

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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No. 330.

THE LIFE-BOAT FLEET

Motor Life-boats, 134 :: Pulling & Sailing Life-boats, 33

LIVES RESCUED

from the foundation of the Institution in 1824

to May 31st, 1937 - - - - - 65,196

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

Presidential Address at the Annual Meeting.

LAST year I had the pleasure of speaking at this meeting as a visitor. It is a much greater pleasure for me to be able to address you this year as your President. (*Applause.*) I am the fifth member of my family in succession to hold the presidency, and I am proud to carry on this long tradition of close association between the Royal Family and the life-boat service. (*Applause.*) I know something already of the work of the service; I have seen it on many parts of the coast; and I should like to begin my first presidential address by assuring you that I shall always share your pride in its achievements, and follow its work with the greatest interest. (*Applause.*)

A Remarkable Year.

You have before you the annual report for 1936. It is a remarkable report. The Institution has completed its 113th year, and I ask you to think for a moment of what the conditions of shipping were when it was founded. Our tens of thousands of ships were still dependent on sails. The steamer was only in its infancy. There was no wireless. There were no weather forecasts to warn ships of gales to come. A thousand things for the comfort and

safety of those at sea which to-day we take as a matter of course did not then exist; and yet, in spite of all the inventions of the past century, last year was the busiest in the whole history of the Institution. There were more launches of life-boats to vessels in distress than there have ever been before. There were nine launches for every week of the year, and nearly 500 lives were saved (*Applause*); and those launches were made, and those lives were saved, without the loss of a single life among the life-boat crews. That is a splendid proof of the skill of the crews and the quality of their boats; but, though they came through the risks of a stormy year unscathed, we must never forget that the risks were there. (*Applause.*)

Services to Foreign Vessels.

Many lives besides those of our own people depend on the vigilance of our life-boat service. Of the lives saved last year no fewer than 161 were from foreign vessels belonging to fourteen different countries. The French Ambassador is with us this afternoon (*Applause*), and we shall have the pleasure of hearing him speak of our life-boats as a great international service. All I wish to say is how glad I

am to have sitting with me here the representatives of fifteen countries who wish to show their gratitude for those 161 lives. (*Applause.*)

We have here also ten of the 2,000 life-boatmen round our coasts to whose skill and courage nearly 500 men and women, saved last year, owe their lives. They are men who by outstanding gallantry have won special awards. You will see them for yourselves, and be able to show your gratitude and admiration. To two of them I had the pleasure of presenting medals last year. They have again shown conspicuous gallantry. When the time comes I will ask you to give them a specially warm welcome. They are Coxswain Mogridge, of Torbay, and Coxswain Sinclair, of Aberdeen. (*Applause.*)

It has been a very busy year for the life-boat service in other ways. Eleven new motor life-boats were sent to the coast, so that now there are only thirty-five pulling and sailing life-boats left in our fleet; and I believe that in three years I shall be able to announce from this platform that the fleet consists entirely of motor life-boats. (*Applause.*)

Public Support.

I should like now to refer for a moment to another part of the report. In its way it is as remarkable as the record of launches and lives rescued. It is that part of the report which describes how the Institution's revenue was raised. The report records five special gifts ranging from £3,000 to £10,000 to build motor life-boats. Two of them came from great and distin-

guished bodies, the Civil Service and the Ancient Order of Foresters. The other three were from private citizens.

Besides those records of outstanding generosity is the record that over five million people contributed on flag days. (*Applause.*) It is indeed a national service to which the wealthy are prepared to give their thousands of pounds, and the millions in the streets their pence! For that great response on flag days I know how much the Institution is indebted to the municipal authorities, and I should like to thank them all, and in particular the Mayors and Mayoresses on this platform, for their generous help. (*Applause.*)

An Appeal.

Yet in spite of these gifts the revenue for the year was £10,000 less than the expenditure. That deficit was due to the very large amount spent on building new life-boats. Fortunately, the Institution has such funds in reserve from the generosity of other years that such a deficit does not alarm it, nor does it mean any delay in carrying out the work of mechanizing the fleet. But when I look at that wonderful record it seems to me not right that the public should have given in the year less than the whole sum that was needed.

It is true that over five millions gave on flag days, but our population is nearly fifty millions. There are still millions who give nothing. I look forward to the day when every man and woman in the British Isles gives something, however little it may be, to help in the work of this great service. (*Loud applause.*)

The Institution's Oldest and Youngest Supporters.

THE Institution has again received her annual subscription from a lady in Dumfriesshire who is now in her 106th year. Three years ago she doubled her subscription, feeling that her next year's subscription was uncertain. She has again doubled it, and has written in her own hand to say that she is doing it, "being grieved by reading of the year's disasters."

The Institution has also again received a cheque from a lady in Surrey who is now in her 102nd year. Her

cheque is in part her subscription, in part money which she has collected and in part the proceeds of her own knitting.

At Hindley, near Wigan, where there is a Ladies' Life-boat Guild with 140 members, men are admitted to membership as a special mark of esteem. At the last annual meeting of the guild two more men were enrolled, introduced by their grandmother, who paid their subscriptions. One was ten months old and the other seven weeks.

Twelve Days of Gales at Aberdeen.

Award of the Silver Medal.

DURING the twelve days from the 21st January to the 1st February, 1937 the worst gales within living memory blew at Aberdeen, and the south break-water of the harbour was washed away. In those ten days the Aberdeen motor life-boat was launched three times, the pulling and sailing life-boat was launched once and her crew were assembled twice, and nine times the Institution's life-saving apparatus at North Pier and Torry were called out to stand by.

The First Call.

The first call came in the afternoon of 21st January, when a message was received through the coastguard from Wick Radio that the Aberdeen trawler *Strathebrie* was in need of help eighty or ninety miles N.E. by E. $\frac{1}{2}$ E. of either Buchan Ness or Girdleness. It had been impossible for Wick Radio to tell for certain which of the two places the trawler had named in her call for help.

A whole gale was blowing from the south-east, with a very heavy sea and rain. The motor life-boat *Emma Constance* put out at 4.20 in the afternoon and found that several other vessels, which had received the trawler's call for help, were also looking for her. She went to one of the positions given, eighty miles N.E. by E. $\frac{1}{2}$ E. of Girdleness, then twenty miles to the north, then ten miles north-east, then ten miles south. In this way she searched round both the positions given, but could find no sign of the trawler. She then put back and reached her station again at 4.47 in the afternoon of January 22nd. She had been at sea in the gale for over twenty-four hours, and had travelled 230 miles. Shortly after she returned the coast-guard reported that the trawler was sheltering in Buckie Bay. The reason why none of the searching vessels had found her was that all the time she had been travelling slowly towards Buckie.

An Inland Rescue.

The second call came three days later. The rains had been very heavy.

The rivers Dee and Don had risen rapidly. They had now overflowed their banks at many points. At 10.45 on the morning of the 25th the police telephoned to the life-boat station that Waterside Farm, about a mile above the Bridge of Dee, had been flooded, and that a woman and two men were signalling for help from the upper storey of the farmhouse. A gale was blowing and the weather was very cold. The pulling and sailing life-boat *William and Ellen Robson* set out at eleven in the morning on her transporting carriage, and was taken by her launching tractor by road over three miles to the river bank above the farm. There she was launched into the flooded river and was carried down to the farmhouse by the current. The coxswain manœuvred her close to the building. Then, by means of a ladder, the woman, the two men, a cat and a dog were brought down into the life-boat. The life-boat was then rowed to the bank and taken back by road to her station, where she arrived at 4.30 in the afternoon. Three hours later her crew were assembled again, as the coastguard had reported that a vessel was drifting ashore near Belhelvie. They stood by for three-quarters of an hour, when another message came that the vessel was out of danger.

A Yawl Saved.

While the pulling and sailing life-boat was on service inland, the motor life-boat *Emma Constance* had also been called out. A local motor yawl, which was in the Old Torry harbour with no one on board, was seen to be hanging by stern moorings only, and was in danger of breaking away and being carried out to sea. A tug had been called out to go and secure the yawl, but the heavy spate in the river, with the strong gale from the south-east, made it impossible for the tug to do anything. The *Emma Constance* put out at noon; towed the yawl to the safety of the fish market; and returned to her station an hour later.

A Silver Medal Service.

At 4.30 in the afternoon of the next day, January 26th, the coastguard reported that a trawler about three and a half miles east of the Bridge of Don look-out was firing distress signals. A small coastal steamer was astern of her, broadside to the sea and wallowing deeply. It was still blowing a whole gale from the south-east, with a very heavy sea. There were frequent heavy snow showers and the weather was intensely cold. The motor life-boat *Emma Constance* was away within eight minutes of the call.

The south-easterly gale was blowing against the ebbing tide, and this, with the flood water coming down the River Dee, caused an exceptionally heavy breaking sea on the harbour bar. The life-boat was seen from the shore to lift most of her length out of the water to the first sea, and then to be completely swept by sea after sea. She came safely through them, but not undamaged. Water was coming through the deck into the engine-room, but this was kept under control by the pump.

The life-boat found the steamer *Fairy*, of King's Lynn, with seven men on board, wallowing heavily in the trough of the sea. She had broken down and a German trawler, which had sent up the signal of distress, was trying to tow her, but was unable to keep her head to the seas. The life-boat went within hailing distance, but was told that the *Fairy* wished to hold on as long as possible. The life-boat stood by, and she and the trawler and the disabled steamer drifted northwards. The life-boat then saw another steamer, the s.s. *Montrose*, drifting down on to the *Fairy* and flashing a lamp. The life-boat made for her, found that her steering-gear had carried away, and stood by while she repaired it. She then returned to the other two vessels, and found that the tow-rope had parted and that the *Fairy* was drifting towards the heavy surf about two miles south of Belhelvie. The life-boat hailed her, asking her crew if they wished to abandon ship. A few minutes later they signalled that they would like to be taken off. The *Fairy* was then very close to the surf, and was being swept

by heavy seas which were breaking over her. It was now eight o'clock. The night was very dark. It was snowing hard.

Life-boat Carried on to the Wreck.

The life-boat went alongside on the leeside of the steamer and some of the crew jumped aboard the life-boat from the bridge deck. The *Fairy* was rolling heavily; the life-boat beside her was rolling and sheering about; and the bow of the life-boat was carried over the gunwale of the steamer, as the steamer rolled towards her. Then, as the side of the steamer came up again, the life-boat's bow was lifted right out of the water, until the life-boat slid backwards into the sea. Again she went alongside, and the rest of the *Fairy's* crew jumped aboard her. One of them fell between the steamer and the life-boat, but he was promptly grabbed and hauled aboard by one of the life-boatmen, John Masson, who saved the man's life at the risk of being dragged overboard himself. The actual work of rescuing the crew of seven men had only taken a few minutes, and very soon afterwards the *Fairy* drifted right into the heavy surf, where her crew would certainly have been washed out of her and drowned.

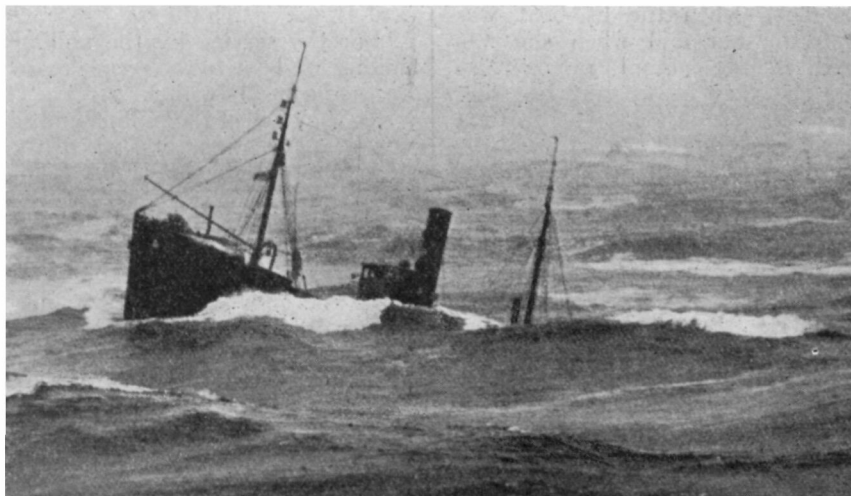
How much the life-boat had been damaged when crossing the bar it was impossible for her coxswain to tell. With the tremendous seas still breaking over the bar he would not risk another crossing, and after signalling to the *Montrose* to report by wireless that the crew of the *Fairy* had been rescued, he made for Macduff, where the life-boat arrived at 4.30 the next morning. She had then been out for twelve hours.

The pulling and sailing surf-boat *William and Ellen Robson* had also been called out, when it was learnt that the *Fairy* was in danger of drifting ashore, and was taken by tractor as far as the Bridge of Don. There the news came that the *Fairy's* crew had been rescued by the motor life-boat.

Rewards.

This was a service carried out with great courage, determination and skill on the part of the coxswain and crew,

IN THE JANUARY GALES AT ABERDEEN.



By courtesy of]

CROSSING THE BAR.

[Fox Photos

A trawler entering Aberdeen Harbour on 29th January, 1937



By courtesy of]

AN INLAND SERVICE.

M. H Gloyer, Aberdeen

To the help of a flooded farm.

(See page 267.)

in the face of very heavy seas, darkness, heavy snow squalls and intense cold, and in the face also of considerable danger both when the life-boat was crossing the bar and when she was engaged in the actual rescue just outside the very heavy surf breaking off the Belhelvie sands. The Institution has made the following rewards :

To COXSWAIN THOMAS M. SINCLAIR, the silver medal for gallantry. Coxswain Sinclair won the bronze medal on Christmas Day, 1935, for the service to the trawler *George Stroud*.

To ALEXANDER WEIR, the motor mechanic, the bronze medal.

To JOHN MASSON, the member of the crew who at great personal risk saved the man who had jumped into the sea, the bronze medal. (The three medals were accompanied by a copy of the vote inscribed on vellum).

To each of the other five members of the crew the thanks of the Institution inscribed on vellum: GEORGE A. FLETT, JAMES COWPER, JOHN M. NOBLE, ALEXANDER S. MASSON, ROBERT J. B. ESSON.

To the coxswain and to each member of the crew a reward of £2 in addition to the ordinary scale reward of £2 7s., and £2 7s. for bringing the life-boat from Buckie, making a reward of £6 14s. to each man. Total money rewards for the service, £66 18s.

For the service to the *Strathebrie*, a reward of £2 to the coxswain and each member of the crew in addition to the

ordinary scale reward of £3 6s., making a reward of £5 6s. to each man. Total money rewards for the service, £40 4s. 6d.

For the service by the pulling and sailing life-boat to the people marooned in the farm, £14 5s. 9d.

To the crew of the pulling and sailing life-boat for assembling when a vessel was reported in danger off Belhelvie, £2 17s.

To the crew of the pulling and sailing life-boat for assembling ready to go to the s.s. *Fairy*, £11 17s. 6d.

To the crew of the North Pier life-saving apparatus, which stood by while trawlers came in on January 26th, £5 12s.

To the crew of the Torry life-saving apparatus, which between January 25th and February 1st stood by eight times, £28 13s.

To CAPTAIN W. A. JOHNSTONE, assistant honorary secretary, who, in the absence of the honorary secretary, played a most important part in this series of services, and was on duty almost continuously for ten days and nights, an inscribed binocular glass.

A letter of thanks was sent to the Board of Trade expressing appreciation for the valuable help given by CAPTAIN A. L. FLETCHER, R.N., inspector of coastguard.

The service to the yawl *Utility* was a property salvage case.

Total money rewards for this series of services, £170 7s. 9d.

Life-Saving by the Coastguard 1936.

DURING 1936 the coastguard took action in the case of 806 vessels or aircraft reported to be in distress, in difficulties, or overdue off the coast of Great Britain and Northern Ireland. The rocket life-saving apparatus companies were assembled for service 79 times, and 98 people were brought to safety by their help.

In addition 119 vessels which were seen to be standing into danger were warned by the coastguard and altered course.

Help was given to 54 persons in difficulties on cliffs and 22 cut off by the tide.

The Board of Trade shield for the best service of the year by a rocket life-saving apparatus company was awarded to the Robin Hood's Bay company for bringing to safety five members of the crew of the s.s. *Heatherfield*, of Liverpool, which had stranded at North Cheek, Robin Hood's Bay, Yorkshire, on January 25th.

A Silver Medal Service at Flamborough.

ON the night of 2nd March, 1937, the Grimsby steam trawler, *Lord Ernle*, bound for Grimsby from the White Sea, with a crew of fifteen men, went ashore under Bempton Cliffs, north of Flamborough Head. The harbour-master at Bridlington picked up her call for help on his wireless and passed the news by telephone to the Flamborough coxswain. It was then about eleven o'clock. The wind from the south-west was light, but a heavy ground swell was running from the north-east, the aftermath of a northerly gale. The weather was misty.

The tide was at three-quarter ebb, and the life-boat had to be launched by hand over the flat sand and rocks. Fifty launchers took part, many of them going into the sea up to their chests. In spite of these difficulties, the motor life-boat *Elizabeth and Albina Whitley* was afloat half an hour after the call had come.

She found the *Lord Ernle* about midnight, a mile south of the place where the trawler *Skegness* was wrecked in September, 1935. The *Lord Ernle* was lying with her bows touching the cliffs. She had a heavy list; her after part was under water; and she was swept continually by the heavy breaking swell. Her crew were forward, or in the rigging. With bedding, clothing and fish-boxes all soaked in paraffin, they had lighted a signal fire on the forecastle head. It was burning brightly, and by the light of this fire the life-boat went to work.

Three Hours' Work of Rescue.

The starboard side of the wreck was the side giving shelter from the heavy swell, which was rebounding off the cliffs, but the coxswain knew that on that side there were rocks awash, and that to get alongside under the lee of the wreck was impossible.

He anchored and veered down, hoping to get alongside the port quarter, but he found that also to be impossible, owing to the weight of the seas. He then fired a line from the line-throwing pistol across the wreck. By this means lines and a lifebuoy were passed to her, and one of her crew

was hauled towards the life-boat. He had nearly reached her when the life-boat sheered violently and the lines parted. The man was got safely aboard, but the coxswain saw that, if the rest were to be rescued, he must get close to the trawler. He went ahead, and dropped anchor again. Again the line-throwing pistol carried a line over the trawler and a heavier line was passed.

A four-inch mooring-rope was also passed to the trawler to keep the life-boat near her. Then one by one the trawler's crew were hauled through the sea in a bight of the line. Six men had been rescued in this way when the four-inch rope parted. A wire rope was passed from the trawler to the life-boat to take its place. By this time the bonfire on the trawler had burnt out, and the lifeboat-men and trawler's crew were working in pitch darkness, until, a little later, coastguards arrived at the top of the cliff, 400 feet above the wreck, and trained their searchlight on her. By this light the work continued, when suddenly a heavy sea swept in, lifting the life-boat with it, and flinging her on to the trawler. Fortunately she slid off again, her keel grating on the trawler's rail, but her rudder had been split, and half of it had been torn away.

The work went on, and the trawler's skipper, the last of the fifteen men to leave her, was hauled safely through the seas into the life-boat. The actual work of rescue had taken three hours. Anchor was weighed with difficulty and the life-boat reached her station again at four in the morning. She had been out four and a half hours.

The Awards.

It was an exceptionally fine service, carried out in the middle of the night, in circumstances of the greatest difficulty and danger, in shallow water, thick with rocks, close under 400-foot cliffs, with heavy seas pounding in. The Institution has made the following awards:—

TO COXSWAIN GEORGE LENG, the silver medal for gallantry, accompanied

by a copy of the vote inscribed on vellum :

To each of the eight members of the crew, the thanks of the Institution inscribed on vellum :—JOHN H. CROSS, EDWARD SLAUGHTER, ROBERT EMMERSON, GEORGE GIBBON, RICHARD COWLING, ROBERT LENG, GEORGE WARCUP, JNR., JOHN C. EMMERSON;

To MR. EDWARD TAYLOR, harbour-master at Bridlington, 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 £1 17s. 6d., making a reward of £3 17s. 6d. each ;

To each of the forty-nine helpers, a reward of 5s. in addition to the ordinary scale reward of 9s.

