

THE LIFE-BOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 132 :: Pulling & Sailing Life-boats, 35

LIVES RESCUED

from the foundation of the Institution in 1824

to March 31st, 1937 - - - - 65,096

Their Majesties the King and Queen : Patrons.

His Majesty the King and Her Majesty the Queen have been pleased to become Patrons of the Institution. The King is the seventh reigning sovereign to

be Patron, and the Queen is the third Queen Consort. Her Majesty Queen Mary has been a Patron since 1911.

H.R.H. the Duke of Kent, K.G. : President.

H.R.H. The Duke of Kent, K.G., has been pleased to assume the office of President of the Institution. He is the fifth member of the Royal Family to become President. King Edward VII, King George V, King Edward VIII, and King George VI, all held this office when they were heirs to the throne.

The Duke of Kent has already for a number of years taken a personal interest in the work of the life-boat service. He has named nine motor life-boats on different parts of the English and Scottish coasts. The first occasion was in 1928, when he travelled specially to the Orkneys to name the new motor life-boats at Stromness and Longhope, at that time the farthest north on our coasts. In 1929 he named the motor life-boat *Greater London*, a gift of the Civil Service, at Southend-on-Sea, and in

1930 he named two other motor life-boats on the Essex coast, at Walton-on-the-Naze and Clacton-on-Sea. In 1931 he named the Newhaven, Sussex, motor life-boat, and in 1932 the motor life-boat at Aldeburgh, Suffolk. In 1933 he went to Shoreham Harbour, Sussex, to name the motor life-boat, and in 1935 to Weston-super-Mare, Somerset.

Last year the Duke of Kent spoke at the Annual General Meeting of the Institution, and presented medals for gallantry to fifteen life-boatmen from English, Scottish, Irish and Welsh stations, and awards to thirteen honorary workers for distinguished services.

The Duke assumes the office of President with a wide personal knowledge of the work of the service and the men who man its life-boats.



H.R.H. THE DUKE OF KENT, K.G.
President of the Institution.

A Record Year.

THE year 1936 was for the life-boat service the busiest in its whole history of 113 years. Life-boats were launched 468 times to the help of vessels in distress. That is an average of nine launches a week. Never before have there been so many launches in one year. It is 88 more than in 1935. The next busiest year was 1911, when there were 458.¹

The busiest months were January with 62 launches and February with 53. During the gales of October, November and December there were 135. During the three summer months, June, July and August, there were no fewer than 98.

The Institution gave rewards during the year for the rescue of 491 lives, 383 by life-boats and 108 by shore-boats.

Life-boats saved or helped to save from destruction 48 vessels and boats, and stood by, escorted to safety, or helped in various ways over 300 more.

Up to the end of 1936 the Institution had given rewards for the rescue from shipwreck round the coasts of Great Britain and Ireland of 64,902 lives. That is an average of 11 lives a week for 113 years.

Services to Foreign Vessels.

The year was notable also for the larger number of services to foreign vessels and the large number of lives rescued from them. Life-boats helped 31 foreign vessels, as compared with 17 in 1935, belonging to 14 different countries; rescued 161 lives from them; and saved or helped to save 21 of the vessels. That is 46 more lives than in 1935 and 44 per cent of the total of 383 lives rescued during the year by life-boats. Life-boats were also called out to the help of 18 other foreign vessels, but their help was not needed. Of the 31 vessels to which help was given 7 were French; 52 lives were rescued from

them; and the life-boats saved or helped to save 5 of the vessels from destruction. Two of the vessels were Finnish; 51 lives were rescued from them. Two of the vessels belonged to the United States of America; 33 lives were rescued from one of them. Of the other 20 foreign vessels, 4 were Dutch, 3 Norwegian, 3 Spanish, 3 Latvian, 2 Esthonian, and one each were from Belgium, Denmark, Germany, Iceland and Italy.

Services to Yachts and Fishing Boats.

Life-boats went out to the help of 56 yachts (35 of them sailing yachts and 21 motor or steam yachts); saved or helped to save 14 of them; helped in various ways 18 others; and rescued 35 lives. They went out to the help of fishing boats on 142 occasions; rescued 127 fishermen; and saved or helped to save 16 of the boats.

Ten Medals for Gallantry.

It was a year also of rescues of great gallantry. Ten medals were won. The outstanding service of the year was by an Irish crew. During the February gales the motor life-boat at Ballycotton, Co. Cork, went out to the help of the Daunt Rock lightship in a sea so heavy that the spray was flying over the lantern of the lighthouse, 196 feet high. She was out for 63 hours, and during that time her crew had only 3 hours' sleep. They were at sea for 49 hours, and for 25 of them they had no food. They were swept by rain and sleet, and washed continually by heavy seas. In the end they rescued the whole crew of the lightship. For this rescue, one of the most daring and exhausting in the whole history of the life-boat service, Coxswain Patrick Sliney was awarded the gold medal of the Institution and each of the six members of his crew the silver or bronze medal. Three other bronze medals were awarded during the year, two to Scottish coxswains and one to an English coxswain. Coxswain James Sim, of Fraserburgh, Aberdeenshire, won it in January for the rescue of the whole crew of the trawler *Evergreen*, wrecked in a snowstorm. Coxswain

¹ The yearly record of launches has been kept by the Institution since 1874. In that year there were 202 launches, less than half the number in 1936. The fleet in 1874 numbered 250 life-boats. That was the largest number of life-boats up to that year, and it had grown rapidly to that number from 30 in 1851. It can therefore be assumed with certainty that during the fifty years from 1824 to 1873, there was no year in which the number of launches even approached the number for 1936.

William Dass, of Longhope, Orkneys, won it in February for the rescue of the crew of 41 of the French trawler *Neptunia*. He and his crew were also awarded medals by the French Government. Coxswain Frank Blewett, of Penlee, Cornwall, won the bronze medal in January for the rescue of the whole crew of the steamer *Taycraig*, which sank in a gale in Mounts Bay.

Diesel Engines and Surf Motor Life-boats.

As recorded in the article below, the first motor life-boat to be built with Diesel engines was sent to the coast. The first two motor life-boats of the new surf type, described in the last issue of *The Life-boat*, were also completed and sent to the coast.

This surf type is experimental. If it is successful, it will enable the Institution to place motor life-boats at a number of stations where it would be very difficult to launch the heavier types, and, in the course of a few years, to mechanize the whole fleet.

A Line-Throwing Pistol.

It is fifteen years since the Institution adopted line-throwing guns. They have been placed in all the larger motor life-boats, some being mounted

and some fired from the shoulder. They fire a long steel projectile which carries the line, and they have a range of 70 yards. The Institution has now adopted also the Schermuly pistol, firing a rocket which carries the line. It has a range of 95 yards, and is to be used in those motor life-boats which have not line-throwing guns.

Eleven New Motor Life-boats.

Eleven new motor life-boats were completed and were sent to the coast, seven for England, two for Scotland, one for Wales, and one for the Isle of Man. Six replaced pulling and sailing life-boats, and the other five replaced motor life-boats. They went to Ilfracombe (Devon), Yarmouth (Isle of Wight), Hythe (Kent), Wells and Sheringham (Norfolk), Seaham (Durham), North Sunderland (Northumberland), St. Abb's (Berwickshire), Gourdon (Kincardineshire), St. David's (Pembrokeshire), and Port St. Mary (Isle of Man). At the end of the year ten more motor life-boats were under construction, and there were 131 motor life-boats and 37 pulling and sailing life-boats, making a fleet of 168 life-boats round the coasts of Great Britain and Ireland.

Diesel Engines.

SINCE the first experiments with motor life-boats in 1904, the Institution has used petrol engines. Diesel engines, although they have important advantages have, until recently, not been possible, because, with their low speed of revolution, they have been too heavy for life-boats. In recent years, however, the speed of the revolutions in the Diesel has been greatly increased, and, as a result, the weight has been reduced to little more than the weight of the petrol engine of the same horsepower.

In 1934 a six-cylinder 85-h.p. Diesel engine was installed in a reserve motor life-boat, and during the greater part of the year experiments were carried out with this life-boat at various stations. She then became the Yarmouth, Isle of Wight, life-boat. As a result of the success of this life-boat

it was decided to order a pair of 40-h.p. Diesels to instal in a new motor life-boat, and this life-boat was stationed at Yarmouth, Isle of Wight, last summer, the previous Diesel-engined life-boat returning to the reserve fleet. Of the ten motor life-boats under construction at the end of last year six will have Diesels, and of eight more laid down in February this year five will have Diesels. These life-boats are all of the 46-feet Watson cabin type. The Diesel engine would be too heavy for any of the lighter types of life-boat.

These Diesel engines are 40-h.p. four-cylinder engines, running at 1,200 revolutions to the minute, the same number of revolutions as the 40-h.p. four-cylinder petrol engines. They weigh 20 cwts. as against the 19 cwts. of the petrol engine. The life-boats

develop the same speed, approximately $8\frac{1}{2}$ knots, whether fitted with petrol or Diesel engines. The Diesel has two great advantages for life-boat work. It uses heavy oil, which is much less inflammable than petrol, so that the risk of fire is much smaller. It is much more economical of fuel, so that,

carrying the same amount of fuel, a life-boat with Diesel engines can travel nearly twice as far as the same life-boat with petrol engines. With petrol engines the 46-foot Watson cabin life-boats can travel 116 miles at full speed. With Diesel they can travel from 210 to 280 miles.

Fifty-two Lives Rescued.

A Bronze-Medal Service at Torbay.

EARLY in the morning of 23rd January the 4,000-ton steamer *English Trader*, of London, ran ashore on Checkstone Ledge, at the entrance to Dartmouth harbour, owing to the temporary failure of the steering-gear. She had a crew of thirty-two on board, and was bound from San Nicholas to the Continent with a cargo of grain. A south breeze was blowing and the sea was rough.

The coastguard informed the Torbay life-boat station, and at 5.25 in the morning the motor life-boat *George Shee* put out. She reached the steamer fifty minutes later and was asked by the captain to stand by while efforts were made to refloat her. Two Dutch tugs wirelessed that they were on their way, and H.M. Destroyer *Witch* and a Devonport Dockyard tug also came to the steamer's help. All efforts to refloat her at high water in the afternoon failed, and early in the evening the captain asked the life-boat to stand by all night, as the weather forecast was a southerly gale. Fresh supplies of petrol were sent to Kingswear. The life-boat put in there; refuelled; and returned to the steamer.

Standing By All Night.

She stood by all night. The wind increased to a gale from S.S.E., with a very heavy sea, and at six next morning the steamer sent up rockets of distress. Her captain thought that she could not last until daylight. The heavy swell had lifted her, swung round her stern, and was pounding her bows so heavily on the rocks that all on board had to hold on with both hands. Seas fifteen feet high were breaking over the steamer. They smashed the port side of the bridge and flooded two holds, one of them right up to the deck.

Many of her crew had taken off their boots and were preparing to go overboard and attempt to swim to the shore. It would have meant certain death.

The life-boat closed at once, but the work of rescue was very hazardous. The coxswain manoeuvred her in the darkness round the steamer's stern, which had swung very close to the shore, at the risk of being crushed under it. He then brought her alongside on the lee side of the steamer, perilously near the shore, which is studded with rocks. To add to the danger of the darkness, the rocks and the seas breaking clean over the steamer, a strong ebb tide was racing out of the River Dart against the seas.

Alongside the Wreck.

It took the life-boat twenty minutes to get alongside. She was made fast fore and aft, close abaft the bridge, but her engines were kept running, ahead or astern, all the time, to prevent the seas from dashing her against the steamer. She was rising and falling from ten to fourteen feet, at one moment being level with the steamer's rolling chocks, and the next lifted to the level of her rails. Once, as she rose on the crest of a sea, two of her crew only just saved themselves, by throwing themselves flat on the deck, from being crushed between the life-boat and one of the steamer's life-boats hanging low in the davits, ready for launching, which they had not seen in the darkness until the life-boat was being lifted up right under it.

A rope-stave ladder was lowered from the steamer, and by the uncertain light of an electric lamp above, the men on board her were helped or lifted



FIFTY-TWO LIVES RESCUED.

The S.S. *English Trader* Wrecked at Dartmouth.

(See opposite page.)



By courtesy of]

[Topical Press Agency

AN AMERICAN STEAMER BROKEN IN TWO.

The *Bessemer City* on the Cornish rocks.

(See page 226.)

one by one into the life-boat. There were fifty-two of them, for in addition to the crew of thirty-two, fifteen stevedores, three salvage officers, a pilot and a naval signalman had gone on board the steamer the day before to help in the efforts to get her off the rocks. In a quarter of an hour they had all been rescued.

Then came the coxswain's most difficult and dangerous task, to get the life-boat clear of the wreck and the rocks. There was no room to turn her. She had to come out astern, passing once more under the stern of the steamer, and through very confused seas, where the strong ebb was meeting the gale. The coxswain watched for his chance. Then he yelled to everyone to hang on tightly. The ropes were cut, and the life-boat went full speed astern, as the steamer's stern was lifting, and passed out under it into the full force of the gale, but clear of the dangers of the rocks and the wreck.

She made for Dartmouth, where she landed the rescued men, and then returned to her station, arriving at 12.15 in the afternoon. She had been out over thirty-one hours.

A month later the *English Trader* was refloated but only after part of her bow, which was held firmly on the rocks, had been cut away from the ship.

For this gallant and dangerous service the Institution has made the following awards :—

To COXSWAIN WILLIAM H. H. MOGRIDGE, a clasp to the bronze medal for gallantry, which he won on the 30th December, 1935, for the rescue of the skipper of the French trawler *Satanic* ;

To each of the seven members of the crew the thanks of the Institution inscribed on vellum :—WILLIAM PILLAR, Second Coxswain ; FREDERICK C. SANDERS, Bowman ; FREDERICK J. WELCH, Motor Mechanic ; EDWIN LAMSWOOD, Assistant Motor Mechanic ; FRED R. TUCKER ; JOHN B. GLANVILLE ; GEORGE MOGRIDGE.

To MR. H. M. SMARDON, the honorary secretary of the station, a letter of thanks ;

To the coxswain and each member of the crew, a reward of £2 in addition to the ordinary scale reward of £4 5s., making an award of £6 5s. each. Total rewards, £48 1s. 6d.

The Rescue of Three Fishermen.

A Gallant Service off Folkestone.

ON the night of Sunday, 13th December last, a strong S.W. gale was blowing off Folkestone, with a very heavy sea and driving rain. The day had been fine, and early in the afternoon the motor fishing boat, *Josephine II*, had put out with three men on board. She was caught in the gale, returning to Folkestone. Her propeller was fouled by a trawl-rope ; she carried no sails ; and shortly after ten at night, when half a mile south-east of Copt Point—a mile east of Folkestone—she sent up signals of distress. The 20-ton motor fishing boat, *Florence Rosalind*, manned by her owner, Mr. William Hall, her skipper, Mr. William Fagg, and six Folkestone fishermen, at once put out. It was then 10.15. The men were in their Sunday clothes. They did not wait to change.

The news was passed by the Sandgate coastguard to the motor life-boat station at Hythe, five miles away, and arrived at 10.30. With a gale blowing from the south-west, a very heavy sea and a spring flood tide making, it was not only difficult, but dangerous to attempt a launch (which at Hythe is by means of skids laid on the beach), owing to a wooden groyne and sea-wall near the launching-place and to leeward of it. Fortunately the tide was not quite full, but even then the risk was great that the life-boat would foul the groyne and damage her propeller. The coxswain decided to take the risk, and warned the crew and the fifty-three launchers that success depended on their efforts. The motor life-boat *Viscountess Wakefield* was launched in twenty-five minutes from the firing

of the maroons. The wind and seas carried her eastwards along the beach, but she got clear, missing the groyne by only six feet. It was then 11.15.

The Rescue.

About half an hour after midnight the life-boat found the *Josephine II*, which by that time was two and a half miles east of Copt Point. The *Florence Rosalind* had already reached her, had taken her in tow, and had saved her from being driven on the rocks. She had had her in tow for over an hour, but as the life-boat came up the tow-rope parted. The life-boat then passed a rope aboard the *Josephine II* and the *Florence Rosalind* returned to Folkestone. As soon as the life-boat started to tow the rope parted. She went alongside the fishing boat again; passed a second and heavier rope; and once more started to tow, but the strain was so great that it pulled out the *Josephine II*'s stem-piece. A third time the life-boat went alongside her, and this time the three fishermen decided to abandon their boat. She was now only a quarter of a mile from the rocks at the foot of high cliffs. The three men were saved. Their boat went ashore and became a total wreck.

Meanwhile the Dover motor life-boat *Sir William Hillary* had also arrived. Her crew had stood by since 11 o'clock, and at 11.40 she put out, as the news then received from the Sandgate coast-guard was that the *Florence Rosalind* had the *Josephine II* in tow, but could make no headway, and that the Hythe life-boat was not yet abreast the coast-guard station. She reached the scene an hour later, ten minutes after the Hythe life-boat.

The *Florence Rosalind* arrived back at Folkestone at 1.15 next morning. The Hythe life-boat, with the three-rescued men on board, arrived three quarters of an hour later. The Dover life-boat reached Dover again at 3 o'clock in the morning.

The crew of the *Florence Rosalind*, by their promptness and gallantry, and at the risk of their own lives, undoubtedly saved the three men of the *Josephine II*. But for them she would have been driven ashore, and the men have lost their lives, before the Hythe life-boat could arrive.

One of the rescued men graphically described the danger run by their rescuers. "The men in the *Florence Rosalind* were for nearly all the time in more danger than we were in the *Josephine*. The wind was as hard a blow as I have ever been in in a small boat. As the *Florence Rosalind* came towards us, and while having us in tow, we could see her being continuously washed by tremendous waves, and it was a wonder some of the men were not washed overboard. The wind and seas knocked the boat's light out several times, and they were pumping water out of the boat practically the whole time. When the *Florence Rosalind* got hold of us the wind got fiercer, and it was only with the utmost difficulty that she made very little progress, but she certainly held us to prevent us going on the rocks."

The Rewards.

The Institution has made the following awards:

To MR. WILLIAM HALL, the owner, an inscribed silver watch and £1 17s. 6d.

To MR. WILLIAM FAGG, the skipper, an inscribed silver watch and £1 17s. 6d.

To each of the six other members of the crew £1 17s. 6d.

The Institution has also paid £4 to Mr. Hall for ropes lost and damaged and petrol used.

The launch of the Hythe motor life-boat was carried out in the face of great difficulty and danger, and its success was due to the courage and fine spirit of the coxswain and crew. The Institution has made the following awards:

To COXSWAIN HENRY A. GRIGGS, the thanks of the Institution inscribed on vellum.

To the Hythe branch, a framed letter of appreciation.

To coxswain and crew, £1 17s. 6d. each.

To each of the two members of the Dover crew who are not full-time employees of the Institution, £1 17s. 6d.

The total payments for the service amount to £84 10s. 6d.

There was a double ceremony for presenting the awards. At Hythe on 26th January, the Mayor of Hythe, supported by the Mayoress and the

Mayor and Mayoress at Folkestone, presided at a meeting at which the awards to the Hythe crew were presented, and the money awards to the crew of the *Florence Rosalind*. The silver watches awarded to the owner and skipper of the *Florence Rosalind* were presented at Folkestone by the Mayor on 30th January. In addition a wallet with ten shillings was presented to each of the eight men, a personal gift from

members of the Folkestone branch of the Institution, and a wallet with ten shilling to each of the three men of the *Josephine II*, a gift from the Mayor of Folkestone. The coxswain and second coxswain of Hythe and their wives attended the presentation, and they, with the crews of the *Florence Rosalind* and the *Josephine II*, and their wives, were entertained to supper by the Mayor.

Four Days of Gales

Six Launches at Cromer and Great Yarmouth and Gorleston.

DURING the gale on the East Coast on the 16th, 17th, 18th and 19th of November there were six launches at Cromer and Great Yarmouth and Gorleston. The crew of the Cromer station were out on service continuously for forty-five hours, while the crew at Great Yarmouth and Gorleston were out five times in the course of thirty-five hours. They spent eighteen of these thirty-five hours at sea, and in the first of the five services two of them were washed overboard.

The story of these six services begins at Cromer at 11 A.M. on the 16th November, when the Haisborough light-vessel reported that a steamer was ashore on the Haisborough Sands, three miles S.E. by E. of the light-vessel. A moderate W.N.W. breeze was blowing, and a moderate sea was running on the sands. The No. 1 motor life-boat *H. F. Bailey*, was launched at 11.12 A.M. and found the vessel to be the Norwegian steamer *Nestun*, of Tvedestrand. She had a crew of sixteen on board, and was bound from Trondhjem for London with a cargo of wood pulp. The coxswain of the life-boat went on board, and the captain accepted his offer to help in refloating. A wireless message was sent out for two tugs, and they were connected to the *Nestun* by the life-boat. They failed to refloat the steamer, and later two more tugs arrived and were connected. The life-boat stood by all that day and night. On the morning of the 17th another attempt was made, again without success. The *Nestun* then jettisoned her deck cargo, and at 6.45 in the evening she was refloated. The life-

boat returned to Cromer at about midnight, but the weather had got much worse and was then too bad to allow her to be rehoused, so she ran for Gorleston. She arrived there at eight on the morning of the 18th, having been forty-five hours at sea. She was left in the harbour and the crew returned to Cromer for dry clothing and a rest.

Two Life-boatmen Overboard.

At 5.50 on the same morning, the 18th, the coastguard had reported to the Great Yarmouth and Gorleston station that rockets had been seen near Palling, and the motor life-boat *John and Mary Meiklam* of Gladswood put out at six o'clock. A whole northerly gale was now blowing, with a very heavy sea, and squalls of rain. The life-boat saw a steamer ashore on the mainland near Horsey Point. She was the *Yewbank*, of Glasgow. Just as the life-boat got abreast of her a very heavy sea broke on board the life-boat. It knocked all the crew down and washed two of them overboard. One of them had taken off his life-belt a few minutes before, but the other managed to get hold of him and supported him in the water. The same wave damaged the gear of the steering-wheel, but the coxswain manoeuvred the life-boat skilfully, and the two men were picked up after being just over fifteen minutes in the water. During that time the one life-belt had kept them both afloat in their oilskins and sea-boots. The man who had no life-belt was insensible when taken aboard, but he soon recovered consciousness. Another big sea hit the life-boat, and the wheel-gear

collapsed entirely. By this time the life-boat was nearing the breakers on the outer sandbank. The motor mechanic crawled along the after-box, with lines round him, and, with two men holding on to his feet, he managed to detach the damaged wheel-gear from the rudder.

The life-boat then made for home under the hand-steering gear. She arrived at 11.30, and the men who had been overboard were taken to the Mariners' Refuge for medical attention. The crew of the *Yewbank* were rescued from the shore by the coastguard life-saving apparatus.

Meanwhile, at 6.30 the coastguard had reported to Cromer that a motor barge, the *Lady Gwynfred*, of London, was firing distress signals about one mile north of the life-boat station. The No. 2 motor life-boat, *Harriot Dixon*, was taken to the water's edge, but a very big sea washed her off the carriage, and she went ashore. Before she could be got afloat again it was learned that the barge had grounded and that her crew had been rescued from the shore.

A Drifter Sunk with all Hands.

Two hours after the damaged Great Yarmouth and Gorleston life-boat had returned, a steam drifter put into Gorleston harbour and reported that a motor drifter had turned turtle about half a mile N.W. of Corton light-vessel. She was the *Olive Branch*, of Peterhead, with a crew of nine, making for Yarmouth. The wind was still blowing at gale force, and the sea was very heavy. The Great Yarmouth and Gorleston life-boat did not put out again, owing to the damaged steering-gear; but her crew manned the Cromer life-boat, with the district engineer, Mr. J. A. Black, and the Great Yarmouth and Gorleston motor-mechanic in charge of the engines. One of the two men who had been overboard four hours before, Mr. Ellery Harris, was one of the crew. The life-boat left at 1.55 P.M. No sign of the capsized drifter or of her crew could be found. It was impossible that anyone could have lived in such a sea. The life-boat, however, made a wide search, and did not return until 4.50 P.M. By this time the Cromer coxswain and mechanic had come back to Gorleston to look after their boat.

A Second Drifter in Distress.

At 7 P.M. yet another message was received. A disabled steam-drifter, in tow of another drifter, had parted her tow-rope and was driving towards the beach. Five minutes later the Cromer life-boat again put out, manned by the Gorleston coxswain and crew and the Cromer coxswain and motor mechanic. She found the steam drifter *Pitagaveny*, of Banff, with ten men on board. The *Pitagaveny* had an anchor out, but it was not holding and she was dragging rapidly in towards the breakers, about half a mile south of Gorleston pier. The life-boat ran alongside. Her bow was damaged against the drifter, but she rescued the whole crew. A few minutes later the *Pitagaveny* went ashore. The rescued men were taken to the Mariners' Refuge, and the life-boat was again ready for service at 8.15 P.M.

