution had risen from £40 to nearly £400. Altogether, during these twenty-one years, the Guild had contributed nearly £5,000 to the life-boat service. On her retirement from the presidency, she received the Institution's gold badge.

Ex-Coxswain John W. Bushell, of Blyth.

Coxswain John William Bushell, of Blyth, who died on 24th September, at the age of 61, was for nearly twenty-four years the coxswain of the Blyth life-boat, and before that had been its second coxswain for two years. He won, by his gallantry, the Institution's silver medal, its thanks inscribed on

vellum, and a silver medal and a silver cup from the King of Norway. The first of these awards was the silver medal from the King of Norway, which he won in November, 1901, the first year of his coxswainship, for the rescue, in a very heavy sea, of seven of the crew of the Norwegian barque *Haabet*, just before she broke up completely. The Institution's silver medal was awarded to him for his gallantry on 10th December, 1915, when, in a whole gale, he put out with three other men in a shoreboat, as

it was impossible to launch the life-boat, and rescued the crew of the steam trawler *Naval Prince*, which had run ashore. The King of Norway's silver cup and the Institution's thanks on vellum, he won in the following year, 1916, for the service to the Norwegian barque *Auder*, which had gone ashore on 28th February in a gale. It was not until the fourth attempt that all the crew were saved. Coxswain Bushell retired in 1923, and was awarded a special gratuity by the Institution.

The Life-boat Service in the East End of London.

THE East End of London, with docks of the Port of London and the Institution's storeyard in its midst, understands the work of the life-boat service as well as any part of London, and it is proposed to develop the work of the Institution there by forming an East London branch, including Stepney, Bethnal Green, Shoreditch and Poplar, with a special committee.

Those already engaged in social work in the East End are already so fully occupied that, although sympathetic, they would not be able to take any active part in the work of the branch. It is hoped, therefore, to recruit this committee from other parts of London. Its meetings would be held at the headquarters of the Institution.

An appeal is made for volunteers to serve on the committee, preferably owners of cars, and they would be asked to give either a morning or an afternoon, not more than three or four times a year, to the work of distributing life-boat collecting boxes and then emptying them.

It is hoped to form the committee and start work early in the New Year, and Miss Dorothy Davies, who has a wide knowledge of East London, and for the past five years has been doing life-boat work in Stepney, which already has a branch of the Institution, would act as honorary secretary. Any readers of *The Life-boat* who would be willing to help should write to Mr. John Terry, District Organizing Secretary, 42, Grosvenor Gardens, S.W.1.

Life-boat Christmas Card and Calendar.

THE life-boat Christmas card and calendar, with a reproduction in colour of the service of the Ballycotton motor life-boat to the Daunt Rock lightship, of which particulars were given in the last issue of *The Life-boat*, can still be obtained. The price of the card is 4d., with envelope. With name and address printed in, the price is 6d. for

quantities from twenty-five to fifty. If fifty or more are ordered, no charge is made for printing the name and address. The calendars are 1s. each, with envelope, or 10s. a dozen. 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.

Summary of the Meetings of the Committee of Management.

Friday, 21st August, 1936.

PAID £20,695 3s. 4d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of the life-boat stations.

Included in the above was :—

£21 13s. 6d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour.

Thursday, 17th September, 1936.

SIR GODFREY BARING, Bt., in the chair.

Lord Mottistone reported to the committee that he had resigned the coxswainship of the Brooke life-boat.

Co-opted Lieut.-Col. R. C. Bingham, D.S.O., and Mr. H. S. H. Burdett-Coutts members of the committee of management.

Reported the receipt of the following special contributions :—

	£	s.	d.
Anonymous	500	0	0
The Misses Clark	325	0	0
The late Miss E. Miller, donation from executors	150	0	0
Mr. D. T. Davies	133	9	9
Cunard White Star Line	105	0	0
Mr. J. G. Hammond	100	0	0
Anonymous	100	0	0
William Thorngate Trustees	80	0	0
Miss Louise Stroh	60	0	0
Mr. G. D. Buchanan	25	0	0

Paid £19,684 1s. 10d. 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 :—

£437 0s. 10d. to pay the rewards for life-boat services ;

£418 11s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 165 to 175)

£11 18s. for assemblies of crews, etc. ;

£296 18s. 10d. 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 ;

£73 13s. 6d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Cardigan, Hythe, Kessingland, Moelfre, Newhaven, and Walmer.

Voted £5 on account of additional rewards to the crew of the Aldeburgh life-boat.

(An account of this launch appears on page 167.)

Voted a compassionate grant of £5 to Evan Daniel, who was for twenty-five years a life-boatman at Aberystwyth, and who is

now partially disabled and in straitened circumstances.

Voted a compassionate grant of £5 to the widow of William D. Woods, late second fireman of the Dover steam life-boat for sixteen years, who is in straitened circumstances.

Voted a compassionate grant of £5 to Thomas S. Sliney, who was for thirty-three years a life-boatman at Ballycotton, and who is now ill and in straitened circumstances.

Voted £47 14s. to pay the rewards for the Burtonport, Courtmacsherry, Donaghadee, Dunbar, East Haven, Hayling Island, Jaywick, Jersey, Kingsdown, Llandudno, Lowestoft, Lynmouth, Port Erin, Portland, Redcar, St. Ives, Selsey, Shoreham, Sunderland, Swona Island, and Ventnor shoreboat services, accounts of which appear on pages 177 to 180.

Thursday, 8th October, 1936.

SIR GODFREY BARING, Bt., in the chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
The Rt. Hon. the Viscount Wakefield of Hythe, G.C.V.O., C.B.E., LL.D.	3,669	2	9
(making a total of £9,669 2s. 9d., the total cost of the new motor life- boat and boathouse at Hythe).			
The late Lady McCallum, donation from trustees to Paisley branch	100	0	0
Buckie Town Council, towards the cost of providing and maintaining Buckie motor life-boat	25	0	0

Paid £28,229 8s. 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 :—

£75 13s. 6d. to pay the rewards for life-boat services ;

£229 7s. 6d. to pay the rewards for life-boat launches ;

(Accounts of these services and launches appear on pages 175 to 177)

£6 3s. 6d. for the assemblies of crews, etc. ;

£27 9s. 2d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour.