Total rewards, £69 1s. 6d.

The Scarborough motor life-boat was also launched, but was recalled when it was known that the Flamborough motor life-boat was going to the trawler's help. Rewards, £32 0s. 6d.

A letter of congratulation and thanks was sent to Coxswain Leng and his crew by the Bridlington Fishermen's and Boatmen's Society, and Coxswain Leng and the captain of the Flamborough life-saving company broadcast an account of the rescue in "In Town To-night."

A Fine Service at Broughty Ferry.

On the night of 20th January, 1937, the life-boat coxswain at Broughty Ferry, (Dundee), heard on his wireless that the *Abertay* lightship, which lies off Buddon Ness, six miles away, was asking that the Broughty Ferry life-boat should go out to her help. The anchors of the lightship had been fouled and the cables were in danger of parting. A strong S.S.E. gale was blowing, with a very heavy sea running. The weather was very cold. The motor life-boat *Mona* was launched at 11.20 P.M., and until 5.15 next morning she cruised round the lightship. The weather was then moderating, and as the master of the lightship considered that the danger of the cables parting was over, the life-boat returned to her station. She arrived at six in the morning, having been out nearly seven hours.

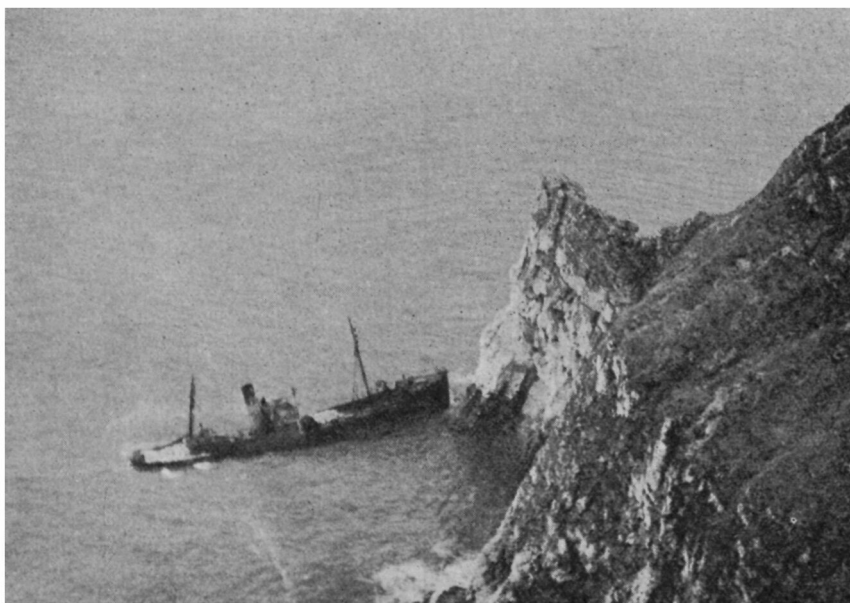
Ten days later, just after noon on 30th January, the lightship was again in danger. A message came to the life-boat station, through the harbour-master at Dundee, that she was holding by only one anchor, and that that anchor was dragging. It was blowing a full E.S.E. gale, with a blizzard of snow. A very heavy sea was running.

The motor life-boat *Mona* put out at 12.25 P.M. An hour and ten minutes later she reached the lightship and

found that she had been driven a mile out of her position. She was pitching heavily to a very heavy sea. The coxswain hailed the lightship and told her to cut away her starboard boat to leave him room. This was done. Then a grapnel was thrown from the life-boat to the lightship. Watching his opportunity, the coxswain took the life-boat alongside, but so heavy were the seas that she could only remain there for a few seconds. One of the lightship's crew jumped aboard her and she sheered off. Four times more the life-boat went alongside. Each time a man jumped. The whole crew of five had been rescued, and so skilfully had the coxswain handled the life-boat that he brought her away undamaged. She reached her station again two hours after putting out.

The Institution has made the following awards :

To COXSWAIN JAMES COULL, its thanks inscribed on vellum for his skilful seamanship on the second service. To the coxswain and each member of the crew an award on the usual scale of £1 17s. 6d. for the first service, and an award of 19s. for the second service. Total money rewards, for the first service £13 1s., for the second service, £9 12s.



By courtesy of]

[The Yorkshire Post

ON THE FLAMBOROUGH CLIFFS.

The Grimsby trawler *Lord Ernle*, wrecked on 2nd March, 1937. (*See opposite page.*)



By courtesy of]

[Norman Brown & Co., Dundee

RETURNING WITH THE RESCUED.

The Broughty Ferry motor life-boat coming in from the service to the Abertay Lightship, 30th January, 1937. (*See opposite page.*)

Ship on Fire

By Lieutenant L. A. C. May, R.N. (Ret.), Honorary Secretary, Holyhead Station.

THE telephone rings long and loud; time 5.25 A.M., 22nd March, 1937. I hasten to answer it and am informed by the coastguard that Seaforth Radio has given them a message that the s.s. *Marie Moller* was on fire ten miles south-west of the South Stack at 4.36 A.M. I hurriedly dressed and went to the look-out hut to find the correct position of the vessel, calling at the motor mechanic's house on the way, knocking him up and telling him to get on board and start up his engines as soon as possible. Then on to the look-out, arriving about 5.50 A.M. Here I ascertained, from the information available, the approximate course that the vessel would take, and the maroons calling out the life-boat were fired at 5.55 A.M. I went to the life-boat and, all being in readiness, I gave the acting coxswain his instructions, and the life-boat left her berth at 6.5 A.M., exactly thirty minutes from the time I jumped out of bed to answer the first telephone call.

Bitterly Cold.

It was bitterly cold, a thing I had not noticed till after the life-boat had set out. A lumpy sea and strong gale, with, at intervals, flurries of snow and showers of hail (this weather improved as the day wore on). The life-boat was many times completely hidden from view, but making good progress, she came up with the *Marie Moller*, which by this time had been sighted coming round the North Stack, escorted by the liner *Accra*.

The *Marie Moller* continued to make good headway towards Holyhead, and the life-boat made two attempts to get alongside her to windward while she was under way. She could not do it, on account of the heavy seas. Then she tried to get alongside to leeward, but was enveloped in thick black smoke which was too much for her.

The flames had by this time reached the navigation bridge; the saloon deck and fittings were burning; the vessel had slowed down (probably because the engineers and firemen had been

driven from their posts by the fire), and an anchor was let go.

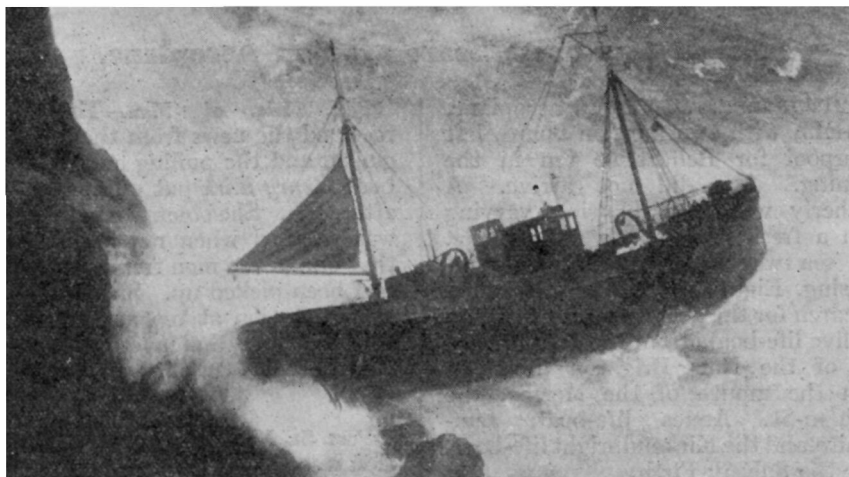
The life-boat then attempted to get the *Marie Moller* in tow by taking a hawser from her to the Trinity House steamer *Beacon*, but the rope parted. The master, seeing the hopelessness of dealing with the fire, which was rapidly spreading, decided to get the crew out of the vessel, and, calling the life-boat, asked that they should be taken off. The side plating of the ship was so hot that the life-boat could not go alongside, and had to get under her quarter.

Fifty-Nine Saved—and the Ship's Dog.

Fifty-nine men, mostly Chinese, with their belongings and the ship's dog, were brought ashore the first trip, and when the life-boat returned to the ship she found that the master, officers and remainder of the crew had been taken off by the *Beacon* after a violent explosion in the hold. Two of the ship's boats were found and brought ashore, and the life-boat then left the ship, which was well alight from end to end, and returned to her berth.

The master (Captain Anderson) gave the ship's papers to the coxswain of the life-boat to bring ashore for safe custody. I returned them to him and he thanked me for the prompt arrival of the life-boat and for the help given him. He told me that he had had a very trying time. The fire had started soon after midnight, followed by an explosion. They had used every endeavour to deal with the outbreak, but the heat had become more intense, and they had been driven from the bridge and had had to navigate and steer the ship from aft. The cargo consisted of ground nuts and linseed cake, which had burned furiously, and the fire had spread very rapidly.

The crew were cared for by the representative of the Shipwrecked Mariners' Society, and the *Marie Moller* herself was beached by the salvage steamer *Ranger*. There she was still burning three days after, the flames reaching a great height, and was likely to burn for another twenty-four hours.

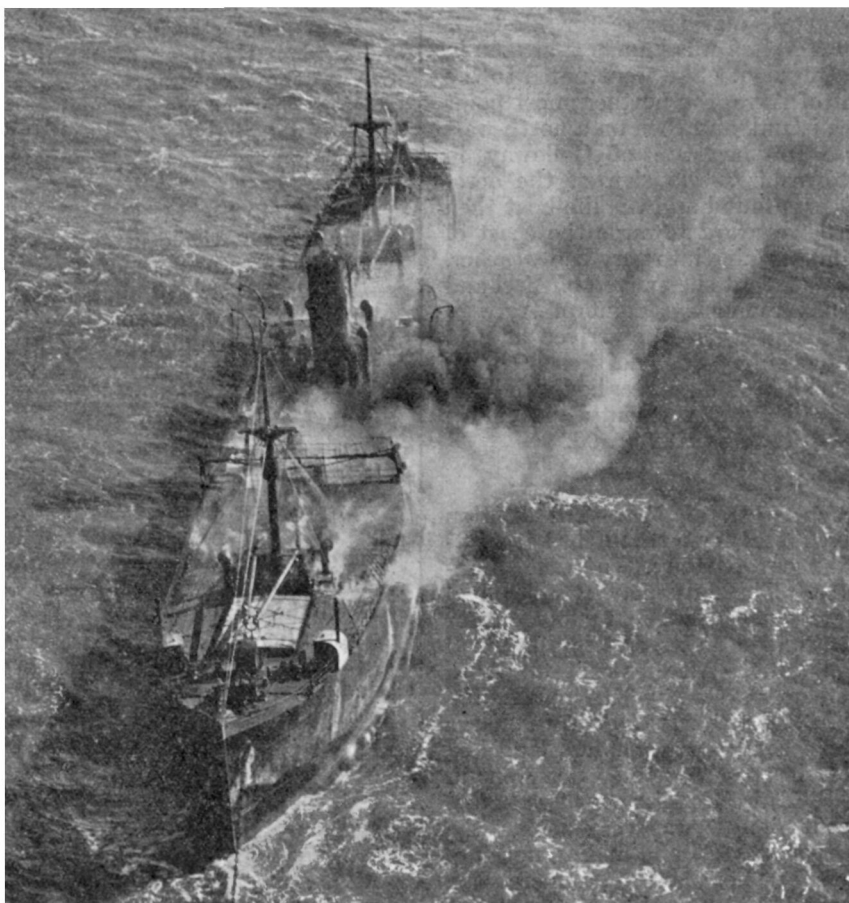


By courtesy of]

[Richard Bros. Penzance

THE BELGIAN TRAWLER VIERGE MARIE.

Wrecked on the Cornish coast, 11th January, 1937. (See page 277.)



By courtesy of]

ON FIRE.

[The Daily Mail

The Marie Moller off Holyhead, 22nd March, 1937 (See opposite page.)

Eight Life-boats Search for an Aeroplane.

ON 21st January, 1937, an aeroplane, G-AEIJ, with two men on board, left Liverpool for Belfast at ten in the morning. She did not arrive. A southerly wind was blowing, varying from a fresh breeze to a strong gale. The sea was rough and steadily increasing. Eight life-boats were launched to search for the aeroplane. They were the five life-boats from the Isle of Man, one of the New Brighton life-boats from the mouth of the Mersey, the Lytham-St. Annes life-boat, Lancashire, and the Kirkcudbright life-boat, near the Solway Firth.

Ramsey, Isle of Man.—News of the missing aeroplane was received from the coastguard, and the motor life-boat, *Lady Harrison* was launched at 3.30 in the afternoon. She went north to the Point of Ayre, the northernmost point of the island, and then on a north-west course to the Mull of Galloway in Wigtownshire. No sign of the aeroplane was found and the life-boat then turned westward towards the coast of Ireland, running into very bad weather. At ten at night she arrived off Peel and returned round the Point of Ayre to her station, where she arrived at 2.15 next morning. She had then been out for ten and three-quarter hours and had travelled between seventy and eighty miles.—Rewards, £32 6s. 9d.

Douglas, Isle of Man.—The station received the news through the coastguard from Barton Aerodrome, Manchester. The Liverpool steamer had just arrived. It had kept a look out for the aeroplane on its crossing, but had seen nothing. After consultation with the steamer's captain, the motor life-boat *Manchester and Salford*, in charge of the second coxswain, was launched at 3.47 in the afternoon. She went in an E.S.E. direction for over two hours. By that time it was very dark. She then turned west, and finding nothing, made for her station, where she arrived at 7.30 P.M. She had been out for three and three-quarter hours.—Rewards. £19 5s. 3d.

Peel, Isle of Man.—The station received the news from the Peel coastguard, and the pulling and sailing life-boat *Henry Kirk* put off at 4.45 in the afternoon. She steered north-west, but was recalled when news was received that one of the men from the aeroplane had been picked up. She arrived back at her station at ten at night, having been out five and a quarter hours.—Rewards, £38 8s. 6d.

Port St. Mary, Isle of Man.—Information was received from the Castletown coastguard and the motor life-boat *Sir Heath Harrison* was launched at five minutes to five in the afternoon. She followed the aircraft course for about sixteen miles, steering S.S.E., and at 7.30, when the news of the rescue of one of the men was received at the station, she was recalled and got back at 9.20 P.M., having been out four and a half hours.—Rewards, £22 2s. 6d.

Port Erin, Isle of Man.—News was received from the coastguard, and at five in the afternoon the motor life-boat *Ethel Day Cardwell* put out. She searched on a route west of the Chicken Rock and Calf of Man, and was recalled when the news of the rescue reached the station. She got back at 9.50 P.M., having been out for nearly five hours.—Rewards, £18 10s.

New Brighton, Cheshire.—News reached the station from the Hoylake coastguard, and the motor life-boat *William and Kate Johnston* put out to join in the search at 5.18 in the afternoon. She set a north-west course towards Castletown in the Isle of Man. She too was recalled and arrived back at her station at 12.30 next morning. She had then been out seven and a quarter hours.—Rewards, £13 8s.

Lytham St. Annes, Lancashire.—The coastguard at Hoylake informed the station and at four in the afternoon the motor life-boat *J.H.W.* was launched. She went to the Nelson Buoy off the mouth of the Ribble, and then cruised

north-west for about ten miles. At seven at night she turned back and reached her station at 9.45, having been out for five and three-quarter hours.—Rewards, £14 13s. 3d.

Kirkcudbright.—News was received from the Portpatrick coastguard and the motor life-boat *Morison Watson* put off at 4.30 in the afternoon. She made for a position three miles outside Ross lighthouse and called the lighthouse by Morse. The lighthouse-keeper had seen nothing. The life-boat herself

could find nothing. After dark had fallen she returned to her station and arrived at six o'clock. She had been out for an hour and a half.—Rewards, £11 12s. 9d.

The aeroplane had come down at sea twenty-five miles north of the Bar light-vessel on the Mersey, and one of the two men was picked up by a steamer. The other could not be found.

The eight life-boats had been searching, altogether, for over forty-three hours, and the total rewards paid for this search were £170 7s.

Services of the Life-boats.

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

Launches 97. Lives rescued 84.

February Meeting.

Arklow, Co. Wicklow.—On the evening of the 8th January the steamer *City of Dublin*, of Dublin, bound home from Hamburg with a general cargo, ran aground on Arklow Main Bank, about five miles north of the light-vessel. A strong S.E. breeze, increasing later to gale force, was blowing, with a very heavy sea. The weather was very cold and thick, with rain. The *City of Dublin* sent out an S O S, and the motor life-boat *John Taylor Cardwell* was launched at 9 P.M. She found that the steamer had floated off the bank, with the loss of her rudder, and was lying at anchor, helpless. The master had wirelessly for a tug, and asked the life-boat to stand by. She stood by all night and next morning, and put back to her station at 1 P.M. It was there learned that a tug had left Dublin, but had been unable to find the steamer. Later she found her and took her in tow. The life-boat put out again at 5.15 P.M. in case her help should be wanted, stood by until the tug started the tow to Dublin, and returned to her station at 10 P.M.—Rewards, £24 6s., and £16 5s. 6d.

Penlee, Cornwall.—At 7.40 A.M. on the 11th January the police reported a wreck under Tregiffian cliffs. A strong S.S.W. breeze was blowing, with a heavy sea, and the weather was thick. The motor life-boat *W. and S.* was launched at 8 A.M., and found the motor trawler *Vierge Marie*, of Ostend, ashore and being pounded heavily by the seas. The life-boat found three men in the sea. They were rescued and artificial respiration was applied. There was no sign of the rest of the crew, so the life-boat made for Newlyn, where the three men were landed. Unfortunately only one of the three revived, and he died later. The life-boat returned to her station at 9.30 A.M. The trawler had been making for Newlyn from the fishing grounds, with a crew of six on board. Of the other three men, two had managed to scramble ashore, but the third had been drowned. The Belgian Government sent its thanks to the Institution.—Rewards, £12 6s.

Longhope, Orkneys, Wick, and Thurso, Caithness-shire.—Early on the morning of the 12th January the Finnish motor vessel *Johanna Thorden* struck

a rock in the Pentland Firth. She had thirty-eight persons, including women and children, on board, and was bound, with a general cargo, from New York to Gothenburg. Two boats were launched from her and one got ashore with five of the thirteen people on board her dead. The other boat was lost. Altogether thirty people lost their lives. The Longhope, Wick and Thurso motor life-boats all searched for the missing boat, but without success. An enquiry is to be held on the wreck and a full account will be published after this enquiry. An increase in the usual money reward on the standard scale was made to the Thurso crew to bring its rewards up to those of the Wick crew.—Rewards: Longhope, £12 0s. 6d.; Wick, £18 16s.; and Thurso, £17 17s.