There were no more calls that night, but early next morning, the 19th, the coastguard reported that the S.S. *Yewforest*, of Glasgow, which was in the roads, was flying a signal for a doctor. The gale had moderated, but very slightly, and the sea was still rough. A doctor volunteered to go, and the Cromer life-boat, still manned by the coxswain and crew of Great Yarmouth and Gorleston, and the Cromer coxswain and motor mechanic, went out at 8.20 A.M., and put the doctor on board the steamer. He found that a fireman had fallen down the fore-castle steps, but was already dead of his injuries. The life-boat brought him ashore again, and returned to harbour at 9.35 A.M.

A Steamer on Fire.

She had only just arrived when the coastguard reported that a vessel going south through Cockle Gat was on fire and urgently in need of help, and at 9.40 A.M., five minutes after returning, the life-boat was on her way out, with the same crew, on her fifth service. The steamer on fire was the *Lindisfarne*, of Newcastle. She was at anchor in Yarmouth roads. The Cromer coxswain went on board her, and the *Lindisfarne's* captain asked him to fetch help from H.M.S. *Foyle*, which was lying near by. The life-boat took a fire-party from the *Foyle* to the *Lindisfarne*, and

stood by while they extinguished the fire. The fire-party was then taken into harbour, where H.M.S. *Foyle* had now gone, and the life-boat was moored up at 2 P.M. She was taken back to her own station at Cromer next day.

From 11.12 A.M. on the 16th November to 3.40 P.M. on the 19th, a period of seventy-six hours, the two life-boats had been at sea for sixty-two hours.

The Institution has made the following awards to the Great Yarmouth and Gorleston crew :

To MR. ELLERY HARRIS, who was washed overboard, held up the other life-boatman in the sea, and afterwards went out on all the other four services, an inscribed barometer and £3, in addition to the same money awards as the rest of the crew ;

To COXSWAIN C. A. JOHNSON and MOTOR MECHANIC B. J. DARBY, letters of appreciation ;

To MR. H. H. BARNARD, the honorary secretary of the station, and MR. J. A. BLACK, district engineer, letters of thanks ;

To MR. R. GREEN and MR. J. FORREST, officials of the Mariners'

Refuge, Gorleston, and to the ROYAL NATIONAL MISSION TO DEEP-SEA FISHERMEN, letters of appreciation ;

To each of the fourteen men in the Great Yarmouth and Gorleston motor life-boat who went out to the help of the *Yewbank*, 10s. in addition to the award of £1 8s. 6d. on the standard scale.

The awards for the six launches of the two Cromer motor life-boats and the Great Yarmouth and Gorleston motor life-boats, and for the attempted launch of the Cromer No. 2 life-boat were :

Cromer No. 1, to the S.S. *Nesttun* (property salvage case), £3 10s. 6d. ; Great Yarmouth and Gorleston, to the S.S. *Yewbank*, £29 13s. ; Cromer No. 2, to the barge *Lady Gwynfred*, £28 12s. 6d. ; Cromer No. 1, to the drifter *Olive Branch*, £12 10s. 6d. ; Cromer No. 1, to the drifter *Pitagaveny*, £21 ; Cromer No. 1, to the S.S. *Yewforest*, £11 11s. 6d. ; Cromer No. 1, to the S.S. *Lindisfarne*, property salvage case.

Total money rewards, £106 18s.

Mr. W. Hindle of Gorleston gave £150 to be divided among the life-boatmen.

A Hundred and Twenty-five Years Old.

The End of the Ketch "Ceres."

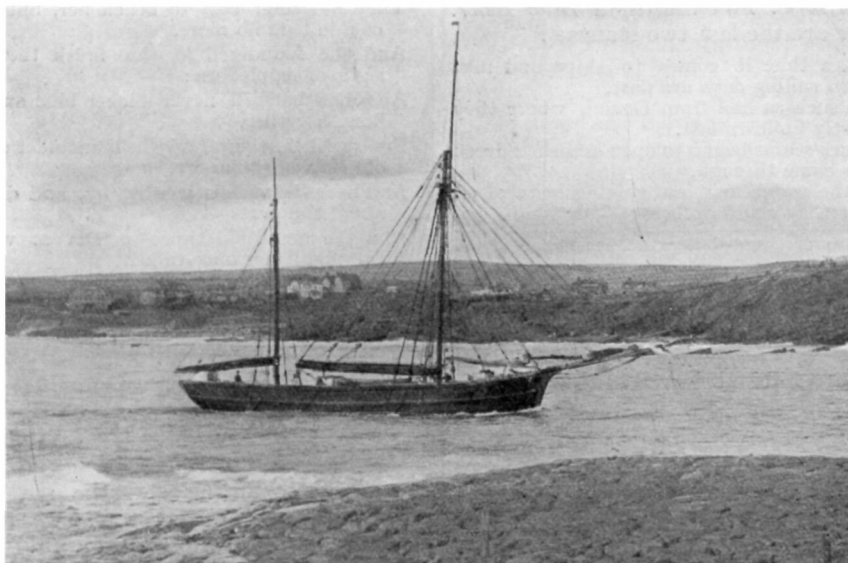
ON 24th November the ketch *Ceres*, of Bude, Cornwall, left Swansea for the bar with a cargo of eighty tons of slag. Her crew was a skipper and a mate. They intended to go over Bideford Bar for the night, but at nine p.m. they found water coming into the engine-room. They were then in Croyde Bay, some three miles north of the bar.

They manned the pumps, but the water gained on them. They still hoped to get the ketch over the bar, but she was rolling so badly that they launched their boat in readiness and sent up rockets and flares. When the water was washing the decks they took to the boat and lay in the shelter of the ketch, waiting for the life-boat.

At 9.45 their signals had been seen at Appledore, and at 10.15 the motor life-boat *V.C.S.* put out. A light breeze was blowing, a moderate sea was

running, and there was some fog. At 11.15 the life-boat arrived. She took the two men on board and circled round the *Ceres* to see if it were possible to take her in tow, but she was sinking fast. With the ship's boat in tow, she reached Appledore again at a quarter of an hour after midnight. When day broke there was nothing of the *Ceres* to be seen.

So has passed away the oldest vessel in service in the British Isles, and probably the oldest in the world. She was built at Salcombe, in 1811, and for 125 years had been engaged in the coastal trade. Thirty-seven years ago the present chief inspector of life-boats, Commander E. D. Drury, R.D., R.N.R., made a short trip on board her. He found her a wonderful sea-boat, but what was even more noticeable about her was the strength of her timbers. Her obituary has been written in verse



125 YEARS OLD.

The Ketch *Ceres*, now sunk in Croyde Bay, entering Bude.

(See opposite page.)



By courtesy of]

[Planet News

CLACTON-ON-SEA LAUNCHING.

by Miss C. Fox Smith in *Blue Peter*. These are the last two stanzas :¹

"But a time it comes to ships and men
when sailing days are past,
Even such as hail from Devon, where they
mostly build to last,
And her seams began to open and the Severn
tide came through,
And the water kept on gaining spite of all
that they could do.

¹ They are quoted by kind permission of the Editor and Miss Fox Smith.

They did their best to beach her, but they
couldn't do no more,
And she foundered at the finish there in
sight of Appledore ;
And her bones'll never flicker blue on any
'longshore fire,
For she'll lie there and she'll moulder as an
old ship might desire,
And hear the vessels passing by, and dream
about the past
And the great old times in Devon, where
they built her once to last.

Services of the Life-boats.

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

Launches 144. Lives rescued 136.

November Meeting.

Wells and Sheringham, Norfolk.—On the night of the 20th September the coastguard reported a ship ashore a mile east of Blakeney Point. A strong easterly wind was blowing, with a rough sea, and the weather was thick. The Wells motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 10.35 P.M., and the Sheringham motor life-boat *Foresters Centenary* at 11.37 P.M. Heavy seas broke over the Sheringham life-boat as she was being launched, washing her off the carriage, but she was got away with the help of the haul-off rope. The motor vessel *Karanan*, of Rotterdam, was found, with a crew of ten and a cargo of strawboards, from Groningen for King's Lynn. Both life-boats remained by her throughout the night. At about 7 A.M. a tug arrived, and her rope was passed to the steamer by the Wells life-boat. At high water the *Karanan* did not refloat, and as she was not in any immediate danger, the Sheringham life-boat left for her station, arriving at 11.15 A.M. Later the Wells life-boat returned to her station, arriving at noon. The Sheringham life-boat had been out for 12 hours, and the Wells life-boat for 13½ hours.

Eight days later, on the 29th September, tugs tried to refloat the *Karanan*. It was necessary to have a boat for liaison work, and as the weather was too bad for an ordinary boat, it was arranged that the Wells motor life-boat should help. A squally north

wind was blowing and the sea was rough. The life-boat was on service from 2.30 P.M. to 8.20 P.M. on the 29th September, and from 5 A.M. to 10.45 A.M. on the 30th. The *Karanan* was eventually towed off and taken to King's Lynn.—Rewards, Sheringham, £28 0s. 6d.; Wells, first service, £19 16s. 3d., second service, Property Salvage Case.

Lowestoft, Suffolk.—On the morning of the 5th October the coastguard reported that a sailing barge was in difficulties, with its sails blown away, and was drifting towards the Newcome Sands. A moderate S.E. gale was blowing, with a heavy sea. The motor life-boat *Agnes Cross* was launched at 6.12 A.M., and found the barge *Cetus*, of London, three miles east of the coastguard look-out with her sprit broken, her sails in pieces and her steering-gear disabled. The life-boat stood by until a tug arrived and took the barge in tow. She then accompanied the vessels until they had got safely into Gorleston Harbour, and returned to her station at 8.50 A.M.—Rewards, £24 14s. 6d.

Clacton-on-Sea, Essex.—On the morning of the 5th October the coastguard reported a small sailing boat in difficulties about three miles S.E. of Clacton pier. She was the smack *Arco*, of Leigh-on-Sea, with six men on board. Her sails had been blown away, and she was unmanageable. She carried no dinghy. An E.N.E. gale was blowing with a heavy sea. The

motor life-boat *Edward Z. Dresden* was launched at 7.15 A.M., and found the *Arco* in a precarious condition. She towed her to Brightlingsea, arriving at 10 A.M. Owing to the bad conditions, she remained there all day, and returned to her station at 11.45 P.M.—Rewards, £21 6s. 2d.

Montrose, Angus.—On the morning of the 5th October the sea, which had been making with the ebb tide, rapidly became worse, and by low water was breaking right across the bar. Several of the smaller fishing boats were at sea, and as they could only make the crossing at very great risk, the No. 1 motor life-boat *John Russell* was launched at 11.55 A.M. A moderate S.E. breeze was blowing, and the sea was heavy. The life-boat stood by the *Mini* and the *Daisy* as they came in, and returned to her station at 2.15 P.M.—Rewards, £9 8s.

Port Askaig, Isle of Islay.—Early on the morning of the 17th October the s.s. *Shuna*, of Glasgow, bound for Gothenburg, ran hard on the rocks one mile S.S.W. of Chuirn Island Light. A west gale was blowing, with a rough sea. An incoming steamer reported her danger, and the motor life-boat *Charlotte Elizabeth* was launched at 11.30 A.M. She found the *Shuna* pounding badly, with her forward holds flooded. She took off six of the crew of seventeen, landed them at Port Askaig at 5.30 P.M., and put off again an hour later. She stood by the steamer all that night and next day. The weather was then very bad, with violent squalls, and heavy rain showers, and eventually she landed the remaining eleven men at 7.30 P.M. on the 18th, thirty-two hours after she had first put out. At 10 A.M. on the 19th the life-boat took out the captain and six men and put them on board the steamer, returning to her station at 3 P.M. Next day a salvage officer who circled the wreck in an aeroplane warned the life-boat station that the men must leave the ship again, as their position was very dangerous. The life-boat put out at 9 A.M., the branch honorary secretary, Mr. MacIndeor, and the salvage officer going with her. She rescued the seven men and returned

to her station at 3 P.M.—Rewards, £40 8s.; No expense to Institution for second launch.

Stornoway and Barra Island, Hebrides.—On the night of the 17th–18th October the Norwegian steamer *St. Joseph*, of Tonsberg, ran aground on the Grey Rocks, in the Sound of Mull. A whole N.W. gale was blowing, with a very heavy sea, and snow showers. The nearest life-boat, at Port Askaig, was already on service to another vessel. Owing to the gale, there was a general breakdown in the lines of communication, but news was got through to the Stornoway life-boat station, about 125 miles away, via the Wick and Stornoway coastguard. The motor life-boat *William and Harriot* set out at 4.40 A.M. on the 18th. When she got as far as Loch Alsh, about half-way, it was learned that the crew of the *St. Joseph* were safe. The life-boat crew had a meal, and the life-boat, after refuelling, made for home, arriving at 10.10 P.M. News of the wreck had also been received at Barra Island, and the motor life-boat *Lloyds* set out at 10.25 A.M. She had about 65 miles to cover, and arrived at the Grey Rocks at 6.30 P.M. Eighteen of the *St. Joseph's* crew had then been taken off by the steamer *Northern Castle*. The master and three men, who were still on board, declined to leave. The life-boat, therefore, put into Tobermory, where she stayed the night. She put out at 6.30 next morning, and this time rescued the four men, landing them at Oban at noon. Once again she returned to Tobermory, at 5 P.M., and stayed overnight. At 6.30 A.M. on the 20th she left for her station, arriving there at 1 P.M.—Rewards, Stornoway, £28 4s.; Barra Island, £41 12s.

Flamborough, Yorkshire.—The No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 1.30 P.M. on the 19th October, as the weather was very bad and two cobsles were at sea. A north gale was blowing, with a heavy sea. The life-boat found the coble *Boy's Own* about two miles off, making very little headway against wind and sea. She towed her to the North Landing. She put out again and

found the *Pioneer* about two miles south of Flamborough Head, also trying to make the North Landing. Conditions were too bad for this, and the life-boat escorted her into the shelter of Bridlington bay, where she was able to make the Flamborough South Landing, and the life-boat made for her station, arriving at 3.45 P.M.—Rewards, £15 8s. 6d.

Girvan, Ayrshire.—Early on the afternoon of the 24th October the coastguard reported that a steamer off the harbour was flying distress signals. A S.S.W. gale was blowing, with a very heavy sea, and the weather was thick, with heavy rain and hail squalls. The motor life-boat *Lily Glen*—*Glasgow* was launched at 2.12 P.M., and found the s.s. *Finvoy*, of Belfast, in distress with a disabled rudder. A fishing boat was standing by. The life-boat took a message ashore, and then went back to the *Finvoy*, and she and the fishing boat stood by all the afternoon. During the evening other steamers arrived, and eventually the *Finvoy* was taken in tow for Greenock. The life-boat continued to stand by until she was on her way, and returned to her station at 10 P.M.—Rewards, £20 9s.

Donaghadee, Co. Down.—At 7 P.M. on the 24th October it was reported to the life-boat authorities that the motor boat *Courageous*, with eleven people on board, who had gone to the Old Lighthouse Island to shoot rabbits, was long overdue. A strong squally S.W. wind was blowing, with a strong choppy sea. At 7 P.M. the motor life-boat *Civil Service No. 5* put out and found the motor boat at anchor in Ram Harry Gullett with her engine broken down. She towed her to Donaghadee, where the people were landed at 9.10 P.M. On the way the coxswain sent a Morse message to the Orlock Head coastguard, so that the relatives of the eleven rescued people might know that they were safe.—Rewards, £15 5s.

Clacton-on-Sea, and Southend-on-Sea, Essex, and Margate, Kent.—Early on the morning of the 25th October the yacht *Cachalot*, of Burnham-on-Crouch, with one man on board, got into

difficulties near the Mid-Barrow light-vessel. A moderate S.W. gale was blowing, with a very rough sea, and squalls of rain. The man burnt blankets to attract attention, and his signals were seen and repeated by light-vessels in the area. It was not known by those on shore exactly where the casualty was, and three life-boats were sent out to search. The Clacton-on-Sea motor life-boat *Edward Z. Dresden* was launched at 6.30 A.M., the Margate motor life-boat *Lord Southborough* (*Civil Service No. 1*) at 6.45 A.M., and the Southend-on-Sea motor life-boat *Greater London* (*Civil Service No. 3*) at 7.25 A.M. The Southend boat went to the Nore and Mouse light-vessels, and eventually found the yacht in tow of a collier, near No. 11 buoy in Barrow Deep. She took over the tow, took the man on board, and made for her station, arriving at 12.55 P.M. The Margate boat saw the other life-boats, and after searching unsuccessfully for some time, returned to her station at 12.15 P.M. The Clacton boat also made a search and came up just as the Southend life-boat was taking the yacht in tow. She arrived back at her station at 1 P.M.—Rewards, Clacton-on-Sea, £12 15s. 9d.; Margate, £14 2s.; Southend, Property Salvage Case.

Southend-on-Sea, Essex.—At 12.55 P.M. on the 25th October the motor life-boat *Greater London* (*Civil Service No. 3*), which had just returned from the service already described, was warned that a yacht was ashore on Nore Sands. She put off again immediately. A moderate west gale was blowing, with a very rough sea. The life-boat found the yacht *Spray*, of Portsmouth, aground on East Nore Sands. She took off the two people on board, and two life-boatmen were put on the yacht. She then landed the two people, returned to the yacht, and towed her in. She arrived back at her station at 3.25 P.M.—Property Salvage Case.

Margate, Kent.—At about 5 P.M. on the 25th October the coastguard reported that a small fishing boat had broken down and was drifting ashore east of Margate jetty. A very heavy N.W. squall was blowing, with a rough

sea. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched, for the second time that day, at 5.15 P.M., and found the local fishing boat *Britannia* in distress with her engine broken down. The life-boat towed her back to harbour, arriving at 5.50 P.M., and was rehousing when the weather moderated, at 11.30 P.M.—Rewards, £14 2s.

Maryport, Cumberland.—After two days of very bad weather, conditions moderated somewhat on the 26th October and herring drifters put to sea. During the afternoon the weather got very bad again, and by 6.30 P.M. a whole W. gale was blowing, with an exceptionally heavy sea. The weather was thick, with rain and hail. Red flares were seen north of Maryport, in Allonby bay, and the motor life-boat *Joseph Braithwaite* was launched at 7.5 P.M. She escorted in the drifter *L.A.B. Houston* at 7.55 P.M., and landed her own bowman, who had collapsed suffering from a severe cold. She took another man on board and set out again. Some time later the drifter which had signalled for help got in unaided, and as all the vessels were safely in, the life-boat was recalled. She arrived back at her station at 10.15 P.M., but could not be rehousing owing to the very bad conditions, and was left at moorings.—Rewards, £24 10s.

Port Askaig, Isle of Islay, and Barra Island, Hebrides.—On the night of the 26th October the Latvian steamer *Helena Faulbaums*, of Riga, bound light from Liverpool to Blyth, was caught in a sudden and exceptionally severe storm near Jura Sound. A whole W. gale blew, bringing a very heavy sea. The weather was thick, with rain showers. The *Helena Faulbaums* was driven on to the rocks at the Island of Beulnanuamh, near Fladda light, at the west end of Jura Sound, and foundered in a few minutes. Her S O S had been picked up, and in spite of the fact that all land lines were down, news was broadcast by the British Broadcasting Corporation and eventually got through to the Port Askaig life-boat station, also from the Southend coastguard to Port Ellen,

and thence by car. The life-boat coxswain was ill in bed, but against doctor's orders he decided to go, and the motor life-boat *Charlotte Elizabeth* was launched at 1.30 A.M., arriving on the scene at 9 A.M. She found that sixteen of the steamer's crew of twenty had been drowned, but that the other four, although badly hurt, had managed to scramble on to the rocks. They were taken into the life-boat, with great difficulty, by breeches-buoy, and landed at Crinan, on the mainland. The life-boat returned to her station at 7 P.M., after an absence of seventeen and a half hours. The Latvian Consul at Glasgow telegraphed the "everlasting gratitude of four survivors and my personal thanks." An inquiry into the cause of death was held by the Sheriff's Court at Oban, and the Procurator Fiscal commended the good work of the Port Askaig life-boat. A letter of thanks was sent to the British Broadcasting Corporation for their co-operation. News of the wreck was also received at Barra Island, where the life-boat crew assembled.—Rewards, Port Askaig, £31 18s. 9d.; Barra Island, £4 2s.

Sunderland, Co. Durham.—The motor life-boat *Edward and Isabella Irwin* was launched at 11.20 P.M. on the 26th October, and returned after a fruitless search for a fishing boat with two men on board, at 4 A.M. on the 27th. She was being taken back to her house at 11 A.M. when news was received that the motor fishing coble *White Lady*, of Sunderland, was at sea. The weather was bad, with a strong N.W. gale and choppy sea. As the boat was about a mile and a half E.S.E. of Roker Pier, it was decided to go out to her. She was escorted into harbour, which was reached at 12.15 P.M.—Rewards, First service, £15 7s. 6d.; second service, £7 15s. 6d.

Troon, Ayrshire.—Early on the morning of the 27th October it was learned that a vessel, four or five miles south of Ayr harbour, was making distress signals. A whole W.N.W. gale was blowing, with a very heavy sea, and snow showers. The motor life-boat *Sir David Richmond of Glasgow* put out at 2.45 A.M., and found the vessel to be

the s.s. *Dunvegan*, of Liverpool, bound light for Ayr. Her master said that he was afraid that she would drag her anchors, and asked the life-boat to stand by until daylight. The life-boat stood by until the master said that his ship was all right, and returned to her station at 8.30 A.M.—Rewards, £12 6s. 3d.

Ramsey, Isle of Man.—On the afternoon of the 27th October the steamer *Goleta*, of London, sheltering in Ramsey bay while bound from North Africa to Workington, signalled that a doctor was needed immediately. A strong N.N.W. gale was blowing, with a heavy sea, and heavy rain squalls. The motor life-boat *Lady Harrison* was launched, with a doctor and the Rev. M. W. Harrison, chairman of the station, on board, and went to the *Goleta*, which was lying about three miles N.E. of the harbour. One of her crew was injured, four were suffering from poisoning, and there was no food or water on board. The injured man was taken ashore, and the life-boat set out again with food, water and medicine. She returned to her station at 6.30 P.M., but there was too much sea on the beach to permit her being rehoused, and she was moored in the harbour. At 7.45 P.M. flares were seen about half a mile S.E. of the harbour, and the life-boat put out again. She found the schooner *Edith May*, of Wexford, bound light for Maryport, dragging her anchors. The master was afraid that she would be blown out to sea, so the life-boat took off the crew of three and landed them. She arrived back at her station at 9 P.M., and was rehoused an hour later.—Rewards, First service, £19 1s.; second service, £25 2s. 6d.

Weymouth, Dorset.—On the morning of the 31st October it was learned that a man in a small fishing boat was trying, unsuccessfully, to make harbour. A whole north-easterly gale was blowing, with a very rough sea. The motor life-boat *William and Clara Ryland* put out at 9.40 A.M., and found the boat S.W. of Stone pier. The man had been pulling against wind and sea, and was exhausted. The life-boat towed the boat into harbour, and

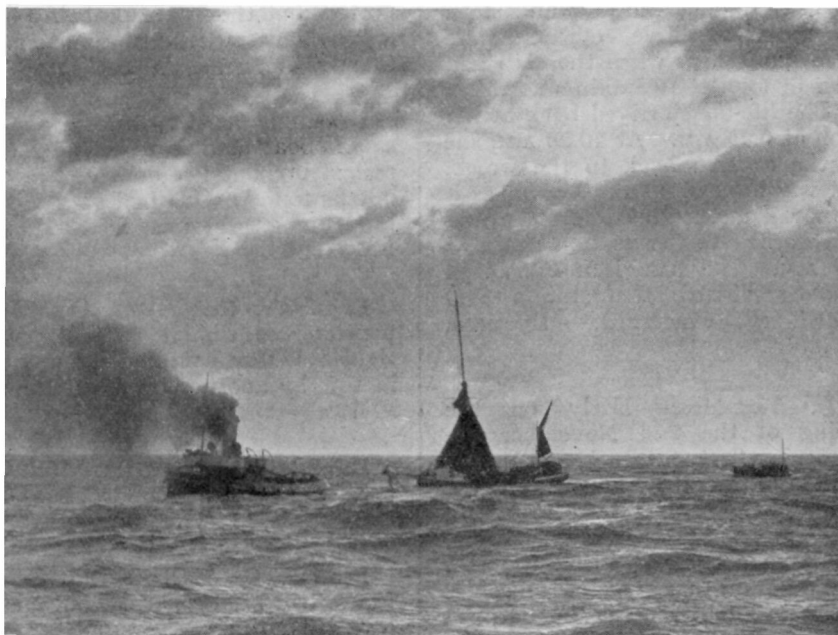
returned to her station at 10.40 A.M.—Rewards, £6 13s.

Yarmouth, Isle of Wight.—On the afternoon of the 31st October the owner of a motor yacht which was anchored east of Yarmouth pier hired two men in the motor launch *White Heather* to put him on board his yacht. A strong north gale was blowing, with a rough sea, and rain. After the yacht had got under way the *White Heather* fouled the mooring-chains, and was held stern on to the wind and sea. She filled, and was in danger of sinking. Her plight was seen on shore, and the motor life-boat *S.G.E.* was launched at 4.30 P.M. She rescued the men, towed the *White Heather* back to harbour, and returned to her station at 5.45 P.M.—Rewards, £8 17s. 9d.