Voted £3 15s. on account of additional rewards to the crew of the Dungeness life-boat.

Voted a further compassionate grant of £15 to Charles Lacock, ex-coxswain of the Caister life-boat, who after twenty-five years' service in the life-boat is in straitened circumstances.

Voted £3 to pay the rewards for the Flamborough, Hastings, and Portrush shoreboat services, accounts of which appear on page 180.

News from the Branches.

1st August to 30th November, 1936.

Greater London.

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

CLAPHAM.—Annual meeting on 20th October, Mrs. Clarke, chairman, presiding. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, and the district organizing secretary. Efforts of the past year: Life-boat day, garden fête, bring-and-buy sale, and whist drives. Amount collected in 1936, £381, an increase of £58 on 1935.

Whist drive.

HAYES.—Annual meeting on 29th October, the district organizing secretary presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day, dance and village market. Amount collected in 1936, £143.

HENDON.—Mrs. Greetham appointed honorary secretary.

HORNSEY.—Dance. Lecture to the Willoughby Road Wesley Guild by the district organizing secretary.

MALDEN AND COOMBE.—The Institution was represented at the Charter celebrations by a life-boat, on exhibition for four days in Beverley Park, and the chairman of the Institution sent a message of congratulation to the Charter Mayor.

MITCHAM.—Annual meeting on 9th October, Mr. G. L. Alderman, president of the Rotary Club, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, "bring-and-buy" sale, schools collection. Amount collected in 1936, £118, an increase of £12 on 1935. Mrs. Hoare elected honorary secretary in place of Mrs. Marlow, retired on leaving the district. Mr. and Mrs. Thorpe appointed joint assistant honorary secretaries.

ST. ALBANS.—Life-boat day. Second annual balloon race. Lantern lecture by the district organizing secretary at North Mimms, Lady Clauson presiding. Addresses to Sandridge Women's Institute and life-boat day workers by Capt. Basil Hall, R.N., late district inspector of life-boats.

WELLING.—Annual meeting on 15th October. Mrs. Willson, chairman, presiding. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist drives and jumble sale. Amount collected in 1936, £35.

Lectures at British Sea Anglers' Association, Central Club Y.W.C.A., Goodmayes, Paddington, Tooting, Upminster, Walthamstow, Wandsworth, and Wormwood Scrubbs Prison.

North-West of England.

ADLINGTON.—Life-boat film "Riders of the Storm" shown, with address by the district organizing secretary. Collections. Whist drive.

ATHERTON.—Annual whist drive and dance.

BAMBER BRIDGE.—Annual bowling tournament.

BLACKPOOL.—Life-boat day. Life-boat religious service conducted by the Rev. W. Yates and the Rev. F. B. Freshwater, the Mayor attending. Launch of life-boat and collections.

BOLTON.—Life-boat day. Bowling tournament. Afternoon whist drive.

BREDBURY.—Annual meeting on 14th October. Speaker: The district organizing secretary. Amount collected in 1936, £51, an increase of £7 on 1935.

CARNFORTH, CHESTER, CLITHEROE, AND COLNE.—Life-boat days.

CULCHETH-WITH-KENYON.—Annual bridge and whist drive.

DOUGLAS, FLEETWOOD, AND GRANGE-OVER-SANDS.—Life-boat days.

HORWICH.—Annual meeting on 29th September, Councillor Roskelly, J.P., chairman of the Urban District Council presiding. Speaker: The district organizing secretary. Amount collected in 1936, £68.

HYDE.—Whist drive, organized by Mrs. Higginbottom.

LIVERPOOL.—Annual meeting of Ladies' Life-boat Guild on 23rd September at the house of Mrs. Permewan, president. Speaker: The district organizing secretary.

Annual meeting of the Wallasey Ladies' Life-boat Guild on 30th October, the Mayor in the chair. Speaker: The district organizing secretary.

Address by the district organizing secretary to Vine Street School.

LYMM AND HEATLEY.—Annual meeting on 1st October, Mrs. Kirk, president of the Ladies' Life-boat Guild, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £139, an increase of £32 on 1935.

LYTHAM-ST. ANNE'S.—Life-boat day by St. Anne's section, Ladies' Life-boat Guild.

MANCHESTER, SALFORD AND DISTRICT.—Cruise reunion dinner and dance in association with the Cunard White Star Line, Alderman Joseph Crookes Grime, O.B.E., J.P., chairman of the branch, presiding. Address by Sir Godfrey Baring, Bt., chairman of the Institution. Miss Frances Day, the actress and film star, was present. Toasts were proposed by the Mayor of Middleton, Mr. P. M. Oliver, C.B.E., honorary secretary of the branch, and Mr. L. Swinton Hyde, representing the Cunard White Star Line.

Swimming gala at the Victoria Baths, Manchester. Alderman R. S. Harper, J.P., in the chair. Alderman Joseph Crookes Grime, O.B.E., J.P., presented the prizes. Representatives of the Olympic Games,

Empire Games and European Games, gave exhibitions.

Collections at the entrances of the general post office, Manchester, for a week.

ALTRINCHAM.—Annual meeting on 1st October, Mr. A. B. Ireland, J.P., in the chair.

CHEADLE AND GATLEY.—Special meeting at Moseley Hall, Cheadle, the house of Mrs. J. H. Davies. Ladies' Life-boat Guild reconstituted. Patron, Mrs. J. H. Davies; chairman, Mrs. S. F. Skelton; vice-chairman, Mrs. W. A. Hawes; honorary treasurer, Mrs. H. Mee; honorary secretary, Miss Vera Littler.