Montrose, Angus.—On the morning of the 12th January the Dutch motor vessel *Bornrif*, of Groningen, drove ashore on the Annat Bank. She was bound in ballast from Grangemouth to Montrose, and carried a crew of five. A strong S.S.E. gale was blowing, with a rough, confused sea, and the weather was very cold, with rain squalls. The *Bornrif* made distress signals, and the No. 2 life-boat, the surf pulling boat *Marianne Atherstone*, was launched at 10.15 A.M. Commander T. G. Michellmore, R.D., R.N.R., the Northern District Inspector, who was in Montrose at the time, went with her. She made several attempts to get alongside, but owing to the strong wind and tide, and the wash from the *Bornrif's* propeller, she was driven past the *Bornrif*, and twice was thrown on to her beam ends by heavy seas. By this time her crew were exhausted, and it was decided to get the help of the Montrose No. 1 life-boat, the motor life-boat *John Russell*. The life-boat returned to Montrose, and at 11 A.M. was towed out again by the motor life-boat. They went to windward of the *Bornrif* and the surf life-boat was then cast off. This time she was able to get alongside and two of the *Bornrif's* crew slid down ropes into her. The remainder wished to stay on board, and the life-boats made for Montrose, arriving at noon. Shortly afterwards the *Bornrif* was washed in over the

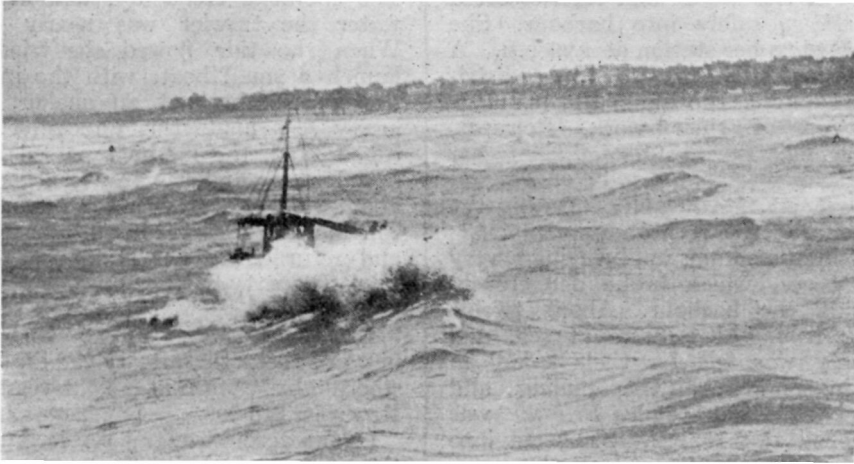
sandbank and up on to the beach, where she became high and dry. The stem of the pulling life-boat had been damaged against the *Bornrif*. A letter of appreciation was sent to the District Inspector for his services, and an increase in the usual money award on the standard scale was granted to each member of the crew of the pulling life-boat.—Rewards: No. 1, £7 10s.; No. 2, £21 16s. 6d.

Cromarty.—Early in the afternoon of the 12th January the Helmsdale coastguard telephoned that a vessel was aground in a dangerous position at the entrance to Little Ferry, in Dornoch Firth. She was the s.s. *Totnes*, of London, laden with coal and carrying a crew of eight. A moderate S. breeze was blowing, with a rough sea. The motor life-boat *James Macfee* was launched at 2 P.M., and reached the *Totnes* three hours later. Seas were breaking over the *Totnes*, and the master asked the life-boat to run out a kedge anchor and then stand by. This she did, standing by until, with the falling tide, the *Totnes* ceased to be in immediate danger. The life-boat then made for her station, arriving there, after a rough trip, at 5.30 A.M. on the 13th. She had been on service for fifteen and a half hours.—Rewards, £19 15s. 6d.

Flamborough, Yorkshire.—During the morning of the 16th January a moderate S.S.E. breeze was blowing, with a rough sea, sleet and rain. A fisherman reported that the local fishing coble *Pioneer* was at sea, and the No. 1 motor life-boat *Elizabeth and Albina Whitley* was launched at 10.15 A.M. She met the *Pioneer* about three miles north, escorted her to the safety of the landing, and returned to her station at 12.15 P.M.—Rewards, £14 13s.

Bridlington, Yorkshire.—On the morning of the 17th January the motor fishing boat *Peggy* left Bridlington harbour to fish about eight miles out. Later a gale sprang up from the S.S.E. and the sea became rough. At 2.45 P.M. the *Peggy* was seen making for home. The sea was very heavy and breaking dangerously across the harbour entrance, and at 3 P.M., the motor life-

IN THE JANUARY GALES ON THE YORKSHIRE COAST.



By courtesy of

[Topical Press

HURRYING HOME.

A Bridlington fishing-boat coming into harbour on 17th January, 1937. The motor life-boat, though not in the photograph, is escorting her.

(See opposite page.)



By courtesy of

[Wide World Photos

OUT TO THE RESCUE.

The Scarborough Motor Life-boat on 24th January, 1937, on her way to stand by fishing-boats.

(See page 281)

boat *Stanhope Smart* was launched. She poured oil on the sea to lessen the effect of the waves, and then escorted the *Peggy* safely into harbour. She returned to her station at 4.20 P.M. A Southport lady sent £10 to be distributed among the life-boatmen in admiration of their work.—Rewards, £10 4s. 6d.

Eyemouth, Berwickshire.—During the morning of the 19th January a strong west breeze sprang up, bringing a very heavy sea, which broke dangerously outside the harbour. About twelve small fishing-boats were at sea, and anxiety was felt for their safety in making harbour. The pulling and sailing life-boat *Anne Frances* was launched at 2.15 P.M. She went into the bay, stood by until all the boats had got in, and returned to her station at 4.15 P.M.—Rewards, £13 2s.

Whitby, Yorkshire.—Several fishing-boats went to sea early on the morning of the 19th January. When they were due to return the sea was breaking over the harbour entrance, which was made more dangerous by the river-water running very strongly out of the harbour. A fresh N.W. breeze was blowing. The No. 1 motor life-boat *Margaret Harker Smith* was launched at noon, and escorted in the *Pilot Me* and then the *Provider*, which hit the East Pier on the way in. After going off and warning two other boats not to attempt the crossing until the tide flowed she moored alongside the Fish Quay at 3.30 P.M. She then went out again and escorted in the *Venus*, *Gallilee* and *Progress*, and later two other boats. She returned to her station at 5.30 P.M.—Rewards, £12 8s. 3d.

Great Yarmouth and Gorleston, Norfolk.—At 1.40 A.M. on the 20th January the coastguard reported that a steamer appeared to be ashore three miles N.E. of Britannia Pier. A gentle W.S.W. breeze was blowing, and the sea was breaking heavily on the sands. The reserve motor life-boat *J. B. Proudfoot*, on temporary duty at Gorleston, put out at 1.50 A.M., and found the steam trawler *Luda Lady*, of Grimsby, hard aground on Scroby Bight. She

carried a crew of ten, and was bound from Grimsby for the fishing grounds. The life-boat stood by, and at low water the trawler was nearly dry. When the tide flowed she tried to launch a small boat, with the intention of running out an anchor, but heavy seas made this impossible. A tug arrived, the life-boat passed lines between her and the trawler; and at about 3 P.M. the trawler was towed off. The life-boat escorted her into harbour, and returned to her station at 4.30 P.M.—Property Salvage Case.

Broughty Ferry, Angus.—On the night of the 20th January the life-boat stood by *Abertay* light-vessel.—Rewards, £13 1s.

(A full account of this service and of the rescue of the light-vessel's crew by the life-boat on the 30th January will be found on page 272.)

Blyth, Northumberland.—At 12.15 A.M. on the 21st January the coastguard telephoned that a steamer had run ashore about a quarter of a mile south of the West Pier. A S.S.E. gale was blowing, with a very heavy sea. The motor life-boat *Joseph Adlam* was launched at 12.25 A.M., and found the s.s. *Therese*, of Swansea, upon the beach. She stood by until it was seen that the *Therese* was in no immediate danger, and that nothing could be done then to get her afloat, and returned to moorings at 1.30 A.M. The crew stayed on watch, and the life-boat put out again at 7.15 A.M. in case her help should be wanted. She passed a hawser from the *Therese* to a tug, but it parted. Nothing more could be done on that tide, and the life-boat returned to her station and was rehoused at 11 A.M. At 8.45 P.M. she put off for the third time, at the request of the master of the steamer and Lloyd's agent. By means of her line-throwing gun a hawser was got from the tug to the steamer, but this attempt to tow her off also failed, and the life-boat returned finally to her station at 10.50 P.M.—Rewards, £16 7s.; also Property Salvage Case.

Torbay, Devon.—On the 23rd January the s.s. *English Trader*, of London, ran ashore at the entrance of Dartmouth

Harbour. The motor life-boat *George Shee* rescued the fifty-two men on board. Rewards: Bronze second service clasp, vellums, letter of thanks, and money awards amounting to £48 1s. 6d.

(A full account of this service appears on page 214 of the March number of *The Life-boat*.)

Aith, Shetland.—At 7.15 A.M. on the 24th January the Lerwick post office telephoned a message received from Wick Radio Station that the s.s. *Toran*, of Hamburg, sheltering in St. Magnus Bay, was calling for a doctor. A whole S.E. gale was blowing, with a rough sea, and no ordinary boat could leave harbour. The motor mechanic boarded the life-boat and tried to speak to the *Toran* by wireless telephone, but was unsuccessful, as she was using wireless telegraphy. He got into touch with Wick Radio, however, and got more definite information. The motor life-boat *The Rankin* embarked a doctor and a nurse, and put out at 8.30 A.M. It was found that the captain of the *Toran* was suffering from acute appendicitis. He was taken ashore, and rushed to the hospital at Lerwick, where he was operated upon immediately. The life-boat returned to her station at noon.—Rewards, £6 17s. 6d.

Portrush, Co. Antrim.—At 11.15 A.M. on the 24th January the coastguard reported that a ship about three miles N.N.E. of Ramore Head was flying a two-flag signal, and was apparently in difficulties. A moderate to strong S.E. gale was blowing, with a rough sea and rain squalls. The motor life-boat *T.B.B.H.* was launched at 11.25 A.M. and found the s.s. *Porthleven*, of Montrose, drifting out to sea, out of control, as a chain in the steering-gear had broken. She was bound with a cargo of coal from Garston to Newport, Co. Mayo. The life-boat showed her a safe anchorage, and then took the broken link ashore. Another one was obtained, and the life-boat took it, and a pilot, back to the *Porthleven*. She stood by while temporary repairs were made, escorted the *Porthleven* into harbour, and returned to her station at 3 P.M.—Rewards, £7 6s. 6d.

Scarborough, Yorkshire.—During the morning of the 24th January the motor fishing boat *Royal Charter*, of Grimsby, and the local motor fishing coble *Our Maggie* left Scarborough for the fishing grounds. By 1.15 P.M. a strong gale was blowing from the S.E., with a very heavy sea. At 1.25 P.M. the motor life-boat *Herbert Joy II* was launched to look for the boats. She found the *Royal Charter* about two miles N.E., and escorted her back to harbour. She put out again, but was unable to find the *Our Maggie*, and returned to see if she had run for Whitby. She had not, but the coastguard had seen her N.E. from Scarborough, and so the life-boat put off for a third time. She met the *Our Maggie* about a mile out and escorted her safely back, through a very heavy sea. The life-boat returned to her station at 4 P.M.—Rewards, £19 14s. 6d.

Campbeltown, Argyllshire.—At 10 A.M. on the 24th January, during a strong S.E. gale with a very rough sea, the s.s. *Rustoer*, of Glasgow, was dragging her anchor and drifting off the pier. Only the captain and a boy were aboard her. The other three members of the crew had come ashore the night before and, owing to the rough seas, had not been able to get back to the steamer. It was also reported that the s.s. *Challenger*, of Glasgow, farther down the loch, was dragging her anchors, with no one on board. She was in no immediate danger, but the *Rustoer* was. The motor life-boat *City of Glasgow* was launched at 10.19 A.M., and put the men aboard the *Rustoer*. She was then ashore, but with her full crew got off unaided. The life-boat escorted her to a safe anchorage, and also put the *Challenger's* crew of five on board.—Rewards, £6 17s. 6d.

Eyemouth, Berwickshire.—On the 25th January a whole S.E. gale was blowing with a very heavy breaking sea. The small fishing boat *Spes Bona* was at sea, and there were fears that she would have difficulty in making harbour. The pulling and sailing life-boat *Anne Frances* put off at 11 A.M., and stood by in the bay until the *Spes Bona* had got in to safety. She returned to moorings at 3 P.M.—Rewards, £13 0s. 6d.

Skegness, Lincolnshire.—On the morning of the 26th January the coastguard reported that rockets had been seen by the Lynn Wells lightship from a steamer aground on the Dog's Head Sands. She was the s.s. *Olavus*, of Hull, bound in ballast from the Tyne to Boston. A moderate east breeze was blowing, with a rough sea. The motor life-boat *Anne Allen* was launched at 7.55 A.M., and four life-boatmen boarded the steamer. At the master's request the life-boat took a message ashore and returned with the reply. She then stood by until late in the afternoon, when the *Olavus* got off under her own steam. The life-boat returned to her station at 6.20 P.M., after having been on service for nearly ten and a half hours. An increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards, £19 18s.

Buckie, Banffshire.—On the afternoon of the 26th January the steam trawler *Sangarius*, of Aberdeen, signalled to the coastguard for a doctor. A gale was blowing from the S.E., with a heavy swell and snow. At 3.15 P.M. the motor life-boat *K.B.M.* put out with two doctors, who boarded the trawler and attended to an injured man. The doctors and their patient were then brought ashore by the life-boat, which got back at 3.45 P.M. While going out to the trawler one of the life-boat's crew injured a knee and was attended by the doctors. The life-boat was moored on her return and rehoused at 10 P.M.—Rewards, £8 1s. 6d.

Whitby, Yorkshire.—During the morning and early afternoon of the 27th January the weather was very bad, and only one coble, the *Pilot Me*, took the risk of going out. When she was seen returning a very heavy sea was running into the harbour, and breaking clean over the pier extensions. The motor life-boat *Margaret Harker Smith* was launched at 3.50 P.M., met the *Pilot Me* about three-quarters of a mile out, and escorted her into harbour. She returned to her station at 5.15 P.M.—Rewards, £13 8s. 3d.

Whitehills, Banffshire.—At 1.12 P.M. on the 28th January the coastguard

telephoned that a foreign trawler about one and a half miles N.E. of the coastguard station was making distress signals on her siren. A very strong S.E. wind was blowing, with squalls of snow, and a very heavy swell was running in the bay. The motor life-boat *Civil Service No. 4* was launched at 1.25 P.M., and found the trawler to be the *Marc Archille*, of Boulogne, bound for the Norwegian fishing grounds. One of her crew had injured his thumb, which had become septic. Accompanied by another member of the crew, he was landed and taken to hospital, where he was detained. The life-boat took his companion back to the ship, and returned to her station at 5.5 P.M.—Rewards, £11 19s.

Thurso, Caithness-shire.—During the night of the 28th January the medical officer for Caithness telephoned that Wick Radio had received a message from a trawler that when passing Stroma Island, in the Pentland Firth, she had seen Morse signals that medical help was wanted on the island. The weather was very bad and only the life-boat could have made the trip, but in any case it would have been impossible for anyone to land on the island, and nothing could be done. On the afternoon of the next day the weather moderated, and at 3 P.M. the motor life-boat *H.C.J.* put off, taking with her a doctor, and a man who had crossed from the island on the 23rd, and had been unable to get back. He offered to pilot the life-boat into a creek on the lee side of the island. An E.S.E. breeze was blowing, the sea was rough, and the weather was very cold, with showers of snow and hail. The life-boat reached Stroma at 5 P.M. and arrived back at Scrabster with the doctor at 8 P.M.. On the way back the weather again got bad, and the life-boat was left at moorings overnight. It was arranged that she should take the doctor to the island again on the 1st February. A moderate S.S.E. breeze was then blowing, with a choppy sea. She was launched at 10.30 A.M., and arrived back at her station at 3.30 P.M.—A donation of twenty guineas was received from the Department of Health for Scotland. Rewards, £19 8s. 9d. and £7 12s.

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

Port Askaig, Isle of Islay.—10th January. A trawler had been wrecked off Ardbeg and had foundered in fifteen minutes. Four of her crew were lost, but nine scrambled on to rocks, from which eight were rescued by a steamer and the other by fishermen.—Rewards, £10 12s. 6d.

The Mumbles, Glamorganshire.—10th January. A trawler had run ashore ten miles west of Mumbles Head, but her crew of eleven were rescued from the shore by the coastguard life-saving apparatus, with the exception of one man who was drowned. The owners of the trawler sent a donation in appreciation of the launch of the life-boat.—Rewards, £14 8s.

Walton and Frinton, Essex.—11th January. A flare had been reported, but an all-night search revealed nothing.—Rewards, £26 15s. 6d.

The Humber, Yorkshire.—15th January. Distress rockets had been reported from a vessel north of Mablethorpe which had then turned seawards, and nothing could be found.—Rewards, 13s. 6d. ; Permanent paid crew.

Stromness, Orkneys.—16th January. Distress signals had been reported off Rose Ness, Holm, at midnight, but nothing could be found and the life-boat returned after being away for sixteen hours.—Rewards, £19 1s. 6d.

Southend-on-Sea, Essex, and Margate, Kent.—17th January. A steamer had grounded near the South Shingle Buoy, but refloated without help.—Rewards: Southend, £20 18s. 6d. ; Margate, £22 18s. 6d.

Great Yarmouth and Gorleston, Norfolk.—18th January. A steamer had stranded, but the crew were rescued from the shore by the coastguard life-saving apparatus. — Rewards, £27 12s.

Great Yarmouth and Gorleston, Norfolk.—18th January. Flares had been reported, but nothing could be found.—Rewards, £19 4s.

North Sunderland, Northumberland.—18th January. Red rockets had been reported, but nothing could be found. It was learned later that a chimney had been on fire, and that burning soot carried seawards had given the impression of rockets.—Rewards, £20 5s. (An account of this service appears on page 246 of the March number of *The Lifeboat.*)

Lytham-St. Annes, Lancashire ; New Brighton No. 2, Cheshire ; Kirkcudbright ; Douglas, Peel, Port Erin, Port St. Mary and Ramsey, Isle of Man.—21st January. These eight life-boats searched for a missing aeroplane without success. The aeroplane had come down at sea, and one of her crew of two had been rescued by a steamer.—Rewards: Lytham-St. Annes, £14 13s. 3d. ; New Brighton, £13 8s. ; Kirkcudbright, £11 12s. 9d. ; Douglas, £19 5s. 3d. ; Peel, £38 8s. 6d. ; Port Erin, £18 10s. ; Port St. Mary, £22 2s. 6d. ; and Ramsey, £32 6s. 9d. (For a full account see page 276.)

Exmouth, Devonshire.—On the morning of the 21st January the coastguard telephoned that the Lyme Regis harbour-master had reported a vessel apparently adrift from her moorings. He later reported that she had anchored off Lyme Regis and was in no immediate danger. She was the French ketch *St. Michael*, carrying a crew of four, sheltering in West Bay after having met some bad weather. Just after nine that night the coastguard reported that she was burning flares for help. A S.S.W. gale was blowing, with a very heavy sea, and the weather was thick, with sleet and rain. The motor life-boat *Catherine Harriet Eaton* was launched at 9.20 P.M. Meanwhile the *St. Michael* had gone ashore and become a total wreck ; her crew were rescued from shore. The coastguard tried to send the news to the life-boat, but visibility was so poor that the signals were not seen, and the life-boat searched for some hours. Finding nothing, she went to Beer Head, and there received the recall signal. She returned to her station at 8 A.M. on the 22nd after nearly eleven hours at sea. A letter of appreciation was sent to the branch, and an increase in the usual money

award on the standard scale was granted to each member of the crew.—Rewards, £30 4s.

Blyth, Northumberland.—22nd January. A lighter had parted from a tug, but it succeeded in taking her in tow again.—Rewards, £16 7s.

Clacton-on-Sea, Essex.—22nd January. A barge had been reported on the Buxey Sands, but nothing could be found.—Rewards, £16 19s.

St. Peter Port, Guernsey.—22nd January. Distress signals had been reported, and an all-night search was made, but without result.—Rewards, £20 9s.

Weymouth, Dorset.—23rd January. A pilot cutter's boat had capsized, and a steamer had picked up one man. The other two had been drowned before help could reach them. The boat and rescued man were brought ashore by the life-boat.—Rewards, £13 2s. 6d.