Dover, Kent.—At 1 P.M. on the 1st November a message was received from the Royal Naval Shore Signal Station that a small boat was making signals of distress east of Dover harbour. A moderate N. breeze was blowing, with a moderate sea. The life-boat's motor boarding-boat, *William Myatt*, put out at 1.5 P.M., picked up the boat—the *Tom Tit*, of Dover, with two men on board—about a mile to the east, and towed her into harbour. She returned to her moorings at 1.40 P.M.—Permanent paid crew.

St. Ives, Cornwall.—At midnight on the 1st–2nd November the coastguard reported a vessel ashore west of St. Ives. She was the American steamer *Bessemer City*, of New York, bound from Liverpool for London with a general cargo, and a crew of thirty-three. She had run on to the rocks near Pen Enys Point. A strong N.N.E. breeze was blowing, with a rough sea, and the weather was cold, with drizzling rain. The motor life-boat *Caroline Parsons* was launched at 12.16 A.M. on the 2nd November, and with great difficulty got alongside the *Bessemer City*. The captain refused to leave her, but sent ten men aboard the life-boat, which landed them at St. Ives at 1.45 A.M. At 2.40 A.M. she left again and took off another seventeen, returning to St. Ives with them at 4.50 A.M. After refuelling, she once

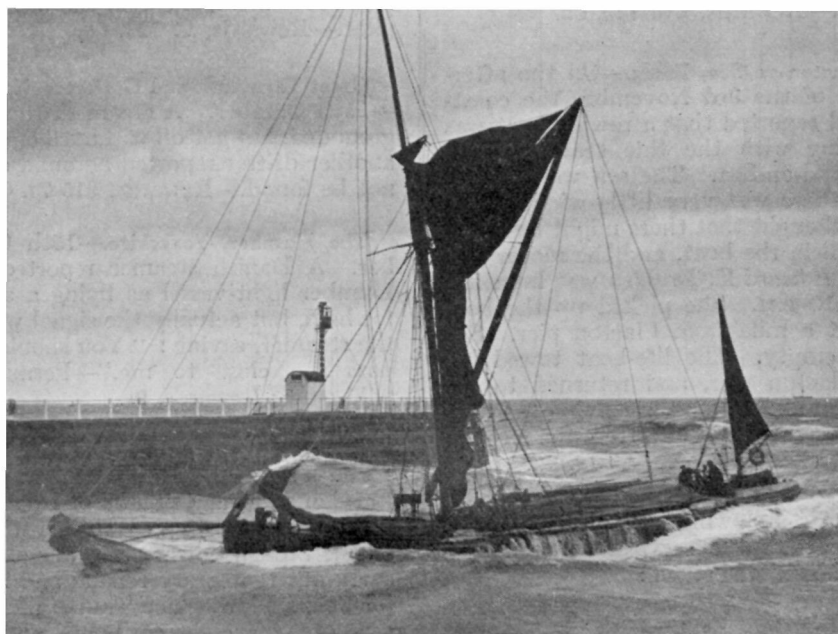
A LONDON BARGE IN DISTRESS.



By courtesy of

[H. Frederick Low, Norwich

With the Lowestoft Life-boat Standing By. The Cetus in tow of a tug.



By courtesy of

[H. Frederick Low, Norwich

*The Cetus entering Gorleston Harbour.
(See page 222.)*

more put out. The wreck was now breaking up, and there was danger in going alongside, as the bow and stern were moving. Five officers were rescued, and then, when the ship had broken in two, the captain was taken off. The life-boat arrived back at her station at 6.55 A.M. At 10.50 A.M. she took the captain back to the wreck, but it was impossible to get near, as it had moved farther inshore. The life-boat returned to her station again at 11.45 A.M. The American Consul at Plymouth visited the station and thanked all concerned. — Rewards, £74 14s. 6d.

Filey, Yorkshire. — Early on the morning of the 2nd November the local fishing fleet, fifteen boats, put to sea in fair weather. Later on the weather changed, and by 8.45 A.M. a strong N.N.E. breeze was blowing, with a moderate and increasing sea, heavy rain and fog. One of the cobbles left her lines and ran for shore to ask for the life-boat, as the cobbles were in danger. The pulling and sailing life-boat *Hollon the Third* was launched at 9.36 A.M., escorted all of them into safety, and returned to her station at noon. — Rewards, £15 14s. 6d.

Clacton-on-Sea, Essex. — On the afternoon of the 3rd November the coast-guard reported that a rowing boat was drifting with the tide seaward from Holland-on-Sea. The sea was smooth and there was very little wind, but it was thought that there might be someone ill in the boat, and the motor life-boat *Edward Z. Dresden* was launched at 4.10 P.M. She picked up the boat about a mile from Clacton pier. She was empty. The life-boat towed her to Clacton pier, and returned to her station at 5 P.M. For saving the boat the crew received 50s. from the receiver of wrecks. — Rewards, £6 1s. 3d.

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

Ramsgate, Kent. — 30th September. Three youths were missing in an open boat, but she was brought in by a motor boat. — Rewards, £10 5s.

Great Yarmouth and Gorleston, Norfolk. — 4th October. Flares had been reported, but they were probably bright lights on a trawler, as nothing could be found. — Rewards, £28 10s.

Lowestoft, Suffolk. — 4th October. A small boat had capsized; she was picked up, but her crew of two could not be found. One had swum ashore, but the other was lost. — Rewards, £27 11s. 6d.

Fenit, Co. Kerry. — 8th October. A trawler was sinking, but her watertight bulkhead held and she was taken in tow by another trawler. — Rewards, £7 19s.

Bembridge, Isle of Wight. — 10th October. A yawl had grounded, but got off. — Rewards, £14 5s.

Portrush, Co. Antrim. — 12th October. Flares had been reported, but a search revealed nothing. — Rewards, £14 9s. 6d.

Shoreham Harbour, Sussex. — 13th October. The French motor vessel *St. Barbe*, of Treguier, signalled for medical aid, but it was found that she wanted a pilot. — Rewards, £7 15s. 6d.

Great Yarmouth and Gorleston, Norfolk. — 15th October. A steam drifter had grounded, but got off without help, and another drifter reported aground could not be found. — Rewards, £15 7s. 6d.

The Humber, Yorkshire. — 15th October. A Danish steamer reported the Humber light-vessel as flying a signal for help, but actually the signal was to the steamer, saying: "You should not pass too close to me." — Permanent paid crew; Rewards, 9s.

Thurso, Caithness-shire, and Stornoway, Island of Lewis. — 16th October. The Latvian steamer *Curonia*, of Riga, was in distress near Cape Wrath, with her engine broken down. She was able to carry out temporary repairs and made for Scapa Flow. The Thurso life-boat was out for eighteen hours and the Stornoway life-boat for twelve hours. — Rewards, Thurso, £35 13s.; Stornoway, £16 19s.

Campbeltown, Argyllshire.—19th October. A trawler appeared to be in difficulties, but she was simply drifting about while the decks were being cleaned.—Rewards, £10 6s. 3d.

Lowestoft, and Kessingland, Suffolk.—20th October. A sailing smack had sunk, but her crew took to their boat and were picked up by another smack.—Rewards, Lowestoft, £19 19s. 6d.; Kessingland, £23 8s. 6d.

Flamborough, Yorkshire.—20th October. Rockets had been reported, but no trace of a vessel in need of help could be found.—Rewards, £30 9s.

Dover, Kent.—25th October. A yacht had been reported in distress, but a tug took her in tow.—Rewards, £2 17s.

Plymouth, Devon.—26th October. Strange lights had been seen, but it was learned that they were being used by a party who were trying to rescue a cow which had fallen over the cliffs on to the shore.—Rewards, £2 12s. 6d.

Walmer, Kent.—27th October. A boat belonging to a steamer was in difficulties, but the steamer reached her first.—Rewards, £15 10s. 6d.

Skegness, Lincolnshire.—27th October. Distress signals had been reported near the Lynn Well lightship, but a search revealed nothing.—Rewards, £9 17s.

Hartlepool, Durham.—27th October. A distress signal had been reported, but nothing could be found.—Rewards, £10 19s. 9d.

Anstruther, Fifeshire.—26th October. A small vessel was in distress to the east of Leith Pier, but her crew were rescued by a pilot cutter.—Rewards, £18.

Arklow, Co. Wicklow.—27th October. Signals had been reported from the Arklow lightship, but help was not needed.—Rewards, £8 8s. 6d.

Arranmore, Co. Donegal.—30th October. A large vessel had been reported drifting, but no trace of her could be found.—Rewards, £18 2s. 9d.

Walmer, Kent.—6th November. A fishing boat had been reported missing, but she got in without help.—Rewards, £30 16s. 6d.

December Meeting.

Thurso, Caithness-shire.—At 12.50 P.M. on the 2nd November Wick coastguard reported that they had received a wireless message from the master of the tug *Warrior*, of Glasgow—which was towing the ferry steamer *Snowdrop*, of Liverpool, to ship-breakers at Bo'ness—that one of his crew had been seriously hurt. A squally W.S.W. breeze was blowing, with a heavy swell, and heavy rain. The motor life-boat *H.C.J.* put out at 1.5 P.M., took off the injured man, whose right thigh had been broken, and landed him at Thurso, where a doctor was waiting. The master of the tug had also asked for a life-boatman to be put on board to pilot him into Scrabster, and this had been done. After landing the injured man the life-boat returned to the vessels, and escorted them into Scrabster, where they dropped anchor at 11.30 P.M. The life-boat returned to her station at midnight.—Rewards, £21 12s. 6d.

New Brighton, Cheshire.—During the evening of the 11th November the owner of the local motor fishing boat *Ione* reported that his boat had gone out early in the morning in company with several other boats, but had not returned with them. She was carrying a crew of three. A moderate to strong S.E. gale was blowing, with a rough and increasing sea, and visibility was poor, owing to heavy rain. The No. 2 motor life-boat *William and Kate Johnston* put out at 7.51 P.M., and found the *Ione* near R.1 bell-buoy in Rock Channel. Her engine had broken down, her rigging carried away, and she was shipping heavy seas. The life-boat towed her back to New Brighton, and returned to her station at 10.15 P.M.—Rewards, £13 7s. 6d.

Weymouth, Dorset.—On the morning of the 12th November a motor boat from H.M.S. *Lucia* ran aground on the south end of the northern arm of the breakwater at Portland harbour. She

was reported by the Royal Naval Police at Bingleaves, and the motor life-boat *William and Clara Ryland* was launched at 8.20 A.M. A S.W. gale was blowing, with a very rough sea, and heavy rain. The life-boat found that the boat had sunk, and that her crew of four had got on to the breakwater and near-by rocks. The life-boat got them on board, took them to H.M.S. *Lucia*, and returned to her station at 9.30 A.M.—Rewards, £6 13s.

The Humber, Yorkshire.—In the morning of the 12th November the life-boat watchman saw a small vessel flying a signal, and drifting slowly towards the Binks Sands. A moderate S.E. breeze was blowing, with a nasty sea. The motor life-boat *City of Bradford II.* was launched at 9.30 A.M., and found the motor fishing vessel *Aud Schou*, of Frederikshaven, Denmark, at anchor near the Binks. She had dropped anchor just before the life-boat arrived. Her engine had broken down, and the master asked to be towed out of danger. The life-boat towed the *Aud Schou* to Grimsby and returned to her station at 2 P.M.—Property Salvage Case.

Blackpool, Fleetwood, and Lytham-St. Anne's, Lancashire.—In the evening of the 14th November the Liverpool steamer *J. & J. Monks*, bound from Fleetwood to Runcorn with a cargo of gravel, anchored about three miles N.W. of North Pier, Blackpool, as her engine had broken down. A moderate to strong N.W. breeze was blowing, with a rough sea. The steamer's signals of distress were seen, and the Blackpool pulling and sailing life-boat *John Rowson Lingard*, the Fleetwood motor life-boat *Frederick H. Pilley*, and the Lytham-St. Anne's motor life-boat *J.H.W.*, were launched at 8.25 p.m., 8.50 p.m., and 9.45 p.m., respectively. The Blackpool boat reached the steamer first, and stood by while she made temporary repairs to her engines. Later the Fleetwood life-boat arrived, and after the steamer had cut away her anchors, which were fouled, escorted her back to Fleetwood, arriving at 5 A.M. Blackpool got back to her station at 2.30 A.M. The Lytham boat found that her help was not wanted, and returned to her station at

5.15 A.M. The owners made a donation of £15 15s. in appreciation of the services rendered.—Rewards, Blackpool, £28; Fleetwood, £16 11s. 6d.; Lytham-St. Anne's, £11 14s.

Exmouth, Devon.—The motor life-boat *Catherine Harriet Eaton* was launched at 4.52 P.M. on the 15th November, as the coastguard had reported that a trawler, at anchor one mile off West Bay, was in need of help. She had asked for a tug earlier in the day, but conditions were too bad to allow of one putting out. The sea was very heavy, and a whole S.W. gale was blowing, with squalls of rain. The life-boat found the trawler to be the *Crystal*, of Dieppe, with a crew of five. Her trawl had fouled her propeller, and she was being swept by big seas. The life-boat stood by her all night. At 7 A.M. on the 16th the gale abated, and she towed her into Lyme Regis, arriving there at 10.30 A.M. At 12.15 P.M. the life-boat left for her station, but when off Sidmouth her engine broke down. A passing trawler towed her to Straight Point, where the Exmouth pilot boat picked her up and towed her in. She reached her station at 5.45 P.M., after an absence of nearly twenty-five hours. An increase in the usual money award on the standard scale was granted to each member of the life-boat crew.—Rewards, £57 10s.

Selsey, Sussex.—During the evening of the 15th November the coastguard reported red flares four miles S.W. from the look-out. A strong W.S.W. breeze was blowing, with a moderate swell. The motor life-boat *Canadian Pacific* was launched at 9.23 P.M., and found the s.s. *Harvest Queen*, of Newcastle-on-Tyne, steaming dead slow about five miles S.E. from Nab Tower. She was bound from Shoreham to Portsmouth with a cargo of iron plates. Her master asked the life-boat to stand by, as she had lost her steaming and starboard bow lights, her steering-gear was frequently breaking down, and she had lost her hatch covers, with the result that she was making a lot of water in the hold. The life-boat escorted her into Portsmouth, and returned to her station at 8.40 A.M. on the 16th.—Rewards, £22 11s. 8d.

Cromer, and Great Yarmouth and Gorleston, Norfolk.—During the gale on the East Coast on the 16th, 17th, 18th, and 19th November, the motor life-boats at Cromer and Great Yarmouth received seven calls for service.—Rewards £106 18s. (For full account of these services see page 218).

Seaham, Co. Durham.—At about 3 p.m. on the 17th November the motor fishing coble *Sonny* was seen to be flying distress signals three miles to the south of the harbour. The weather was very cold, with a N.E. gale and heavy sea. At 3.15 p.m. the motor life-boat *Elliot Galer* put out, and got alongside the coble at about 4 p.m. She found that her engine had broken down and that she was shipping water. The life-boat took her crew of four on board and took the coble in tow, but the weather was so bad that she broke adrift and was lost. The life-boat returned to harbour at 5.30 p.m.—Rewards, £7 9s. 3d.

Bridlington, Yorkshire.—On the 17th November a heavy gale sprang up from the north, with a very heavy sea and rain. Several open cobsles were at sea, and the motor life-boat *Stanhope Smart* was launched at 6.55 p.m. She went in the direction where the boats had been last seen. At 7.35 p.m. she spoke the coble *Kate and Violet*, and learned that the coble *Vera Mary*, of Bridlington, with two men on board, was in difficulties. She found her at 8 p.m., five miles south of Bridlington. Her engine had broken down and she was three parts full of water. With some difficulty she took the coble in tow and arrived at Bridlington at 9 p.m.—Rewards, £18 7s. 6d.

Sunderland, Co. Durham.—In the afternoon of the 17th November the coxswain saw two cobsles in difficulty off Hendon. A N.N.E. gale was blowing, with a rough sea and heavy rain. The motor life-boat *Edward and Isabella Irwin* put out at 2.50 a.m., and came up with the local coble *Olive*, with five men on board, about one hundred yards off the beach at Hendon. The *Olive* had been towing the other coble, the *Agnes*, but the *Agnes* had foundered and her crew of two had got on board the *Olive*. The life-boat towed the

Olive into the South Outlet, and returned to her station at 4.30 p.m.—Rewards, £8.

Hastings, Sussex.—The motor life-boat *Cyril and Lilian Bishop* was launched at 8.17 a.m. on the 18th November to search for the local open fishing boat *Little Culverden*, which was missing. A strong N. breeze was blowing, with a rough sea. The life-boat found the *Little Culverden* riding to an anchor about two and a half miles south from St. Leonards pier. Her engines had broken down, she was half full of water, and the two men on board were exhausted. The life-boat towed her back to Hastings, and returned to her station at 9.40 a.m.—Rewards, £19 2s. 3d.

Appledore, Devon.—On the afternoon of the 19th November a resident at Westward Ho telephoned that the motor trawler *Clarissa*, of Bideford, was burning red flares a short distance out from Westward Ho. The wind was only light, and the sea was smooth, but the motor life-boat *V.C.S.* was launched at 4.25 p.m. to investigate. She found the *Clarissa* near Pulley buoy, in a sinking condition, due to a bad leak. Her crew of three were exhausted from pumping. Some of the life-boat crew manned the pumps, and the life-boat towed the *Clarissa* to Bideford quay. She returned to her station at 10.35 p.m. The master and owner sent a letter of thanks.—Rewards, £25 0s. 7d.

The Humber, Yorkshire.—At about 9.35 p.m. on the 22nd November a message was received from the port doctor at Grimsby that the Latvian steamer *Everolanda*, of Riga, at anchor S.E. of Spurn light-vessel, had wirelessed that a woman on board had appendicitis. He asked if the life-boat would try to find the steamer and bring the woman ashore. The wind was light and the sea smooth, but there was a very dense fog. The motor life-boat *City of Bradford II* put out at 9.45 p.m., and felt her way out to the Spurn light-vessel. The light-vessel had no information, so the life-boat searched round and spoke several vessels at anchor, but without result. She searched all through the

night, but still could not find the *Everolanda*, and returned to her station at 6.30 A.M. on the 23rd. Two hours later it was learned that the *Everolanda* had not arrived in port, and the life-boat put out again. The fog was still very dense. The life-boat went to the Spurn light-vessel once more, and this time the light-vessel got in touch with Humber radio. Humber radio in turn wirelessly to the *Everolanda* and got a correct bearing. This was passed to the life-boat and she soon found the steamer. The woman, who was in great pain, was taken to Grimsby, and the life-boat returned to her station at 1.40 P.M. The agents for the steamer made a donation to the Institution.—Permanent paid crew.—Rewards, £1 7s.

Appledore, Devon.—The ketch *Ceres*, of Bude, left Swansea for Bude with a cargo of slag on the 24th November. That night, when in Croyde bay, she sprang a bad leak, and foundered. Her crew of two men were rescued.—Rewards, £19 12s. (For a full account of this service see page 220.)

Youghal, Co. Cork.—On the afternoon of the 30th November the motor life-boat *Laurana Sarah Blunt* went out on exercise. When near Capel Island, she saw two men in a small fishing boat, about a mile and a half S.E. of the island, waving for help. She was the motor fishing boat *Point Girl*, of Ballycotton. Her engine had broken down. She had dropped an anchor, but it was not holding, and she was dragging out to sea. The two men were very wet and cold. The life-boat towed the *Point Girl* into Youghal harbour, and returned to her station at 4.50 P.M.—Rewards, £5 17s. 6d.

New Brighton, Cheshire.—At 9.2 P.M. on the 30th November a telephone message was received from the dock-master, Salisbury Dock, Liverpool, that a motor barge, and three dumb barges in tow, were aground off the North Salisbury pierhead. There were eight or ten men on board the four barges. A whole N.N.W. gale was blowing, with a very rough sea. The No. 2 motor life-boat *William and Kate Johnston* put off at 9.10 P.M., and found the motor barge *T. H. Burton*, of Liverpool,

stern on to the tide. There was no sign of the others, and the life-boat made off to look for them. She was recalled by shouts and whistles from the *T. H. Burton*, and learned that the dumb barges had struck the dock wall and sunk. The *T. H. Burton* was nearly awash, being held down by the tow-rope of one of the sunken barges. The life-boat went alongside, and rescued four men, three being the crew and one a man from another barge. Of the other five men of the barges' crews, three had been rescued by men from the docks, but two had been drowned. The lifeboat landed the rescued men at New Brighton stage at 10 P.M. She then returned to her moorings, but it was found that the motor boarding-boat had been partially filled, and that the engine had been flooded. It was not until 1.30 A.M. on the 1st December that the engine was started. Five men of the life-boat crew then went ashore in the boarding-boat, and two of them took her to pick up the rest of the crew. When they were coming ashore two big waves put the engine out of action again, and the boat drifted out into heavy seas. During a lull the men rowed her back to the life-boat, and finally got ashore at 4 A.M. The barge *T. H. Burton* eventually broke away from the tow-rope which was holding her and drifted up the river, where she was taken in tow. A letter of thanks was received from the rescued men. An increase in the usual money award on the standard scale was granted to each member of the life-boat crew.—Rewards, £24 5s. 6d.

Whitby, Yorkshire.—At 10.30 A.M. on the 2nd December it was learned that three motor fishing vessels were expected to return. There was a strong, broken sea at the harbour entrance, with a strong N.W. breeze and showers of rain, and there would be danger to the boats in making harbour. The No. 2 pulling life-boat *Jacob and Rachel Valentine* slipped her moorings at 11.45 A.M., and went to the harbour entrance. The fishing boat *Provider* came in first, at about 1.30 P.M., followed by the *Success* and the *Pilot Me*. Each one was escorted in by the life-boat, which returned to her station at 2.30 P.M.—Rewards, £13 10s. 6d.

Whitby, Yorkshire.—During the morning of the 4th December the motor fishing coble *Mayflower*, at sea north of Whitby, appeared to be in difficulties, and a watch was kept on her. A strong, squally N.W. breeze was blowing, with a rough sea. The *Mayflower* was seen to hoist sail, but a squall carried mast and sail away. The motor life-boat *Margaret Harker Smith* was launched at 9.30 A.M., and came up with the *Mayflower* about three miles north of Whitby. Her lines had fouled the propeller, and stopped the engine. She was drifting, stern first, with the wind and sea towards Whitby. The life-boat kept alongside her until she had drifted right into harbour, and returned to her station at 11 A.M.—Rewards, £8 5s. 6d.

Whitby, Yorkshire.—At noon on the 5th December a strong N.W. breeze was blowing, with a very heavy ground sea, and seas were breaking heavily outside the harbour entrance, making it very dangerous for the local motor fishing boats *Venus*, *Easter Morn*, *Provider*, *Gallilee*, *Endeavour* and *Success*, which were seen making for the harbour. The motor life-boat *Margaret Harker Smith* was launched at 12.30 P.M., escorted the boats safely in, and returned to her station at 1.35 P.M.—Rewards, £9 4s. 6d.

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

Troon, Ayrshire.—8th November. A small boat with two men on board was adrift, but the men got ashore unaided. Rewards, £9 16s. 6d.

Swanage, Dorset.—9th November. What had appeared to be a small boat was found to be floating wreckage.—Rewards, £8 10s.

Lytham-St. Anne's, Lancashire.—11th November. Red flares had been reported, but no vessel in distress could be found.—Rewards, £11 14s.

Portrush, Co. Antrim.—11th November. A motor boat bound for Rathlin Island was overdue, but arrived while search was being made for her.—Rewards, £14 19s. 6d.

Fleetwood, Lancashire.—12th November. A fishing boat had fouled her propeller and gone aground, but did not need help.—Rewards, £14 14s.

Ramsey, Isle of Man.—12th November. A steamer had gone ashore, but her crew were rescued from the shore by the coastguard life-saving apparatus.—Rewards, £26 2s. 6d.

Tynemouth, Northumberland.—14th November. A new steamer had run ashore while on trial, but was got off by tugs.—Rewards, £6 12s.

Lowestoft, Suffolk.—15th November. A motor yacht had caught fire, but men on the beach helped the crew ashore.—Rewards, £19 19s. 6d.

Barra Island, Hebrides.—16th November. Two keepers had put out from Monach Island lighthouse, forty-five miles from Barra, in a small boat on the previous day, and all trace of them had been lost. An unsuccessful search was made, and later it was learned that the men had been drowned. The Commissioners of Northern Lighthouses sent a letter of appreciation.—Rewards, £23 5s. 6d.

Scarborough, Yorkshire.—17th November. A motor coble and a rowing boat had been overtaken by a sudden storm, but reached safety unaided.—Rewards, £36 10s. 6d.

Howth, Co. Dublin.—28th November. A man had fallen over the cliffs and disappeared in the sea before help could reach him.—Rewards, £5 18s. 6d.

Newhaven, and Shoreham Harbour, Sussex.—30th November. A Government balloon had drifted out to sea, and the life-boats put out, but were recalled, as the balloon was filled with dangerous gas.—Rewards, Newhaven, £16 16s.; Shoreham, £15 7s. 6d.