Special meeting at Council Offices, Cheadle. Branch formed and the chairman of the local Council for the time being, elected president.

Special meeting at the house of Mrs. W. A. Hawes, vice-chairman.

CHORLTON - CUM - HARDY. — Annual whist drive.

CRUMPSALL.—Bring-and-buy sale at the house of the president, Mrs. Wallace Singleton.

Bring-and-buy sale arranged by Mrs. Weaver, a member of the Ladies' Life-boat Guild committee.

DENTON.—Bridge drive, arranged by Mrs. Leonie Page.

DIDSBURY.—Annual dance.

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

HEATON MOOR, HEATON MERSEY, AND HEATON CHAPEL.—Concert arranged by the Heaton Moor Ladies' Life-boat Guild.

NEW MOSTON.—Annual whist drive and dance.

MARYPORT.—The station has lost an old member of its crew by the death of Coxswain Thomas Benn, who for over thirty-two years was an officer of the life-boat, and for twenty-six of them was its coxswain. He retired in 1931.

Indoor fête, arranged by the Ladies' Life-boat Guild and opened by Lady Lawson, the district organizing secretary presiding. Whist drive and dance. The motor life-boat in attendance at annual regatta.

MORECAMBE AND HEYSHAM.—Life-boat day Concert by the Morecambe fishermen's choir.

MOTTRAM AND BROADBOTTOM.—Jumble sale.

PEEL.—Life-boat day and sports day. Competition by the Peel Golf Club.

PORT ERIN.—Annual meeting on 19th October, Mr. J. Ronald Bruce, chairman, presiding. Efforts of the past year: Life-boat day, sacred service, collections in hotels and boarding-houses, whist drive. Amount collected in 1936, £328, an increase of £3 on 1935.

PORT ST. MARY.—Annual meeting on 14th October, Mr. F. W. Lawson, J.P., president of the branch, in the chair. Efforts

of the past year: Life-boat day, concert, dinner-table collections, sacred service. Amount collected in 1936, £203, an increase of £56 on 1935.

Life-boat day. Sacred service.

RAMSBOTTOM.—American tea, arranged by the Ladies' Life-boat Guild.

'**RAMSEY.**—Life-boat day. The Lieutenant Governor, Sir Montagu Butler, K.C.S.I., C.B., and Lady Butler attended the launch of the motor life-boat.

ROCHDALE.—Annual bring-and-buy sale at Mansfield Grange, given by Mrs. F. Shackleton.

SEASCALE, SILOTH, AND SILVERDALE.—Life-boat days.

SOUTHPORT.—Bridge and whist drive.

STALYBRIDGE.—Special meeting at the house of Mrs. Hugh Shaw. Speaker: The district organizing secretary. Ladies' Life-boat Guild reconstituted. President, Alderman Mrs. Summers, M.B.E., J.P.; vice presidents, Miss Bates, Mrs. A. Hadfield, Mrs. R. Innis, Mrs. J. Miller and Mrs. S. Mills; honorary treasurer, Miss Shaw; joint honorary secretaries, Miss K. Mills and Miss N. Hurst.

TOTTINGTON.—Annual meeting on 19th October. Speaker: The district organizing secretary. Amount collected in 1936, £71, an increase of £10 on 1935.

ULVERSTON.—Life-boat day.

WARRINGTON.—Annual meeting on 21st October, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bring-and-buy sale, bridge and whist drives. Amount collected in 1936, £217.

Bring-and-buy sale at Kelmescott, given by Mrs. Inglis.

WESTHOUGHTON.—Annual meeting on 14th September, Councillor W. Lowe, J.P., president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £21.

Whist drive.

North-East of England.

BEDLINGTON.—Annual meeting. Efforts of the past year: Whist drive and dance; special appeal; elementary school collection. Amount collected in 1936, £26.

Presentation of the challenge shield for the North-East of England won by Minnie James, of the Bedlington Station Council School, in the life-boat essay competition for elementary schools.

BERWICK.—Life-boat day. Dance.

BLYTH.—The branch has lost an old coxswain by the death of Mr. J. W. Bushell. (See "Obituary".)

BRIDLINGTON.—The station has lost one of its old coxswains by the death of Mr. Harry Hopper, who retired in 1927, after service for eleven years, first as second coxswain and then as coxswain. He was awarded the Institution's thanks inscribed on vellum, in 1923.

BRIGHOUSE.—Bridge and whist drive.

CASTLETON.—Whist drive and dance, arranged by Councillor F. J. Flintoff, J.P.

CULLERCOATS.—Life-boat day. Annual collection by fisherwives. (A special account appeared in the last issue.)

DARLINGTON.—Garden party. Whist drives.

DURHAM.—Bridge drive. Special meeting to reorganize Ladies' Life-boat Guild. Mrs. Rushford elected honorary secretary.

FERRYHILL, AND FILEY.—Life-boat days.

FLAMBOROUGH.—The branch has suffered a great loss by the death of Mrs. Bayes, wife of the honorary secretary, who for many years has been a very active worker.

Life-boat day and special effort.

GOOLE.—Life-boat day.

HALIFAX.—Bring-and-buy sale.

HARROGATE, AND HAUXLEY AND AMBLE.—Life-boat days.

HIPPERHOLME.—Bridge drive.

HORNSEA, AND HUDDERSFIELD.—Life-boat days.

LEEDS.—Collection at Empire Theatre.

MARSDEN.—Life-boat day.

MIDDLESBROUGH.—Collection on the occasion of the visit of the Teesmouth and Redcar motor life-boats.

NEWBIGGIN-BY-SEA.—House-to-house collection.

NEWCASTLE - UPON - TYNE.—Bridge drives.

NORTH SUNDERLAND.—Annual fête. Dance. Naming ceremony of new motor life-boat. (See special report on page 195.)