Donaghadee, Co. Down.—27th January. What was thought to be a fishing boat in distress was found to be a buoy, with a light and flag attached, marking the end of a drifter's line.—Rewards, £6 17s.

The Humber, Yorkshire.—On the morning of the 29th January the Spurn Point Royal Naval Shore Signal Station telephoned that the steamer *Edmond Hugo Stinnes*, of Hamburg, had sent out a wireless message that she was in distress, with a broken rudder, about thirty-five miles N.E. of the Humber. A whole E. gale was blowing, with a very rough sea and heavy squalls of snow and hail. The motor life-boat *City of Bradford II* was launched at 8.35 A.M. She could not find any trace of the steamer, but at 3 P.M. spoke a tug which had also answered the S O S. As the life-boat had not sufficient petrol on board to continue to search all night, she made for her station, arriving at 8.35 P.M. She had been twelve hours at sea under very bad conditions, being continually swept by the seas. It was afterwards learnt that the steamer had gone on her way. A special money

award was made to the members of the permanent paid crew, and the owners sent a letter of thanks and made a donation to the Institution.—Rewards, £7 0s. 3d.; Permanent paid crew.

Port St. Mary, and Port Erin, Isle of Man.—30th January. Following a report that the lights of a vessel under observation had disappeared, a search was made, but nothing could be found.—Rewards: Port St. Mary, £33 5s. 6d.; Port Erin, £28 16s.

March Meeting.

Galway Bay, Co. Galway.—On the morning of the 24th January there was a very urgent call from the neighbouring island of Inishere, the most southerly of the Aran Isles, for a doctor. The sea was very rough and the wind so strong that no boat other than the motor life-boat *William Evans* could make the trip. She put out at 12.30 P.M. with a doctor, and returned to her station at 3 P.M.—No expense to the Institution.

Portrush, Co. Antrim.—Shortly after noon on the 4th February a fisherman reported that one of the fishing fleet—the motor boat *Alert*, of Portstewart—had not returned to harbour, and that as the wind and sea were rising rapidly, anxiety was felt for her safety. A strong S.W. gale was blowing, with a rough sea. The motor life-boat *T.B.B.H.* was launched at 12.25 P.M., and found the *Alert* about five miles N.E. of Ramore Head. Her engine had broken down, but had been repaired. The life-boat escorted her into Portstewart harbour, and returned to her station at 3.15 P.M.—Rewards, £6 7s. 6d.

Bembridge, Isle of Wight.—On the morning of the 5th February the police reported that Ryde Hospital had received a message from Niton Radio Station that the liner *Delambre*, of Liverpool, bound from London to the River Plate, was at anchor near the Warner light-vessel with a seriously injured seaman on board. A moderate S.W. gale was blowing, with a heavy sea. Enquiries

showed that the motor life-boat *Langham* was the only boat available which could help, and she put out at 7.30 A.M. On board was Dr. Cluff, a member of the local committee. The injured seaman was taken to Ryde, where an ambulance was waiting, and the life-boat returned to her station at 10.15 A.M.—Rewards, £7 17s.

Wells, Norfolk.—On the afternoon of the 7th February it was known that one of three local fishing boats which had put out to sea had not returned. She was the motor boat *Liberty*, with a crew of three. A strong easterly breeze was blowing. The sea was moderate and getting rough. The motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 4.20 P.M., and met the *Liberty* between three and four miles out. She had been delayed by fouling her propeller. The life-boat escorted her back to harbour, and returned to her station at 5.20 P.M.—Rewards, £15 8s. 6d.

Ilfracombe, Devonshire.—At 1.35 P.M. on the 8th February the coastguard at Widmouth, Ilfracombe, reported that a motor fishing boat was at sea, and had passed out of his sight. It was found that she was the local boat *Vivian* and, as the wind and sea were rising, the coastguards at Lynmouth and Woody Bay were asked to report if she could be seen. At 2.55 P.M. the coastguard at Widmouth reported that she was E.N.E. of Widmouth Head and was in danger. It was then blowing a N.W. gale, with heavy seas. The motor life-boat *Rosabella* was launched at 3.27 P.M., met the *Vivian* in Combe Martin Bay, and escorted her into harbour. She returned to her station at 4.30 P.M.—Rewards, £20 10s. 9d.

Galway Bay, Co. Galway.—On the morning of the 15th February there was an urgent request for a doctor to be fetched from the mainland. The only boat available was the motor life-boat *William Evans*, and she made the trip, setting out at noon and returning to her station at 5 P.M.—No expense to the Institution.

Sennen Cove, Cornwall.—On the afternoon of the 16th February the coxswain

received a message from the coastguard that a steamer with her engines broken down, about a mile north of the Longship lighthouse, wanted help. She was the Danish steamer *Svanhild*, of Elsinore, in ballast. A strong N.W. gale was blowing, with a very rough sea. The motor life-boat *The Newbons* was launched at 4.20 P.M., and reached the *Svanhild* at 4.45 P.M. She found her at anchor, with a small steamer standing by. The life-boat also stood by until the engines had been repaired and the *Svanhild* was able to go on her way. Then, as conditions were too bad to permit rehousing, she made for Penzance, where she arrived at 9 P.M. The crew had a meal and went home, and the life-boat was taken back to her station on the morning of the 18th. An increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards, £35 2s. 6d.

Boulmer, Northumberland.—Very early on the morning of the 17th February the steamer *Harvest Queen*, of Newcastle-on-Tyne, ran aground at Boulmer Steel. She carried a crew of five, and was bound from Seaham Harbour for Wick with a cargo of coal. A light breeze was blowing and the sea was smooth. The new motor life-boat *Clarissa Langdon* was launched at 1.47 A.M. and stood by. The *Harvest Queen* floated off at 3.30 A.M., and, as the master feared that she might be leaking, he decided to make for the nearest port, Amble. The life-boat escorted her to the pierheads, and returned to her station at 6.20 A.M.—Rewards, £18 17s. 6d.

Runswick, Yorkshire.—Early in the morning of the 18th February six Staithes fishing cobs put off to the fishing grounds. The weather was then fine, but there was a strong swell running. The southerly wind rose from a strong breeze to gale force, and the sea became so rough that it would be a danger to the cobs to enter harbour again. The motor life-boat *Robert Patton—The Always Ready* was launched at about 9 A.M. Two of the cobs did not attempt to get into Staithes and made for Runswick, where conditions were easier. The

other four took the risk and the life-boat escorted them through broken water into harbour. She returned to her station at 1.30 P.M.—Rewards, £15 6s. 6d.

Gourdon, Kincardineshire.—On the morning of the 18th February the local fishing fleet put to sea, but the weather grew bad and all but four boats returned. At 10 A.M. the motor life-boat *Margaret Dawson* was launched to stand by these boats in case of trouble. A strong S. by W. breeze was then blowing, with a rough and increasing sea, and the weather was thick and very cold. The life-boat escorted the four boats safely into harbour, and returned to her station at 2 P.M.—Rewards, £15 11s.

Thurso, Caithness-shire.—On the morning of the 18th February the coastguard reported that the motor trawler *Princess Charming*, of Grimsby, which was off Holborn Head, was in need of immediate help. She was fishing out of Scrabster, and her engine had broken down. A fresh W.S.W. breeze was blowing, with a rough sea and squalls of snow. The life-boat coxswain and second coxswain were at sea, but the motor life-boat *H.C.J.* was launched at 11 A.M., in charge of the bowman. She found the *Princess Charming* about seven miles N.N.W. of Holborn Head, towed her back to Scrabster harbour, and returned to her station at 1 P.M.—Property Salvage Case.

Humber, Yorkshire.—At about 4.35 A.M. on the 21st February the life-boat watchman reported that a vessel had run ashore about a quarter-mile N.E. of Spurn light-vessel. She was the steam trawler *Rose of England*, of Grimsby, bound for the fishing grounds. She had been in collision with another trawler and had been badly holed. Five of her crew of ten had been taken off by a third trawler, and the remaining five had run her ashore to prevent her sinking. These men were still on board. A strong W.N.W. breeze was blowing, with a nasty ground sea. It was thought at first that the *Rose of England* could be reached along the shore, but this was found to be impossible, and the motor life-boat *City of*

Bradford II was launched at 5.45 A.M. When she arrived the trawler's decks were awash. She rescued the five men and took them to Grimsby, returning to her station at 12.50 P.M.—Rewards, £1 0s. 3d; Permanent paid crew.

Weymouth, Dorset.—At 3.55 P.M. on the 25th February the Wyke Regis coastguard reported that a vessel two miles S.S.W. of Lulworth look-out was burning red flares. She was the motor vessel *Gertruda*, of London, and her engine had broken down. A S.S.W. wind was blowing, varying from a moderate breeze to half a gale, and the sea was rough. The motor life-boat *William and Clara Ryland* put out at 4.15 P.M., towed the *Gertruda* back to harbour, and returned to her station at 6.15 P.M.—Property Salvage Case.

Great Yarmouth and Gorleston, Norfolk.—Early in the evening of the 25th February Lloyd's agent telephoned that a wireless message had been received from s.s. *Invella*, of Glasgow, reporting that one of her crew was seriously ill and needed a doctor. He had instructed the captain to bring the *Invella* into Yarmouth roads, and now asked for the motor life-boat *John and Mary Meiklam of Gladswood* to take out a doctor. Her crew assembled and stood by until 10.20 P.M., when news was received that the *Invella* was coming into the roads. The life-boat set out with a doctor. A moderate south-westerly breeze was then blowing, with a heavy swell. The doctor boarded the *Invella* and found that the man would have to be got ashore for an immediate operation. He was transferred to the life-boat, and taken to Town Hall Quay, where an ambulance was waiting. The life-boat returned to her station at 1 A.M.—Rewards, £28 19s.

Holy Island and North Sunderland, Northumberland.—Early on the morning of the 28th February the coastguard reported to the Holy Island life-boat station that a vessel was in distress in Goswick Bay. A north-easterly hurricane was blowing, with an exceptionally heavy, breaking sea. The weather

was intensely cold, with heavy snow showers. The motor life-boat *Milburn* was launched at 5.30 A.M., but could not see anything, and the flares she sent up were unanswered. It was impossible for her to get back to Holy Island again in such weather, and she ran for the shelter of the Farne Islands. On the way there a very big sea struck and completely filled her, causing some damage. The coxswain was washed overboard, but he got a foot caught in the outside life-line, and was hauled back on board. After sheltering for an hour the coxswain decided to make for North Sunderland. She arrived about 1.30 P.M., and the North Sunderland motor life-boat *W.R.A.* was launched to see her safely through the very dangerous entrance. Both boats reached shore at 2.15 P.M. An increase of 30s. in the usual money award on the standard scale, 28s. 6d., was granted to each member of the crew of the Holy Island life-boat, and a further 20s. to the coxswain.—Rewards: Holy Island, £75 19s. (including £30 3s. 2d. for clothing supplied at North Sunderland to the crew); North Sunderland, £13 19s.

Scarborough, Yorkshire.—The motor life-boat *Herbert Joy II* was launched at 8.40 A.M. on the 28th February, as it had been reported that the local motor fishing coble *Hilda* was at sea, and though the breeze was light there was a very rough sea, making the approach to the harbour very dangerous for small boats. The life-boat found the *Hilda* about a mile and a half E.S.E. of Scarborough, with three men and a boy on board. The boy was taken into the life-boat, and the men were given life-belts. The life-boat then escorted the *Hilda* back to Scarborough, and after pouring oil on the sea outside the harbour entrance, to lessen the effect of the waves, took her safely in. She returned to her station at 10.30 A.M. It was known that the motor fishing boat *Royal Charter*, of Grimsby, was at sea, and at about 1.30 P.M. the coastguard reported that she was about a mile and a half N.E. The sea was still very rough, and the weather was thick, with heavy snow. The life-boat was launched for the second time at 1.45 P.M. She directed the *Royal Charter* on the right course, and

escorted her into harbour. The life-boat arrived back at her station again at 2.15 P.M.—Rewards: First service, £20; second service, £19 9s.

Mumbles, Glamorganshire.—On the morning of the 28th February it was reported that a small vessel was dragging her anchors. She was the ketch *Roger Aubert*, of Paimpol, bound with a cargo of coal, and a crew of five, from Swansea to St. Brieuc. A strong N. gale was blowing, with a very heavy sea, and it was snowing. The motor life-boat *Edward Prince of Wales* was launched at 11 A.M., and finding that the ketch was still dragging, took off the crew and landed them. She got back to her station at 11.35 A.M. Later on the weather moderated and the ketch's anchor held. The life-boat then put the men on board again, and finally arrived back at moorings at 4.30 P.M. She was rehoused next day.—Rewards, £9 14s. 6d.

Great Yarmouth and Gorleston, Norfolk.—At 3 P.M. on the 28th February the coastguard reported that a steam drifter, in tow of another drifter and a tug, had parted her towing hawser and was drifting rapidly on to North Bank. She was the *Arimitheia*, of Lowestoft, bound to Yarmouth to be broken up, and there were three men on board. A strong S.E. breeze was blowing, with a rough sea and snow squalls. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 3.10 P.M., and found the *Arimitheia* aground on North Bank. She anchored and veered down, and the three men jumped on board. Then she hauled off, picked up her anchor and returned to her station, arriving at 4.15 P.M.—Rewards, £14 13s.

Sunderland, Co. Durham.—During the afternoon of the 1st March it was learned that a boat was showing distress signals. A squally E.N.E. breeze was blowing, with showers of snow, and the sea was choppy and increasing. The motor life-boat *Edward and Isabella Irwin* was launched at 5.10 P.M., and found the fishing boat *True Vine*, of Burnmouth, about half a mile off Ryhope, drifting towards the rocks. She had lost an anchor, and the remain-

ing one could not hold her. The life-boat towed her and her crew of three into Sunderland, and returned to her station at 7.30 P.M. The skipper sent a letter of thanks on behalf of himself and his crew.—Rewards, £15 14s. 6d.

Whitby, Yorkshire.—On the morning of 2nd March only one fishing boat—the *Provider*—took the risk of going to sea, as the weather was bad and a heavy sea was breaking a long way outside the harbour entrance. It was decided to send the motor life-boat *Margaret Harker Smith* to see her safely in, and the crew stood by. At 3.15 P.M. the life-boat was launched and moored against the fish quay. At 4 P.M. she put out, as the *Provider* had been seen off Kettleness Point. She escorted her into harbour, through very heavy seas, and returned to her station at 5 P.M.—Rewards £9 4s. 6d.

Flamborough, and Scarborough, Yorkshire.—The steam trawler *Lord Ernle* went ashore under Bempton Cliffs on the night of the 2nd March. Her crew of fifteen were rescued by the Flamborough No. 1 motor life-boat. The Scarborough motor life-boat also put out, but her services were not required.—Rewards, silver medal, thanks on vellum, letter of thanks. Flamborough, £69 1s. 6d., Scarborough £32 0s. 6d. (For a full account of this service see page 271.)

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

Blyth, Northumberland ; Dunbar, Haddingtonshire ; Buckie, Banffshire ; Lerwick, Shetland.—27th–31st January. The Russian steamer *Irtysch*, while bound from West Hartlepool to Leningrad had run into a severe gale and been driven north. She wanted help, but her correct position could not be ascertained. Blyth life-boat crew assembled on the 28th and Dunbar on the 29th. Buckie and Lerwick motor life-boats searched for her without success on the 31st January. On the morning of the 1st February it was learned that she was out of danger.—Rewards: Blyth, £5 10s.; Dunbar, £1 15s.; Buckie, £23 5s. 6d.; Lerwick, £19 15s. 6d.

Troon, Ayrshire.—4th February. The Swedish steamer *Kattegatt*, of Helsingborg, had stranded, but tugs went to her help.—Rewards, £14 13s. 3d.

Anstruther, Fifeshire.—7th February. A trawler had stranded, but one of her crew went ashore by the coastguard life-saving apparatus with the information that the crew intended to stay on board.—Rewards, £17 12s. 6d.

Aberystwyth, Cardiganshire.—9th February. A steamer had grounded outside Aberdovey bar, but got off unaided.—Rewards, £30 10s. 9d.

Fraserburgh, Aberdeenshire.—11th February. A man fell off a breakwater, and was picked up by the life-boat, but although artificial respiration was applied at once, he could not be revived.—Rewards, £8 11s.

Clacton-on-Sea, Essex.—21st February. A flare had been reported, but a search revealed nothing.—Rewards, £23 5s. 3d.

New Brighton, Cheshire ; Beaumaris, and Moelfre, Anglesey ; Lytham-St. Annes, Lancashire ; and Llandudno, Caernarvonshire.—25th February. Early in the morning the tanker *Realf*, of London, which was bound for Liverpool, in tow of the Dutch tug *Witte Zee*, broke away from the tug when nearing the entrance of the Mersey channel. A whole north gale was blowing, with a very heavy sea and snow. The *Realf* sent out a wireless message that she was adrift, but that she did not want any help at the time. A little later she asked for help, and the New Brighton No. 2 motor life-boat *William and Kate Johnston* put out at 7.40 A.M. and made for the position she had given. The life-boat kept in touch with the shore by means of her wireless, and at 12.30 P.M. learned that the *Realf* had given a wrong position, that she was then about thirty miles away, a few miles north of Great Orme, and that the Beaumaris and Moelfre life-boats were dealing with the case. She therefore made for her station, arriving at 3.40 P.M., after eight hours at sea. A message was received at Beaumaris during the morning that a vessel was drifting abreast of Puffin

Island, and the motor life-boat *Frederick Kitchen* was launched at 12.12 P.M. She searched for some hours, but could find no trace of the *Realf*, and arrived back at her station at 4.30 P.M. The gale had brought all telephone lines down, but at about 1.20 P.M. a message that the *Realf* was adrift off Puffin Island was taken by police car to Moelfre and the motor life-boat *G.W.* put out at 1.40 P.M. She, too, was unable to find her. On account of the very bad weather it was impossible to return to Moelfre, and she made for Beaumaris, arriving at 6 P.M. She stayed there overnight and returned to her station next morning. The crews of the Llandudno and Lytham-St. Annes motor life-boats were assembled, but the boats were not launched. While the three life-boats were at sea the *Realf* had wirelessly that she was then about five miles N.N.E. of Great Orme's Head, that her anchors were holding and that she was in touch with her tug again. She was towed into Liverpool by tugs on the 2nd March. The owners of the *Realf*, United Molasses Co., Ltd., sent a letter of thanks and made a donation of fifty guineas to the Institution's funds. An increase in the usual money award on the standard scale was granted to each member of the New Brighton crew. — Rewards : New Brighton, £12 7s. ; Beaumaris, £8 1s. ; Moelfre, £14 15s. 6d. ; Lytham-St. Annes, £1 10s. ; and Llandudno, £4 10s.

Girvan, Ayrshire.—27th February. A fishing boat had been reported in difficulties, but she got in without help.—Rewards, £6 13s.

Clacton-on-Sea, Essex.—28th February. A sailing barge had been reported with her sails damaged, but she did not want help.—Rewards, £8 9s.

Hartlepool, Co. Durham.—28th February. At 11.19 A.M. the coastguard reported that the s.s. *Miguel*, of Bilbao, was in difficulties with her steering-chain broken, about twelve miles E.N.E. of West Hartlepool. A N.E. gale was blowing, with a very heavy sea and occasional snowstorms. The motor life-boat *Elizabeth Newton* was launched at 11.36 A.M., but although she made a wide search, was unable to find any sign of the *Miguel*. The *Miguel* was eventually picked up by tugs. On her return journey the life-boat saw the s.s. *Fingal I*, of Stavanger, making very heavy weather. The *Fingal I* had a bad list to port, but was not in immediate danger, and did not want the life-boat's help. The life-boat, therefore, went on to Hartlepool, and arrived back at her station at 5 P.M., after five and a half hours at sea in extremely severe weather. A big sea swept over the life-boat, knocking down the assistant motor mechanic. He injured his head and ribs, and was unconscious for about four hours. A letter of appreciation was sent to the branch and an increase in the usual money award on the standard scale was granted to each member of the crew.—Rewards, £14 2s.