Hartlepool, Co. Durham, Runswick, and Teesmouth, Yorkshire.—4th December. A Royal Air Force machine came down at sea at night, but could not be found, and the pilot was drowned.—Rewards, Hartlepool, £14 18s. 6d.; Runswick, £30 7s.; and Teesmouth, £12 2s.

Whitehills, Banffshire.—4th December. At 7.10 A.M. the coastguard reported that a distress flare had been seen about three miles N.W. of East Head. A strong north-westerly gale was blowing, with a very heavy sea. The weather was thick, and bitterly cold. The motor life-boat *Civil Service No. 4* was launched at 7.35 A.M., but could find no trace of any vessel in distress. She spoke a steamer which reported that she had seen no signals. It is thought that the reported flare probably was the glare from a passing drifter's engine-room fire when it was being stoked. When the life-boat returned to Whitehills huge seas were running across the harbour entrance, and the coxswain ordered the drogue out. Just then a very heavy sea swept over the life-boat, and Alexander Mair, the man who was attending to the drogue rope, was washed overboard. He held on to the rope, however, and was pulled back on board. The life-boat, slightly damaged by the force of the sea, returned to her station at 10.30 A.M., after an arduous trip made under very bad conditions. The Institution sent a letter of appreciation to Coxswain A. Findlay and his crew, and an increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards, £14 17s. 9d.

Moelfre, Anglesey.—6th December. At 6.20 P.M. a message was received from Point Lynas that the 3,000-ton Norwegian steamer *Spurt* was in distress in the Moelfre roads. A whole N. gale was blowing, with a very heavy sea, and the weather was bitterly cold. The motor life-boat *G.W.* was launched at 6.30 P.M., but failed to find the steamer, which must have gone on her way. The life-boat returned to her station at 11 P.M., but conditions were too bad to permit rehousing. Four men stayed on board and she went to moorings. The weather still got worse, and at 5 A.M. on the 7th she ran to Beaumaris for shelter, returning to her station at 10 A.M. An increase in the usual money awards on the standard scale was granted to two of the four men who stayed on board the life-boat, and special money awards to the other two, the permanent paid coxswain and motor mechanic.—Rewards, £19 11s. 6d.

January Meeting.

Berwick-on-Tweed, Northumberland.—At about 5 P.M. on the 5th December the steam tug *Royal Britain*, with the lighter *Richland*, of Newcastle, in tow, was seen making for harbour. A moderate N.W. breeze was blowing, with a rough sea. The tow parted and the *Richland* was in danger of going on to Spittal Point, on which seas were breaking heavily. The motor life-boat *Westmorland* was launched at 5 P.M., and stood by the *Richland* until the tug had passed her another tow-rope. The vessels then got safely into harbour, and the life-boat returned to her station at 6.45 P.M.—Rewards, £10 19s. 9d.

Port Askaig, Islay.—At 11 P.M. on the 5th December, during the height of a northerly gale, a steamer, bound north, stopped and signalled by morse to the life-boat station that a doctor was wanted. The weather was very cold, with heavy snow showers. A doctor arrived by car from Bridgend, and the motor life-boat *Charlotte Elizabeth* put out at 11.30 P.M., with him and the station honorary secretary, Mr. D. MacIndeor, on board. The steamer was the *Northern Coast*, of Liverpool, and one of her crew had dislocated a shoulder. The doctor went on board and treated the man, and the life-boat returned to her station at 1 A.M.—Rewards, £14 18s. 6d.

Lytham-St. Anne's, Lancashire.—At about 4 P.M. on the 6th December a message was received that a steamer was in distress on the south side of the Ribble channel. She was the *Helen Craig*, of Belfast, bound for Preston, with a crew of eleven and a general cargo. She had lost her rudder and gone ashore, and was pounding heavily. A moderate N.W. gale was blowing, with a rough sea. The motor life-boat *J.H.W.* was launched at 4.20 P.M., and found that a pilot boat was standing by the *Helen Craig*, but was unable to help her. The *Helen Craig's* master asked for a pilot, and the life-boat fetched one from the pilot boat. He did not board the steamer, however, as the tide was ebbing and the weather was likely to get worse. The life-boat

ran alongside, took off the crew, and landed them on Lytham pier. She returned to her station at 8.20 P.M. The weather moderated, and next morning at 4 A.M. she took the steamer's crew out again and put them on board. She got back to her moorings at 8 A.M.—Rewards, £16 10s. 3d.

Scarborough, Yorkshire.—On the morning of the 6th December a motor fishing coble and two keel boats were at sea. A strong W.N.W. gale sprang up, bringing a rough sea, and the motor life-boat *Herbert Joy II* was launched at 8.45 A.M. in case her help should be wanted. She went off in a northerly direction after the coble, but was recalled by the coastguard, as the coble had got in from the east. The life-boat had slight trouble with her engine, but put to sea again using her sail to help the engine. She met the keel boat *Just Reward* about a mile and a half to the N.E., and escorted her back to harbour. The other keel boat had got into safety, and the life-boat returned to her station at noon.—Rewards, £19 9s.

Clacton-on-Sea, Essex.—On the evening of the 8th December the coastguard reported that the Barrow Deep light-vessel was firing signals of distress as flares had been seen in a south-westerly direction. The wind was light and the sea smooth, but there was a thick fog. The motor life-boat *Edward Z. Dresden* was launched at 7.40 P.M., and was directed by the light-vessel to a position about two miles S. by W. There she found the motor vessel *Conida*, of London, at anchor in about twelve feet of water. The *Conida* had been aground, and had afterwards lost her propeller. As she drew eleven feet and there were still two hours to ebb tide, the life-boat towed her into deeper water. The life-boat then went to the Trinity steamer *Strathearn*, which was lying about four miles off, and asked her to send out a wireless message for a tug. She returned to the *Conida*, stood by her until a tug from Harwich had taken her in tow, and got back to her station at 4 A.M. on the 9th.—Property Salvage Case.

Sunderland, Co. Durham.—On the 9th December the Norwegian steamer

Kjorrefjord, of Farsund, bound for the Tyne with a general cargo, ran ashore on Whitburn Steel, about two miles north of Sunderland. The wind was only light and the sea smooth, but there was a fog. The motor life-boat *Edward and Isabella Irwin* was launched at 4.50 P.M. and stood by the steamer until she refloated at high tide and went on her way. The life-boat returned to her station at 10.20 P.M.—Rewards, £19 5s. 3d.

Galway Bay, Co. Galway.—The motor life-boat *William Evans* was launched at 7.30 P.M. on the 11th December, in answer to an urgent call from the neighbouring island of Inishnaine, for a priest to administer last rites to a dying man. No other suitable boat was available. A strong breeze was blowing, with a heavy sea, and the weather was thick. The life-boat made the trip, and returned to her station at 10 P.M.—No expense to the Institution.

Tenby, Pembrokeshire.—At 6.17 A.M. on the 12th December the coastguard reported that distress flares had been seen four or five miles N.E. of Castle Hill. A moderate N.W. gale was blowing, with a rough sea, and it was very cold. The motor life-boat *John R. Webb* was launched and found the s.s. *Tanny*, of Bristol, disabled by a boiler explosion. She rescued her crew of five and landed them at Tenby at 8 A.M. Later the *Tanny* was towed to Appledore.—Rewards, £15 3s. 9d.

Hythe, Dover, and Folkestone, Kent.—On the night of the 13th-14th December the Hythe and Dover motor life-boats and a Folkestone fishing boat went out to the rescue of the crew of three of the motor fishing boat *Josephine II*, of Folkestone.—Rewards, Vellum Thanks, Framed Letter, Silver Watches, with awards of money and allowances for ropes lost and damaged and fuel used. Hythe, £61 15s. 6d.; Dover, £3 15s.; Folkestone, £19.

(A full account of this service appears on page 216.)

Dungeness, Kent.—At 3.30 A.M. on the 13th December the coastguard telephoned that a vessel was ashore

half a mile S.S.E. of Jury's Gap coast-guard station. There was a thick fog, a moderate N.W. wind and a ground swell. As the tide was very low, the motor life-boat *Charles Cooper Henderson* could not get away until 5.15 A.M. She found the steamer *Soudan*, of the P. & O. Line, London, bound, laden, for London from the Far East. The coxswain boarded the *Soudan* and the life-boat stood by until she refloated. Finding that the steamer was not making water and that she would be able to go on to London, the life-boat returned to her station at 8.45 A.M.—Rewards, £24 16s. 9d.

Wicklow.—On the evening of the 13th December signals of distress were seen coming from the ketch *Ivy P.* of Dublin, which was lying at anchor about two miles E.N.E. of Wicklow harbour. A strong S.S.E. gale was blowing, with a very heavy sea, and heavy rain. The motor life-boat *Robert Theophilus Garden* was launched at 5.30 P.M. She found that the *Ivy P.*, bound from Courtown to Liverpool, was leaking badly and in danger of foundering. Her crew of four were exhausted. The life-boat rescued them and arrived back in harbour at 7.30 P.M. The life-boat crew stood by all night, waiting for a chance to save the ketch. At 3.30 A.M. on the 14th she went out again. Some of the life-boat crew and the crew of the ketch were put on board the ketch to lift her anchor and man the pumps, and the life-boat towed her into harbour at 5.30 A.M.—Rewards, £17 17s. 6d.; Property Salvage Case.

Moelfre, Anglesey.—During a whole S.S.W. gale, with a very heavy sea, the motor life-boat *G.W.* was launched at 11.30 P.M. on the 13th December to the help of the schooner *Alert*, of Falmouth, which had lost some of her sails and one of her anchors and started to drag the other anchor about five miles N.E. of Moelfre Island. She was bound for Runcorn, laden with coal, and had on board the captain, his wife, a crew of four, and a dog. All were rescued by the life-boat and one man who was injured was sent to hospital. When the rescued had been landed at about 1.30 A.M. it was found that the life-boat

could not be rehoused, and some of the crew had to remain on board until 7.30 A.M. on the 14th December. A few hours later the life-boat again went to the *Alert* and brought her into the bay. The captain wrote thanking the life-boat crew for their help.—Rewards, £18 6s., and Property Salvage Case.

Arbroath, Angus.—At midday on the 17th December a S.E. gale was blowing, with a rough sea and heavy rain. The local fishing boats *Sceptre*, *Our Boys*, *Golden Rule*, *Breadwinner* and *Helen Cargill* were expected in, and as the harbour bar was very dangerous, the motor life-boat *John and William Mudie* was launched. She escorted all the boats into harbour and returned to her station at 4.15 P.M.—Rewards, £5 18s. 6d.

Newbiggin, Northumberland.—The local motor fishing cobles *Homeland*, *Provider* and *Harold* did not return when expected on the 17th December, and the pulling and sailing life-boat *Arthur R. Dawes* was launched at 2.2 P.M. A fresh S.E. breeze was blowing, with a heavy swell. Just as the life-boat got away the cobles were seen approaching. The *Provider's* engine had broken down and the other cobles had been standing by her. The life-boat escorted them into safety, and returned to her station at 2.45 P.M.—Rewards, £14 4s.

Penlee, and Sennen Cove, Cornwall.—On the 21st December the Esthonian steamer *Mina*, of Parnu, got into difficulties through her rudder shaft breaking. A strong south-westerly breeze was blowing, with a rough sea. The steamer *Scillonian* saw her and stood by. News was passed by the coast-guard, and the Sennen Cove motor life-boat *The Newbons*, and the Penlee motor life-boat *W. & S.*, were launched at 11.50 A.M. and noon respectively. The Sennen life-boat came up with the *Mina* about eight miles S.W. of Tol-Pedn look-out. The *Scillonian* had then got a line on board and was trying to tow her. The life-boat passed another line between the steamers, and later put one of her own ropes on board the *Mina* and helped in towing her. Shortly

afterwards the *Mina* sheered very badly and the life-boat let go her tow. Then the other two lines parted. By this time, however, the *Mina* had made temporary repairs, and was out of immediate danger. The life-boat stood by until it was seen that she was able to go on her way, and then, as the heavy sea would prevent her rehousing, ran for Penzance, arriving at 6 P.M. She returned to her station, and was rehoused, next day. The Penlee life-boat had found that her help was not wanted, and had returned to her station at 3.30 P.M. The weather was too rough for rehousing, and she was moored in Newlyn harbour until next day.—Rewards, Sennen Cove, Property Salvage Case ; Penlee, £12 14s. 6d.

Cromarty.—On the afternoon of the 23rd December the local fishing boat *Messina*, with three men on board, was seen to be in a dangerous position off South Suter Point. She was trying to get back after lobster fishing, but could make no headway against a strong, squally S.W. breeze and rough sea. The motor life-boat *James Macfee* was launched at 3 P.M., towed the *Messina* back to harbour, and returned to her station at 3.35 P.M.—Rewards, £5 14s.

North Sunderland, Northumberland.—At 2.55 A.M. on the 28th December the coastguard reported that the Longstone lighthouse was firing rockets. A strong S.S.E. breeze was blowing, with a rough sea, and the weather was very cold, with patches of fog. The motor life-boat *W.R.A.* was launched at 3.10 A.M., saw flares in the direction of the Knavestone Rock, and found the Ostend motor trawler *Roger Henri* aground. The *Roger Henri* had a crew of six on board, and was bound with a cargo of fish from Moray Firth to Ostend. Her back was broken, and she was continually swept by heavy seas. The life-boat got as near as possible on the lee side. Ropes were passed to the trawler and attached to her small boat, which was lying alongside. The boat was hauled to the life-boat, and by this means the six men were rescued. The life-boat returned to her station at 4.45 A.M. A letter of thanks was

received from the Belgian Government.—Rewards, £19 5s.

Caister, Norfolk.—On the morning of the 1st January a vessel was seen to be in distress. She was the cargo steamer *Crackshot*, of Newcastle, bound with a cargo of coal and a crew of twenty-one from the Tyne to London. She had stranded on a shoal near N.W. Scroby buoy. A fresh S.W. breeze was blowing, with a very choppy sea, and the weather was thick, with rain. The pulling and sailing life-boat *Charles Burton* was launched at 10.15 A.M., and tugs also put out. The life-boat crew helped to jettison some of the cargo in an effort to get the *Crackshot* off, and the life-boat stood by all that day and night and the following morning. The captain of the *Crackshot* then said that he would signal for the life-boat if he needed her again, and she returned to her station, arriving at 1 P.M. She had been on service for nearly twenty-seven hours. The *Crackshot* was refloated at about 1.30 A.M. on the 5th January.—Property Salvage Case.

Caister, Norfolk.—On the 3rd January seven young men put out in the sailing boat *Seabird* on a trip to the steamer *Crackshot*, which had stranded off Caister two days earlier. A fresh west wind was blowing, with a moderate sea. The *Seabird* got into difficulties. Her sail was torn, her crew were unable to make any headway with oars, and she was carried seawards. Her distress signals were seen on shore, and the pulling and sailing life-boat *Charles Burton* was launched at 1.55 P.M. She came up with the *Seabird* S.W. of the Cockle light-vessel, rescued the seven young men, and towed her back to Caister. She returned to her station at 4.10 P.M. The young men wrote a letter of thanks, saying: "Being Caister lads, we invariably help at all life-boat launches. This has made us realize all the more the necessity for a quick launch, and we shall be only too pleased to help the Institution in every possible way in future."—Rewards, £21 18s.

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

Cromarty.—30th November. A motor boat was in distress off Brora some thirty miles to the north, in a whole N.W. gale, but was taken in tow by a fishery cruiser. The life-boat's mast broke as she was running under sail before the gale. She returned under motor power after seven hours at sea.—Rewards, £14 2s.

Barrow, Lancashire.—6th December. Red flares had been reported eleven miles N.W. of Walney Light, but nothing could be found.—Rewards, £17 6s. 6d.

Aldeburgh, Suffolk.—11th December. A motor vessel had stranded on the beach south-east of Orford lighthouse, but got off and went on her way.—Rewards, £22 14s. 6d.

Padstow, Cornwall.—12th December. A Port Isaac fishing boat was overdue, but returned unaided.—Rewards, £8 10s. 6d.

Great Yarmouth and Gorleston, Norfolk.—12th December. The motor vessel *Apollinaris*, of Rotterdam, had grounded north of Winterton look-out, but refloated without help.—Rewards, £27 7s. 6d.

Lowestoft, Suffolk.—12th December. Flares had been reported and a search was made over a large area, but nothing was found.—Rewards, £33 17s. 6d.

Swanage, Dorset.—13th December. Rockets had been reported in the direction of Old Harry Rocks, but nothing could be found.—Rewards, £22 11s.

Aldeburgh, Suffolk.—On the morning of the 13th December the motor vessel *Excel*, of Dover, left Ramsgate for London. On board were the owner, his two daughters and son. The *Excel* ran into bad weather, her engine broke down, and she was driven right off her course. At midday on the 14th she was drifting close to the shore near Orfordness. A whole S.S.W. gale was blowing, with a very heavy sea. The coastguard warned the life-boat station and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 1.30 P.M.

Before she could get clear heavy seas threw her back on the beach. Within a few minutes she was hauled back on to the slipway, and got away at the second attempt. When she arrived off Orfordness she received a signal that of the four people on board the *Excel* three were missing and one was saved. They had jumped overboard when she neared shore. One girl had been washed on to the beach alive. The other three had been swept away and drowned. The life-boat searched until dark, but could find no trace of them. As she would be unable to land at Aldeburgh, owing to the heavy sea and low tide, she ran for Harwich, arriving at 7 P.M. At 8 A.M. next morning she left for her station, reaching there at 11.30 A.M.

The Institution sent a letter to the station expressing appreciation of the expeditious manner in which the life-boat was launched in difficult circumstances.—Rewards, £44 18s. 10d.

Great Yarmouth and Gorleston, Norfolk.—14th December. A steamer had been in collision with the Newarp light-vessel, but she did not need help. In response to flares the life-boat then went to Horsey Gap, where she found a steamer stranded, but she could not get alongside, as the steamer was high up the beach. The coastguard life-saving apparatus was already in communication with the wreck.—Rewards, £30 10s.

Anstruther, Fifeshire.—16th December. A steamer had grounded in West Bay, Elie, but the life-boat found the crew being rescued by the coastguard's life-saving apparatus.—Rewards, £14 0s. 6d.

Aberdeen, and Newburgh, Aberdeenshire.—On the morning of the 16th December the Cockenzie drifter *Margaret and Francis* was bound, light, from Burghhead to Leith, with a crew of three on board. A whole southerly gale was blowing, with a very heavy sea. The *Margaret and Francis* sprang a leak, became unmanageable, and was driven on to the beach at Belhelvie. Life-boat stations were warned by the coastguard, and the Aberdeen No. 1 motor life-boat *Emma Constance* put out at 11.5 A.M. She found the drifter

almost submerged and partly broken up by the tremendous seas ; but she received a recall signal from the coast-guard, and returned to her station at 1.20 p.m. Of the drifter's crew of three, one had been swept off with the wheel-house, and the others had jumped overboard. Unfortunately only one man reached the shore. The Newburgh pulling and sailing life-boat *John and Robert C. Mercer* had been taken along the beach on her carriage, and arrived opposite the wreck at 11.30 a.m., but by that time the men had all gone overboard. She, therefore, made for home again, arriving at 5 p.m. A letter of appreciation was sent to the Newburgh station for the smart way in which the tractor and life-boat were taken to the scene of the wreck, along three miles of soft beach against the gale and sandstorm.—Rewards, Aberdeen, £6 17s. 6d. ; Newburgh, £17 7s. 6d.

Montrose, Angus.—17th December. An overdue fishing boat came in while the life-boat was out looking for her.—Rewards, £5 19s.

Barra Island, Hebrides.—18th December. Anxiety had been felt for a Northbay fishing boat, but she got in safely.—Rewards, £10 6s. 3d.

Buckie, Banffshire.—18th December. Flares had been reported to the N.W., but no trace of any vessel in distress could be found.—Rewards, £15 9s.

Great Yarmouth and Gorleston, Norfolk.—31st December. A doctor went out to the Smiths Knoll light-vessel to bring ashore an injured man, but the weather was so bad that it was decided that it would be less dangerous to leave him on the light-vessel than to attempt to get him into the life-boat.—Expenses defrayed by the Trinity House.

Port Askaig, Islay.—On the afternoon of the 31st December the Oban coast-guard telegraphed that an aircraft had reported a ship drifting eastward through the Gulf of Corrievreckan, which is north of Jura Island. A strong S.W. breeze was blowing, with a heavy sea and hail showers. The motor life-boat *Charlotte Elizabeth* was launched at 5.30 p.m., but returned twelve hours later without having seen any sign of the vessel. Later it was learned that the Norwegian steamer *Karmt*, of Haugesund, had been sheltering in the area, but had gone on her way. An increase in the usual money award on the standard scale was granted to each member of the life-boat crew.—Rewards, £14 6s. 6d.

Margate, Kent.—The motor life-boat *Lord Southborough (Civil Service No. 1)* was launched at 10.20 a.m. on the 10th January, in answer to a message from North Foreland wireless station, received through the coastguard, that a trawler about thirty miles E. by N. of Margate was in need of immediate help. A fresh S.E. breeze was blowing, with a choppy sea. After the life-boat had put out it was learned that the trawler *Notre Dame de Lourdes*, of Boulogne, had been in collision with the British steamer *Theems*. Seven of the trawler's crew had been drowned, and the remainder had been picked up by the *Theems*. A wireless message was sent out asking ships to speak the life-boat if seen, and to tell her to return to her station. She did not receive this message, however, and searched for some hours. She returned to her station at 7 p.m., after nearly nine hours at sea, having covered about seventy miles. An increase in the usual money award on the standard scale was granted to each member of the life-boat crew.—Rewards, £13 17s. 9d.

Silver and Bronze Medals for Aberdeen.

THE Institution has awarded its silver medal to Coxswain Thomas Sinclair, of Aberdeen, and its bronze medal or thanks on vellum to each member of

the crew, for the rescue on 26th January of the crew of the steamer *Fairy*, of King's Lynn. A full account will be published in the next issue.

Shoreboat Services.

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

November Meeting.

Robin Hood's Bay, Yorkshire.—On the 2nd September a salvage party of six was marooned on the wreck of the *Harvest Queen*, owing to their boat breaking away and capsizing. Their plight was seen by a plumber, who called out ex-Coxswain Oliver Storm and went out with him in a motor boat at 11 A.M. A heavy swell was running, with a strong northerly wind, and it was impossible to get alongside. At considerable risk the two men rescued the party with the help of life-lines. The rescuers were engaged for about three hours.—Rewards, £2, and 3s. 6d. for fuel used.

Eastbourne, Sussex.—On the 14th September a sailing dinghy, with two boys on board, capsized in a moderate W.S.W. breeze, with a choppy sea. The boys were rescued by two life-boatmen who put out in an outboard motor boat. The life-boat coxswain also put out in his boat, but his help was not needed.—Rewards, 10s. to the coxswain. The other men had already been rewarded from another source.

Clovelly, Devon.—On the afternoon of the 16th September a visitor called the attention of a boatman to two women who had been cut off by the rising tide among the rocks, about half a mile from Clovelly quay, and who were in some danger of drowning. A fresh north breeze was blowing and the sea was rough. The boatman put off in a small rowing boat, took the women on board, and landed them at Clovelly. He ran some risk, as the rocks made it difficult to get inshore, and the women were too frightened to help themselves. The rescue took half an hour.—Reward, 7s. 6d.

Penarth, Glamorganshire.—At 1.30 P.M. on Sunday, the 20th September, a 17-foot half-decked sailing boat with a crew of three men was going up-channel from Cardiff towards the Rum-

ney River. A strong and squally easterly wind was blowing, the seas were high, and the tide ebbing. The boat was struck by a squall and capsized. The men clung to the bottom of the boat. Two men, Mr. Samuel Buckland, a chair attendant, and Mr. Charles Langford, a float attendant, succeeded, after four or five attempts, in launching a 10-foot rowing dinghy, and in three-quarters of an hour reached the capsized boat. With great difficulty they rescued the three men, one at a time, by means of a rope over the stern of the dinghy. The rescuers were not experienced in handling boats and risked their lives.—Rewards, a framed letter of appreciation and £2 to each of the two rescuers.

Campbeltown, Argyllshire.—The fishing vessel *Sweet Home*, with four men on board, ran out of fuel and anchored near Davaar lighthouse on the 17th October. She was kept under observation by the keeper, and was seen to hoist a signal. The keeper then telephoned to the life-boat station. The sea was rough, with a strong N.W. breeze blowing, but the four men were in no danger. The motor fishing vessel *Ave Maria*, manned by a crew of five, put out and towed the *Sweet Home* in, thus saving a launch of the life-boat. No risk was incurred by the men, who were engaged for just under an hour.—Rewards, £1 5s., and 2s. 6d. for fuel used.

Tenby, Pembrokeshire.—At about 3.10 P.M. on Sunday, the 25th October, the coastguard informed a fisherman that a small outboard motor boat, with three men on board, was in difficulties three-quarters of a mile from Castle Hill. The tide was ebbing, a moderate sea was running, and there was a fresh N.W. wind. The fisherman put out in his motor boat and found that the boat was disabled by an engine breakdown, and that her anchor would not hold. He took her in tow and brought her into harbour. No risk

was incurred, and the rescue took about half an hour.—Rewards, 10s., and 2s. 6d. for fuel used.