POCKLINGTON.—Annual whist drive.

REDCAR.—Life-boat day.

RICHMOND.—Concert.

ROBIN HOOD'S BAY.—The branch has lost an old coxswain by the death of Mr. William Storm. He was coxswain from 1908 to 1920, having previously been second coxswain for nearly 20 years.

Life-boat day.

RUNSWICK AND STAITHES, SALT-BURN, AND SCARBOROUGH.—Life-boat days.

SELBY.—Bridge drive.

SHEFFIELD, AND SLAITHWAITE.—Life-boat days.

SOUTH SHIELDS.—Special meeting. The Chief Constable, Mr. A. D. Wilson, elected honorary secretary.

SUNDERLAND.—Whist drive and dance.

WAKEFIELD.—Whist drive. Visit of Ladies' Guild to Flamborough station to see practice launch of the motor life-boat.

WASHINGTON.—Special individual efforts, arranged by members.

WHITBY.—Life-boat day.

WOOLER.—Annual meeting of Ladies' Life-boat Guild on 27th October. Speaker: Lady Francis Osborne, president of the Berwick-on-Tweed branch. Efforts of the past year: Help given to Berwick branch theatrical performance.

Midlands.

BELPER.—“Heroes of the Sea” film shown.

BIRMINGHAM.—Collection at Hippodrome. Life-boat day at Halesowen. Address to members of West Bromwich branch by Mrs. Stevens, vice-chairman of the Birmingham Ladies' Life-boat Guild.

BRISTOL.—Life-boat day at Portishead. Lantern lecture by the district organizing secretary to Clifton College Preparatory School.

BROWNHILLS.—Address by the district organizing secretary to members of branch committee.

CHELTENHAM, CHESTERFIELD, AND CLEETHORPES.—Life-boat days.

COALVILLE.—House-to-house collection.

COSELEY AND SEDGLEY.—Life-boat day.

COVENTRY.—“Riders of the Storm” film shown in five cinemas.

ECCLESHALL.—Life-boat day.

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

GRIMSBY, ILKESTON, AND KETTERING AND BURTON LATIMER.—Life-boat days.

LEAMINGTON.—Annual meeting. Lieut.-Gen. Sir John L. Keir, K.C.B., D.L., J.P., chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1936, £232, an increase of £18 on 1935.

“Heroes of the Sea” and “Riders of the Storm” films shown at Bath Cinema, with collection.

LEICESTER, LINCOLN, AND MARKET RASEN.—Life-boat days.

NORTHAMPTON.—Annual meeting, the Mayor presiding. Speaker: The district organizing secretary. Amount collected in 1936, £124. Presentation of the life-boatman statuette awarded by the Institution to Mrs. T. Millican, vice-chairman.

NOTTINGHAM COUNTY, AND OLD-BURY AND LANGLEY.—Life-boat days.

RETFORD.—Life-boat day. “Riders of the Storm” film shown.

SCUNTHORPE, SKEGNESS, SOUTH NORMANTON, SPILSBY, AND STAMFORD.—Life-boat days.

STOKE-ON-TRENT.—Life-boat day. Presentation of prizes won in the life-boat essay competition for elementary schools by the Lady Mayoress. Address by the district organizing secretary.

SWADLINCOTE.—Life-boat day.

TAMWORTH, AND TOWCESTER.—Whist drives.

WEDNESBURY.—House-to-house collection.

WELLINGBOROUGH.—Concert at Gloucester Hall. Whist and bridge drive.

WRAGBY.—Life-boat day.

South-East of England.

A conference was held at Life-boat House, London, on May 26th and 27th, and was attended by forty-nine delegates, representing thirty-two branches. Sir Godfrey Baring, Bt., chairman of the Institution, presided at the meeting held on the morning of the 26th, and Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, gave a survey of the Institution's work. In the afternoon delegates visited each department of the Head Office, thus obtaining an inside view of the organization. On the second day a show of life-boat films at the Metropole Cinema was followed by a visit to the Institution's storeyard at Poplar.

ALDEBURGH AND DISTRICT.—Annual meeting, Capt. F. C. U. Vernon Wentworth, C.B., R.N., president, in the chair. *Efforts of the past year: Life-boat day in Aldeburgh and district, arranged by the Ladies' Life-boat Guild.* Amount collected in 1936, £170, an increase of £13 on 1935.

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

ARUNDEL.—Life-boat day, with visit of the Selsey motor life-boat.

BEXHILL-ON-SEA.—Life-boat day, with visit of the Hastings motor life-boat.

BIRCHINGTON.—Life-boat day, with visit of the Margate motor life-boat.

BLAKENEY.—Life-boat day.

BOGNOR.—Life-boat day, with visit of the Selsey motor life-boat, and life-saving demonstration. Golf competition.

BRAINTREE.—Life-boat day.

BRANCASTER.—Life-boat days at Brancaster and Brancaster Staithe.

BRIGHTLINGSEA.—Life-boat day.

BRIGHTON.—Life-boat day, with visit of the Shoreham motor life-boat.

BURNHAM-ON-CROUCH.—Life-boat day. "Heroes of the Sea" film shown.

CAISTER-ON-SEA.—Life-boat day and carnival. Certificate of service awarded by the Institution to Mr. C. Haylett, a member of the life-boat crew, on his retirement, presented to him by the honorary secretary, Mr. A. J. Main. Life-boat crew entertained to dinner by Mr. and Mrs. Main.

CANTERBURY.—Life-boat day. "Riders of the Storm" film shown. Golf competition.

CHATTERIS.—Life-boat day.

CHELMSFORD.—Lecture at Baddow Road Congregational Sunday School, by Mr. K. C. Walpole. Whist drive.

CLACTON-ON-SEA.—Annual meeting of the Ladies Life-boat Guild, Mrs. Percy Coleman, J.P., president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. *Efforts of the past year: Life-boat day, whist drive, and dancing display.* Amount collected in 1936, £164, an increase of £19 on 1935.