Margate, Kent.—3rd March. A small boat with two boys on board had been reported missing, but no trace of her could be found.—Rewards, £14 2s.

Aldeburgh, Suffolk.—5th March. A trawler had broken away from her tow, but she had no crew on board, and went ashore.—Rewards, £29 10s. 6d.

Baltimore, Co. Cork.—5th March. A drifting vessel was found by the life-boat, but she had no one on board.—Rewards, £21 1s.

Life-boat Charts for Yacht Clubs.

As in the past two years, the Institution has again supplied free to all yacht clubs which wished to have it a copy of the chart of life-boat stations round the British Isles which appears in the annual report. This chart, besides

having the life-boat stations clearly marked, with motor or pulling and sailing life-boats, has on it particulars of the different signals to be used by ships or aircraft in distress. It has been sent to 77 yacht clubs.

Shoreboat Services.

For which Rewards were given at the February and March Meetings of the Committee of Management.

February Meeting.

Peterhead, Aberdeenshire.—On the morning of the 8th January the fishing boat *Sea Flower*, with a crew of two, got into difficulties when returning from the fishing grounds, owing to a breakdown of her engine. A strong S. gale was blowing, with a heavy swell. The fishing boat *Jeannies*, with a crew of three, which was at sea, saw the *Sea Flower's* distress signals, went to her help and found her in a very dangerous position on the outside of the north arm of the Admiralty breakwater. With some difficulty, and at considerable risk, she got her in tow and took her safely into harbour.—Rewards, £3, and 2s. 6d. for fuel used.

Bridlington, Yorkshire.—On the afternoon of the 14th January it was reported that a vessel about three miles east of Bridlington was showing flares. She was the local motor fishing coble *Ross Castle*, with eight people on board, fishing. Her engine had broken down, and she was unable to get in. The wind was freshening from the south, and there was a southerly swell. Coxswain Welburn with three other men put off in a motor coble and assisted the *Ross Castle* back to Bridlington.—Rewards, £2, and 2s. for fuel used.

Poolbeg, Co. Dublin.—At 4.30 P.M. on the 20th January Coxswain Rackley saw a man lying on a mooring-buoy in the middle of the river, with seas washing over him. He had gone in a small boat to release a steamer's mooring-rope from the buoy, and his boat had drifted away. A moderate

S.E. gale was blowing, with a very rough sea. The coxswain and four other men put off in a skiff and rowed a quarter of a mile to the buoy. The man, who was in an exhausted condition, was rescued and landed at 5.15 P.M.—Rewards, £2 10s., and 7s. 6d. for an oar broken.

March Meeting.

Jaywick, Essex.—On the 3rd August three men in a motor boat rescued four people whose sailing dinghy had capsized.—Rewards: Framed letters of thanks to Messrs. J. E. Brett and E. C. Jackson—in place of money awards previously granted in September, 1936—10s. to the other man, and 5s. for fuel used.

(For a full account see *The Life-boat* for December, 1936, pages 170 and 179.)

Boulmer, Northumberland.—During the morning of the 22nd February the motor fishing yawl *Honesty*, with a crew of three, put out for the fishing grounds. When she had almost reached her nets her engine broke down and, as she only had a small mizzen sail for steadying purposes, she began to drift out to sea, helpless. The depth of water made it impossible to anchor. A moderate N.W. breeze was blowing, with a moderate sea. The *Honesty* hoisted a signal, and it was seen by the *Robert and Isabella*, with a crew of three, which was fishing about half a mile away. She left her lines and towed the *Honesty* into the safety of Boulmer Haven.—Rewards, £1 10s., and 5s. for fuel used.

A Year's Halfpennies.

For the sixth year running the Institution has received from a lady in Hampstead the gift of a year's collection of halfpennies. It numbers 216, or nine shillings.

Portrait on the Cover.

THE portrait on the cover is of Coxswain James Tait, of Aith, Shetlands. He was appointed coxswain when a life-boat station was established at Aith in 1933.

The Annual Meeting.

THE hundred and thirteenth Annual Meeting of the governors of the Institution was held at the Central Hall, Westminster, at 3 P.M. on Friday, 9th April. Nearly 2,000 people were present.

H.R.H. the Duke of Kent, K.G., the President of the Institution, was in the chair and the other speakers were: The Right Hon. Ernest Brown, M.C., M.P., Minister of Labour, His Excellency the French Ambassador (M. Charles Corbin), the Right Hon. Lord Stanley, M.C., M.P., Parliamentary and Financial Secretary to the Board of Admiralty, Sir Godfrey Baring, Bt., chairman of the Institution, the Hon. George Colville, deputy chairman, and Lieut.-Commander R. Fletcher, R.N. (ret.), M.P., a member of the committee of management.

The Duke of Kent was supported on the platform by vice-presidents of the Institution, members of the committee of management, the Duchess of Sutherland, President of the Ladies' Life-boat Guild, the Lady Magdalene Williams-Bulkeley, a vice-president of the Guild, members of the Central London Women's Committee of the Guild, and honorary life-governors of the Institution.

Among those who accepted the invitation of the committee of management to support His Royal Highness on the platform were representatives of fourteen foreign countries (in addition to the French Ambassador), six Members of Parliament, Mayors and Mayoresses of twenty-five cities and towns, and representatives of the Board of Trade, King George's Fund for Sailors, and the Civil Service Life-boat Fund.

The representatives of the foreign countries were: Their Excellencies the American, Spanish and Portuguese Ambassadors, the Netherlands, Norwegian, Estonian, Latvian and Finnish Ministers, a representative of the German Embassy, the Counsellors of the Italian and Japanese Embassies, the Counsellor of the Danish Ministry, the Belgian Air Attaché and the Swedish Naval Attaché.

The six Members of Parliament were: Mr. Charles G. Ammon, M.P. for

Camberwell, Rear-Admiral T. P. H. Beamish, C.B., M.P. for Lewes, Mr. A. C. Reed, M.P. for Exeter, and the Right Hon. F. O. Roberts, M.P. for West Bromwich, all members of the committee of management, and Major A. N. Braithwaite, M.P. for Buckrose, Yorkshire, and Miss Florence Horsbrugh, M.P. for Dundee.

The Mayors and Mayoresses of the twenty-five cities and towns were: The Lord Provost of Aberdeen, the Mayors and Mayoresses of Westminster, Lewisham, Barnes, Ealing, Fulham, Wimbledon, East Ham, Kensington, Lambeth, West Ham, St. Pancras, Bermondsey, Finsbury, Leyton, Stoke Newington, Acton, Southgate, Tottenham, Salisbury and St. Albans, the Mayors of Holborn, Hythe and Surbiton, and the Mayoress of Greenwich. The Chairman of the Feltham Urban District Council also accepted the invitation.

A party of boys from the training ship *Arcthusa* was present.

The President's Address.

THE DUKE OF KENT'S address is on page 265.

Presentation of the Report for 1936.

SIR GODFREY BARING, Bt., chairman of the Institution, presented the annual report and accounts for 1936, and they were adopted.

Election of Vice-Presidents and Committee of Management.

LIEUT.-COL. C. R. SATTERTHWAITHE, O.B.E., secretary of the Institution, read the list of those nominated as vice-presidents, treasurer and other members of the committee of management, and auditors for the ensuing year. Those nominated were elected and the list appears in the annual report for 1936.

Presentation of Medals.

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

TO COXSWAIN THOMAS SINCLAIR, of Aberdeen, the silver medal for the rescue of the whole crew of seven of the steamer *Fairy*, of King's Lynn, on 26th January, 1937. Coxswain Sinclair won the bronze medal for the service to the trawler *George Stroud* on Christmas Day, 1935, and this medal was presented to him by the Duke of Kent at the annual meeting in 1936.

To MR. ALEXANDER WEIR, motor mechanic at Aberdeen, the bronze medal, for the same service.

To MR. JOHN MASSON, a member of the Aberdeen crew, the bronze medal, for the same service.

To MR. J. COWPER, second assistant motor mechanic at Aberdeen, the thanks of the Institution inscribed on vellum, for the same service. (The thanks on vellum was awarded to each of the five members of the crew who did not receive medals.)

To COXSWAIN GEORGE LENG, of Flamborough, Yorkshire, the silver medal for the rescue of the crew of fifteen of the Grimsby trawler *Lord Ernie* on March 2nd, 1937.

To MR. R. B. COWLING, bowman at Flamborough, the thanks of the Institution inscribed on vellum, for the same service. (The thanks on vellum was awarded to each of the eight members of the crew.)

To COXSWAIN WILLIAM MOGRIDGE, of Torbay, Devon, a second-service clasp to his bronze medal for the rescue of 52 men from the London steamer *English Trader* on 24th January, 1937. The bronze medal he won on 30th December, 1935, for the rescue of the skipper of the French trawler *Satanicle*, and this medal was presented to him by the Duke of Kent at the annual meeting in 1936.

To MR. F. C. SANDERS, bowman at Torbay, the thanks of the Institution inscribed on vellum for the same service. (The thanks on vellum was awarded to each of the seven members of the crew.)

To COXSWAIN HENRY A. GRIGGS, of Hythe, Kent, the thanks of the Institution inscribed on vellum for the rescue on 13th December, 1936, of the crew of three men of the Folkestone fishing boat *Josephine II*. Coxswain Griggs won the silver medal of the Institution in 1930.

To COXSWAIN JAMES COULL, of Broughty Ferry, Dundee, the thanks of the Institution inscribed on vellum, for the rescue of the crew of five of the *Abertay* light-vessel on 30th January, 1937.

The Right Hon. Ernest Brown, M.C., M.P.

THE RIGHT HONOURABLE ERNEST BROWN, M.C., M.P. (Minister of Labour): Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen: It gives me great pleasure to move the following resolution:

That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries and Honorary Treasurers.

Your Royal Highness, I should have counted this a great pleasure at any meeting, but it is for me a happy conjunction that I should move this resolution at a time when I see two of my friends, Coxswain William Mogridge and the bowman of the crew from the Torbay life-boat, receive awards. I do not pick them out because I desire to make any distinction between any of the brave men who have been here to-day, but because it so

happens that my own father was the coxswain of the Torquay life-boat for more than thirty years, and among my treasures are awards that he received when doing that duty. (*Applause.*) It is, therefore, to me a very great joy to move the resolution when my friends from Brixham are here.

In those days there were two life-boats in Torbay; there were no motor boats. There were days when the sailing boats could not get out of Brixham, and other days when another boat could not get out of Torbay to go to the rescue of those who were in the grip of a very heavy south-easterly gale. Now the Torbay life-boat is stationed at Brixham and is representative of the 167 stations all round our 5,000 miles of coast; and the men who are here this afternoon, who have received awards for their grand deeds, know full well, as all of us who have taken a life-long interest in this Institution know also, that there are many men all round the coast who have not been, as we used to say in the army, "lucky." For I have no doubt that the Committee, in doing its work of deciding which of various gallant deeds should have special recognition, has often longed to make its list longer than it is annually; but, of course, it is right from every point of view that deeds recognized in this way should be of outstanding and particular merit.

It is a very delightful thing for all of us here, coming from all parts of the British Isles, England, Wales, Scotland and Ireland, to see such a variety of towns round our coasts recognized for gallant deeds. It is, of course, a pleasure for me to be here, too, as it would be for any Minister of the Crown, not on personal grounds alone, but on departmental grounds, because those who are Ministers of the Crown and heads of departments often marvel at the amount of voluntary work done by the Civil Service for every kind of good cause. When I realize that from the foundation of the Civil Service Life-boat Fund in 1886, the Civil Service of this country has raised over £100,000 for this good work, it is a pleasure for a Minister to say "Thank you," in the name of the Institution and of the country, to those who have done that very fine work. (*Applause.*) I believe my own Ministry, the Ministry of Labour, raises the largest, or nearly the largest, annual subscription.

On public grounds this resolution should commend itself; for the life-boat service is a wonderful piece of organization. The men who man our life-boats, 2,000 of them, are not like the men in the Navy or the Mercantile Marine, under regular discipline and regular pay; they are volunteers, rewarded by the Institution for work done. It is a magnificent piece of voluntary organization which could not be carried out as it is carried out, successfully, from year to year, if it were not for the courage, loyalty, and zeal of the crews themselves, and for the admirable work done by the local honorary secretaries and committees, both men and women, who give devoted service, day in, week in, month in, and year out, to this great cause. (*Applause.*)

It gives me very particular pleasure to

THE ANNUAL MEETING.



By courtesy of]

[Keystone

H.R.H. THE DUKE OF KENT, K.G.

Left to right : Mr. Ernest Brown, Minister of Labour, H.R.H. The Duke of Kent, Coxswain H. A. Griggs (Hythe), Mr. F. C. Sanders (bowman at Torbay), Coxswain William Mogridge (Torbay).



By courtesy of]

L.N.A.

LIFE-BOATMEN IN LONDON.

Left to right : Coxswain Thomas Sinclair, Mr. Alexander Weir, Mr. John Masson, Mr. J. Cowper (Aberdeen), Coxswain George Leng, Mr. R. B. Cowling (Flamborough), Coxswain William Mogridge, Mr. F. C. Sanders (Torbay), Coxswain Henry A. Griggs (Hythe), Coxswain James Coull (Broughty Ferry, Dundee).

move this resolution, as my earliest memories are of being held at the window while a gale of wind was blowing and the rain was beating on the panes, and knowing afterwards that my own father was out in the life-boat, and to be here when the Torbay men get recognition for that great deed outside Checkstone Ledge, and only those who know that part of the country know what that means. I have great joy in moving the resolution. (*Applause.*)

The French Ambassador.

HIS EXCELLENCY THE FRENCH AMBASSADOR (M. CHARLES CORBIN): Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen: As the representative of France, I beg to second the resolution which has been put to you by the Right Hon. Ernest Brown, Minister of Labour, and to pay a tribute to the devoted and indefatigable efforts of the Royal National Life-boat Institution.

In so doing, I am indeed paying a debt of gratitude to your Society. For more than a century it has been a pioneer in the fulfilment of the great humanitarian task of saving life at sea. It is on its model that the "Société Centrale de Sauvetage des Naufragés" was founded in France seventy-two years ago, and, since that time, you have generously permitted us, and other similar foreign institutions, to share the fruits of your improvements and progress. Thanks to the international conferences established by British initiative in 1924, there now exists between the different life-saving societies a permanent and practical collaboration which is of the utmost value to all the participating countries.

But it is not only technical advice that the Royal National Life-boat Institution has to offer. In the annals of your Society there is a moving record of endurance and courage which illustrates in the highest degree the virtues of a race trained for generations to overcome the terrors of the sea. In this respect, the year 1936 was one of the most active and glorious in your history. It may well fill with pride all those who direct and support the Royal National Life-boat Institution. (*Applause.*)

Personally, I feel that I must emphasize the exceptionally high number of French ships and French sailors saved by your organization during the winter 1935-1936. Six French vessels were helped, and 52 of my countrymen were safely brought into port. (*Applause.*)

I am glad to express to-day my gratitude to Mr. A. C. Jones, the honorary secretary at Barry Dock, who, taking command of the life-boat *Prince David*, succeeded by his remarkable promptness and skill in rescuing the crew of six of the French schooner *Goeland*, of Paimpol, a minute before she broke up on the rocks. I admire the exemplary devotion to duty of Coxswain William Dass and the crew of the Longhope life-boat, who went out to the help of the trawler *Neptunia*, of Havre, and, in intense darkness, by a skilful and courageous handling, managed to take off the 41 men of the wrecked vessel.

I also express my warm thanks to Coxswain Mogridge and the crew of the Torbay life-boat, who, on the night of the 30th December, 1935, went out in very heavy seas to the rescue of the trawler *Satanicle*, of Cherbourg.

In recognition of these splendid achievements, the French Government has awarded silver and bronze medals to the coxswains and crews to whom I have referred. (*Applause.*) In the name of all those French families who, but for this, might be mourning to-day, I offer to all the English, Scottish and Welsh rescuers who have distinguished themselves by their gallantry my profound gratitude. (*Applause.*)

I hope I shall be forgiven for taking up so much of your time recalling the services rendered to my countrymen. I do not forget that during the year 1936 thirty-one foreign vessels, as I have been told by His Royal Highness, belonging to fourteen different countries were assisted by British life-boats. In this humane and inspiring work, your people showed themselves faithful to the spirit of that tradition founded as long ago as 1824, when your then President, Sir William Hillary, defined the aims of the Royal National Life-boat Institution as to rescue in war as well as in peace the vessels and the sailors of any country. (*Applause.*)

At the present time with so much unrest in international affairs, it is a consoling thought that life-boatmen, inspired by a constant sense of duty, are always ready to go to the help of vessels in distress, irrespective of the flag under which they sail. (*Applause.*)

The help which these brave volunteers are prepared to give at any time and in any place is an imperishable example of human comradeship. This is why I ask you to pass a unanimous vote of admiration and gratitude for the untiring gallantry of the masters and crews of the life-boats and for the great services rendered by the local committees, and honorary secretaries and treasurers, who work for the Royal National Life-boat Institution. (*Applause.*)

The resolution was carried unanimously.

Presentations to Honorary Workers.

THE SECRETARY: Since the last annual meeting two honorary workers have been appointed honorary life-governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the appointment is accompanied by a vellum signed by the President of the Institution.

One of the new honorary life-governors is present this afternoon to receive his vellum: PAIGNTON: DR. R. JULYAN GEORGE.

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

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

LONDON, WEST NORWOOD: MR. G. W. BUGG.

ANGLESEY: CAPTAIN R. R. DAVIES.
BELFAST: LADY CLARK.

KESSINGLAND : MR. E. WOOLFELD.

LIMERICK : LADY NASH.

NOTTINGHAM : MRS. L. M. SMITH.

SUFFOLK : MAJOR E. R. COOPER, F.S.A.

(Major Cooper, unfortunately, has been prevented by illness from coming, but his daughter is here to receive his badge.)

WITHERNSEA : MRS. HILDA BROWN.

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

The Right Hon. Lord Stanley, M.C., M.P.

THE RIGHT HON. LORD STANLEY, M.C., M.P., Parliamentary and Financial Secretary to the Admiralty : Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen : I have very great pleasure in moving the following resolution :

That this Meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members for the work which they have done in raising funds for the Life-boat Service.

We have all listened with great interest this afternoon to the account of the work of this Institution, and there is none of us who has heard without pride and admiration the wonderful records of heroism of the men who came to receive their rewards. But we must not forget that there is a more prosaic side to the work of the Institution, and that is the provision of money, which alone makes our work possible. Here, may I remind you that we are entirely dependent upon voluntary efforts. It is in this respect that I would like the meeting this afternoon to place on record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary members, for the work which they have done in raising funds for the life-boat service. (*Applause.*) The work of the ladies is so well known to you that it requires very few words of mine in explanation, but I think it is only fair that you should know that out of the contributions of £103,972 made to the Institution's revenues last year by its over 1,000 branches, the greater part is the result of the work of the women. (*Applause.*) The sum of £42,340 which was collected on flag days was almost entirely the work of the ladies. (*Applause.*)

I am sure that none of the ladies present here this afternoon will take it as an offence if, in expressing to them our most grateful thanks for the work which they have done, I say that when we give them any money to spend they can spend it like greased lightning, but equally they are wizards in collecting money for a good cause. All of us here this afternoon are agreed that there is no better cause in the world than the Royal National Life-boat Institution. (*Applause.*) We also agree that no Institution is better served by its voluntary workers and collectors than we are ourselves. We warmly thank the ladies of the Guild and all our lady voluntary workers for the wonderful work which they have done during the past year. We congratulate them most heartily on the success of their efforts, and we hope that they will do even better during the next twelve months. (*Applause.*)

Lieut.-Commander R. Fletcher, R.N. (Ret.), M.P.