Caister-on-Sea, Norfolk.—At about 4.50 P.M. on the 25th October four men who were fishing off Scratby in the motor boat *Rainbow* saw a distress signal from the motor fishing boat *Lily Georgina*, about one and a quarter miles out. A fresh W. by N. wind was blowing, with a very choppy sea. The *Rainbow* found the *Lily Georgina* drifting with her engine broken down, and her crew of three rowing, but not making headway. She took the disabled boat in tow and brought her in. The rescue took over one hour. The distress signal had been seen from the life-boathouse and the life-boat would have been launched but for the action of the *Rainbow*.—Rewards, £1 10s., and 2s. for fuel used.

Flint, Flintshire.—On the morning of the 26th October a man put out from Llanerchymor in the auxiliary motor fishing boat *Evelyn* with a punt in tow, fishing for cockles. A sudden storm sprang up and the punt sank. The auxiliary engine was stopped by seas which half filled the boat, and the anchor which the man dropped failed to hold. The boat was driven before the storm under a little sail and eventually came to anchor between Flint and Burton Point at the mouth of the River Dee. All that day and night she remained at anchor. Next morning she was seen, and four men put off from Flint in an 18-foot motor boat. A W.N.W. gale was blowing at the time, with a rough sea. At some risk they rescued the man, the service occupying about an hour.—Rewards, £3, and 3s. for fuel used.

Cadgwith, Cornwall.—At about 11 A.M. on the 27th October the motor fishing boat *Freda*, with a crew of four, was seen to be flying a distress signal three miles to the S.S.E. A moderate W.N.W. breeze was blowing offshore, with a moderate sea. The local life-boat crew and part of the crew of the Lizard station were at sea, and a 22-foot motor boat, with a crew of four, put out. She found that the

Freda had had an engine breakdown, took her in tow, and brought her into Cadgwith. The men were engaged for just over an hour and ran some risk.—Rewards, £1 10s., and 7s. 6d. for fuel used.

Filey, Yorkshire.—On the evening of the 29th October it was learned that three boys had put off in a coble during the afternoon and had not returned when expected. A light S. breeze was blowing, with a slight sea, and the weather was misty. The honorary secretary of the life-boat station arranged for two cobles to go out in search, but just as they were being launched the missing boat came in.—Rewards, £1.

December Meeting.

The Mumbles, Glamorganshire.—While out training on the evening of the 31st August five members of the Mumbles Amateur Rowing Club got into difficulties, their boat being caught in a strong current and forced against a pylon. The boat sank and the men clung to the pylon and to the wire stays. Seeing their dangerous position, Mr. Daniel Slavin, caretaker at the Mumbles Battery, put off single-handed in a rowing boat and picked up the men.—Reward, letter of thanks. The rescued had already rewarded him.

Whitstable, Kent.—Early in the afternoon of the 31st October a small boat with two men on board was seen to be in trouble off Seasalter. A moderate breeze, increasing later to gale force, was blowing from the N.E., with a rough sea, and rain. At the request of the coastguard volunteer-in-charge at Whitstable, two men put off in an 18-foot motor boat, but found that the small boat had been beached, and that the two men had been helped ashore. This attempted service occupied three hours, and was carried out at moderate risk.—Rewards, £1 10s., and 5s. for fuel used.

Hastings, Sussex.—At about 2.45 A.M. on the 20th November the life-boat coxswain and two other men, who were just about to drop anchor on returning to Hastings in their motor

boat, saw a red flare about two and a half miles south of St. Leonards pier. A fresh east breeze was blowing, with a rough sea. The three men put out again, and found the motor fishing boat *Enterprise*, with a crew of four, lying helpless, as her nets had fouled her propellers. At slight risk they towed her ashore. The service took two and a quarter hours.—Rewards, £2 5s., and 4s. 6d. for fuel used.

January Meeting.

Hastings, Sussex.—At midday on the 2nd December a small boat with one man on board was blown away from the mouth of Rye harbour towards broken water off Jury's Gap. A fresh to strong W.N.W. breeze was blowing, with a heavy ground swell. Two fishermen put off in a 15-foot open motor boat owned by Mr. J. Moon, of Hastings, who accompanied them, and with great difficulty, and at some risk, towed the boat to safety. The rescue took one and a half hours.—Rewards, a letter of appreciation to Mr. Moon, £1 each to the fishermen, and 3s. for fuel used.

Lytham-St. Anne's, Lancashire.—On the afternoon of the 9th December it was learned that two open boats, with ten men on board who had been gathering mussels, had not returned when expected. The wind was light

and the sea smooth, but there was a very thick fog. Cries for help were heard, and at 5.45 P.M. the life-boat coxswain, the motor mechanic, and three other members of the crew, put off in the life-boat boarding-boat. They found the boats at anchor about a mile and a half east of Lytham pier, took the ten men off, and landed them on the pier at 7.15 P.M.—Rewards, £3 15s.

Folkestone, Kent.—On the night of the 13th–14th December the motor fishing boat *Florence Rosalind*, with a crew of eight, helped in the rescue of the crew of three of the motor fishing boat *Josephine II*.—Rewards, Two silver watches and £15, and also £4, for lost and damaged ropes and fuel. (For a full account of this service see page 216.)

Whitby, Yorkshire.—On the afternoon of the 20th December the coastguard reported that the local fishing coble *Royal Empire* was in distress about half a mile south of Saltwick Nab. A strong south-westerly breeze was blowing, with a moderate sea. Ex-Coxswain Harland and three other men put off in a motor fishing boat and found the *Royal Empire* drifting out to sea. Her engine had broken down, her anchor had been lost, and she had no sails. She was towed back to harbour.—Rewards, £1 10s., and 3s. for fuel used.

Life-boat Days in 1936.

DURING 1936 life-boat flag days were held by 766 of the 1,071 branches of the Institution; nine fewer than in 1935. The amount collected on these days was £42,715, which was £375 less

than in 1935. The number of people who contributed was 5,404,000, which was 180,000 more than in 1935. The average contribution was $1\frac{7}{8}$ of a penny.

Golf Competitions.

DURING 1936 sixty-four golf clubs in Great Britain and Ireland held competitions in aid of the life-boat service for which the Institution presented spoons as prizes. As a result

the clubs contributed £196 11s. 5d. This is eleven more clubs than in 1935 and an increase in the contribution of £22 6s. 6d. The same appeal has been made to golf clubs for 1937.

A Centenarian of Eastbourne.

A Link between 1784 and 1937.

By Councillor Alexander Robertson, Honorary Secretary of the Eastbourne Station.

THERE died in Eastbourne on 16th February, 1937, a lady, Mrs. Caroline Allchorn, who was a hundred years old last year. She was born on 3rd May, 1836. She had three children, fifteen grandchildren, twenty-three great-grandchildren, and five great-great-grandchildren.

Mrs. Allchorn, who was a daughter of William Breach, remembered the first train coming to Eastbourne, and as a girl was employed at the Old Town Post Office, one of her duties being to go on foot, three times a week, to the coast-guard on Beachy Head with their letters.

Three of Mrs. Allchorn's grandsons are members of the present life-boat crew, and her family have been associated with the Eastbourne life-boat station even longer than she herself can remember. Her husband was a son of Edward Allchorn, who was born on 5th October, 1784, and who was a member of the first life-boat crew at Eastbourne.

Our life-boat station was established in 1822, two years before the Royal National Life-boat Institution itself was founded, and was not taken over by the Institution until 1853. The first life-boat was a gift from Mr. John Fuller, M.P., of Rose Hill, Sussex, who died in 1833. His estate passed to the son of his first cousin, Mr. Augustus Eliot Fuller, for many years Member of Parliament for East Sussex. The life-boat he left "to the inhabitants of Eastbourne." She was built by Simpson, of Eastbourne, and was 25 feet long, 8 feet 6 inches broad, and 3 feet 6 inches deep. She pulled ten oars. The boat had no name, but she is said to have had a rose carved on her.

The First Service.

Her first service was in February, 1833. On the 21st of that month the ship *Isabella*, on passage from London to Demerara, was wrecked on the Boulder Bank. A hurricane was blowing. The life-boat put out to her help, manned by twenty fishermen, one

of whom was Edward Allchorn. They had to make two journeys to the wreck to rescue the twenty-nine persons on board, and shortly after they left her for the second time her decks blew up. For this service the Institution awarded £20 to the life-boat's crew, and sent its thanks to Mr. Hamilton, principal officer of Customs, for the efficient state in which the life-boat was kept.

A Sussex Medal.

Mrs. Allchorn had in her possession a medal which was specially struck to commemorate the service and was presented to each member of the crew. On one side is the portrait of John Fuller with the words: "John Fuller, Esq., Rose Hill, Sussex"; on the other: "Presented to Edward Allchorn for his conduct in saving the lives of twenty-nine shipwrecked persons, 1833."

In 1842 the life-boat rescued the crew of seven from the ship *Watts*, wrecked near Eastbourne in a violent gale from the south-west. Twelve fishermen manned the life-boat, and received a reward of £6 from the Institution.

Three years later, on 28th December, 1845, the life-boat went out to the help of a Dutch East-Indiaman *Twee Cornelissen*, a ship of about 860 tons, laden with coffee, indigo and sugar, which went ashore in Pevensey Bay, near Tower 55, and became a total wreck. The Eastbourne life-boat rescued the master and nine seamen. Eighteen others had got ashore in the ship's boat the day before.

Thirteen men manned the life-boat on this service. They received rewards of five guineas from the Institution and five guineas from Mr. A. E. Fuller; and the South Holland Society for Saving the Shipwrecked presented each member of the crew with a silver medal and a diploma in English.

One of the thirteen men was Thomas Allchorn, born on 15th December, 1800, a brother of Edward. The diploma presented to him is still in the possession of Mrs. Caroline Allchorn. On it is the

fullest account we have of the service.
It reads as follows :

DE

ZUID HOLLANDSCHE MAATSCHAPPIJ

tot Redding van

SCHIPBREUKELINGEN

te

ROTTERDAM.

DIRECTORS

of the

SOUTH-HOLLAND INSTITUTION

For The Preservation of Life from Shipwreck.

Established At

ROTTERDAM,

Do With Gratitude and Humane Feelings,

Present to You,

THOMAS ALLCHORN,

residing at Eastbourne, County of Sussex,

THE SILVER MEDAL,

As A Lasting Memorial,

of your bold and praiseworthy exertions, exhibited on the 28th day of December, 1845, with several of your brave Shipmates, in launching and manning the LIFE-BOAT,—belonging to A. E. Fuller, Esq., M.P., of Rose-Hill,—and under a great risk of losing your own lives, working through a high surf and tremendous sea, blowing at that time a heavy gale, to reach the Dutch East-Indiaman TWEE CORNELISSEN, H. D. VAN DYK, Commander, stranded—on her homeward bound Voyage from Batavia to Amsterdam,—in Pevensey-Bay, on the coast of Sussex, in

order to save part of her crew,—consisting of the Master and nine Seamen—who were in imminent danger of losing their lives, having already taken refuge in the rigging; which said exertions have been crowned, by the assistance of Divine Providence, with such complete success, that all were landed safe on shore and treated with cordial hospitality.

ROTTERDAM, 3 April, 1846.

W. Van Houten, President.

F. P. Van Houten, Secretary.

To complete the record of Mr. Fuller's life-boat, she went out to the barque *Druid*, of Sunderland, on 11th January, 1862, and rescued nine lives. Next year she was replaced by another life-boat. She had then been on service forty-one years, and had rescued fifty-five lives.

A Link with the First Life-boat.

By the death of Mrs. Allchorn, we have lost not only a link with the first life-boat service at Eastbourne, but a link between the very beginning of life-boat work in Great Britain and the modern life-boat fleet. It was in 1784 that Lionel Lukin, the London coach-builder, bought a Norway yawl and converted her into an "unimmergible boat." That was the first experiment in life-boat construction, for two years later Lukin converted a Northumberland coble into another "unimmergible boat," and she was the first boat to be stationed on our coasts for the express purpose of saving life from shipwreck. In that year of Lukin's experiment, 1784, Mrs. Allchorn's father-in-law, Edward Allchorn, who served in the first Eastbourne life-boat was born. Mrs. Allchorn's grandsons, Edward's great-grandsons, are serving in the Eastbourne motor life-boat to-day.

Portrait on the Cover.

THE portrait on the cover is of Coxswain Henry Albert (Buller) Griggs, of Hythe, Kent. He was second coxswain for two and a half years, and for over nineteen years has been coxswain; so that he has been an officer of the life-boat for nearly twenty years. During that time the station has rescued 29 lives. Coxswain Griggs won the Institution's silver medal for gallantry in the great gales of the winter of 1929 to 1930, for the

rescue of the crew of three of the barge *Marie May*, of Rochester, in the early morning of 12th November, 1929, in a 70-mile an hour gale, with a very heavy sea running. He won the Institution's thanks on vellum for another fine service in January of this year, of which a full account will be found on page 216. The photograph of Coxswain Griggs is by Mr. Harold B. Burdekin, of London and Reigate, and is reproduced by his kind permission.



A LIFE-BOAT MEDAL OF 1833.



By courtesy of]

[Roy Hudson, Eastbourne

MRS. ALLCHORN ON HER 100th BIRTHDAY.

Reading a telegram of congratulation from the King.

The Tale of a Kettle.

THIS is a true story, although the name of the life-boat station is not mentioned. In one of the heavy gales of last winter one of the motor life-boats on the South Coast put out on service shortly after dusk and was out the whole night.

During the night the coxswain thought that he would like to cheer himself with some hot bovril, and the motor mechanic put on the kettle to boil. When the bovril was made the coxswain drank off one cup of it, the motor mechanic another. Shortly afterwards, to their own horror, and the amusement of the crew, they were both very sick. The life-boat

returned to her station after a service of sixteen hours, with both coxswain and motor mechanic under a cloud. They themselves suspected the bovril. The crew, however, were certain that it simply meant that their coxswain and motor mechanic could not stand a bit of a sea.

On the arrival at the station someone looked inside the kettle and the mystery was solved. Bovril was cleared of the suspicion of causing instead, as it undertakes to do, of preventing "that sinking feeling." The coxswain and motor mechanic were cleared of the suspicion of unseaworthiness. Inside the kettle was a piece of soap.

Comedies of a Cow—and a Burning Chimney.

THE false alarms which call out life-boats are very varied. On the 26th October last, with a gale blowing, the Plymouth motor life-boat put out—because a cow had gone wandering.

At 6.30 in the evening the coastguard at Mothecombe reported distress signals. The crew of the life-boat were summoned and she left her moorings. The honorary secretary meanwhile got through to the coastguard for further information, and was told that the lights seen were not distress signals. The life-boat was recalled.

What had happened was that a cow had wandered away and gone over the cliffs, and the lights were the lanterns of the farmer and his men searching for her along the shore. It was these that, in the rough weather, had looked to the

coastguard to be lights flashing at sea. Awards amounting to £2 12s. 6d. were made to the crew.

At North Sunderland, at 6.30 on the morning of 18th January, a gale was blowing from the south with a heavy sea running and showers of rain. The coastguard reported red rockets seen to the north of the harbour, and the motor life-boat was launched. She searched northwards for five miles, and east to the Longstone Lighthouse, but could find no ship in distress. After being out for two hours she returned.

Later it was discovered that a chimney had been on fire and what was thought to be red rockets was burning soot which the gale was carrying seawards. Awards amounting to £20 5s. were made to the crew for their search.

Life-boat Service in the East End of London.

THE secretary of the Institution would like to repeat the appeal made in the last issue of *The Life-boat* for volunteers from Greater London to help to develop the Institution's work in the East End by forming an East End branch, including Stepney, Bethnal Green, Shore-ditch and Poplar. What is wanted in particular is the help of owners of cars, who 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 col-

lecting boxes and then emptying them.

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. This summer she is again organizing a life-boat day. 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.

Awards to Coxswains and Life-boatmen.

Coxswain's Certificate of Service.

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

FREDERICK BARNES, 19½ years coxswain and 13 years second coxswain, and 2½ years bowman of the Selsey life-boat.

IVOR M. ARNOLD, 17½ years coxswain, 3½ years second coxswain of the St. David's life-boat.

JAMES NISBET, 5½ years coxswain and 17½ years second coxswain of the St. Abbs life-boat.

JAMES CANNON, 16½ years coxswain of the Peel, Isle of Man, life-boat.

EDWARD J. SMITH, 7½ years coxswain, 3 years second coxswain, and 4½ years bowman of the Kessingland life-boat, on the closing of the station.

JAMES MARTIN, 5 years coxswain, 14½ years second coxswain, and 11½ years bowman of the Portrush life-boat.

ROBERT HARLAND, 5 years coxswain, 10 years second coxswain, and 2 years bowman of the Whitby life-boats.

THOMAS W. WELHAM, 5 years coxswain, 1 year second coxswain, and 9 years bowman of the Whitby life-boats.

Life-boatman's Certificate of Service.

THE LIFE-BEATMAN'S CERTIFICATE OF SERVICE, and a PENSION, have been awarded to :

SYDNEY J. BROWN, 6½ years second coxswain and 8 years bowman of the Kessingland life-boat, on the closing of the station.

THE LIFE-BEATMAN'S CERTIFICATE OF SERVICE, and a GRATUITY, have been awarded to :

HERBERT W. HART, 5½ years bowman of the Kessingland life-boat, on the closing of the station.

CHARLES PHILLIPS, 12½ years motor mechanic of the Selsey life-boat and 1 year motor mechanic of the Brixham life-boat.

THE LIFE-BEATMAN'S CERTIFICATE OF SERVICE has been awarded, on retirement, to :—

RICHARD S. OLIVER, 15 years a member of the crew of the Hauxley life-boat.

WILLIAM ROBSON, 20 years a member of the crew of the Kirkcudbright life-boat.

Pension.

PENSIONS have been awarded to the following :

RICHARD MAJOR, 4½ years shore-signalman at the Humber, and 12½ years shore-signalman at Flamborough.

WILLIAM H. WHYTE, 11½ years shore-signalman at Kingstown.

Awards to Honorary Workers.

Honorary Life-Governor.

DR. R. JULYAN GEORGE, M.D., has been elected an honorary life-governor of the Institution in recognition of the valuable help which he has given at Port Isaac, Brixham, and Paignton during his fifty years' association with the life-boat service.

The Thanks of the Institution on Vellum.

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

MR. DAVID KENNEDY, on his retirement after 17 years as honorary secretary of the Newcastle (Dundrum) station branch.

LIEUT.-COLONEL H. W. MADOC, C.B.E., M.V.O., on his retirement after 23½ years as honorary secretary of the Douglas station branch.

Gold Badge.

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

MRS. HILDA BROWN, honorary secretary, Ladies' Life-boat Guild, Withernsea branch.

MR. GEORGE W. BUGG, honorary secretary, Norwood District of Lambeth life-boat Day.

LADY CLARK, chairman, Ladies' Sub-committee, Belfast branch.

MAJOR E. R. COOPER, F.S.A., for his writings on Suffolk life-boatmen.

CAPTAIN RICHARD R. DAVIES, honorary secretary and treasurer, Anglesey branch.

LADY NASH, president, Ladies' Life-boat Guild, City of Limerick branch.

MRS. LAURA M. SMITH, life-boat worker, Ladies' Life-boat Guild, Nottingham branch.

MR. ERNEST WOOLFELD, honorary secretary, Kessingland station branch.

Aneroid Barometer.

THE ANEROID BAROMETER, with inscription, has been awarded to MR. MARSHALL FRISKNEY, for his valuable services as honorary secretary of the Teesmouth station branch.

Binocular Glass.

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

MR. TIMOTHY F. BARRETT, Fenit ;

MR. TOM F. BEVAN, Lynmouth ;

DR. JOSEPH SOAR, Mus.D., St. David's ;

MR. SYDNEY TAYLOR, Lowestoft.

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

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

Mrs. ALEXANDER, honorary secretary and treasurer, Westbury and District branch.
Mrs. LAURA ARMITAGE, honorary secretary, Hepworth and Scholes branch.
Miss PAT BAIRD, worker, Aberystwyth branch.

THE RALLYCOTTON LADIES' LIFE-BOAT GUILD.
Miss S. I. BEVAN, worker, Ladies' Life-boat Guild, Llandudno branch.

Mr. C. J. A. BOORMAN, honorary secretary, Ilford branch.

Mrs. W. S. BOYD, honorary secretary, Holmfirth branch.

Engineer Rear-Admiral R. BRYAN, honorary secretary, Tavistock branch.

Mrs. MAY S. CHARLES, worker, Ladies' Life-boat Guild, Port of Plymouth branch.

Mrs. ELSIE COCHRANE, honorary secretary, Ladies' Life-boat Guild, Selby branch.

Mrs. J. W. COULTHURST, vice-president, Ladies' Life-boat Guild, Keighley branch.

Mr. DAVID CORMACK, honorary secretary, Lockerbie branch.

Mr. WILLIAM C. DAY, honorary treasurer, Southend-on-Sea branch.

Mr. J. DAVIDSON DICKIE, honorary secretary, Elgin branch.

Mrs. STELLA N. DUTTON, honorary secretary, Ladies' Life-boat Guild, Ramsgate branch.

Miss CATHERINE M. EDGAR, honorary treasurer, Ladies' Life-boat Guild, Kirkin-tilloch, Lenzie and District branch.

Mrs. FLORENCE GAYDON, worker, Ladies' Life-boat Guild, Port of Plymouth branch.

Mr. R. J. GERMAN, honorary secretary and treasurer, Stamford branch.

Mrs. CHARLES GRAHAM, vice-president and concert organizer, Isle of Arran branch.

Miss ADA L. GRANGE, life-boat day organizer, Bognor Regis branch.

Mr. W. IRVING, worker at Silloth.

Mrs. ANNE E. MCNEAL, worker, Ladies' Life-boat Guild, Llandudno branch.

Mrs. C. MARLOW, honorary secretary, Mitcham branch.

Mrs. LILIAN G. MARSDEN, honorary secretary, Ladies' Life-boat Guild, Huddersfield branch.

Miss ANNIE S. MARSHALL, honorary secretary, Ladies' Life-boat Guild, Kirkin-tilloch, Lenzie and District branch.

Mrs. CAROLINE E. MAURICE, honorary secretary, Marlborough branch.

Miss B. MERRY, worker, Ladies' Life-boat Guild, Llandudno branch.

Mrs. MAUD MILLICAN, vice-president, Northampton branch.

Mr. JOHN E. MOULAND, assistant secretary, Southampton and District branch.

The Rev. R. T. NEWCOMBE, M.C., honorary secretary, Hull and District branch.

Mr. HUGH C. ORR, for organizing collections in his cinemas, and organizing a dance, Coventry.

Miss MAISIE OWEN, worker, Ladies' Life-boat Guild, Llandudno branch.

Lady PEAKE, president, Ladies' Life-boat Guild, St. Albans and Harpenden branch.

Mrs. ELSIE M. PETERS, vice-president and honorary secretary, Ladies' Life-boat Guild, Culcheth-with-Kenyon branch.

Mrs. J. PIERCE-LEWIS, president Ladies' Life-boat Guild, and life-boat day organizer, Rhyl branch.

Miss WINIFRED PRICE, president and honorary secretary, Shirley branch.

Mrs. EDITH B. RICKARD, honorary secretary, Ladies Life-boat Guild, and life-boat day organizer, Newquay, Cornwall, branch.

Mrs. AGNES M. SCANTLEBURY, worker, Ladies' Life-boat Guild, Port of Plymouth branch.

Mr. ROBERT G. SHANNON, assistant secretary, Douglas station branch.

Surgeon Captain C. R. SHEWARD, R.N., honorary secretary, Upper Norwood branch.

Mrs. S. R. SHIPSTONE, worker, Withernsea branch.

Mr. ERNEST H. H. SHORTING, honorary treasurer, Broseley branch.

Miss H. A. SOUTHWORTH, honorary treasurer and honorary secretary, Hindley branch.

Miss VIOLET E. STONEBRIDGE, life-boat day organizer, Ely.

Mrs. EDWARD TAYLOR, president, Ladies' Life-boat Guild, Littleborough branch.

Miss ANNIE TONES, president, Sutton Coldfield branch.

Mrs. KATHLEEN WHITAKER, president, Ladies' Life-boat Guild, Kendal branch.

Mrs. C. A. WILDERS, honorary secretary, Sutton-in-Ashfield branch.

Mrs. JOHN WOLSTENHOLME, joint honorary treasurer, Ladies' Life-boat Guild, Bury branch.

Record of Thanks.

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

Mrs. ELLEN L. ANDERSON, worker, Solihull branch.

Mrs. E. A. BERG, worker, Dundee branch.

Mrs. CECILIA BROOKS, honorary secretary, Ladies' Life-boat Guild, Shrawley branch.

Mrs. ALEICE M. CLEWER, chairman and life-boat day organizer, Leyton branch.

Miss HILDA M. DALEY, worker, Aberystwyth branch.