Life-boat day, and life-boat Sunday.

COLCHESTER AND DISTRICT.—Life-boat day.

CRANBROOK AND HAWKHURST.—Life-boat day in Cranbrook, Hawkhurst, Sandhurst, and Sissinghurst.

CRAWLEY, WORTH, AND THREE BRIDGES, CROMER, AND DISS.—Life-boat days.

DOVER.—Life-boat day in rural districts.

DUNMOW.—Life-boat day.

DUNSTABLE.—Life-boat day. "Heroes of the Sea" film shown.

EASTBOURNE.—The branch has suffered a severe loss by the death of Mr. Mark Hookham, who has been a member of its committee since 1908. For many years he was honorary secretary of the life-boat day effort, and in 1923 he was awarded the Institution's gold badge, which is given only for distinguished honorary services.

Life-boat ball (in conjunction with the R.S.P.C.A.), arranged by the Ladies' Life-boat Guild.

Records of thanks awarded by the Institution to honorary workers presented by Sir Godfrey Baring, Bt., chairman of the Institution, at an afternoon party arranged by Mrs. Astley Roberts, president of the Ladies' Life-boat Guild.

Lectures to the Women's Institutes at Arlington, Mayfield, and Warbleton.

FARNHAM.—Competition at Hankley Common golf club.

FAVERSHAM, FELIXSTOWE, AND GOODWIN SANDS AND DOWNS.—Life-boat days.

HASBOROUGH AND DISTRICT.—Life-boat days at Bacton, Edingthorpe, Hasborough, Smallburgh, Stalham and Wroxham. Whist drive and dance at Bacton.

HASTINGS AND ST. LEONARDS.—Life-boat day. "Heroes of the Sea" film shown, with collections. Life-boatmen's church service with address by Capt. A. H. Dawes. Life-boat day at Battle.

HAVERHILL.—Life-boat day.

HIGH WYCOMBE.—Bridge drive.

HOLT.—Life-boat day.

HUNSTANTON.—Life-boat day in Hunstanton and district.

HYTHE AND DYMCHURCH.—Life-boat day.

ISLE OF SHEPPEY.—Life-boat tableau entered in carnival procession by the Ladies' Life-boat Guild.

KESSINGLAND.—Beach collection.

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

LOWESTOFT, AND MARGATE.—Life-boat days.

NEWHAVEN.—Annual meeting, Mr. R. W. Dewdney, chairman, presiding. Efforts of the past year: Life-boat day at Newhaven and Peacehaven. Amount collected in 1936, £71, an increase of £12 on 1935.

Life-boat day at Newhaven and Peacehaven.

NORWICH.—"Silent Appeal." (A special account appeared in the last issue.)

PALLING.—Life-boat day.

RAMSGATE.—Life-boat day. "Heroes of the Sea" film shown.

ST. IVES.—Life-boat day. Lecture to the Ivo group of Women's Institutes.

SANDON.—Life-boat day.

SANDWICH.—Life-boat day and carnival.

SELSEY.—Life-boat day, with life-saving demonstration by the motor life-boat. "Heroes of the Sea" film shown.

SHERINGHAM.—Life-boat day.

SOUTHBOROUGH AND DISTRICT.—House-to-house collection.

SOUTHWOLD AND DUNWICH.—Life-boat day.

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

WALTON AND FRINTON.—Life-boat day with *Daily Mail* treasure hunt, and life-boat film shown. Life-boat Sunday.

WELLS - NEXT - THE - SEA.—Life-boat day.

WESTGATE.—Life-boat day, with visit of the Margate motor life-boat.

WISBECH.—Life-boat day at Sutton Bridge.

WORTHING.—Life-boat day in Storrington and district.

GREAT YARMOUTH AND GORLESTON.—Annual meeting, Lieut.-Commander H. K. Case, D.S.C., R.N.R., chairman, presiding. Efforts of the past year: Life-boat day, whist drives, badminton and tennis tournaments, and other collections, arranged by the Ladies' Life-boat Guild. Amount collected in 1936, £229, an increase of £35 on 1935.

Lectures were also given to the Jordans Social Club, Lewes Toc H, the Tollesbury Lecture Guild, and to the Women's Institutes at Cuckfield, Edenbridge, Etchingham, Godmanchester, Hammerwood and Holtye, Much Hadham, and Sunninghill.

South-West of England.

ANDOVER.—Life-boat day in Whitchurch and villages.

AXMINSTER.—Life-boat day at Colyton.

BANBURY.—Presentation by Mrs. M. Burwash of prize won in the life-boat essay competition for elementary schools.

BASINGSTOKE.—Annual meeting, Mrs. Stratford, chairman, presiding. Efforts of the past year: House-to-house collection and life-boat days in Basingstoke and the villages. Amount collected in 1936, £76, an increase of £14 on 1935.

Life-boat days at Basingstoke, Hook, and villages.

BATH.—Life-boat day at Midsomer Norton.

BLANDFORD.—Life-boat day.

BOURNEMOUTH.—Life-boat day and stalls.

BRIDPORT.—Life-boat days at Bridport, Beaminster, and villages.

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

BUDE.—The branch has suffered a severe loss by the death of its honorary secretary and treasurer, Admiral Stuart Nicholson. (See "Obituary.")

Life-boat days at Bude and Holsworthy.

CAMBORNE.—Bridge and whist drives at Hayle Towns. Life-boat week, including dance, novelty social evening, bridge and whist drives, house-to-house collection and display of life-boat films at cinemas, with collections.

CHARD.—House-to-house collection and life-boat day in the villages.

CLOVELLY, AND COVERACK.—Life-boat days.

CULLOMPTON.—Jumble sale.

DAWLISH.—Visit of Exmouth motor life-boat.