LIEUT.-COMMANDER R. FLETCHER, R.N. (Ret.), M.P. : Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen : It is a great privilege to second the resolution which has just been proposed by Lord Stanley. Lord Stanley and myself are rather prone to differ upon nautical matters, but I would defy anybody's ingenuity to differ from him this afternoon, and I am very glad indeed to find myself double-banking his oar. This resolution is no mere matter of form. The committee of management and all connected with the Institution have every reason to feel grateful to the members of the Ladies' Life-boat Guild. It is very often said that nobody is indispensable, but these ladies are indispensable to the Institution, for without them we could not raise our funds. We thank them for what they have done, and as is always the case with those who do well, we ask them to redouble their efforts.

Our income from subscriptions and from donations is still below the 1930 level, the highest which it has reached, while at the same time we are faced in the future with yet heavier expenses connected with the mechanization of the life-boat fleet and replacements. So I suggest to the members of the Ladies' Life-boat Guild that they should decide this afternoon to make the Coronation year a record year in their work for the Royal National Life-boat Institution, and put us above the 1930 level.

The work of collecting subscriptions and donations is always arduous, and very often tiresome ; but I think all members of the Guild who are here this afternoon must have felt very well rewarded indeed for their work when they watched those brave men come up on to this platform to receive their medals and awards. (*Applause.*) Without the work of the members of the Ladies' Life-boat Guild, it would not be possible for those things to happen, and it is no exaggeration to say that the members of the Ladies' Life-boat Guild do indeed assist at every launch and at every wreck service. History shows that ladies have always loved brave men and more especially when the brave men happen to be sailors. These ladies may fairly feel that they do a great thing for these particular sailors, because, thanks to the funds which they raise for us, the committee of management are able to be extravagant in one direction—if indeed it is an extravagance : They are able to give the men who go out in the life-boats the very best boats that money can buy. (*Applause.*) When a boat is launched for a wreck service, it is an anxious time for the wives who are left behind, but at any rate those wives can feel that the men who are away are out in a boat which is the very best boat that money can buy or human ingenuity can devise, and it is because the members of the Ladies' Life-boat Guild help us to do this great service for our life-boat crews that I warmly recommend this resolution of thanks to this meeting. (*Applause.*)

The resolution was carried unanimously.

Sir Godfrey Baring, Bt.

SIR GODFREY BARING: Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen: All the resolutions which have been passed at this most successful meeting have been adopted with great cordiality, and absolutely unanimously, as one would expect; but I venture to think that the resolution of thanks which I now have the honour and privilege of moving to His Royal Highness will be adopted by the governors with very special enthusiasm. In fact, if I may be allowed to use a phrase which, as far as I know, has never been used in a speech before, "very few words of mine are necessary to submit this resolution for your acceptance." It is:

That the hearty and respectful thanks of this Meeting be given to His Royal Highness the Duke of Kent, K.G., for presiding over this, the Hundred and Thirteenth Annual General Meeting of the Royal National Life-boat Institution.

His Royal Highness has, for a considerable number of years now, shown the greatest and the most deeply appreciated interest in our work. He has most kindly performed the naming ceremony of new boats on no fewer than nine occasions. He began his much-appreciated services to the life-boat cause by travelling all the way to the Orkney Islands to perform two ceremonies there. (*Applause.*) We recognize that His Royal Highness's attendances at these naming ceremonies have involved him in long journeys and, I am afraid, serious inconvenience. Last year, we are so glad to think that His Royal Highness, before he became our president, was the chief speaker at our meeting and presented the awards. Therefore, we have to thank him not only for his presence in the chair to-day, and for the speech which he has delivered, but for many past services. May I be allowed very respectfully, on behalf of the Institution, to express the hope that it may be possible for His Royal Highness, in spite of his many

engagements, frequently to preside at our annual meetings in the future. (*Applause.*) His presence in the chair secures two most desirable objects. First of all, it gives the brave men who receive medals and awards for bravery enormous pleasure to receive those medals and awards at His Royal Highness's hands. (*Applause.*) Secondly, His Royal Highness's presence in the chair secures the utmost measure of publicity for these proceedings. With all our hearts, Your Royal Highness, we pray that you may be long spared to preside over the destinies of this great Institution. We confidently trust that under your auspices the gallant and brave services of our life-boatmen may continue to be performed in the years to come with ever-growing efficiency and success. I beg to move. (*Applause.*)

The Hon. George Colville.

THE HON. GEORGE COLVILLE (Deputy Chairman of the Institution): Your Royal Highness, your Excellencies, my Lords, Ladies and Gentlemen: I have very much pleasure in seconding the resolution that has been proposed by the chairman of our Institution, and I should like to say that this Institution is very proud to have a sailor Prince at the helm. (*Applause.*)

The resolution was carried with acclamation.

Entertainment of Life-boatmen.

After the meeting the ten men who had received medals and other awards were taken to tea at the House of Commons by Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the committee of management of the Institution. In the evening they were the guests of Sir Oswald Stoll at the Coliseum, where they saw a performance of "The Vagabond King." During the interval they were taken behind the scenes and were presented by Mr. George Graves, the comedian, with signed photographs of himself.

The Southport and St. Anne's Disaster.

DECEMBER 9th of last year was the fiftieth anniversary of the great disaster on the Lancashire coast when the life-boats at Southport and St. Anne's were both capsized, with the loss of 27 lives, in an attempt to rescue the crew of the barque *Mexico*. In memory of these men the Mayor and Mayoress of Southport both placed wreaths on the memorial which stands on the promenade. At Lytham-St. Anne's the Mayor gave an informal party, at which the principal guests were Mr.

Edward Parkinson (aged 84) and Mr. John William Parkinson (aged 74) two of the three men still alive of the Lytham crew which also went out and rescued the crew of the *Mexico*. The third survivor, Mr. Thomas Hardman (aged 79), was prevented by illness from being present. He died a few months later. Many articles in the Lancashire Press recalled that day of disaster. An article on it was published in the issue of *The Life-boat* for last December.

The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1936.

£	s.	d.	
64	12	0	Construction, Repairs, Upkeep and Inspection of Life-boats and Life-boat Stations.
17	10	0	Payments to Life-boat Crews.
14	10	0	Propaganda and Publicity at Headquarters and 1,071 Branches.
3	8	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure see pages 316 and 318.)

The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1936.

£	s.	d.	
40	12	0	Subscriptions, Donations, and Life-boat Days.
33	16	0	Legacies.
15	18	0	Income from Investments.
7	18	0	Special Gifts.
1	16	0	Other Sources.
<hr/>			
£100	0	0	

(For full Statement of Income, see pages 317 and 319.)

Life-boat Museum at Eastbourne.

On the 22nd March this year a life-boat museum was opened at Eastbourne. The Institution has, at its headquarters in London, a collection of life-boat pictures and models, and there have been at various times short life-boat exhibitions in different parts of the country, but this is the first permanent life-boat museum.

It was decided to place this museum at Eastbourne for several reasons. Visitors come there from all over Great Britain; Eastbourne has had a life-boat station for 115 years; it has, in the work of raising funds for the service, one of the most active and successful branches and ladies' life-boat guilds in the country; and it has, in its old lifeboat-house at the Wish Tower in the middle of the front, a building admirably situated for the purpose of a museum.

In Memory of William Terriss.

The life-boathouse commemorates a man who was famous in his day, and his death in tragic circumstances. The older generation will remember William Terriss as one of the handsomest and most popular actors of his time, and his death in 1897, when he was stabbed by a brother actor outside the stage-door of the Adelphi Theatre in London. A year later the "William Terriss Memorial Life-boathouse" was erected in Eastbourne near the Wish Tower, out of a fund raised by the London *Daily Telegraph* "From those," as is recorded on the memorial tablet, "who loved and admired him."

There was, at that time, one life-boat station at Eastbourne. In 1903 a second was established at the Fishing Station. A motor life-boat was placed at the second station in 1921, and in 1924 the first station was closed. The William Terriss Memorial Life-boat House had then housed an active life-boat for twenty-six years. Since 1924 it has continued to house a life-boat, but for demonstration only. As such it must have been inspected by thousands of visitors, and now, as the only life-boat museum in the British Isles, it should

attract many thousands more and remain as a permanent feature of the life-boat service on our coasts. By a strange coincidence the tragic end of the man whom the house commemorates was recalled to the public, only a few weeks before the museum was opened, by the death of his murderer in Broadmoor Asylum.

The Exhibits.

The museum shows the development in the work of life-saving from sea since the first life-boat was built at South Shields in 1789. Thirteen models show the changes in the life-boat itself from the *Original* to the latest types of motor life-boat. Five of those thirteen models were specially made for the museum by motor mechanics of the Institution who are expert model-makers. There is also a model, made by one of the Institution's surveyors of life-boats, of the motor caterpillar launching tractor.

A number of exhibits contrast the old method and the new. Life-size figures show the nineteenth and the twentieth-century life-boatmen in their oilskins, one wearing the old cork life-belt, and the other the modern kapok belt. The old powder signal gun for summoning the life-boat crew is contrasted with the modern mortar and maroon; the old leaded cane which was thrown by hand to the wreck, carrying a line, with the modern line-throwing gun and line-throwing pistol. Among the actual parts and equipment of a modern life-boat which are in the exhibition are air-cases, relieving-valves and scuppers, propellers, engine switch and capsizing switch, drogue, searchlight, anchor, masthead flashing-lamp, fuse and coil boxes, and first aid outfit.

Pictures.

On the walls are a portrait of William Terriss, presented to the museum by his daughter Lady Hicks, and portraits of Sir William Hillary, the institution's founder, and famous coxswains of

EASTBOURNE LIFE-BOAT MUSEUM.



**WILLIAM TERRISS, ACTOR,
1847 TO 1897.**

From the painting presented to the Museum
by his daughter, Lady Hicks.

(See opposite page.)

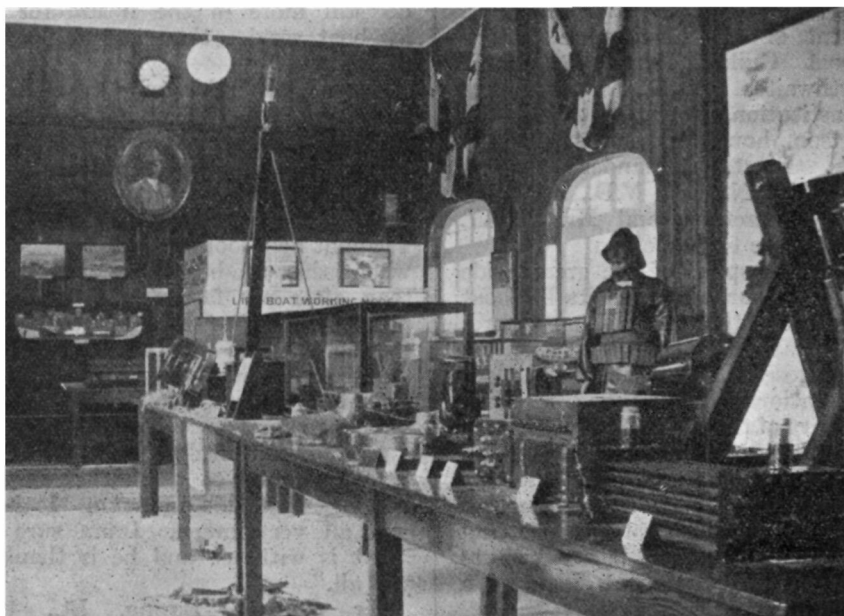


By courtesy of]

[*Eastbourne Gazette*

LADY HICKS.

Speaking at the opening ceremony. (Behind
Lady Hicks is Mrs Astley Roberts, Presi-
dent of the Eastbourne Ladies' Life-boat
Guild.)



INTERIOR OF THE MUSEUM.

England, Scotland, Ireland and Wales—men who represent the finest courage and skill of the life-boat service.

There are photographs also of life-boats in action, a cut-out chart of the British Isles with the life-boat stations, a picture showing the use of the drogue, and a model of a section of a motor life-boat, showing its interior.

There is an Eastbourne section to the museum, with the service boards of the station, and portraits of the Eastbourne coxswains since 1853. Besides these models for the public to see, there are other models for them to work—a self-righting life-boat in a tank which they are invited to capsize, and two models in which, by putting a coin in the slot, they are able to launch the life-boat to the rescue and save the shipwrecked crew.

The Opening Ceremony.

The Mayor of Eastbourne presided at the opening of the museum, supported by Sir Godfrey Baring, Bt., chairman of the Institution, Lady (Seymour) Hicks (daughter of William Terriss), Mr. Ernest Armstrong, chairman of the branch, Mrs. Astley Roberts, president of the Eastbourne Ladies' Life-boat Guild, Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, Councillor Alexander Robertson, honorary secretary of the branch, Lieut.-Commander A. O. Bradford, R.N.V.R., V.D., assistant honorary secretary, and Mr. H. W. Fovargue, the town clerk.

The Mayor spoke of the great pride which Eastbourne took in its life-boat station, and of the station's long record. He congratulated the Institution on having chosen Eastbourne as the place for its national museum, and, recalling the history of the boat-house, welcomed Lady Hicks, herself a distinguished actress and the daughter and the wife of famous actors. He hoped it would be a pride and a pleasure to her that this memorial to her father was to remain as the permanent home of a national life-boat museum.

Sir Godfrey Baring, Bt., spoke in particular of the Institution's debt to

Mr. Ernest Armstrong, chairman of the Eastbourne branch, and a member of the committee of management of the Institution, for it was his idea that the life-boathouse should be converted into a museum, and he had personally superintended the arrangement of the exhibits. He also spoke of the Institution's debt to Councillor Alexander Robertson, the honorary secretary of the station for fourteen years, in whose personal care the museum would be.

Mr. Ernest Armstrong, in proposing a vote of thanks to the Mayor and Sir Godfrey Baring, Bt., announced that Mrs. Astley Roberts, president of the Ladies' Life-boat Guild, had decided to use at once a legacy which she had left the Institution in her will, and to provide with it an illuminated three-faced clock to place on the top of the museum, where it would be of the greatest use to the public. Independently of Mrs. Astley Roberts, Councillor Alexander Robertson had presented an electric clock which had already been placed inside the museum.

Mrs. Astley Roberts seconded the vote of thanks, and said that, with the help of the museum, the Ladies' Life-boat Guild hoped to be able to do still more in the future for the life-boat service than it had done in the past.

Lady Hicks, addressing the audience as "my very old friends," said: "I am truly touched to be allowed to take part in the opening of this museum. Although it is a very happy day, there is a touch of sadness about it, because I cannot help looking back to the days when this life-boathouse was built, soon after my father's death. I am proud and happy to think that he is connected with anything concerning the sea; for he always loved the sea. As a boy he was a sailor, and he was known to his friends as 'Breezy Bill.' I cannot help feeling that he would be very proud to think that he was helping with this museum. I thank you all very much. I am sure his spirit is with us, and he is thanking you all."

Sir Godfrey Baring, Bt., then unlocked the door and declared the museum open.

Duke of Northumberland's Life-boat Essay Competition, 1937.

**"Imagine that You have been Shipwrecked and Rescued by a Life-boat.
Describe Your Experiences."**

THE Duke of Northumberland's Life-boat Essay Competition for elementary schools has been held this year for the seventeenth time. The number of schools which took part was 2,146, a decrease of 29 on last year.

Of this total of 2,146 schools, 1,541 were English, 293 Scottish, 186 Irish and 126 Welsh. There was a decrease in England and Wales and an increase in Scotland and Ireland.

The number of essays sent in for the inter-school competition was 1,289, an increase of five on the previous year, and the number of schools which held their own competitions, but did not send in for the inter-school competition was 857, a decrease of 34.

The Subject.

The subject set was different from any of the previous competitions. Instead of being asked to write about the life-boat service or life-boatmen, the children were asked to write about themselves, to imagine that they had been shipwrecked and rescued by a life-boat and to describe their experiences. The subject proved a great success, and the judges report a marked improvement in the essays. One judge writes: "This is the best set of essays I have marked during the six years I have been a judge. The essays were most original and showed that many of the children had more technical knowledge of their subject than I should have thought possible."

Another judge writes: "The accounts of shipwrecks are very vividly portrayed. The details of atmospheric conditions which precede a storm are, in most cases, thrilling. The actual storms are—generally speaking—very clearly and accurately described. It is evident that the children have seen (in the cinema?)—or read accounts of—wrecks at sea, and have retained a true impression of what takes place on those occasions."

"It is rather amusing to note that most candidates are on most familiar terms with the captain, and hold him in conversation even when a storm is at

its height and the vessel is about to become a total wreck!!! Very few know much of boat drill and the effect it has as a disciplinary agency in time of emergency.

"No one seems to remember that in a liner, or a vessel with berths, the life-belts are in their cabins, and not carried about by the captain or the crew at the moment of greatest danger."

From Cabin-boy to Lady Imogen.

It is evident also that the children thoroughly enjoyed giving their imagination full play. Sometimes they are themselves, sometimes other people. One boy writes as a middle-aged man looking back on his first experience at sea. Another is a cabin boy on a statesman's yacht.

"The *Terrific* was a luxury yacht belonging to a well-known statesman, Mr. X. I was a cabin boy. The air was very moist when the wife of Mr. X called me. 'Boy!' she said, 'bring me a glass of wine.' Then to her husband: 'Isn't it humid?' He nodded the affirmative."

Another boy writes: "I was a privileged passenger on board this ship, and was enjoying myself under an awning erected for my benefit, poring over an interesting book."

One of the girls is a stewardess on a larger passenger boat. Another is returning from a cruise in the Mediterranean on board her uncle's yacht. Another girl has a footnote to her essay: "'I' is intended to represent Lady Imogen."

Descriptions of the Storm.

The storms are described with a great wealth of language:

"The wind howled, the lightning flashed, the thunder roared, the mast cracked in half and fell with a splash into the sea, the captain's hat blew off."

"Screaming, howling, the furious wind swept around the gallant vessel, gathering in volume and vehemence, until, in a crashing, tumultuous tornado, it reached its awful climax. Wild

shrieks of the mad, derisive laughter of the Storm Fiends raged across the heavens. A momentary lull, the marshalling of their destructive forces—and then with savage onslaught and increasing strength and impetus, they again belaboured the puny craft of Man. The waters, churned to a seething, struggling mass, lashed the decks. The mountainous waves, towering, towering above their helpless prey, crashed upon the shuddering, groaning ship."

"Our ship gave a threatening lurch, heeled over, kicked her stern high in the air and slid below the waves, with her boiler exploding as a last salute."

"I rushed on deck and was grieved to see all the ship's provisions on the crest of the waves, all except some meal, flour and bread, some butter, jam, and a few other things which had been tied in the hold."

"Only one man was killed; that was the wireless operator, who they said died of heart failure. A small prayer was held for him and hats taken off."

The Moment of the Rescue.

The essayists described their own feelings with equal vigour and detail, and while some admit to being afraid, many conduct themselves with magnificent calmness, both at the moment of peril and in the relief of being rescued by the life-boat.

"The crew clustered round the bridge rail, pushing and shouting in a frenzy of excitement. I pushed with the crowd, the primitive instinct of self-preservation driving all thoughts from my mind, but the sight of the captain and mate standing with folded arms and looking contemptuously at the straining sailors brought back my reason. I felt suddenly ashamed, and quietly made my way back to where they stood."

"It would be difficult to describe the scenes of joy awakened on our ship by the sight of that life-boat. Strong men wept with emotion, and leaped about the deck in a transport of joy. Others, I among them, offered up a silent prayer."

A girl of fourteen wrote: "We could just make out the outline of the life-boat, its powerful searchlight cleaving through the darkness, until it finally rested on us. Oh, the relief of that

moment! I could have joined the women, who at last had broken down in crying, but I managed to keep myself in check. After all, I reminded myself, I was sixteen, not six."

On Board the Life-boat.

Some of the essayists are very entertaining (though not necessarily accurate) in their descriptions of the life-boat and her crew. Some find it so jolly on board her that they do not want to go ashore, and one or two take evident pleasure in being a centre of attention.