Mrs. MARGUERITE DAVIES, member of committee, Ladies' Life-boat Guild, South Caernarvonshire branch.

Paymaster Captain ARTHUR C. DENMAN, R.N. (ret), honorary treasurer and assistant honorary secretary, Weymouth station branch.

Mrs. HILDA A. DUNNINGHAM, honorary secretary and treasurer, Ladies' Life-boat Guild, Middlewich and District branch.

Mrs. FRANCES A. JONES EVANS, member of committee, Ladies' Life-boat Guild, South Caernarvonshire branch.

Mrs. ALICE G. FOWLER, worker, Withernsea branch.

Miss MARY GRIFFITH, member of committee, Ladies' Life-boat Guild, South Caernarvonshire branch.

Mrs. IDA HARRIS, life-boat day organizer, Loughton District, Woodford and District branch.

Miss KATHLEEN M. HOBBS, worker, Oxford branch.

Miss JESSIE B. HENDERSON, worker, Ladies' Life-boat Guild, Keighley branch.
 Mrs. AMY J. HENINGHEM, president, Ladies' Life-boat Guild, Pocklington branch.
 Mrs. ERNEST JOSEPH, ex-chairman, Ladies' Life-boat Guild, Swansea branch.
 Mrs. W. P. LAIRD, worker, Dundee branch.
 Mrs. OLWYN M. LLOYD, member of committee, Ladies' Life-boat Guild, Menai Bridge branch, and afterwards honorary treasurer, Ladies' Life-boat Guild, Conway branch.
 Mrs. LAURA E. NORCLIFFE, honorary secretary, Ladies' Life-boat Guild, Stainland, Greetland, and West Vale branch.

Mrs. JANE OSBORNE, honorary secretary, Hayle branch.
 Miss D. PARKINSON, worker, Withernsea branch.
 Miss PHYLLIS B. PORTER, honorary secretary, Enfield branch.
 Mrs. ELIZABETH M. RUSSELL, honorary secretary, Ladies' Life-boat Guild, Holmes Chapel, Goostrey, Chelford and District branch.
 Sister LALLA D. SCOTT, worker, Conway branch.
 Mrs. ELIZABETH A. SNELL, chairman, Ladies' Life-boat Guild, Swansea branch.
 Mrs. W. F. SOUTAR, worker, Dundee branch.

Summary of the Meetings of the Committee of Management.

Thursday, 12th November, 1936.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the hearty and respectful thanks of the committee of management be accorded to H.R.H. the Duke of York, K.G., for graciously consenting to assume the office of President of the Institution.

Reported the receipt of the following special contributions :—

The late Mr. H. B. G. Warren— donation from executors for provision and equipment of a life-boat	£ s. d. 5,000 0 0
The late Dr. William Briggs— donation from executors	27 11 10

Paid £24,764 10s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boat-houses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£453 4s. 8d. to pay the rewards for life-boat services ;

£450 12s. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 222-229) ;

£16 11s. for the assemblies of crews, etc. ;

£21 19s. 4d. 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 a compassionate grant of £10 to the widow of William H. Mitchell, late coxswain of the Exmouth life-boat, in view of her very poor circumstances.

Voted a compassionate grant of £10 to the widow of John Main, a life-boatman at Dunbar and Skateraw, in view of her straitened circumstances.

Voted a compassionate grant of £5 to J. R. Brownlee, at one time bowman at Tynemouth, who is now old and in very poor circumstances.

Voted £17 13s. 6d. to pay the rewards for shoreboat services at Cadgwith, Caister, Campbeltown, Clovelly, Eastbourne, Filey, Flint, Penarth, Robin Hood's Bay and Tenby, accounts of which appear on pages 240 and 241, and additional rewards for a shoreboat service at Selsey in August, 1936, reported in the last issue of *The Life-Boat*.

Thursday, 10th December, 1936.

Sir GODFREY BARING, Bt., in the chair.

Resolved that Commander F. F. Tower, O.B.E., late R.N.V.R., and Commodore the Right Hon. the Earl Howe, P.C., C.B.E., V.D., A.D.C., R.N.V.R., be appointed vice-presidents of the Institution.

Reported the receipt of the following special contributions :—

The late Mr. Caleb Diplock— donation from executors	£ s. d. 250 0 0
Anonymous	50 0 0
Dr. W. K. Dunscombe	50 0 0
Sowerby Bridge Ladies' Life- boat Guild	26 5 0

Paid £20,442 19s. 1d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boat-houses and slipways, and the maintenance of life-boat stations.

Included in the above were :—

£346 16s. 3d. to pay the rewards for life-boat services ;

£336 18s. 3d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 229-239) ;

£65 9s. 6d. for the assemblies of crews, etc. ;

£1 5s. 6d. additional rewards for services previously reported ;

£32 4s. 4d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Fethard, Padstow, and Rye Harbour.

Voted £34 16s. on account of additional rewards to the crews of the Exmouth, Great Yarmouth and Gorleston, Moelfre, New Brighton, and Whitehills life-boats.

Voted a compassionate grant of £5 to Tom Ward, who had been a member of the Aldeburgh life-boat crew for many years, and is now old and in poor circumstances.

Voted a compassionate grant of £5 to a daughter of William Wink, who was at one time a member of the life-boat crew at Harwich, and died in poor circumstances.

Voted £4 4s. 6d. to pay the rewards for the Hastings and Whitstable shoreboat services, accounts of which appear on pages 241 and 242.

Thursday, 31st December, 1936.

Paid £18,063 10s. 11d. for sundry charges in connexion with the construction of life-boats, life-boathouses and slipways, etc., and the maintenance of life-boat stations.

Included in the above was £10 8s. 6d. to a man for injury in the life-boat service at Wells.

Thursday, 14th January, 1937.

Sir GODFREY BARING, Bt., in the chair.

Reported that His Majesty the King had been graciously pleased to grant his Patronage to the Institution.

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

Confirmed the appointment of Mr. F. J. Terry as joint district organizing secretary for Greater London.

Reported the receipt of the following special contributions :—

	£	s.	d.
King George's Fund for Sailors	1,000	0	0
Anonymous	100	0	0
The Southern Railway	31	10	0
British Forces in Iraq	28	1	9
Major the Hon. J. J. Astor, M.P.	26	5	0
Polish British Steamship Co., Ltd.	26	5	0
Port Line	26	5	0

Paid £17,022 19s. 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 :—

£286 1s. 9d. to pay the rewards for life-boat services ;

£356 14s. 10d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 234-239) ;

£26 18s. for the assemblies of crews, etc. ;

£2 3s. for services previously reported ;

£321 7s. 4d. 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 ;

£45 10s. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Caister, Moelfre, Newhaven, and Walmer.

Voted £9 10s. on account of additional rewards to the crews of the Margate and Port Askaig life-boats.

Decided that, in the special circumstances, a weekly allowance of 10s. be paid to the widow of ex-Second Coxswain W. E. Haylett, of Caister. Coxswain Haylett, who had retired owing to illness due to exposure in the life-boat service, had been in receipt of an allowance from the Institution.

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

Voted £26 11s. to pay the rewards for the Folkestone, Hastings, Lytham, and Whitby shoreboat services, accounts of which appear on page 242.

Life-boat Stamp Club.

MISS MARGARET POWER, of Mount Royal, Old Common, Cobham, Surrey, the honorary secretary of the Life-boat Stamp Club, reports that the club is growing, but that the demand for stamps is greater than the supply.

Besides individual stamps, she would be most grateful for gifts of collections from any philatelists who may be giving up collecting, as she would be able to dispose of collections entire without any difficulty.

Obituary.

THE Institution very much regrets the death of Lieut.-Col. H. W. Madoc, C.B.E., M.V.O., for twenty-three years honorary secretary of the Douglas, Isle of Man, life-boat station ; Mr. John Prior, for twenty-five years secretary of

the North Deal, Kent, station ; and the Rev. Henry Vyvyan, for thirty-eight years honorary secretary of the Cadgwith, Cornwall, station. The record of their services to the Institution will appear in the next issue of *The Life-boat*.

News from the Branches.

1st November, 1936 to 31st January, 1937.

Greater London.

BARNEHURST.—Mrs. Pickering appointed honorary secretary.

BEDDINGTON, WALLINGTON AND CARSHALTON.—Lantern lecture to the Women's Citizens Association by the district organising secretary.

BEXLEY.—Mrs. Hamilton appointed honorary secretary.

BURNT OAK.—Special meeting. Speaker: The district organizing secretary. Branch formed. Mrs. Grey-Skinner, chairman; Mr. S. C. Jones, honorary treasurer; Mrs. Goodrich, honorary secretary. Dance.

CHELSEA.—Lantern lecture by Mr. Kibble.

CLAPHAM.—Whist drive.

EALING.—Lantern lecture by Mr. Armstrong to Methodist Church.

HAYES.—Dance.

HORNSEY.—Whist drive, with address by the district organizing secretary. Prizes presented by the Mayoress. Lantern lecture by Mrs. Winwood.

ILFORD.—Mrs. F. W. Alway appointed honorary secretary of the branch and Ladies' Life-boat Guild in succession to Mr. C. J. A. Boorman and Miss J. Larkin.

ISLINGTON.—Lantern lectures by Mr. Leckie and the district organizing secretary.

MITCHAM.—Special meeting, Captain Brook-Smith presiding. Presentation to Mrs. Marlow of the life-boatman statuette awarded to her by the Institution. Whist drive.

PADDINGTON.—Visit of Trinity Rambling Society to Storeyard.

PECKHAM.—Miss Porter appointed honorary secretary.

ROMFORD.—Whist drive.

ST. ALBANS.—Dance.

ST. PANCRAS.—Mrs. Gordon Hume appointed honorary secretary and Mr. Charles W. Lawrence assistant secretary. Film show and lantern lecture by Mr. Leckie. Lecture by Mr. J. Evans to Medburn School.

SOUTHEND.—Supper and concert to the life-boat crew. Mr. Frank H. Geron, host. Speakers: Alderman R. Thurlow Baker (chairman), the district organizing secretary, Mr. H. A. Potter, Mr. Frank Fisher and Mr. J. Leslie Elliston (secretary).

UXBRIDGE.—Dance.

WALTHAMSTOW.—Concert. Dance. Carol singing.

WELLING.—Mrs. Hook appointed honorary secretary. Whist drives.

WESTMINSTER.—Children's carol singing.

Lectures at Bermondsey, Coldharbour, Croydon, Deptford, Stoke Newington, Wandsworth and Wood Green.

Note.—For a proposal to form an East End branch see page 246.

North-West of England.

ACCRINGTON.—Annual meeting on 10th December, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day at Church, Clayton-le-Moors and Oswaldtwistle. Collections in cinemas, calendar tea, and jumble sale. Amount collected in 1936, £124, an increase of £6 on 1935. Dance. Bridge and whist drive.

BARROW.—Annual meeting on 25th November, the Deputy Mayor in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, dance. Amount collected in 1936, £132.

Annual dance, arranged by the Ladies' Life-boat Guild.

BOLTON.—Bridge and whist drive.

BREDBURY.—Whist drive.

BURNLEY.—Presentation of prizes won in the life-boat essay competition for elementary schools by the Bishop of Burnley.

BURY.—American tea at the house of Mrs. Wolstenholme, honorary treasurer.

CASTLETOWN.—A flower show was held last summer which, unfortunately, was not mentioned at the time in News from the Branches. It has been held annually for a number of years.

CHESTER.—The branch has suffered a severe loss by the death of Mr. J. Bennett Kennedy, its honorary secretary since 1925.

COLNE.—Concert given by Colne Optimists.

FARNWORTH.—Special meeting at the house of Mrs. Ben Hesketh. Ladies' Life-boat Guild formed. President, Mrs. J. Johnson; honorary treasurer, Miss McDermott; honorary secretary, Mrs. Ben Hesketh.

HEYWOOD.—Annual meeting on 19th November. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day and whist drives. Amount collected in 1936, £51, an increase of £1 on 1935.

Whist drive.

HINDLEY.—Whist drive and dance.

HOLLINGWORTH.—Jumble sale.

HORWICH.—Whist drive and dance.

KENDAL.—Annual meeting on 7th December, Mrs. C. H. Whitaker, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bridge and whist drive. Amount collected in 1936, £131.

KIRKBY LONSDALE.—Musical evening at Underley Hall by permission of Lady Henry Bentinck, president, organized by Mrs. Reynolds. Lantern lecture given by Mr. W. Pattinson.

LANCASTER.—Annual meeting on 1st December, the Mayor in the chair. Speaker: The district organizing secretary. Efforts of

the past year : Bridge and whist drive, football collection, cinema collection, garden fête at Howe Ghyll, and jumble sale. Amount collected in 1936, £137.

LITTLEBOROUGH.—Dance.

LYMM AND HEATLEY.—Bridge and whist drive.

LYTHAM—ST. ANNE'S.—American tea, organized by the Ladies' Life-boat Guild, Lytham section.

MANCHESTER, SALFORD AND DISTRICT.—Annual meeting on 28th January, the Lord Mayor of Manchester in the chair, supported by the Mayor and Mayoress of Eccles, Alderman E. A. Hardy, J.P., Alderman Joseph Crookes Grime, O.B.E., J.P., chairman, Alderman Sir William Davy, J.P., honorary treasurer, Mr. P. M. Oliver, C.B.E., honorary secretary, and Dr. I. W. Slotki, M.A., Litt.D. Speaker : Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Amount collected in 1936, £2,751.

Special meetings of district presidents. Addresses by the branch secretary to the Manchester Girls' Institute, Salford Docks branch and Lower Broughton branch of the Women's Citizens Association, and the Crossley Girls' Club, Ancoats. "Bring-and-buy" sale, arranged by Mrs. E. H. Cartledge and Miss Vera Wood.

ALTRINCHAM.—Sunday service. Dinner dance. Lecture.

CHEADLE.—Bridge drive at the house of Mrs. W. A. Hawes, vice-chairman. Concert, organized by Mrs. A. Higson.

DENTON.—American tea.

FALLOWFIELD.—Kitchen shower and sale of work.

GORTON.—Annual dinner dance and smoking concert.

PRESTWICH.—Annual meeting on 1st December, the chairman of the Prestwich Urban District Council presiding.

RUSHOLME.—Special meeting, the Rev. A. E. Horner, M.A., presiding. Life-boat Guild formed : President, Rev. A. E. Horner, M.A. ; vice-presidents, Councillor C. H. Barlow, Councillor R. G. Edwards, Councillor C. R. Rodgers ; honorary treasurer, Mr. Charles H. Clarke ; honorary secretary, Mr. C. R. De la Wyche, jun. Film display, including life-boat films, by Miss Ruth Stuart.

Life-boat films shown by Mr. C. R. De la Wyche, jun., the honorary secretary.

SALE AND BROOKLANDS.—Whist drive and dancing display.

URMSTON.—Annual whist drive and dance.

WALKDEN, WORSLEY AND DISTRICT.—Annual dance. Whist drive.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Annual meeting on 11th November.

Concert, organized by the Ladies' Life-boat Guild committee. Whist drive.

MORECAMBE AND HEYSHAM.—Annual meeting on 25th November, Mr. W. J. Garnett in the chair. Speaker : Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year : Life-boat day, fishermen's concerts, collections on ships. Amount collected in 1936, £228, an increase of £103 on 1935.

MOTTRAM AND BROADBOTTOM.—Annual meeting on 4th November. Speaker : The district organizing secretary. Efforts of the past year : Whist drive and jumble sale. Amount collected in 1936, £20, an increase of £8 on 1935.

NEWTON-IN-MAKERFIELD.—Dance.

NEW BRIGHTON AND WALLASEY.—Dance and whist drive. Collections on Wallasey Corporation's ferry boats.

OLDHAM.—Annual whist drive and dance.

ORRELL.—Whist drive.

POYNTON.—Special meeting at "Wenning," Poynton Park. Speaker : The district organizing secretary. Ladies' Life-boat Guild formed. Patron, the Rev. K. Brooks Somerville, M.A. ; chairman, Mrs. Edward Groome ; honorary treasurer, Mrs. Philip Lees ; joint honorary secretaries, Mrs. Archer Pearson and Miss T. Groome.

RADCLIFFE.—Annual meeting on 26th November. Efforts of the past year : Dancing display and whist drives. Amount collected in 1936, £41.

Whist drive.

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

ROMILEY.—Annual meeting on 17th November, Mrs. Kinsey, president of the branch, in the chair. Speaker : The district organizing secretary. Amount collected in 1936, £39.

Military whist drive.

SANDBACH.—Annual meeting on 29th November. Speaker : The district organizing secretary. Amount collected in 1936, £41, an increase of £7 on 1935.

Coronation dance.

SOUTHPORT.—Annual meeting on 3rd December, the Mayor presiding. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day, Mayoress's appeal, card afternoon. Amount collected in 1936, £273, an increase of £53 on 1935.

Annual dance, organized by Mrs. Claff and a committee. Whist drive and dance.

TYLDESLEY.—Coronation dance and "At home."

WIGAN AND STANDISH.—Annual meeting on 8th December, Mrs. Percy Rushton in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day, bridge drive. Amount collected in 1936, £152.

WORKINGTON.—Annual balls.

North-East of England.

ALNWICK.—Concert.

BEDLINGTON.—Whist drive.

BERWICK.—Annual dinner to life-boat crew. Whist drive at Spittal.

BLYTH.—Whist drive and dance. Supper to life-boat crew, given by Mr. J. Keenlyside.

BRADFORD.—Annual meeting on 22nd January, the Lord Mayor, president, in the chair. Presentation to Sir Henry Sutcliffe Smith, chairman of the branch, and to Mr. R. V. Rushworth, of the vellums recording their appointment as honorary life-governors of the Institution, and to Mr. James Thoseby of the gold badge awarded to him by the Institution. Efforts of the past year: Life-boat day, bridge drives, house-to-house collections, matinee. Amount collected in 1936, £1,237.

CAWTHORNE.—Whist drive and dance.

CONSETT.—Bridge drive. "Bring-and-buy" sale.

CRESSWELL.—Social evening.

DARLINGTON.—Whist drive.

GATESHEAD.—Bridge drives.

HECKMONDWIKE.—Bridge drive.

HOLMFIRTH.—Whist drive.

HUDDERSFIELD.—Annual meeting on 11th December, Mrs. T. Shires, J.P., in the chair. Speaker: Councillor D. J. Cartwright. Efforts of the past year: Bridge and whist drive, American tea and sale, life-boat day. Amount collected in 1936, £303, an increase of £24 on 1935.

KEIGHLEY.—"Bring-and-buy" tea.

LEEDS.—Annual meeting on the 13th January, Alderman Sir George Martin, K.B.E., J.P., chairman of the branch, presiding. Efforts of the past year: Dance, life-boat day, special appeal. Amount collected in 1936, £750.

MARKET WEIGHTON.—Whist drives.

NEWCASTLE-UPON-TYNE. — Concert, bridge drives.

NORMANTON.—Cinema show.

NORTHUMBERLAND. — County life-boat ball, at which the Duchess of Northumberland, C.B.E., received the guests.

PATRINGTON.—Cinema show.

RUNSWICK AND STAITHES.—Annual meeting on 28th January. Efforts of the past year: Life-boat day, social. Amount collected in 1936, £130, an increase of £26 on 1935.

SCARBOROUGH.—Annual meeting on 2nd December. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1936, £560, an increase of £100 on 1935. Bridge drive.

SEAHAM.—The branch has suffered a severe loss by the death of Mr. T. Turner, its honorary treasurer since 1923.

Dance and whist drive. Children's ball.

SELBY.—Presentation to Mrs. D. Cochran, honorary secretary, of the life-boatman statuette awarded to her by the Institution. Bridge drive.

SLEIGHTS.—Entertainment.

SOUTH SHIELDS.—Dinner and whist drive.

SOWERBY BRIDGE.—Bridge and whist drive.

SPENBOROUGH.—Bridge and whist drive.

STOCKTON.—Dinner dance.

STOKESLEY.—Dance.

TYNEMOUTH.—Supper to crew.

WEST HARTLEPOOL.—Annual meeting of the Ladies' Life-boat Guild on 5th November. Efforts of the past year: Bridge and whist drives, life-boat day. Amount collected in 1936, £109.

WHITBY.—On Armistice Day, 11th November, the motor life-boat put out, with fishing boats. A service in memory of those who lost their lives at sea in the Great War was conducted on board the life-boat, and a wreath was cast on the sea.

WITHERNSEA.—Presentation to Mrs. W. Shipstone of the life-boatman statuette awarded to her by the Institution, and to Mrs. Fowler and Miss D. Parkinson of the records of thanks awarded to them by the Institution.

Midlands.

BADSEY.—Whist drive.

BIRMINGHAM.—Collections at Theatre Royal, Alexandra and Empire Theatres. Annual life-boat ball. Dance arranged by Mrs. Jordan, Acoc's Green, and by Miss Summers at Lozells. House-to-house collections at Saltley, King's Norton, Selly Oak and West Bromwich.

BLACKHEATH.—The branch has suffered a severe loss by the death of Mr. T. Siviter, joint honorary secretary since 1933.

Presentation of prize won in the life-boat essay competition for elementary schools at the Odeon Theatre.

BRISTOL.—Annual life-boat dance.

COVENTRY.—Presentation of the vellum awarded to Mr. William Liggins, vice-president, recording his appointment as an honorary life-governor. Dance at the Rialto.

DERBY.—The branch has suffered a severe loss by the death of Mr. Arthur Wormald, its honorary secretary since 1934.

EVESHAM.—Carol party.

KIDDERMINSTER.—Carol party at Wilden.

LANGWITH.—Whist drive.

LINCOLN, AND NEWCASTLE-UNDER-LYME.—Whist drive and dance.

NOTTINGHAM.—Annual meeting, the Duke of Portland, K.G., P.C., G.C.V.O., a vice-president of the Institution and patron

of the branch, presiding, supported by the Sheriff of Nottingham (Mr. A. Savage) and Commander G. J. Mackness, D.S.C., R.N., chairman. Mr. A. L. Morell appointed honorary secretary. Amount collected in 1936, £440.

Dance and cabaret. Dance, organized by the Ladies' Life-boat Guild, in the Raleigh Ballroom, lent by Sir Harold Bowden, Bt. Bridge drive held by the Radcliffe Ladies' Golf Club. Bridge drive held by the Bulwell Hall Ladies' Golf Club.

OWSTON FERRY.—Concert.

RUGELEY.—Annual life-boat dance.

SPLSBY.—Dance at Coningsby.

STOKE - ON - TRENT. — Bridge drive, arranged by the Ladies' Life-boat Guild.

TOWCESTER.—Carol party.

WOLVERHAMPTON.—Supper dance, attended by Sir Charles Mander, Bt., J.P., and Lady Mander.

Lectures at Kenilworth and Redditch.

South-East of England.

ALDEBURGH.—Church collection at the annual fishermen's thanksgiving service.

ATTLEBOROUGH.—Life-boat day and "Heroes of the Sea" film shown with collections.

BEXHILL.—Annual meeting, Colonel T. B. Harris, D.S.O., a member of the committee, presiding. Efforts of the past year: Life-boat day. Amount collected in 1936, £247, an increase of £150 on 1935.

BOGNOR REGIS.—Carol singing.

CAISTER-ON-SEA.—Ladies' Life-boat Guild formed. Mrs. Graham Hughes, president; Mrs. William Smith, honorary secretary; Miss Haylett, assistant honorary secretary.

CAMBRIDGE.—Annual meeting, Mrs. Giles, president, in the chair. Efforts of the past year: House-to-house collection. Amount collected in 1936, £96, an increase of £2 on 1935.

CHELMSFORD.—Two whist drives.

CLACTON.—Whist drive, arranged by the Ladies' Life-boat Guild. Visit of the motor life-boat to the Barrow Deep and Mid-Barrow lightships, with Christmas gifts from the people of Clacton.

CLAYGATE.—Branch formed. Mrs. Robert Bevington, honorary secretary. Lecture to the women's branch of the Conservative and Unionist Association.

COBHAM.—Sale of Christmas presents.

CROMER.—Annual meeting, Lord Suffield, president, in the chair. Efforts of the past year: Life-boat day, collections at boat-houses. Amount collected in 1936, £681, an increase of £96 on 1935.

CUCKFIELD.—Carol singing.

DORKING.—Whist drive.

EASTBOURNE.—Annual meeting, the Mayor presiding. Efforts of the past year: Life-boat days in Eastbourne and district, and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1936, £1,288, an increase of £140 on 1935.

EPPING.—Annual meeting of the Ladies' Life-boat Guild. Amount collected in 1936, £104, an increase of £8 on 1935.

Whist drive.

FOLKESTONE.—Annual meeting, the Mayor, vice-president, in the chair. Efforts of the past year: Ball, bridge and whist drives, fête, house-to-house collections. Amount collected in 1936, £212, an increase of £16 on 1935.

Presentation of awards for the service to the *Josephine II* on 13th December. (See page 216.)

Series of bridge drives. Life-boat ball.

GRAVESEND.—Address to the Rotary Club by Sir Godfrey Baring, Bt., chairman of the Institution.

HASTINGS AND ST. LEONARDS.—Annual meeting, the Deputy-Mayor presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of the past year: Life-boat days at Hastings and Battle, blessing of the sea service, collections at cinemas and a theatre, house-to-house collections. Amount collected in 1936, £653, an increase of £125 on 1935.