EMSWORTH.—Life-boat day.

EXMOUTH.—Annual meeting of the branch, Admiral F. C. Fisher, chairman, presiding. Amount collected in 1936, £467, an increase of £73 on 1935.

Life-boat day.

FOWEY.—Life-boat day and stalls, with demonstration by motor life-boat.

FROME.—Life-boat day and produce stall.

GOSPORT.—Annual meeting of the branch, Colonel R. F. A. Sloane-Stanley, J.P., president of the branch and a member of the committee of management of the Institution, in the chair. Amount collected in 1936, £14.

Presentations of prizes won in the life-boat essay competition for elementary schools.

HAYLING ISLAND, AND HELSTON.—Life-boat days.

HENLEY.—Life-boat day at Shiplake-on-Thames.

ILFRACOMBE.—Annual meeting of the branch, Mr. R. M. Rowe, C.C., president, in the chair. Amount collected in 1936, £227, an increase of £24 on 1935.

Annual life-boat Sunday, the service conducted by the Rev. I. Siviter, M.A.

ISLE OF WIGHT.—Life-boat days at Cowes, East and West, Newport, Ryde, Sandown, Shanklin, Ventnor, Brading, Bembridge, and villages. Dance at Sea View. Naming ceremony of the Yarmouth new motor life-boat. (See special report on page 194.)

LIZARD.—Life-boat days at the Lizard and Mullion, with launch of the motor life-boat, and cinema entertainment.

LOOE.—Life-boat days at Looe, Polperro, and Liskeard.

LYMINGTON.—Bransgore gardens open to the public on behalf of the Institution.

LYNMOUTH.—Life-boat day, with demonstration by the life-boat, and side-shows, etc., and dance. Annual meeting of the branch.

MALMESBURY.—Life-boat day.

MINEHEAD.—Life-boat day, with parade of life-boat through the town, and display of life-boat film at cinemas, with collections.

NEWQUAY, AND OXFORD.—Life-boat days.

PADSTOW.—Life-boat days at Padstow, Wadebridge, and villages.

PAIGNTON.—Annual meeting of branch and Ladies' Life-boat Guild. Speaker: The Rev. W. Robins, honorary secretary of the Seaton branch. Efforts of past year: Whist drives and life-boat day. Amount collected in 1936, £276, an increase of £62 on 1935.

PENZANCE.—Life-boat day.

PLYMOUTH.—Life-boat day at Down-derry. Bridge drive, organized by Mrs. Collier. Presentation by the Lord Mayor, supported by the secretary of the Education Committee, of prize won in the life-boat essay competition for elementary schools.

PORTHLEVEN, AND PORT ISAAC.—Life-boat days.

PORTSMOUTH.—Life-boat day at Havant and district.

REDRUTH.—Life-boat week, including house-to-house collection, bridge and whist drives.

RINGWOOD.—Life-boat day.

ST. AUSTELL.—Life-boat day, organized by St. Austell Rotary Club.

ST. IVES.—The branch has suffered a severe loss by the death of Capt. W. Guppy, its honorary secretary since 1929. He was awarded inscribed binoculars in 1936. Life-boat day.

SALCOMBE.—Life-boat days at Salcombe, Hope Cove, and Kingsbridge.

SALISBURY.—Life-boat days at Ford-ningbridge and district, Gillingham, Shrewton, West Knoyle, and Wilton. Dance at Durrington, and sale of work and stall at Shrewton.

SEATON.—Life-boat day, with visit of Exmouth motor life-boat.

SENNEN COVE, SHAFTESBURY, AND SHEPTON MALLET.—Life-boat days.

SIDMOUTH.—Life-boat day, with visit of Torbay motor life-boat. Life-boat day at Ottery St. Mary.

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

SWANAGE.—Life-boat day.

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

TEIGNMOUTH.—Life-boat day, with parade of life-boat through the town.

THAME.—Annual meeting, followed by variety entertainment. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Bridge and whist drive, garden party, life-boat day. Amount collected in 1936, £68, an increase of £4 on 1935.

TORBAY.—Presentations of medals from the French Government. (See special report on page 196.)

TOTNES.—Life-boat day at Ashburton.

TRURO.—Life-boat days at Chacewater, Perranporth, and St. Agnes.

WATCHET.—Life-boat day, with demonstration by the life-boat, aquatic gala, side-shows, dance, and open-air concert given by the Salvation Army Corps.

WELLINGTON.—Special meeting, by the kind invitation of Mrs. Nott. Speaker: The district organizing secretary. Life-boat day.

WEYMOUTH.—Life-boat days at Weymouth, Lulworth, and Portland.

WITNEY.—Cinema collections.

WOODSTOCK.—Life-boat day.

YEOVIL.—Life-boat days at Yeovil and Martock.

Addresses to Women's Institutes at Coleshill, East Hagbourne and Wash Common.

Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 23rd October, Sir Godfrey Baring, Bt., chairman of the Institution, presiding. Presentation of awards to honorary workers.

ABERDEEN.—The branch has suffered a serious loss by the death of Mrs. Adam Maitland, one of the patrons of the Ladies' Life-boat Guild (See "Obituary").

ANSTRUTHER.—Life-boat day at Crail.

ARMADALE, AND AYR.—Life-boat days.

BANFF, MACDUFF, WHITEHILLS, AND GARDENSTOWN.—Annual meeting on 16th October. Efforts of the past year: Life-boat days, house-to-house collection, military whist drive. Amount collected in 1936, £141.

Concert at Whitehills. House-to-house collection at Whitehills.

Presentation at Banff by Mrs. Marshall, of Whitehills, of woollen scarf-helmets from Mrs. Manby, of Codsall, Staffordshire.

BATHGATE, AND BIGGAR.—Life-boat days.