"Coming towards us at a terrific rate was a strong, sturdy life-boat. Then out of its cabin came men, hardy men (fishermen, I think), women and more women, struggling to save us from a watery grave."

"I ran on deck to see the life-boatmen speeding on their errand of mercy as though they were hasting to their bridal ceremony."

"There we were in a large sinking ship, whose only hope of life depended on four grim men and a cockle-shell motor launch, a modern David and Goliath; and history repeated itself; David won."

"To tell the truth it was so cosy and comfortable inside the life-boat that I was exceedingly sorry when we arrived safe and sound at the little fishing village."

"We were all rubbed down, and wrapped in thick blankets and put in water-tight lockers where it was cosy and warm."

"Mother said to the man who was giving us food: 'Thank you very much for rescuing us.' 'Oh,' he replied carelessly, 'we do this every night almost,' and so ended the conversation."

"The kindly fisherfolk put us up for the night in their simple but spotless houses. We were fed with onion broth and then they thankfully crawled away to bed."

"On entering the life-boatmen's houses we were astonished to find that they had wives and children. Not only these men, but nine out of ten life-savers have married."

"When we reached shore, we were cheered by scores of throats that had come out to see us."

"Photographs of all the people concerned were inside the papers. I was very pleased to see a full photograph of myself on my stretcher, shaking hands with the captain of the life-boat."

Several essayists found charming phrases to show their gratitude.

"Among God's creatures some should be just life-boatmen—just angels in oilskins."

Another concludes his essay: "As Gordie, my shipmate, says: 'If it hadna been fur them we wid be playin' a harp the noo.'"

The Best Essay.

The best essay in Great Britain and Ireland came, as last year, from a Scottish school. Last year's essay was written by a Dundee girl. This year it has been written by an Edinburgh boy, Osmond P. H. Robb of the Royal High School, Edinburgh.

In the other eight districts, the Bedlington Station Council School, Northumberland, has, for the second year running, won the challenge shield in the North-East of England, and the Kingsley Senior Boys' School, Croydon, has for the second year running won it in the South-East of England. If these schools should be successful in winning them next year, the shields will become their property. In the Midlands the shield goes, as last year, to a Coventry school. In the seventeen competitions so far held Coventry schools have won the shield five times.

Successful Towns.

This year Portsmouth again takes first place for the number of winning schools. It has no fewer than eleven, two more than last year. Next comes Cardiff with ten; Liverpool with seven, one more than last year; Coventry with five, including the school which has won the challenge shield for the Midlands; Bristol, Stoke-on-Trent and Orkney with four each.

Girls versus Boys

Last year the girls, by a little, beat the boys. This year the boys have it. A boy has won the prize for the best essay of all; seven of the nine challenge

shields have been won by boys; and of the total of 315 prizes, boys have won 161 and girls 154. The prize for the best essay has now been won eight times by boys and ten times by girls, a boy and a girl tying for it in 1933.

The Awards.

Osmond Robb will receive an inscribed copy of the *édition de luxe* of *Britain's Life-boats*, by Major A. J. Dawson. Each of the other eight winners of challenge shields will receive a copy of *Launch*, by Major-General Lord Mottistone (Major-General Seely), ex-coxswain of the Brooke, Isle of Wight, life-boat, inscribed by the author. The schools will hold the shields for a year and each school will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. The other prize-winners will each receive a certificate and a copy of *Launch*.

The 857 schools which did not enter for the inter-school competition, and the 974 schools which did not win a prize in it, will each receive a certificate for presentation to the writer of the best essay in the school.

The Institution's Thanks.

The Institution again warmly thanks the Education Authorities for allowing the competition to be held, and in many cases for bringing it to the notice of the schools; the teachers for carrying it out; and the judges in each of the nine districts. The Institution knows how much work the competition entails both on teachers and judges and it is most grateful for their generous help.

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

Winners of the Challenge Shields.

LONDON.—Edward Leonard Cox, The Hither Green Senior Boys' School, Beacon Road, Lewisham, S.E.13.

NORTH-EAST OF ENGLAND.—Lilian Mood, Bedlington Station Council School, Northumberland.

NORTH-WEST OF ENGLAND.—Betty Selcon, Springfield Senior School, Sale, Manchester.

MIDLANDS.—Leslie Robinson, Broad Street Senior Boys' School, Broad Street, Coventry.

SOUTH-EAST OF ENGLAND.—Albert Turner, Kingsley Senior Boys' School, Kingsley Road, Croydon.

SOUTH-WEST OF ENGLAND.—Ronald Lewis, Grove Road Senior Boys' Council School, Gosport.

SCOTLAND.—Osmond P. H. Robb, Royal High School, Edinburgh.

IRELAND.—Patrick Crowley, Behagh National School, Dunmanway, Co. Cork.

WALES.—John Thomas, Bynea Council School, Llanelly, Carmarthen-shire.

The Best Essay.

By OSMOND PATTISON HANDFORD ROBB (14), Royal High School, Edinburgh.

Imagine that You have been Shipwrecked, and Rescued by a Life-boat. Describe Your Experiences.

THE sea was turbulent ; a thick fog hung over the tossing waves, adding to the terrors of that awful night, and I knew instinctively that the battered little tramp on which I stood would never outlive the wild storm it rode so bravely. I was right, for at that moment a dreadful grinding told us the worst ; our *Mary Ann* had struck the rocks, and water poured in through her sprung plates. "All hands to the pumps !" was the cry ; and I, a mere supercargo, felt humbled and of little use.

The signal rockets flared up through the mist-screen ; there was hope, for we were near a life-boat station and might save our lives, although the *Mary Ann* was doomed. . . . We waited with bated breath ; was it possible that any vessel could brave the relentless sea ? At last our answer came ; fitful red flashes in the murk. We had been seen !

A few minutes only elapsed, but it seemed years before we saw the yellow eye of a searchlight boring through the fog, and heard the purr of powerful engines. The heroic fishermen volunteers had manned a boat and come to our rescue ! At length the sleek

fifty-foot bulk of our deliverer came to our view ; we saw the oil-spray smoothing the waters before it, and breathed a prayer of thanksgiving. Then—a sudden concussion, muffled but audible, and from the line-throwing gun mounted in the sturdy vessel's bows whipped a snaking rope which our seamen caught and immediately made fast.

One by one we abandoned our battered craft—swinging hand-over-hand down the taut line, drenched with spume and spray, and but a few feet above the angry ocean. My next memory is of a warm, brightly lit cabin ; I was plied with restoratives, and already my shivering vigil was a memory—a nightmare, seemingly remote. Not a hand was lost ; and we were in comfortable sanctuary. Perhaps for the first time I marvelled at this splendid volunteer service, to which hitherto I had only paid lip-service. To these sturdy fellows in gleaming oilskins this was a common routine—undertaken from unselfish motives. . . . It is an experience that will live in my mind, revealing both the ferocity of the elements, and the essential kindness of Man.

Life-boat Conscious.

A CORRESPONDENT vouches for the truth of the following dialogue, which he overheard between two ladies looking at a life-boat poster in a London suburb.

"I do not see why this district should be interested in life-boats. We are nowhere near the coast."

"No, but isn't there a canal quite near ?"

Obituary.

Lieut.-Col. H. W. Madoc, Isle of Man.

LIEUT.-COL. HENRY WILLIAM MADOC, C.B.E., M.V.O., who died on 7th January at the age of sixty-eight, was for twenty-three years the honorary secretary of the life-boat station at Douglas, Isle of Man. It was only in August of last year that he gave up the honorary secretaryship, at the same time that he retired from the post of chief constable of the Isle of Man, which he had held for twenty-five years. Colonel Madoc found time, among his many official duties, to control for the Institution a life-boat station which was also an important financial branch. During the last year of his honorary secretaryship Douglas contributed over £600. In recognition of his many services to the Institution, Colonel Madoc was awarded its inscribed binoculars in 1925 and its gold badge in 1932. On his retirement he was awarded the thanks of the Institution inscribed on vellum.

Mr. John Prior, Deal.

Mr. John Prior, of Deal, who died on 14th December last at the age of eighty-four, was for twenty-five years the secretary of one of the most important life-boat stations on our coasts—the famous station at North Deal. The full title of the branch is the Goodwin Sands and Downs Branch, and it included Walmer and Kingsdown as well as Deal. Mr. Prior was secretary of all three stations for five years, and of two of them for fifteen years. In 1912 Walmer was closed. Then, in 1927, Kingsdown was closed. In 1932 Walmer was reopened and North Deal was closed, as it had been decided to station a motor life-boat on this part of the coast and Walmer was chosen as having better conditions for launching. In the same year Mr. Prior retired, a month before his eighty-first birthday. During the twenty-five years of his secretaryship the North Deal, Walmer and Kingsdown life-boats were launched on service 273 times, and rescued 581 lives. All his life Mr. Prior had been associated with the sea. He was in charge of Lloyd's Station, first at The

Lizard, Cornwall, and then at Deal. Later he was the representative at Deal of Lloyds' agents. He was also secretary of the Shipwrecked Mariners' Society at Deal and of the Boatmen's Benevolent Fund. He was twice awarded the thanks of the Institution inscribed on vellum. The first occasion was in November, 1919, when the North Deal life-boat and the North Deal reserve life-boat went out to the help of the schooner *Toogo*, of Esthonia, and the ketch *Corinthian*, of London, both wrecked on the Goodwin Sands, and Mr. Prior was in charge throughout the day. Then on his retirement the thanks of the Institution were again presented to him in recognition of his many services during twenty-five years.

Coxswain Thomas Bowen, of Cardigan.

Coxswain Thomas Bowen, who died in December last at the age of seventy-seven, was for over twenty-five years an officer of the Cardigan life-boat, and for nineteen of those years its coxswain. He retired in 1920 on account of ill-health, due to exposure on service, and he received a weekly allowance from the Institution until his death, in addition to the usual coxswain's pension and certificate of service. During his twenty-five years as an officer of the boat 42 lives were rescued. The chief service in which he took part was to the S.S. *Conservator*, of London, in March, 1919. Her crew were rescued in a very heavy sea, and for the great courage and tenacity which Coxswain Bowen and his crew showed in a dangerous service he was awarded the Institution's bronze medal.

A number of other life-boat workers and members of life-boat crews have died this year; among them: the Rev. Henry Vyvyan, of Cadgwith; Mr. F. Le Boulanger, of The Mumbles; Captain David Rees, of New Quay (Cardigan), Mr. Charles Livingston, of New Brighton; Mr. Edward Dean, of Oldham, and Mrs. Robert Carpenter of Brighton. Accounts of their services to the Institution will appear in the next issue.

Summary of the Meetings of the Committee of Management.

Thursday, 11th February, 1937.

Admiral of the Fleet Sir HENRY F. OLIVER in the chair.

Resolved that the respectful thanks of the Institution be conveyed to Her Majesty the Queen for her gracious consent to accord her patronage to the Institution.

Reported that H.R.H. the Duke of Kent, K.G., had been graciously pleased to assume the office of President of the Institution which had been held in succession by H.M. King Edward VII, H.M. King George V, H.M. King Edward VIII, and H.M. King George VI when they were heirs to the throne, and resolved that the hearty and respectful thanks of the Institution be conveyed to His Royal Highness.

Received with regret the resignation from the committee of management of Mr. F. Cavendish Bentinck.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss Margaret Lithgow	8,000	0	0
The late Miss Annie Ross, donation	4,881	14	5
Civil Service Life-boat Fund	2,000	0	0
The late Mr. John Milroy, donation from Executors	64	3	7
Anonymous	25	0	0
The Hon. Clive Pearson	25	0	0

Paid £24,566 9s. 2d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Included in the above were:—

£336 10s. 9d. to pay the rewards for life-boat services;

£561 13s. 3d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 277-284);

£17 1s. 6d. for assemblies of crews, etc.;

£27 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 Caister and Rye Harbour;

£23 3s. 6d. to men for injury in the life-boat service at Aldeburgh and Caister.

Voted £40 6s. 6d. on account of additional rewards to the crews of the Exmouth, Humber, Montrose, Skegness, Thurso and Torbay life-boats.

(Accounts of these launches appear on pages 277-284.)

Voted £8 2s. 0d. to pay the rewards for shoreboat services at Bridlington, Peterhead and Poolbeg, accounts of which appear on page 290.

Thursday, 11th March, 1937

Admiral of the Fleet Sir HENRY F. OLIVER in the chair.

Co-opted Sir Charles C. Barrie, K.B.E., D.L., J.P., M.P., and Vice-Admiral J. C. W. Henley, C.B., members of the committee of management.

Appointed Mr. S. C. Dickinson to the newly

created post of Assistant Inspector of Life-boats.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss E. S. Paterson	3,000	0	0
The Rev. A. C. Dyer, M.A.	200	0	0

Paid £20,690 1s. 8d. 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:—

£297 11s. 6d. to pay the rewards for life-boat services;

£326 16s. 9d. to pay the rewards for life-boat launches

(Accounts of these services and launches appear on pages 284-289);

£69 6s. 6d. for assemblies of crews, etc.;

£322 7s. 6d. 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. Andrews, Troon, Whitby and Wells;

£58 18s. 0d. to men for injury in the life-boat service at Blackpool, Broughty Ferry, Buckie, Caister, Moelfre, Newhaven, Walmer, and Walton and Frinton.

Voted £62 15s. on account of additional rewards to the crews of the Flamborough, Hartlepool, Holy Island, New Brighton, and Sennen Cove life-boats.

(Accounts of these launches appear on pages 285-289.)

Decided that the weekly allowance of 10s. granted to the widow of ex-Second Coxswain Haylett, of Caister, at the January meeting, be increased to 15s.

Decided that £115 15s. compensation be paid in respect of the sinking of the fishing smack *Isabella*, after she had been taken in tow by the Cloughy life-boat on the 16th August, 1936.

Reported that the Belgian Government had sent letters of thanks for the rescue of the crew of a trawler by the North Sunderland life-boat on the 28th December last, and for the services rendered by the Penlee life-boat to another trawler on the 11th January.

(Accounts of these services appear respectively on page 237 of *The Life-boat* for March, and on page 277 of the current issue.)

Reported that in recognition of the efforts made when the s.s. *Esbo* was wrecked in October, 1935, the Finnish Government have awarded silver Life-Saving Medals to Coxswain E. Charnley, of Barrow, Coxswain T. Q. Reay, of Maryport, and Coxswain J. T. Lord, of Ramsey, and Bronze Medals (Order of the "White Rose," Second Class) to the crews of the three life-boats.

Voted £1 15s. to pay the rewards for shoreboat services at Boulmer and Jaywick, accounts of which appear on page 290.

News from the Branches.

1st February to 30th April, 1937.

Greater London.

BARNEHURST.—Bridge and whist drive. Address by the district organising secretary.

BEXLEY HEATH.—Whist drive.

BURNT OAK, EDGWARE.—Shrove Tuesday gala dance. Address to Conservative Association by the district organising secretary.

CHELSEA.—Annual meeting on 16th February, General Sir Walter Braithwaite, G.C.B., patron, in the chair. Speaker: Colonel the Lord Sempill, a member of the committee of management of the Institution. Efforts of the past year: Life-boat day. Amount collected in 1936, £310.

Lectures to St. Peter's Women's Fellowship.

CLAPHAM.—Whist drives.

CROYDON.—Lantern lecture by Mr. Ashby. Address by the district organising secretary to the Primrose League.

HAMMERSMITH.—Annual meeting on 12th April, the Mayor, president, supported by Councillor Sir Marshall Hays, J.P., chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Efforts of the past year: Life-boat day, swimming gala. Amount collected in 1936, £68.

Lecture at Wormwood Scrubbs prison.

HAREFIELD.—Entertainment by the "Dainty Dots." Address by the district organizing secretary.

HAYES.—Special meeting. Speaker: The district organising secretary. Mrs. Murray appointed honorary secretary in place of Mrs. Lawson, and Mrs. Potter appointed honorary assistant secretary.

Rummage sale.

HORNSEY.—Annual meeting on 25th, February the Mayor, president, in the chair. Speakers: Colonel the Lord Sempill, a member of the committee of management of the Institution, and the district organising secretary. Efforts of the past year: Life-boat day, whist drive and dance. Amount collected in 1936, £276.

Lantern lecture by Mr. Stevens, chairman of the branch.

HOUNSLOW.—Whist drive. Address by the district organising secretary.

ILFORD.—Life-boat day worker's meeting, Alderman Shipman, chairman of the branch, presiding. Speaker: The district organising secretary. Cinema collection with special display.

LEWISHAM.—Bridge afternoon.

MALDEN AND COOMBE.—Whist drive. Address by the district organising secretary.

MITCHAM.—Whist drives.

ST. ALBANS.—Presentation by Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., a member of the committee of management of the Institution, of the

statuette of a life-boatman awarded to Lady Peake, president of the Ladies' Life-boat Guild. Speakers: The Mayor, chairman of the branch, Miss Silvester, honorary secretary, and the district organising secretary.

ST. PANCRAS.—Lectures by Mr. Alfred Leckie and Mr. Mapleton.

WOODFORD AND DISTRICT.—Meeting at the Grove, Chigwell Row, by the kindness of Mrs. Cable, honorary secretary. Speaker: The district organising secretary. Chigwell Branch of Ladies' Life-boat Guild formed. Lantern lecture at Chigwell Row.

Visit of Author's Club to the Institution's Storeyard.

Lectures at Dagenham, East Ham, Enfield and Wimbledon.

North-West of England.

ABRAM AND BICKERSHAW.—Life-boat day.

ACCRINGTON.—Annual collections in cinemas. Life-boat day at Church, Clayton-le-Moors and Oswaldtwistle.

ADLINGTON.—Life-boat day.

ASHTON-UNDER-LYNE.—American tea. **BACUP, BAMBER BRIDGE AND WALTON-LE-DALE.**—Life-boat days.

BARROW-IN-FURNESS.—Presentation by the Mayor of medals awarded by the Finnish Government to members of the Barrow life-boat crew for services in connection with the rescue of the *Esbo*. (See special report on page 306.) Whist drives, jumble sale arranged by the Ladies' Life-boat Guild.

BILLINGE.—Life-boat day.

BLACKBURN.—Life-boat day. Lecture by the district organizing secretary to the Rotary Club.

BLACKPOOL.—Annual meeting on 19th February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, life-boat launches with collections, collections in boarding-houses and hotels, life-boat Sunday service. Amount collected in 1936, £780, an increase of £118 on 1935.

Fifth annual life-boat Sunday service at St. Stephen-on-the-Cliffs Church. Preacher: Rev. F. B. Freshwater, chaplain of the branch, the lessons being read by Coxswain W. R. Parr and ex-Coxswain Harry Parr. The Mayor and Mayoress, members of the town council, the Blackpool life-boat crew and officials and workers of the Blackpool branch attended. The Blackpool life-boat band accompanied the hymns, conducted by Mr. J. Brier.

BLACKROD.—Life-boat day.

BOLTON.—Annual meeting on 11th March, the Mayor, president of the branch, in the chair. Speaker: The district or-

ganizing secretary. Efforts of the past year : Life-boat day, whist drives, bowling tournament. Amount collected in 1936, £318.

Life-boat day.

BREDBURY.—Life-boat day. Lantern lecture by the Rev. E. D. Reeman, B.A., Vicar of Bredbury.

BRIERFIELD.—Life-boat day.

BURY.—Annual meeting on 9th March, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day, American tea, cinema display, bridge drive. Amount collected in 1936, £158. Presentation of the statuette of a life-boatman awarded by the Institution to Mrs. Wolstenholme, joint honorary treasurer of the branch.

Life-boat day. Special benefit performance organized by Odeon Theatres, Ltd.

CARLISLE.—Annual meeting on 26th February, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day at Silloth, sale of work, whist drives. Amount collected in 1936, £160.

Whist drive and dance.

CARNFORTH.—Life-boat day.