HITCHIN.—Whist drive.

HYPHE.—Presentation of awards for the service to the *Josephine II* on 13th December. (See page 216.)

KESSINGLAND.—Annual meeting of the Ladies' Life-boat Guild. Efforts of the past year: Whist drive and dance, beach collection. It was decided to form a financial branch to continue working for the Institution after the closing of the life-boat station.

Whist drive and dance.

LEATHERHEAD.—Carol singing.

LOWESTOFT.—Annual meeting, Mr. F. Spashett, J.P., chairman, presiding. Efforts of the past year: Life-boat day. Amount collected in 1936, £202, an increase of £51 on 1935.

MARGATE.—Visit of the motor life-boat to the Tongue and Edinburgh lightships with Christmas gifts from the people of Margate, and to the Girdler lightship with Christmas gifts from the people of Herne Bay.

MARLOW.—Carol singing.

RAMSGATE.—Triennial Admiral Back dinner to the life-boat crew, the Deputy Mayor presiding. Speaker, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Visit of the motor life-boat to the Brake lightship with Christmas fare from the people of Ramsgate.

RICKMANSWORTH AND CROXLEY GREEN.—Bridge drive.

ST. IVES.—Annual meeting, Mrs. F. M. Warren, vice-president, in the chair. Efforts of the past year: Life-boat day. Amount collected in 1936, £68.

SELSEY.—Presentation of the certificate of service awarded by the Institution to Coxswain Frederick Barnes on his retirement, by Major J. S. Courtauld, M.C., M.P., president of the branch, Mr. E. G. Arnell, J.P., chairman, presiding. Visit of the motor life-boat to the Owers lightship with Christmas fare.

SHERINGHAM.—Annual meeting. Efforts of the past year: Life-boat day. Amount collected in 1936, £334, an increase of £104 on 1935.

SHOREHAM.—Dance at Southwick, arranged by the Ladies' committee. Bridge drive at Shoreham arranged by the Ladies' Life-boat Guild.

SITTINGBOURNE AND MILTON REGIS.—Whist drive and dance.

SLOUGH.—Rummage sale.

SOUTHBOROUGH.—Annual meeting, Mr. C. Kynaston, a member of the committee, presiding. Efforts of the past year: House-to-house collection in Bidborough, Penshurst, Southborough and Speldhurst. Amount collected in 1936, £61, an increase of £14 on 1935.

SWAFFHAM.—Separate branch formed from East Dereham. Honorary secretary, Mrs. Robinson.

TOLLESBURY.—House-to-house collection.

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

WALTON AND FRINTON.—Annual meeting, Mr. J. W. Eagle, J.P., chairman, presiding. Efforts of the past year: Life-boat day and life-boat Sunday. Amount collected in 1936, £261.

Visit of the motor life-boat to the Kentish Knock lightship and the Gunfleet lighthouse with Christmas fare.

WALTON-ON-THAMES AND WEYBRIDGE.—Bridge tournament.

WELLS - NEXT - THE - SEA.—Woollen scarf-helmets, from Mrs. Manby, of Codsall, Staffordshire, presented to the life-boat crew.

WINDSOR.—Address to the Rotary club by Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution.

WINSLOW.—Whist drive.

GREAT YARMOUTH AND GORLESTON.—On Armistice Day, 11th November, the motor life-boat put out, and a service in memory of those who lost their lives at sea in the Great War was conducted on board by the Vicar. Afterwards wreaths were cast on the sea.

Lectures were given at Gadebridge Park and Locker's Park Schools by Captain H. E. Holme, R.N. (ret.), honorary secretary of the Boxmoor and Hemel Hempstead branch; at King's School, Choir School and Mathematical School, Rochester, by Colonel A. C. Barnby, O.B.E., honorary secretary of the Rochester branch, and to the Women's Institutes at Byfleet, Embrook, Fulmer, and Westerham.

South-West of England.

APPLEDORE AND BIDEFORD.—Annual meeting, Mr. H. C. Whitehead, president, in the chair. Amount collected in 1936, £182.

BODMIN.—Life-boat day and life-boat films shown at the cinema.

BRIDGWATER.—Annual dance at North Petherton.

CAMBORNE AND REDRUTH.—Special meeting, Mr. A. Jagger presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Amount collected in 1936 by Camborne branch, £70, an increase of £13 on 1935.

CADGWITH.—The branch has suffered a severe loss by the death of the Rev. Henry Vyvyan, its honorary secretary for thirty-eight years. The record of his services to the Institution will be published in the next issue of *The Life-boat*.

EXETER.—Whist drive.

FOWEY.—Annual whist drive, organized by the Ladies' Life-boat Guild.

ISLE OF WIGHT.—American tea and annual ball and dance, arranged by the Ladies' Life-boat Guild at Cowes. Part proceeds of play by the Ryde Amateur Players. Presentation by Sir Godfrey Baring, Bt., chairman of the Institution, of the challenge shield for the South-West of England District, in the life-boat essay competition for elementary schools, won by Edmund George Reed, of Oakfield Church of England Boys' School, Ryde.

LYNDHURST.—Address to Minstead Women's Institute.

MINEHEAD.—Annual meeting, Mr. H. M. Brandram presiding. Amount collected in 1936, £180, an increase of £13 on 1935.

PAIGNTON.—Whist drive and variety entertainment.

PENLEE.—Annual meeting, Alderman C. Tregenza, C.A., presiding. Amount collected in 1936, £199, an increase of £23 on 1935.

PLYMOUTH.—Annual meeting. Amount collected in 1936, £574.

Annual meeting of the Ladies' Life-boat Guild, Commodore B. K. Davies presiding, supported by Lady Humphreys, vice-chairman, and Mr. Buller Kitson. Efforts of the past year: Life-boat day, bridge and whist drives, concert. Amount collected in 1936, £487, an increase of £4 on 1935.

Bridge and whist drive arranged by Ladies' Life-boat Guild. Annual life-boat ball. Presentation by the chairman of the education committee of a prize won in the life-boat essay competition for elementary schools.

POOLE.—Annual meeting, the Mayor presiding. Amount collected in 1936, £283.

REDRUTH.—Annual meeting. Amount collected in 1936, £22.

SHAFTESBURY.—Life-boat day at Motcombe.

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

SWANAGE.—Annual meeting, Lieut.-Col. E. J. Burt, T.D., president and chairman, presiding. Amount collected in 1936, £135.

TORBAY.—The branch has suffered a severe loss by the death of Miss Shears, J.P., the honorary secretary of the Brixham Ladies' Life-boat Guild since 1927.

WATCHET.—Annual meeting, Mr. H. K. Hole, chairman, presiding. Amount collected in 1936, £86, an increase of £7 on 1935.

WESTON-SUPER-MARE.—Vouchers for Christmas fare presented to the crew by the Ladies' Life-boat Guild.

WEYMOUTH.—Annual meeting. Amount collected in 1936, £293, an increase of £69 on 1935.

WINCHESTER.—Lantern lecture and talk on "The Alhambra, Spain," given by Mrs. Waddell at Colden Common, stall of fancy goods, and silver collection. House-to-house collection in Sutton Scotney and district.

Scotland.

ABERDEEN.—Annual life-boat ball, attended by the Lord and Lady Provost and over 700 guests.

ARBROATH.—Annual meeting of the Ladies' Life-boat Guild, Lady Chapel, president, in the chair. Speaker: Mr. A. E. Baker, senior coastguard. Efforts of the past year: Life-boat day, concert, and appeal for subscriptions.

BANFF, MACDUFF, WHITEHILLS, AND GARDENSTOWN.—Annual meeting of the Ladies' Life-boat Guild on 3rd November, Mrs. Christie, president, in the chair. Lady Abercromby appointed honorary president. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat days, house-to-house collection, and military whist drive.

Special meeting of the Ladies' Life-boat Guild at Macduff, Provost Paterson presiding. Speaker: The Scottish organizing secretary. Committee appointed.

BURNTISLAND AND ABERDOUR.—Annual whist drive.

CAMPBELTOWN.—Annual meeting on 2nd November, Dr. J. P. Brown, D.S.O., president, in the chair. Efforts of the past year: House-to-house collections, golf competitions, and appeal by the committee. Amount collected in 1936 £144, an increase of £11 on 1935.

Mr. George McEachran, who died at the end of October in his 79th year, had been coxswain of the life-boat for nearly twenty-seven years. He had retired in 1927.

CARDENDEN.—Church services in Auchterderran Church. The Rev. D. M. Douglas, M.A., B.D., conducted the service, and an

address was given by Captain Robert Mends, R.N.

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

DUNBAR.—The station has suffered a severe loss by the death, on 29th November, at the age of 75, of Dr. Duncan Macdonald, who had been its chairman for twenty-six years.

Annual meeting. Efforts of the past year: Life-boat days and whist drive. Amount collected in 1936 £283, an increase of £14 on 1935.

Presentation of New Year's gifts to the Dunbar and Skateraw life-boat crews.

DUNFERMLINE.—Annual Christmas dance.

EDINBURGH.—Annual meeting on 26th November, Bailie Gilzean presiding. Speakers: Rear-Admiral R. C. Davenport, C.B., Commanding Officer, Coast of Scotland, Major Andrew Wilson, O.B.E., and Admiral Sir John F. E. Green, K.C.M.G., C.B., chairman of the branch. Efforts of the past year: Life-boat day procession and appeal for subscriptions. Annual meeting of Ladies' Life-boat Guild on 26th November, Harriet, Lady Findlay, D.B.E., president, in the chair. Efforts of the past year: Life-boat day, bridge and whist drive, golf tournament, cake and candy sale, and appeal for subscriptions. Amount collected by branch and Guild in 1936 £2,347, an increase of £156 on 1935.

Lantern lectures.

ELIE.—Whist drive.

EYEMOUTH.—Annual meeting, Sir Christopher Furness, Bt., president, in the chair. Presentation of the silver watch awarded by the Institution to Mr. William J. Patterson, skipper of the *Spes Bona*, for his gallant attempt to save the steam drifter *Jacob George* of Great Yarmouth, stranded at Eyemouth on 4th February, 1936. Efforts of the past year: Appeal for subscriptions. Amount collected in 1936 £11.

GLASGOW.—Annual ball, arranged by the Ladies' Life-boat Guild.

Lantern lecture.

GOURDON.—Annual meeting on 26th November, Mr. Thomas Johnston, chairman, presiding. Efforts of the past year: Naming ceremony of the motor life-boat and life-boat day. Amount collected in 1936 £22, an increase of £15 on 1935.

GOUROCK.—Life-boat ball, attended by the Earl of Glasgow. Lantern lecture.

INVERNESS.—Jumble sale at Rothiemurchus, Aviemore, arranged by Mrs. Briggs.

ISLE OF BUTE.—Whist drive and dance.

KEITH.—Special meeting, Provost Thomson presiding, to form a Ladies' Life-boat Guild. Speaker: The Scottish organizing secretary. Badges presented to Guild members by Mrs. Gordon, of Buchroomb.

KIRKCUDBRIGHT.—Annual meeting on 18th December, Sir Charles D. Hope-Dunbar, Bt., president, in the chair. Efforts of the past year : Life-boat days, cake and candy sale, lecture, and appeal for subscriptions. Amount collected in 1936 £169, an increase of £5 on 1935.

Lantern lecture.

LEVEN.—Whist drive.

NEUBURGH.—Children's fancy dress party.

PETERHEAD.—Annual dance, arranged by Mr. G. N. Craighead and committee.

TROON.—Annual meeting on 27th November, Provost McAllister, president, in the chair. Efforts of the past year : Life-boat day, joint church service, and appeal for subscriptions. Amount collected in 1936 £108.

VALE OF LEVEN.—Annual meeting on 19th November, Mrs. William Scott, vice-president, in the chair, in the absence of the president. Speaker : The Scottish organising secretary. Efforts of the past year : Life-boat day, whist drive and dance. Amount collected in 1936 £69.

Bridge drive.

WICK.—Whist drive.

Lantern lectures at : Aberlady, Airdrie, Bellshill, Clackmannan, Cromarty, Dunoon, Falkirk, Greenock, Huntly, Lasswade, Lauder, Leith, Lochwinnoch, Musselburgh, Penicuik and Renfrew.

Ireland.

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

BELFAST.—The branch has suffered a severe loss by the death of Mr. Thomas Richardson, D.L., a member of the committee for many years and chairman since 1934. Mr. R. E. Workman appointed chairman of branch in place of the late Mr. Thomas Richardson, D.L.

Annual life-boat ball. Dance. Proceeds of opening night of Ambassadors' Cinema given to the Institution by the proprietor, Mr. D. D. Young. Royal North of Ireland Yacht Club Lecture. Retiring collection given to the Institution.

BRAY.—Annual life-boat dance.

CORK.—Annual life-boat dance. Speech by district organizing secretary at Irish Cruising Club dinner.

DUN LAOGHAIRE.—Whist drive. Broadcast on Christmas Day by the motor mechanic, A. F. Smith.

Mr. Dan Murphy, who died at the beginning of December, was coxswain of the life-boat for sixteen years, retiring in 1929.

HOWTH.—Arrival of new motor life-boat.

LETTERKENNY.—Presentation by the Most Rev. William MacNeely, D.D., Bishop of Raphoe, of the challenge shield for Ireland in the life-boat essay competition for

elementary schools, won by Bartholomew Duggan of Meenamara School, Dungloe, Co. Donegal. Mr. Eugene Mahony, M.C.C., presided. Speakers : The chairman, the Bishop, the Very Rev. P. Kerr, B.A., B.D., and the Ven. Archdeacon McClenaghan, M.A.

NAAS.—Annual life-boat dance.

PORTRUSH.—Annual meeting. Dr. W. Porter in the chair. Speakers : The chairman, Mr. A. J. W. Christie (the honorary secretary), and the district organizing secretary. Amount collected in 1936, £174, an increase of £15 on 1935.

WESTMEATH (N).—Special performance by Jimmy O'Dea and company, organized by the honorary secretary.

WEXFORD.—Dance. Bridge drive.

YOUGHAL.—Whist drive.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERAYRON.—Life-boat day and dance.

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

CARDIFF AND PENARTH.—Presentation at a meeting of the Penarth Urban District Council, by the chairman, of the framed letters of appreciation awarded by the Institution to Mr. Samuel Buckland and Mr. Charles Langford, for the rescue of three men from a capsized sailing boat off Penarth Pier on September 20th, 1936. Money awards made by the Institution had already been presented. Speaker : The district organizing secretary, supported by Mr. Dennis Morgan, branch secretary, and Miss B. N. Williams, honorary treasurer of the Penarth Ladies' Life-boat Guild.

CONWAY AND DISTRICT.—Annual meeting on 4th November. Mrs. Guyse Barker, chairman of the Ladies' Life-boat Guild, presiding, supported by the Mayor. Speaker : The district organizing secretary. Efforts of the past year : Annual appeal for subscriptions, life-boat day. Amount collected in 1936, £129, an increase of £25 on 1935.

FERRYSIDE.—Dance.

GORSEINON.—Whist drive.

HEREFORD.—Annual meeting on 26th November, Vice-Admiral F. P. Loder-Symonds, C.M.G., J.P., chairman, presiding. Speaker : The district organizing secretary. Efforts of the past year : Annual appeal and subscriptions, life-boat day. Amount collected in 1936, £52, an increase of £25 on 1935.

LLANDYSSUL.—Life-boat day.

NEWPORT (Mon.).—The Ladies' Life-boat Guild has suffered a serious loss by the death of Mrs. J. Sadler, a member of the Guild for many years.

Services of the Life-boats of the Institution during 1936.

		Time of Launching.		Persons rescued from shipwreck.
1936.				
Jan.	3.	1.0 p.m.	Eleven fishing boats of North Sunderland. North Sunderland pulling and sailing life-boat stood by boats.	
"	7.	10.55 a.m.	Motor fishing coble <i>Reliance</i> , of Holy Island. Holy Island motor life-boat escorted coble into harbour.	
"	8.	9.24 a.m.	Motor fishing boat <i>Annie</i> , of Portsmouth. Bembridge motor life-boat saved boat and rescued - - - - -	2
"	9.	3.30 p.m.	S.S. <i>Co-operator</i> , of Fenit. Fenit motor life-boat escorted vessel into safety.	
"	9.	3.30 p.m.	S.S. <i>Miriam Thomas</i> , of Liverpool. Baltimore motor life-boat stood by vessel.	
"	9.	3.58 p.m.	Motor launch <i>Nor Nor</i> , of St. Mary's. St. Mary's motor life-boat escorted vessel to safety.	
"	9.	5.25 p.m.	Motor vessel <i>Zeehond</i> , of Groningen. Plymouth motor life-boat stood by and escorted vessel into harbour.	
"	9.	11.30 p.m.	Motor vessel <i>Innishowen</i> , of Chester. Barrow motor life-boat landed an injured man.	
"	13.	10.10 p.m.	Motor fishing boat <i>Provider</i> , of Whitby. Whitby No. 1 motor life-boat stood by boat.	
"	14.	6.20 p.m.	Motor fishing boat <i>Greta</i> , of Portpatrick. Portpatrick motor life-boat saved boat and rescued - - - - -	3
"	15.	11.5 a.m.	Fifteen fishing boats of North Sunderland. North Sunderland pulling and sailing life-boat stood by fishing fleet.	
"	15.	8.0 p.m.	S.S. <i>West Hika</i> , of Mobile, U.S.A. Seaham motor life-boat rendered assistance.	
"	15.	10.45 p.m.	Fishing fleet of Burtonport, Arranmore and other islands. Arranmore motor life-boat escorted fleet into safety.	
"	16.	6.53 a.m.	Steam trawler <i>Confederate</i> , of Aberdeen. Peterhead motor life-boat escorted vessel into safety.	
"	17.	10.10 p.m.	Pilot cutter <i>William Porter</i> , of Aberdeen. Aberdeen No. 1 motor life-boat saved boat and rescued - - - - -	3
"	18.	2.8 a.m.	Steam trawler <i>Evergreen</i> , of Aberdeen. Fraserburgh motor life-boat	9
"	21.	10.0 a.m.	Schooner <i>Flying Foam</i> , of Bridgwater. Beaumaris motor life-boat	7
"	21.	1.57 p.m.	Twelve motor fishing cobbles of North Sunderland. Holy Island motor life-boat escorted cobbles into harbour.	
"	21.	3.40 p.m.	S.S. <i>Ubari</i> , of Tallinn, Esthonia. Southend-on-Sea motor life-boat stood by vessel.	
"	25.	7.50 p.m.	S.S. <i>Greyfriars</i> , of Newcastle. Flamborough No. 1 motor life-boat stood by vessel.	
"	25.	9.0 p.m.	Steam trawler <i>Andri</i> , of Eskifjordur, Iceland. Whitby No. 2 pulling and sailing life-boat - - - - -	11
"	27.	2.35 a.m.	S.S. <i>Tayraig</i> , of London. Penlee motor life-boat - - - - -	9
"	27.	6.15 a.m.	Royal Air Force S.S. <i>Cawley</i> . Plymouth motor life-boat rendered assistance.	
"	29.	12.45 p.m.	Motor fishing coble <i>Our Brother</i> , of Boulmer. Boulmer motor life-boat escorted coble into harbour.	
"	30.	11.35 a.m.	Motor fishing boat <i>Acquire</i> , of Inverness. Fraserburgh motor life-boat rendered assistance.	
"	30.	12.14 p.m.	Fishing cobbles <i>Mizpa</i> , <i>John and Margaret</i> , and <i>Primrose</i> , of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobbles into safety.	
"	30.	12.40 p.m.	Eight fishing boats of Arbroath. Arbroath motor life-boat stood by boats.	
"	31.	9.10 a.m.	S.S. <i>Fedora</i> , of Genoa, Italy. Dungeness No. 2 motor life-boat stood by vessel.	
"	31.	11.20 p.m.	Motor fishing boat <i>Primrose</i> , of Clogher Head. Clogher Head motor life-boat escorted boat into harbour.	
Feb.	3.	9.50 a.m.	Thirteen fishing cobbles of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobbles into safety.	
"	3.	11.45 a.m.	Fishing boats <i>Lindfar</i> and <i>Catherine</i> , of Eyemouth. North Sunderland pulling and sailing life-boat stood by boats.	
"	4.	12.40 p.m.	Steam drifters <i>Daisy</i> , of Berwick, and <i>Young Kenneth</i> , of Great Yarmouth. Berwick-on-Tweed motor life-boat stood by boats.	
"	5.	7.45 p.m. and	S.S. <i>Elsie Annie</i> , of Wexford. Rosslare Harbour motor life-boat stood by vessel and rescued - - - - -	10
"	6.	4.0 p.m.		
"	10.	12.50 p.m.	St. Mary's motor life-boat took a doctor to St. Martin's Island.	
"	10.	1.10 p.m.	Motor fishing boat <i>Provider</i> , of Whitby. Whitby No. 1 motor life-boat escorted boat into harbour.	

1936.	Time of Launching.		Persons rescued from shipwreck
Feb. 10.	2.58 p.m.	A fishing boat of Youghal. Youghal motor life-boat saved boat and rescued - - - - -	4
" 10.	4.0 p.m.	Ketch <i>Albatross</i> , of Brest. Sennen Cove motor life-boat - - - - -	4
" 10.	11.30 p.m.	S.S. <i>Duero</i> , of Cadiz. Dunmore East motor life-boat stood by and escorted vessel.	
" 11.	8.15 a.m.	The Daunt Rock lightship. Ballycotton motor life-boat - - -	8
" 14.	11.0 p.m.	S.S. <i>Lackenby</i> , of West Hartlepool. Cadgwith pulling and sailing life-boat landed 3, and stood by vessel.	
" 16.	9.10 p.m.	Motor fishing boat <i>Sceptre</i> , of Portballintrae. Portrush motor life-boat rendered assistance.	
" 16.	10.32 p.m.	Motor liner <i>Winchester Castle</i> , of London. Weymouth motor life-boat stood by vessel.	
" 17.	6.0 a.m.	Motor barge <i>River Witham</i> , of Hull. The Humber motor life-boat stood by vessel.	
" 18.	6.9 p.m.	Steam trawler <i>Strathmartin</i> , of Aberdeen. Lerwick motor life-boat stood by vessel.	
" 20.	9.50 a.m.	Twelve motor fishing cobles of Holy Island and Seahouses. Holy Island motor life-boat escorted cobles into harbour.	
" 20.	10.0 a.m.	Fifteen fishing boats of North Sunderland. North Sunderland motor life-boat escorted boats into safety.	
" 21.	11.0 a.m.	Fishing boat <i>Myrtle</i> , of St. Abbs. St. Abbs motor life-boat escorted boat into harbour.	
" 21.	12 noon	Longhope motor life-boat took an appendicitis case to Scapa.	
" 21.	7.40 p.m.	Steam trawler <i>Neptunia</i> , of Havre. Longhope motor life-boat	41
" 23.	6.45 a.m.	Steam trawler <i>Algorma</i> , of Grimsby. The Humber motor life-boat stood by vessel.	
" 23.	11.16 a.m.	Schooner <i>Rosmeur</i> , of Douarnenez, France. Appledore motor life-boat stood by vessel.	
" 24.	1.45 p.m.	Three motor fishing boats of Whitby, and two Royal Air Force boats. Whitby No. 1 motor life-boat escorted boats into harbour.	
" 24.	4.10 p.m.	Motor fishing boats <i>Launch Out</i> and <i>Progress</i> , of Scarborough. Scarborough motor life-boat escorted boats into harbour.	
" 24.	10.15 p.m.	St. Mary's motor life-boat took a sick man to Penzance.	
" 27.	2.24 a.m.	S.S. <i>Brightside</i> , of Middlesbrough. Yarmouth, Isle of Wight, motor life-boat rendered assistance.	
" 27.	9.0 a.m.	Barge <i>Davenport</i> , of Ipswich. Eastbourne motor life-boat - - -	3
" 29.	11.30 a.m.	S.S. <i>Wexfordian</i> , of Wexford. Rosslare Harbour motor life-boat stood by vessel.	
Mar. 8.	4.45 p.m.	S.S. <i>Wexfordian</i> , of Wexford. Rosslare Harbour motor life-boat landed 9 and landed 4.	
" 9.	3.0 p.m.		
" 9.	5.55 p.m.	A rowing boat of Dover. Walmer motor life-boat saved boat and rescued - - - - -	1
" 10.	1.35 p.m.	S.S. <i>Ardgantock</i> , of Greenock. Whitby No. 2 pulling and sailing life-boat stood by vessel.	
" 11.	12.15 a.m.	Motor vessel <i>Mary Birch</i> , of Hull. The Humber motor life-boat stood by vessel.	
" 11.	9.50 a.m.	Motor vessel <i>Zuidland</i> , of Rotterdam. Great Yarmouth and Gorleston motor life-boat rendered assistance.	
" 16.	5.35 a.m.	Steam trawler <i>Siberite</i> , of Hull. Stromness motor life-boat -	11
" 19.	3.45 a.m.	The <i>Kish</i> lightship. Kingstown motor life-boat landed an injured man.	
" 20.	5.54 a.m.	S.S. <i>Hansa</i> , of Wismar, Germany. Boulmer motor life-boat assisted to save vessel.	
" 23.	6.45 p.m.	A motor boat of Christchurch. Swanage motor life-boat rendered assistance.	
" 25.	9.45 a.m.	Fishing cobles <i>Dorothy Rose</i> , <i>John</i> and <i>Nancy</i> , <i>Topmast</i> and <i>Sybil Joyce</i> , of Filey. Filey pulling and sailing life-boat escorted boats into safety.	
" 25.	3.44 p.m.	Motor vessel <i>Apricity</i> , of London. Great Yarmouth and Gorleston motor life-boat rendered assistance.	
" 26.	9.0 a.m.	S.S. <i>Borée</i> , of Caen, France. Cromer No. 1 and Wells motor life-boats landed 7 and rendered assistance respectively.	
" 26.	9.35 a.m.		
" 28.	9.0 p.m.	S.S. <i>Osterhav</i> , of Helsingfors, Finland. Wick motor life-boat	29
" 29.	4.0 p.m.	Longhope motor life-boat took an appendicitis case to Scapa.	
April 2.	7.15 a.m.	Fishing boats <i>John Robert</i> and <i>White Rose</i> , of Cromer, and <i>Little Madge</i> , of Sheringham. Cromer No. 1 motor life-boat stood by boats.	