BURNTISLAND AND ABERDOUR.—Annual meeting on 9th October, Mr. James Piper, chairman of the branch, presiding. Speaker: The Scottish organizing secretary. Efforts of the past year: Whist drive, life-boat days and appeal by the committee. Amount collected in 1936, £67.

Life-boat day at Aberdour.

CAMPBELTOWN.—Golf competitions at Carradale and Machrihanish.

CARDENDEN, COATBRIDGE, CULLEN, CULROSS, DUMBARTON, AND DUMFRIES.—Life-boat days.

DUNDEE.—Presentation by Rear-Admiral R. C. Davenport, C.B., Commanding Officer Coast of Scotland, of the Challenge Shield for Scotland in the life-boat essay competition for elementary schools, and of the special prize for the best essay in Great Britain and Ireland, won by Violet Gloag, of Ann Street School, Dundee. The Lord Provost presided and among those present were Mr. Robert Loggie, J.P., Convener of the Education Committee, Mr. A. C. Mackenzie Fraser, T.D., M.A., head-master of the school, and Bailie Macpherson, a former headmaster of the school.

DUNFERMLINE AND ROSYTH.—Social meeting, organized by Rosyth committee. Life-boat day.

DUNOON, AND EASTER ROSS.—Life-boat days.

EDINBURGH.—Photographic exhibition (See special report on page 186).

ELIE.—Annual meeting on 21st October, Lady Nairn, president of the Ladies' Life-boat Guild, in the chair. Efforts of the past year: Life-boat day and market stall at Lundin Links, and concert. Amount collected in 1936, £150, an increase of £34 on 1935.

Life-boat day. Market stall organized by Mrs. Paxton at Lundin Links.

FORT WILLIAM, AND GALSTON.—Life-boat days.

GOUROCK.—Steamer collection.

HAWICK, HELENSBURGH, INVERARAY, AND INVERGORDON.—Life-boat days.

INVERNESS.—Life-boat day and produce stall.

IRVINE.—By the death of Mr. Peter Sinclair, who was bowman of the life-boat from 1909 to 1914, the branch has lost one of a family which took a conspicuous part in life-saving for many years when Irvine had a life-boat station.

ISLE OF ARRAN.—Annual concert arranged by Mrs. Graham, vice-president of the Ladies' Life-boat Guild, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, in the chair. Steamer collection.

ISLE OF ISLAY.—Concert and dances at Portnahaven.

ISLE OF SKYE, JEDBURGH, AND JOHNSTONE.—Life-boat days.

KILMARNOCK.—Joint church service in the Laigh Church, Kilmarnock, at which Sir Godfrey Baring, Bt., chairman of the Institution, gave an address.

KILWINNING, KINROSS, AND KIRKCALDY.—Life-boat days.

KIRKCUDBRIGHT.—Life-boat days at Kirkcudbright and Dalbeattie.

KIRKINTILLOCH.—Life-boat days at Kirkintilloch and Lenzie.

KIRRIEMUIR, KYLE, AND LANARK.—Life-boat days.

LARGS.—Life-boat day, and steamer collection.

LAURENCEKIRK, LESLIE, LOCHGILPHEAD, AND LOCKERBIE.—Life-boat days.

LONGHOPE.—Presentation of the medals of the French Government for the service to the *Neptunia*. (See special report on page 196.) Life-boat day at South Ronaldshay.

MARKINCH, MAYBOLE, MILLPORT, AND MOFFAT.—Life-boat days.

MONTROSE.—Life-boat day. Cinema matinée organized by the Ladies' Life-boat Guild.

MOTHERWELL.—Life-boat day.

NAIRN.—Annual meeting. Efforts of the past year: Appeal by the committee, life-boat day. Amount collected in 1936, £57.

Life-boat day.

NEWBURGH.—Performance of "Tartan Hose," organized by the Ladies' Life-boat Guild, the Lord Belhaven and Stenton, president of the branch, in the chair, followed by a dance.

NEWMILNS, AND NEWTON STEWART.—Life-boat days.

OBAN.—Life-boat days at Connel Ferry, Taynult, Kinlochleven and Morven.

PAISLEY, AND PEEBLES.—Life-boat days.

PERTH.—Annual meeting on 30th September, the Rev. P. R. Landreth, chairman of the branch, presiding. Speaker: Mr. Thomas Hunter, M.P. Efforts of the past year: Life-boat days. Amount collected in 1936, £218.

Life-boat day at Blair Atholl.

PETERHEAD, AND PITLOCHRY.—Life-boat days.

PORTPATRICK.—Life-boat day and dance.

RENFREW, ROSEHEARTY, AND SELKIRK.—Life-boat days.

STORNOWAY.—Cake and candy sale and dance, organized by the Ladies' Life-boat Guild.

STRATHMIGLO.—Life-boat day.

SUTHERLAND.—Special meeting at Dornoch on 18th September, Provost Murray presiding, at which a branch of the Ladies' Life-boat Guild was formed. Speakers: The Duchess of Sutherland, president of the Ladies' Life-boat Guild, and the Scottish organizing secretary. Badges were presented to Guild members by the Duchess of Sutherland.

TARBERT.—Life-boat day.

TROON.—Annual meeting of the Ladies' Life-boat Guild. Basket whist drive, organized by the Ladies' Life-boat Guild.

WISHAW.—Life-boat days at Wishaw and Shotts.

Lantern lectures at Dysart, Edinburgh, Glasgow, Greenock, and Inverurie.

Ireland.

BALLINROBE.—Golf competition.

BALLYCOTTON.—Presentation by the Most Rev. the Bishop of Cloyne (Rev. J. J. Roche, D.D.) of the awards made by the Institution for the rescue of the crew of the Daunt Rock lightship on 13th February last, a life-boat picture awarded by the Institution to the Ladies' Life-boat Guild and the record of thanks awarded to Mrs. M. L. Blake. Mr. W. Brooke Brasier, P.C., M.C.C., chairman of the branch, presided and 400 people were present. Speakers: The chairman, the Bishop of Cloyne, the Rev. M. O'Connell, P.P., of Ballycotton, Coroner J. J. Horgan, chairman of the City of Cork Branch, the Rev. Father J. O'Shea, P.P., of Ballyporeen, Co. Tipperary, who won the Institution's gold medal for conspicuous gallantry in 1911 (the last Irishman to win it until it was won by Coxswain Patrick Sliney, of Ballycotton, in the service to the Daunt Rock lightship), Mr. J. F. Connolly, P.C., the district inspector of life-boats and the district organizing secretary.

Second life-boat day and annual dance.

BALTIMORE.—Life-boat day.

BELFAST.—Dance. Presentation at four schools of prizes won in the life-boat essay competition for elementary schools.

BRAY.—Life-boat day.

BUNDORAN.—Golf competition.

CLOGHER HEAD, AND CLOUGHEY.—Life-boat days.

CORK.—Annual meeting, Coroner J. J. Horgan, chairman, presiding. Speakers: The chairman, Mr. H. P. F. Donegan, honorary secretary, the Rev. J. Wetherall, Dr. D. M. Donovan, Mr. J. Jermyn, and the district organizing secretary. Amount collected in 1936, £499, an increase of £98 on 1935.

Life-boat day.

COURTMACSHERRY.—Life-boat day. Tennis tournament.

DONAGHADEE.—Life-boat day.

DUBLIN.—Address to Irishtown National School by the district organizing secretary. Presentation of prizes won in the life-boat essay competition for elementary schools.

DUNMORE EAST, FERMOY, AND GALWAY.—Life-boat days.

GREENCASTLE.—Golf competition.

GREYSTONES.—Life-boat day.

HOWTH.—Life-boat day. Golf competition.

KILMORE.—Life-boat day.

KINSALE.—Collection on Regatta Day. Golf competition.

LAYTOWN AND BETTYSTOWN.—Golf competition.

LIMERICK, LURGAN, MIDDLETON, AND MILTOWN MALBAY.—Life-boat days.

NEWCASTLE (DUNDRUM).—Dance.

NEWTOWARDS, AND PORTRUSH.—Life-boat days.

ROSSLARE HARBOUR.—Life-boat day. Golf competition.

ROSSNOWLAGH.—Golf competition.

SKERRIES.—Life-boat day.

SLIGO.—Golf competition.

STRABANE.—Life-boat day.

TANDRAGEE.—Annual meeting, the Rev. Canon P. Marks, chairman, presiding. Amount collected in 1936, £23, an increase of £1 on 1935.

Life-boat day at Gilford.

TRAMORE, TUAM, WATERFORD, AND WHITEHEAD.—Life-boat days.

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

Presentation of prizes won in the life-boat essay competition for elementary schools at Caledon, Kilkeel, Londonderry, Mowhan, Newry and Omagh.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERDARON, ABERDOVEY, AND ABERYSTWYTH.—Life-boat days and hotel dinner tables collections.

BANGOR.—House-to-house collection.

BARMOUTH.—Life-boat day and hotel dinner tables collection.

BARRY.—Annual meeting of the Ladies' Life-boat Guild, Mrs. T. Rowlands in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, whist and bridge drive, and jumble sale. Amount collected in 1936, £129, an increase of £25 on 1935.

Miss M. B. Mackay appointed honorary secretary in place of Mrs. E. E. Stonehewer, resigned.

BLAENAU FESTINIOG.—Presentation by Miss B. Bucknall of a prize won in the life-boat essay competition for elementary schools.

BORTH.—Life-boat day.

BRIDGNORTH, CARDIGAN, CLYN-NOG, CONWAY, CRICCIETH, AND EDEYRN.—Life-boat days.

HOLYWELL.—House-to-house collection.

LLANBEDROG.—Life-boat day.

LLANDRINDOD WELLS.—Life-boat day, and hotel collection.

LLANDUDNO.—Life-boat day. House-to-house collection and hotel collections.

LLANELLY.—Annual meeting on 29th October, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, dance at Burry Port, appeal by the Mayor. Amount collected in 1936, £126, an increase of £19 on 1935.

Dance at Burry Port.

LLANFAIRFECHAN.—Life-boat day.

MENAI BRIDGE.—Life-boat day. Regatta ball.

MORFA NEVIN, AND NEVIN.—Life-boat days.

NEWPORT (Mon.).—The branch has suffered a severe loss by the death of its chairman, Mr. A. J. Phillips (See "Obituary"). Presentation by Alderman Dr. J. Lloyd-

Davies of prizes won in the life-boat essay competition for elementary schools.

NEWQUAY, PENMAENMAWR, PORTHCAWL, PORTH DINLLAEN, PORTMADOC, PRESTATYN, PRESTEIGNE, RHYL, AND ROSS.—Life-boat days.

RUTHIN.—House-to-house collection.

ST. DAVID'S.—Life-boat day and carnival. Naming ceremony of the new motor life-boat (See special report on page 192).

SARN.—Life-boat day.

SOUTH CAERNARVONSHIRE.—Annual meeting of the Ladies' Life-boat Guild, held at Criccieth, Dame Margaret Lloyd George, G.B.E., J.P., LL.B., president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat days, and annual appeal for subscriptions. Amount collected in 1936, £179, an increase of £21 on 1935.

TENBY.—Life-boat day. Whist drive and dance, organized by the Ladies' Life-boat Guild. Presentation by Colonel R. Peel Yates of a prize won in the life-boat essay competition for elementary schools. Collections at hotel dinner-table.

TOWYN, TREVOR, AND TYDWEIL-IOG.—Life-boat days.

Presentation of prizes won in the life-boat essay competition were also made at Cwmbran, Longtown, Nantyglo, Penderyn, Saltney, and Shifnal.

Notice.

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

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

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

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

The next number of THE LIFE-BOAT will be published in March, 1937.