		Time of Launching.		Persons rescued from shipwreck.
1936.				
April	2.	7.45 a.m.	Motor fishing boat <i>Little Madge</i> , of Sheringham. Sheringham pulling and sailing life-boat saved boat and rescued - - - - -	2
"	5.	7.15 p.m.	Motor yacht <i>Elsina</i> , of Shoreham. Shoreham Harbour motor life-boat saved yacht and rescued - - - - -	6
"	7.	3.55 a.m.	Fishing cobses <i>George and Margaret</i> , <i>Hope-on</i> , <i>Our Boys</i> , and <i>John and Margaret</i> , of Newbiggin. Newbiggin pulling and sailing life-boat escorted cobses into harbour.	
"	7.	5.30 p.m.	Barge <i>Edith and Hilda</i> , of Rochester. Clacton-on-Sea motor life-boat stood by vessel.	
"	9.	5.47 p.m.	Motor yacht <i>Roma</i> . Selsey motor life-boat saved yacht and rescued - - - - -	2
"	11.	5.25 p.m.	Motor yacht <i>Roma</i> . Shoreham Harbour motor life-boat saved yacht and rescued - - - - -	2
"	14.	2.55 p.m.	Motor fishing boat <i>Vesper II</i> , of Fraserburgh. Whitehills motor life-boat escorted boat into harbour.	
"	15.	2.10 p.m.	Five motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
"	16.	11.45 a.m.	The Longstone lighthouse. Holy Island motor life-boat landed an injured man.	
"	19.	10.0 a.m.	Motor fishing coble <i>Lily</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted coble into harbour.	
"	20.	7.0 a.m.	Fishing boat <i>Rally</i> , of Selsey. Selsey motor life-boat saved boat and rescued - - - - -	2
"	20.	7.0 a.m.	Aith motor life-boat landed an injured boy from Papa Stour.	
"	20.	11.25 a.m.	Barge <i>Will Everard</i> , of London. Cromer No. 1 motor life-boat stood by vessel.	
"	22.	8.0 a.m.	Eight motor fishing boats, of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
"	24.	1.8 a.m.	Fishing boats <i>Maggie Smith</i> , <i>Sunshine</i> , and <i>Girl Mary</i> , of Arbroath. Arbroath motor life-boat escorted boats into harbour.	
"	25.	4.30 a.m.	Four-masted barque <i>Herzogin Cecilie</i> , of Mariehamn. Salcombe motor life-boat - - - - -	22
"	25.	11.0 p.m.	Yacht <i>Mavan</i> . Caister pulling and sailing life-boat stood by yacht and afterwards saved yacht and rescued - - - - -	2
May	2.	4.15 p.m.	Steam trawlers <i>Evaristo Perez</i> and <i>Teresa Campos</i> , of Vigo, Spain. Ballycotton motor life-boat rendered assistance.	
"	5.	3.25 p.m.	S.S. <i>Birtley</i> , of Newcastle. Sunderland motor life-boat stood by vessel.	
"	6.	1.30 a.m.		
"	7.	4.30 p.m.		
"	6.	7.0 a.m.	Seven motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
"	6.	8.15 a.m.	Motor fishing cobses <i>Flora</i> and <i>Star of Hope</i> , of Staithes. Staithes pulling and sailing life-boat escorted cobses into harbour.	
"	6.	10.15 a.m.	Motor fishing boats <i>Margaret and William</i> , <i>Douglasses</i> and <i>Ina</i> , of Blyth. Blyth motor life-boat escorted boats into harbour.	
"	13.	11.10 a.m.	Steam trawler <i>Morvina</i> , of Grimsby. Stromness motor life-boat	3
"	16.	3.35 p.m.	Motor fishing boat <i>Eagle</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
"	16.	6.55 p.m.	Four men marooned on a dolphin in Pegwell Bay. Ramsgate motor life-boat - - - - -	4
"	19.	5.55 a.m.	S.S. <i>Mars</i> , of Liepaja, Latvia. Anstruther motor life-boat landed 10.	
"	22.	11.28 p.m.	Motor pinnacle from yacht <i>Westward</i> , of London. Southend-on-Sea motor life-boat rendered assistance.	
"	24.	9.15 a.m.	Motor cruiser <i>Water Nymph</i> . Wells motor life-boat rendered assistance.	
"	27.	4.56 p.m.	Motor yacht <i>Sunbeam</i> , of Boston. Great Yarmouth and Gorleston motor life-boat saved yacht and rescued - - - - -	3
"	28.	8.55 a.m.	Six motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
"	29.	4.57 p.m.	Motor yacht <i>Little Mariner</i> , of Southampton. Weymouth motor life-boat saved yacht.	
"	31.	1.0 p.m.	Motor fishing boat <i>The Lily</i> , of Grimsby. The Humber motor life-boat rendered assistance.	
June	2.	11.0 a.m.	Yacht <i>Vixen</i> , of Dublin. Kingstown motor life-boat saved yacht and rescued - - - - -	1
"	5.	12.15 p.m.	Motor fishing boat <i>Smiling Morn</i> , of Southwold. Southwold motor life-boat rendered assistance.	
"	10.	6.0 a.m.	Steam drifter <i>Reclaim</i> , of Lowestoft. Angle motor life-boat rendered assistance.	
"	13.	2.10 a.m.	Ketch <i>St. Austell</i> , of Barnstaple. St. Ives motor life-boat saved vessel and rescued - - - - -	4

		Time of Launching.		Persons rescued from shipwreck.
1936.				
June	19.	4.25 p.m.	Yacht <i>F.L.B.</i> , of Blyth. Skegness motor life-boat saved yacht and rescued - - - - -	2
	„	19.	11.20 p.m. Motor fishing boat <i>Gleaner</i> , of Penzance. Penlee motor life-boat escorted boat into safety.	
	„	21.	12.55 p.m. Steam trawler <i>Pointz Castle</i> , of Swansea. Courtmacsherry Harbour motor life-boat stood by vessel.	
	„	24.	6.10 a.m. Steam trawler <i>Braemar</i> , of Aberdeen. Stromness motor life-boat rendered assistance.	
	„	24.	10.0 a.m. Steam drifters <i>Whitelink Bay</i> , of Fraserburgh, and <i>Gamrie Bay</i> , of Banff. Fraserburgh motor life-boat stood by and rendered assistance.	
	„	24.	6.10 p.m. Motor boat <i>Carrick Lass</i> , of Girvan. Girvan motor life-boat landed 1.	
	„	29.	12.45 a.m. Motor fishing boat <i>Nellie</i> , of Guernsey. St. Peter Port motor life-boat rendered assistance.	
July	1.	9.25 a.m.	Steam trawler <i>New Choice</i> , of Granton. Longhope motor life-boat assisted to save vessel.	
	„	2-3.	12 midnight. Motor trawler <i>Bohemian Girl</i> , of Grimsby. Stromness motor life-boat stood by vessel.	
	„	5.	11.0 p.m. Auxiliary yacht <i>Una</i> , of Brightlingsea. Walton and Frinton motor life-boat landed 4.	
	„	5.	11.30 p.m. Rowing boat <i>Our Boys</i> , of Eastbourne. Eastbourne motor life-boat rescued - - - - -	2
	„	7.	7.10 p.m. Steam trawler <i>Avonglen</i> , of Aberdeen. Peterhead motor life-boat stood by vessel.	
	„	12.	2.0 a.m. Boat <i>Stella Maris</i> , of Southbourne. Bembridge motor life-boat landed 2.	
	„	12.	6.57 p.m. Motor yacht <i>Dawn Wind</i> , of Lymington. Yarmouth, Isle of Wight motor life-boat saved yacht and rescued - - - - -	2
	„	12.	7.50 p.m. Yacht <i>Mayfly</i> , of Poole. Torbay motor life-boat escorted yacht into safety.	
	„	18.	10.0 a.m. Yacht <i>Bon Espoir</i> , of St. Briene, France. Selsey motor life-boat saved yacht and rescued - - - - -	2
	„	18.	3.0 p.m. Barge <i>Victa</i> , of London. Clacton-on-Sea motor life-boat saved barge and rescued - - - - -	2
	„	18.	6.0 p.m. Yacht <i>Raider</i> , of Leigh-on-Sea. Aldeburgh No. 1 motor life-boat escorted yacht to safety.	
	„	18.	7.12 p.m. A dinghy of Tankerton. Margate motor life-boat saved boat and rescued - - - - -	1
	„	18.	11.50 p.m. Steam yacht <i>Carmela</i> , of London. Plymouth motor life-boat rendered assistance.	
	„	23.	10.54 a.m. Fishing boat <i>Rally</i> , of Selsey. Selsey motor life-boat saved boat and rescued - - - - -	1
	„	23.	12.10 p.m. Motor yacht <i>Thistle</i> , of Burnham-on-Crouch. Eastbourne motor life-boat rendered assistance.	
	„	29.	5.50 p.m. Motor launch <i>Stella</i> , of Lowestoft. Aldeburgh No. 1 motor life-boat saved launch.	
	„	31.	3.15 a.m. Yacht <i>Mariner</i> , of Dumfries. Kirkcudbright motor life-boat escorted yacht to safety.	
Aug.	2.	11.12 a.m.	Yacht <i>Tom Boy</i> , of Newhaven. Hythe motor life-boat saved yacht and rescued - - - - -	3
	„	2.	11.30 a.m. Yacht <i>Mary</i> , of Liverpool. Clovelly motor life-boat saved yacht and rescued - - - - -	4
	„	2.	12.30 p.m. Two small boats of Benllech. Moelfre motor life-boat saved boats and rescued - - - - -	7
	„	3.	8.40 a.m. A yacht of Rainham. Margate motor life-boat stood by yacht.	
	„	3.	11.30 a.m. A dinghy of Jaywick. Clacton-on-Sea motor life-boat saved boat.	
	„	3.	7.45 p.m. A small boat of Lowestoft. Lowestoft motor life-boat saved boat and rescued - - - - -	4
	„	5.	6.12 a.m. S.S. <i>Record</i> , of Portsmouth. Swanage motor life-boat rendered assistance.	
	„	6.	1.53 a.m. Auxiliary yacht <i>Vixen</i> , of Bude. Padstow No. 1 motor life-boat	4
	„	7.	1.30 a.m. Yacht <i>Mona</i> , of Heswall. Llandudno motor life-boat landed 3.	
	„	7.	9.45 a.m. Fishing boats <i>Liberty II</i> and <i>Edna</i> , of Sheringham. Sheringham motor life-boat escorted boats into safety.	
	„	7-11.	11.40 a.m. S.S. <i>San Francisco</i> , of Havre. Cromer No. 1 motor life-boat rendered assistance.	
	„	7.	2.23 p.m. Yacht <i>Madeline</i> . Skegness motor life-boat saved yacht and rescued	2
	„	8.	9.45 p.m. Motor boat <i>Sarah Ann Holden</i> , of Salcombe. Salcombe motor life-boat saved boat and rescued - - - - -	1

		Time of Launching.		Persons rescued from shipwreck
1936.				
Aug.	9.	7.15 p.m.	Motor yacht <i>Sunstar</i> , of Southampton. Great Yarmouth and Gorleston motor life-boat rendered assistance.	
	18.	12 noon.	Steam trawler <i>Runswick Bay</i> , of Hull. The Humber motor life-boat rendered assistance.	
	18.	1.59 p.m.	Schooner <i>Six Sisters</i> , of Hull. Great Yarmouth and Gorleston motor life-boat escorted vessel to safety.	
	19.	2.40 p.m.	Small boat <i>Fidget</i> , of Walmer. Walmer motor life-boat saved boat and rescued - - - - -	2
	19.	5.33 p.m.	A speed-boat of Hastings. Hastings motor life-boat rendered assistance.	
	19.	6.0 p.m.	A small boat of West Runton. Sheringham motor life-boat saved boat and rescued - - - - -	1
	19.	6.20 p.m.	Yacht <i>Mary</i> , of Leigh-on-Sea. Southend-on-Sea motor life-boat rendered assistance.	
	26.	2.25 p.m.	S.S. <i>Southsea</i> , of Portsmouth. Bembridge motor life-boat stood by vessel.	
	31.	8.45 p.m.	Motor cruiser <i>Martaban</i> , of Cardiff. Barry Dock motor life-boat rendered assistance.	
Sept.	1.	4.0 p.m.	Yacht <i>Thelma II</i> , of Beaumaris. Portrush motor life-boat rendered assistance.	
	4.	5.0 p.m.	Sailing yacht <i>Woodpecker</i> , of London. Southwold motor life-boat escorted yacht into harbour.	
	15.	2.0 p.m.	Steam trawler <i>Inverclyde</i> , of Granton. Fraserburgh motor life-boat landed 10.	
	16.	10.28 a.m.	Ketch <i>Dido C</i> , of Barnstaple. Ilfracombe motor life-boat landed 3.	
	16.	11.5 p.m.	Motor yacht <i>Sydia</i> , of Bembridge. Bembridge motor life-boat landed 3 from Horse Sand Fort.	
	20.	10.35 p.m.	Motor vessel <i>Karanan</i> , of Rotterdam. Wells motor life-boat stood by vessel.	
	20.	11.37 p.m.	Motor vessel <i>Karanan</i> , of Rotterdam. Sheringham motor life-boat stood by vessel.	
	22.	11.50 p.m.	Boat of ketch <i>Amazon</i> , of Plymouth. Plymouth motor life-boat escorted boat to harbour.	
	23.	12.30 a.m.	Motor launch <i>Silver Cloud</i> , of Coverack. Coverack motor life-boat rendered assistance.	
	29.	2.30 p.m.	Motor vessel <i>Karanan</i> , of Rotterdam. Wells motor life-boat rendered assistance.	
Oct.	5.	6.12 a.m.	Sailing barge <i>Cetus</i> , of London. Lowestoft motor life-boat escorted boat into harbour.	
	5.	7.15 a.m.	Smack <i>Arco</i> , of Leigh-on-Sea. Clacton-on-Sea motor life-boat saved vessel and rescued - - - - -	6
	5.	11.55 a.m.	Fishing boats <i>Mini</i> and <i>Daisy</i> , of Montrose. Montrose No. 1 motor life-boat stood by boats.	
	17.	11.30 a.m.	S.S. <i>Shuna</i> , of Glasgow. Port Askaig motor life-boat - - -	17
	19.	10.0 a.m.		
	20.	9.0 a.m.		
	18.	10.25 a.m.	S.S. <i>St. Joseph</i> , of Tonsberg, Norway. Barra Island motor life-boat -	4
	19.	6.30 a.m.		
	19.	1.30 p.m.	Motor fishing cobs <i>Boy's Own</i> and <i>Pioneer</i> , of Flamborough. Flamborough No. 1 motor life-boat escorted cobs into safety.	
	24.	2.12 p.m.	S.S. <i>Finvoy</i> , of Belfast. Girvan motor life-boat stood by vessel.	
	24.	7.20 p.m.	Motor boat <i>Courageous</i> , of Donaghadee. Donaghadee motor life-boat rendered assistance.	
	25.	7.25 a.m.	Yacht <i>Cachalot</i> , of Burnham-on-Crouch. Southend-on-Sea motor life-boat rendered assistance.	
	25.	12.55 p.m.	Yacht <i>Spray</i> , of Portsmouth. Southend-on-Sea motor life-boat rendered assistance.	
	25.	5.15 p.m.	Motor fishing boat <i>Britannia</i> , of Margate. Margate motor life-boat saved boat and rescued - - - - -	2
	26.	7.5 p.m.	Herring drifter <i>L. A. B. Houston</i> . Maryport motor life-boat escorted vessel into safety.	
	27.	1.30 a.m.	S.S. <i>Helena Faulbaums</i> , of Riga. Port Askaig motor life-boat	4
	27.	2.45 a.m.	S.S. <i>Dunvegan</i> , of Liverpool. Troon motor life-boat stood by vessel.	
	27.	11.15 a.m.	Fishing coble <i>White Lady</i> , of Sunderland. Sunderland motor life-boat escorted coble into harbour.	
	27.	2.45 p.m.	S.S. <i>Goleta</i> , of London. Ramsey motor life-boat landed an injured man and rendered assistance.	
	27.	7.45 p.m.	Schooner <i>Edith May</i> , of Wexford. Ramsey motor life-boat landed 3.	
	31.	9.40 a.m.	A fishing boat of Weymouth. Weymouth motor life-boat saved boat and rescued - - - - -	1

		Time of Launching.		Persons rescued from shipwreck.
1936.				
Oct.	31.	4.30 p.m.	Motor launch <i>White Heather</i> , of Yarmouth. Yarmouth, Isle of Wight, motor life-boat saved boat and rescued - - - - -	2
Nov.	1.	1.5 p.m.	Sailing boat <i>Tom Tit</i> , of Dover. Dover motor boarding boat rendered assistance.	
	2.	12.16 a.m.	S.S. <i>Bessemer City</i> , of New York. St. Ives motor life-boat rescued crew and took master out to wreck - - - - -	33
	2.	10.50 a.m.		
	2.	9.36 a.m.	The fishing fleet of Filey. Filey pulling and sailing life-boat escorted fleet into safety.	
	2.	1.5 p.m.	Tug <i>Warrior</i> , of Glasgow, and ferry-boat <i>Snowdrop</i> , of Liverpool. Thurso motor life-boat landed an injured man and rendered assistance.	
	3.	4.10 p.m.	A rowing boat. Clacton-on-Sea motor life-boat saved boat.	
	11.	7.51 p.m.	Fishing boat <i>Ione</i> , of New Brighton. New Brighton No. 2 motor life-boat saved boat and rescued - - - - -	3
	12.	8.20 a.m.	Boat from H.M.S. <i>Lucia</i> . Weymouth motor life-boat took 4 men from breakwater.	
	12.	9.30 a.m.	Motor fishing vessel <i>Aud Schou</i> , of FredericksHAVEN. The Humber motor life-boat rendered assistance.	
	14.	8.25 p.m.	S.S. <i>J. & J. Monks</i> , of Liverpool. Blackpool pulling and sailing life-boat stood by vessel.	
	14.	8.50 p.m.	S.S. <i>J. & J. Monks</i> , of Liverpool. Fleetwood motor life-boat escorted vessel into safety.	
	15.	4.52 p.m.	Trawler <i>Crystal</i> , of Dieppe. Exmouth motor life-boat saved vessel and rescued - - - - -	5
	15.	9.23 p.m.	S.S. <i>Harvest Queen</i> , of Newcastle-on-Tyne. Selsey motor life-boat escorted vessel into safety.	
	16-18.	11-12 a.m.	S.S. <i>Nestun</i> , of Tvedestrand, Norway. Cromer No. 1 motor life-boat rendered assistance.	
	17.	2.50 p.m.	Fishing cobbles <i>Olive</i> and <i>Agnes</i> , of Sunderland. Sunderland motor life-boat saved one coble and rescued - - - - -	5
	17.	3.15 p.m.	Coble <i>Sonny</i> , of Seaham. Seaham motor life-boat - - - - -	4
	17.	6.55 p.m.	Coble <i>Vera Mary</i> , of Bridlington. Bridlington motor life-boat saved coble and rescued - - - - -	2
	18.	8.17 a.m.	Open fishing boat <i>Little Culverden</i> , of Hastings. Hastings motor life-boat saved boat and rescued - - - - -	2
	18.	7.5 p.m.	Steam drifter <i>Pitagaveny</i> , of Banff. Cromer No. 1 motor life-boat	10
	19.	4.25 p.m.	Motor trawler <i>Clarissa</i> , of Bideford. Appledore motor life-boat saved vessel and rescued - - - - -	3
	19.	8.20 a.m.	S.S. <i>Yewforest</i> , of Glasgow. Cromer No. 1 motor life-boat took out a doctor.	
	19.	9.45 a.m.	S.S. <i>Lindisfarne</i> , of Newcastle. Cromer No. 1 motor life-boat rendered assistance.	
	23.	8.45 a.m.	S.S. <i>Everolanda</i> , of Riga. The Humber motor life-boat landed a sick woman.	
	24.	10.15 p.m.	Ketch <i>Ceres</i> , of Bude. Appledore motor life-boat - - - - -	2
	30.	2.50 p.m.	Motor fishing boat <i>Point Girl</i> , of Ballycotton. Youghal motor life-boat saved boat and rescued - - - - -	2
	30.	9.10 p.m.	Motor barge <i>T. H. Burton</i> , of Liverpool. New Brighton No. 2 motor life-boat - - - - -	4
Dec.	2.	11.45 a.m.	Motor fishing boats <i>Provider</i> , <i>Success</i> , and <i>Pilot Me</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted boats into harbour.	
	4.	9.30 a.m.	Motor fishing coble <i>Mayflower</i> , of Whitby. Whitby No. 1 motor life-boat escorted coble into harbour.	
	5.	12.30 p.m.	Six motor fishing boats of Whitby. Whitby No. 1 motor life-boat escorted boats into harbour.	
	5.	5.0 p.m.	Lighter <i>Richland</i> , of Newcastle. Berwick-on-Tweed motor life-boat stood by vessel.	
	5.	11.30 p.m.	S.S. <i>Northern Coast</i> , of Liverpool. Port Askaig motor life-boat took a doctor to vessel.	
	6.	8.45 a.m.	Fishing boat <i>Just Reward</i> , of Scarborough. Scarborough motor life-boat escorted boat into harbour.	
	6.	4.20 p.m.	S.S. <i>Helen Craig</i> , of Belfast. Lytham-St. Anne's motor life-boat landed 11, and put crew on board again.	
	7.	4.0 a.m.		
	8.	7.40 p.m.	Motor vessel <i>Conida</i> , of London. Clacton-on-Sea motor life-boat rendered assistance.	
	9.	4.50 p.m.	S.S. <i>Kjorrefjord</i> , of Farsund, Norway. Sunderland motor life-boat stood by vessel.	
	11.	7.30 p.m.	Galway Bay motor life-boat took help to a neighbouring island.	
	12.	6.38 a.m.	S.S. <i>Tanny</i> , of Bristol. Tenby motor life-boat - - - - -	5

		Time of Launching.			Persons rescued from shipwreck.
1936.	Dec.	13.	5.15 a.m.	S.S. <i>Soudan</i> , of Glasgow. Dungeness No. 2 motor life-boat stood by vessel.	
		13.	11.15 p.m.	Motor fishing boat <i>Josephine II</i> , of Folkestone. Hythe motor life-boat - - - - -	3
		13.	5.30 p.m.	Ketch <i>Ivy P.</i> , of Dublin. Wicklow motor life-boat - - - - -	4
		14.	3.30 a.m.	and assisted to save vessel.	
		13.	11.30 p.m.	Schooner <i>Alert</i> , of Falmouth. Moelfre motor life-boat rescued - - -	6
		14.	9.0 a.m.	and saved vessel.	
		17.	12 noon	Five fishing boats of Arbroath. Arbroath motor life-boat escorted boats into harbour.	
		17.	2.2 p.m.	Three fishing cobs of Newbiggin. Newbiggin pulling and sailing life-boat escorted boats into safety.	
		21.	11.50 a.m.	S.S. <i>Mina</i> , of Parnu, Esthonia. Sennen Cove motor life-boat assistance.	
		23.	3.0 p.m.	Fishing boat <i>Messina</i> , of Cromarty. Cromarty motor life-boat rendered assistance.	
		28.	3.10 a.m.	Motor trawler <i>Roger Henri</i> , of Ostend. North Sunderland motor life-boat - - - - -	6

SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats - - - - -	383
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	108
Total of lives rescued - - - - -	491
Persons landed from vessels or rocks on which they might have been in danger - - - - -	80
Boats and vessels which Life-boats saved or helped to save - - -	48
Boats and vessels which Life-boats stood by, escorted to safety, or helped - - - - -	300
Total number of launches, including those in which for various reasons no services were rendered - - - - -	468

Notice.

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

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

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

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

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