CHESTER.—Annual meeting on 2nd February, the Mayor, president, in the chair. Speaker : The district organizing secretary. Mr. G. B. Elphick elected honorary secretary, and Mr. R. Allwood, honorary treasurer. Efforts of the past year : Life-boat day, appeal for subscriptions by the Mayor, bridge drive. Amount collected in 1936, £138.

Life-boat day.

CHORLEY AND CLITHEROE.—Life-boat days.

COCKERMOUTH.—Special meeting, the chairman of the Urban District Council in the chair. Speaker : The district organizing secretary. Ladies' Life-boat Guild formed. Mrs. P. S. Winn elected chairman ; Mrs. Porter, honorary secretary ; Mr. P. S. Winn, honorary treasurer.

COLNE.—Life-boat day.

CREWE.—Annual meeting on 27th April, Mrs. G. Christie-Miller in the chair. Speaker : The district organizing secretary. Mrs. B. Rowe elected honorary treasurer and Mrs. McWilliams honorary secretary. Amount collected in 1936, £51, an increase of £32 on 1935.

CROMPTON AND SHAW.—Special meeting, Councillor F. Wolfenden, J.P., chairman of the Urban District Council, presiding. Speaker : The district organizing secretary. Branch formed. The Rev. David Williams elected president ; Mr. Eric Milne, honorary treasurer ; Miss M. Illingworth, honorary secretary.

Life-boat day.

CULCHETH - WITH - KENYON.—Presentation to Mrs. Paul Peters, honorary secretary, of the statuette of a life-boatman awarded to her by the Institution. Life-boat day.

DARWEN.—Life-boat day.

DOUGLAS.—Annual meeting on 12th January, Sir Montagu Butler, K.C.S.I., C.B., C.I.E., C.V.O., C.B.E., the Lieutenant-Governor, in the chair. Efforts of the past year : Life-boat day, collections at boat-house, collections in hotels and boarding-houses. Amount collected in 1936, £714, an increase of £105 on 1935.

DUKINFIELD.—Annual whist drive.

FARNWORTH.—Life-boat day. American tea at house of the president, Mrs. J. Johnson.

GOLBORNE.—Life-boat day.

GRANGE-OVER-SANDS.—Annual meeting on 2nd April. Speaker : The district organizing secretary. Amount collected in 1936, £33, an increase of £1 on 1935.

GREAT HARWOOD.—House-to-house collection.

HASLINGDEN, HAYDOCK, AND HEYWOOD.—Life-boat days.

HINDLEY.—Annual meeting and whist drive on 3rd February. Speaker : The district organizing secretary. Mrs. Hope Johnson elected president in succession to Mrs. Rhys. Efforts of the past year : Whist drive and dance, life-boat day. Amount collected in 1936, £62. Presentation to Miss Southworth, honorary secretary, of the statuette of a life-boatman awarded to her by the Institution.

Life-boat day.

HOLLINGWORTH.—Annual whist drive and dance.

HOLMES CHAPEL.—Presentation to Mrs. B. Russell, honorary secretary, of the record of thanks awarded to her by the Institution. Collection at smoking concert by the Victoria Social Club.

HORWICH.—Annual house-to-house collection. Life-boat films shown.

HYDE.—Annual meeting on 4th March, the Mayor, president, in the chair. Speaker : The district organizing secretary. Efforts of the past year : Life-boat day, whist drives. Amount collected in 1936, £98, an increase of £6 on 1935.

Life-boat days. Whist drive.

IRLAM AND CADISHEAD.—Life-boat day.

KENDAL.—Presentation by the Mayor to Mrs. C. H. Whitaker, president, of the statuette of a life-boatman awarded to her by the Institution. Performances of " Their Business in Great Waters " by the Stricklandgate Players. Bridge and whist drive. Life-boat day.

KESWICK.—Life-boat days.

LAKE DISTRICT.—Annual meeting on 12th March, followed by an illustrated lecture by Dr. G. A. Johnston, J.P., of Ambleside. Speaker : The district organizing secretary. Amount collected in 1936, £111.

LANCASTER.—Cinema collections. Football collections.

LEIGH.—Life-boat day.

LITTLE HULTON.—Annual meeting on 20th April. Speaker: Miss C. E. Dunn. Mrs. Bruce elected president in succession to Mrs. John Seddon, resigned. Amount collected in 1936, £24.

Life-boat day.

LITTLE LEVER.—House-to-house collection.

LIVERPOOL, PORT OF.—Annual meeting on 10th March, the Lord Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., the secretary of the Institution. Efforts of the past year: House-to-house collections by the Ladies' Life-boat Guild, shipping appeal, masonic appeal. Amount collected in 1936, £2,374.

LYMM AND HEATLEY.—Life-boat day.

MACCLESFIELD.—Annual meeting on 8th March, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £127.

Life-boat days.

MANCHESTER, SALFORD AND DISTRICT:

CHORLTON - CUM - HARDY.—Bring-and-buy sale, opened by Mr. and Mrs. L. F. Behrens.

HULME.—Special meeting, Councillor D. Gosling in the chair. Guild formed. Colonel Sir Joseph Nall, D.S.O., M.P., and Lady Nall elected presidents; Councillor and Mrs. D. Gosling, Councillor and Mrs. H. Quinney and Councillor and Mrs. H. Ramsden, vice-presidents; chairman, Mrs. Swann; honorary treasurer, Mrs. Horsfield; honorary secretary, Mrs. Cowley.

ECCLIES.—Annual meeting on 11th February, the Mayor, president, in the chair. Life-boat films shown.

MANCHESTER.—Annual dinner on 9th March, Alderman Joseph Crookes Grime, O.B.E., J.P., chairman, presiding, in the absence of the Lord Mayor, supported by the Lady Mayoress and the Mayor of Salford. Speakers: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester, Salford and district branch, and the Deputy Mayoress of Middleton.

Mannequin parade by Messrs. Pauldens, Alderman Joseph Crookes Grime, O.B.E., in the chair. Speakers: Lady Nall, supported by Colonel Sir Joseph Nall, D.S.O., M.P. Concert given by the Manchester Jewish Working Men's Club Amateur Minstrels Troupe.

Life-boat days. Bebe Daniels and Ben Lyon, the variety and film artistes visited the depôts. Lectures to the Claremont, Langworthy, Ladybarn and Kersal branches of the Women's Citizens Association. Collections at the Deansgate Cinema with life-boat films shown.

PRESTWICH.—Special meeting.

RUSHOLME.—Special meetings.

SALFORD.—Special meeting, Alderman J. Hardy presiding. Supper and ball

attended by the Mayor and Mayoress. Lecture to the members of the Girls' Friendly Society at Weaste Parish Church Hall.

STRETFORD.—Annual meeting on 9th April, Lady Robinson, president and chairman, in the chair. Mrs. J. Glover and Mrs. Waters elected joint honorary secretaries.

WALKDEN.—Annual meeting on 16th March.

WHITWORTH PARK AND CHORLTON-ON-MEDLOCK.—Special meeting.

MARYPORT.—Presentation on 19th April by Colonel G. J. Pocklington-Senhouse, J.P., president, of medals and diplomas awarded by the Finnish Government to the life-boat crew for services in connexion with the wreck of the s.s. *Esbo* on 19th October, 1935. (See special report on page 306.)

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

MIDDLETON.—Annual meeting and whist drive on 6th April, the Mayor, president, in the chair. Speaker: The district organizing secretary. Mrs. Kay elected vice-president. Amount collected in 1936, £72, an increase of £17 on 1935.

Life-boat day.

MIDDLEWICH.—Annual meeting on 19th March. Speaker: The district organizing secretary. Amount collected in 1936, £21. Presentation to Mrs. Dunningham, honorary secretary, of the framed record of thanks awarded to her by the Institution.

Life-boat day.

MILLOM.—Annual house-to-house collection.

MILNTHORPE AND MOSSLEY.—Life-boat days.

NANTWICH.—Annual meeting on 17th February, Mrs. C. A. Codrington, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £75, an increase of £6 on 1935.

NELSON.—Special meeting at the house of Mrs. Rex Mayall. Speaker: The district organizing secretary.

NEW BRIGHTON.—Annual supper and entertainment to the life-boat crew.

NEWTON - IN - MAKERFIELD.—Life-boat day.

OLDHAM.—Annual meeting on 18th February, the Mayor, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Annual whist drive and dance. Amount collected in 1936, £245.

Life-boat days.

ORRELL AND PADIHAM.—Life-boat days.

POYNTON.—Life-boat day. Whist drive and dance.

PRESTON.—Annual meeting on 11th February. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, bazaar and jumble sale, arranged by Miss Gardiner. Amount collected in 1936, £290, an increase of £110 on 1935.

Life-boat day in surrounding villages.

RAINFORD.—Life-boat day.

RAMSEY.—Presentation by Mr. T. J. Reubens, chairman of the Town Commissioners, of medals awarded by the Finnish Government to members of the Ramsey life-boat crew for services in connexion with the wreck of the *Esbo* on 19th October, 1935.

RISHTON.—Annual meeting on 1st April. Amount collected in 1936, £13.
Life-boat day.

ROCHDALE.—Annual meeting on 18th February, Councillor G. J. Parker, J.P., presiding in the absence of the Mayor. Speaker: The district organizing secretary. Amount collected in 1936, £170.

ROMILEY.—Life-boat day.

SABDEN.—House-to-house collection.

SADDLEWORTH.—Annual meeting on 16th March. Speaker: The district organizing secretary. Mrs. K. C. Wilby elected honorary secretary and Mrs. Eastwood elected honorary treasurer. Amount collected in 1936, £48, an increase of £44 on 1935.

Life-boat day.

STOCKPORT.—Life-boat days. Annual whist drive and dance.

TARPORLEY.—Special meeting at the house of Mr. Marshall Brooks. Speaker: The district organizing secretary. Collection made. Lecture to members of the Tarporley Women's Institute. Life-boat day.

TURTON, UPHOLLAND, AND WAR- RINGTON.—Life-boat days.

WESTHOUGHTON.—Life-boat day. Whist drive.

WHALEY BRIDGE.—Life-boat day.

WIDNES.—Special meeting at the house of Mrs. G. Williams. Speaker: The district organizing secretary. The Mayoress elected president and chairman; Mrs. Riding and Mrs. McDonnell, joint honorary secretaries; Mrs. Ashton, honorary treasurer.

Life-boat day.

WIGAN.—Life-boat day.

WORKINGTON.—Annual meeting on 24th February. Speaker: The district organizing secretary. Mrs. J. A. Ellis elected president and Miss M. Dawson honorary secretary. Amount collected in 1936, £80, an increase of £5 on 1935.

North-East of England.

ABERFORD.—Life-boat day.

BAWTRY.—House-to-house collection.

BENTLEY AND ARKSEY.—Life-boat day.

BEVERLEY.—Whist drive.

BINGLEY.—Annual meeting on 11th February, Mrs. W. O. Roff, president, in the chair.

BLYTH.—Annual meeting on 18th March, the Mayor, president, in the chair. Efforts of the past year: Annual supper to life-boat crew, whist-drive and dance. Amount collected in 1936, £331, an increase of £14 on 1935.

BRIDLINGTON.—Annual meeting on 25th March, Captain T. L. Wickham-Boynton J.P., president, in the chair. Efforts of the past year: Whist drives, concert, life-boat day. Amount collected in 1936, £248.

BRIGHOUSE.—Life-boat day.

BRODSWORTH.—Whist drive.

CAMPSALL.—House-to-house collection.

COLLINGHAM.—Life-boat day.

CONISBOROUGH.—Whist drive.

CONSETT.—Bridge drive.

CULLERCOATS.—Whist and bridge drive.

DARFIELD.—Whist drive.

DARLINGTON.—Annual meeting on 18th March, the Mayor, president, in the chair. Efforts of the past year: Bridge and whist drives, garden party, life-boat day. Amount collected in 1936, £246, an increase of £44 on 1935.

Bridge drive and egg week.

DARRINGTON.—House-to-house collection.

DONCASTER.—Annual meeting on 8th February, the Mayor presiding. Efforts of the past year: Jumble sale, whist drive, life-boat day. Amount collected in 1936, £219, an increase of £32 on 1935.

FLAMBOROUGH.—Annual meeting on 17th February, Dr. R. C. Field, chairman, presiding. Efforts of the past year: Life-boat day and special effort. Amount collected in 1936, £203.

GATESHEAD.—Bridge drives and life-boat day.

GOLDTHORPE.—Whist drive and dance.

HALIFAX.—Annual meeting on 26th February, the Mayor, president, in the chair. Efforts of the past year: Bring-and-buy sale, bridge drives, dance, collections. Amount collected in 1936, £207.

Life-boat day.

HARROGATE.—Whist drive and dance, solo whist drive.

HEADINGLEY.—Whist drive and dance.

HECKMONDWIKE.—Bridge drive.

HEPWORTH AND SCHOLES.—House-to-house collection.

HULL.—Collection in cinemas.

KEIGHLEY.—Life-boat day.

KIRKBURTON.—Bridge and whist drive.

LEEDS.—Dance, golf-club competition.

MIRFIELD.—Bridge drive.

MORPETH.—Life-boat day.

NEWCASTLE.—Bridge drives, life-boat day.

POCKLINGTON.—Life-boat day, bridge drive.

REDCAR AND TEESMOUTH.—Dinner to crew.

ROSSINGTON.—Dance.

RUNSWICK AND STAITHES.—Dance.

SHEFFIELD.—Annual meeting on 8th April, the Lord Mayor, president, in the chair. Speaker: The Bishop of Sheffield. Efforts of the past year: Life-boat day, collection in churches, dance, American tea. Amount collected in 1936, £421, an increase of £75 on 1935.

Ball, concert.

SKELLOW AND CARCROFT.—Life-boat day.

SKELMANTHORPE.—House - to - house, whist drive and dance.

SKIPTON.—Life-boat day.

SOUTH KIRKBY.—Whist drive and dance.

SOUTH SHIELDS.—Dinner and whist drive.

SPENBOROUGH.—Social.

SPROTBOROUGH AND STAINFORTH.—Life-boat days.

SUNDERLAND.—Bridge and whist drive.

THURNSCOE.—Whist drive.

TICKHILL.—House-to-house collection.

TYNEMOUTH.—Whist drive.

WAKEFIELD.—Collection in Playhouse, whist drive.

WITHERNSEA.—Operas.

WOODLANDS.—Life-boat day.

YORK.—Special meeting on 22nd March in Mansion House, the Lady Mayoress presiding. Mrs. Gibson elected honorary secretary.

Midlands.

BADSEY.—Whist drive.

BELPER AND HEAGE.—Life-boat day.

BIRMINGHAM.—Exhibition of life-boat photographs (a special report will appear in the next issue of *The Life-boat*). Jumble sale, organized by the Ladies' Life-boat Guild. House-to-house collections at Yardley, Erdington, Hall Green, Harborne, Moseley and Weoley Castle. Whist drive arranged by Mrs. Penny, Quinton.

BLACKHEATH.—Life-boat day.

BLOCKLEY.—Whist drive.

BOURNE AND BRIGG.—Life-boat days.

BRISTOL.—Life-boat day. Lantern talk on life-boat work, by Mr. G. F. Igglesden, honorary treasurer, to British Legion at Westbury-on-Trym.

BROWNHILLS AND CIRENCESTER.—Life-boat days.

COVENTRY.—Annual meeting, the Mayor, president, in the chair. Speaker: The district organizing secretary. Amount collected in 1936, £154. Presentation by the Mayor of the life-boat picture awarded by the Institution to Mr. Orr at the Rialto Theatre.

CRADLEY HEATH AND OLD HILL.—Whist drive, arranged by Miss E. Doris Pugh.

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

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

HEANOR.—Life-boat day.

KENILWORTH.—House-to-house collection.

KIDDERMINSTER.—House - to - house collection at Bewdley.

LEAMINGTON.—Annual house-to-house week, organized by Mrs. B. A. Holding, honorary secretary of the branch.

LOUGHBOROUGH AND MELTON MOWBRAY.—Life-boat days.

NOTTINGHAM.—Annual dancing display, under direction of Miss Allen.

NUNEATON.—Dance, organized by Miss M. Bostock.

OLDBURY AND LANGLEY.—Annual meeting, Mrs. M. R. Growcott, chairman, presiding. Speaker: The district organizing secretary. Amount collected in 1936, £46, an increase of £10 on 1935.

PETERBOROUGH.—Annual meeting, Lady Winfrey, president, in the chair. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Resignation of Miss L. M. Gray as honorary secretary and appointment of Miss W. Neave. Amount collected in 1936, £216.

Whist drive at Ginton arranged by Mr. A. T. Dickinson.

SHIPSTON-ON-STOUR.—Entertainment, arranged by Women's Institute.

SMETHWICK.—Annual meeting, Mr. Samuel Smith, J.P., Deputy-Mayor, in the chair. Speaker: The district organizing secretary.

SOLIHULL.—House-to-house collection and subscription appeal.

SPALDING.—Life-boat day. Dance.

STAFFORD, STOW-IN-THE-WOLD, STROUD, TETBURY AND WARWICK.—Life-boat days.

WELLINGBOROUGH.—Life-boat day. Two lantern talks by the district organizing secretary. Whist drive.

WOLVERHAMPTON.—Life-boat day. Lantern talk to the Codsall and Brewood Women's Institutes by the district organizing secretary.

WORKSOP.—Life-boat day and house-to-house collection.

South-East of England.

ASHFORD.—House-to-house collection at Kennington.

AYLESBURY.—Life-boat day.

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

BIGGLESWADE.—Bridge drive.

BISHOP'S STORTFORD.—"Riders of the Storm" film shown with collections.

CAISTER.—Whist drive.

CANTERBURY.—Annual meeting, Captain W. Vansittart Howard, D.S.O., R.N., chairman, presiding. Speaker: Surgeon-Captain K. H. Jones, R.N., M.B., F.Z.S.,

vice-chairman of the branch. Efforts of the past year : Life-boat day, church and house-to-house collections. Amount collected in 1936, £116, an increase of £7 on 1935.

Whist drive.

CATERHAM.—Bridge drive.

CHESHAM AND AMERSHAM.—Life-boat day at Amersham.

CHICHESTER.—Address to the Rotary Club, by Mr. J. E. Francis, late honorary treasurer of the Selsey branch.

CLACTON-ON-SEA. — Annual meeting, Mr. H. J. Grant, president, in the chair. Efforts of the past year : Life-boat Sunday and boat-house collections, and life-boat day, dancing display and whist drive arranged by the Ladies' Life-boat Guild. Amount collected in 1936, £599, an increase of £148 on 1935.

Supper to the life-boat crew. The record of thanks awarded by the Institution to the chairman, Dr. J. Coxhead Cook, on his retirement, presented to him by the president, Mr. H. J. Grant. Half proceeds of a sale of work.

CRAWLEY, WORTH, AND THREE BRIDGES.—Life-boat days. Lectures to the Ifield and Three Bridges and Worth Women's Institutes.

DARTFORD AND DISTRICT, AND DOWNHAM MARKET.—Life-boat days.

EASTBOURNE.—Opening of life-boat museum. (See special report on page 298.)

Life-boat day at Heathfield. Lectures at Burwash, Chiddingfold, Heathfield Tower and Waldron Women's Institutes.

EAST DEREHAM, ELY, AND GERARD'S CROSS.—Life-boat days.

HASTINGS.—Theatre collection. Lectures at Battle and Guestling Women's Institutes.

MARLOW.—Life-boat day.

MIDHURST.—"Heroes of the Sea" film shown with collections. Lecture at Easebourne Women's Institute.

RAMSGATE. — The life-boat picture awarded by the Institution to Mrs. Dutton, honorary secretary of the Ladies' Life-boat Guild, presented to her by the Mayor at the Royal Temple Yacht Club. Captain J. Houghton, honorary secretary of the branch, presiding.

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

SELSEY.—Whist drive.

SITTINGBOURNE. — Football match (Messrs. E. Lloyd's v. London Fire Brigade).

SLOUGH.—Life-boat day.

SWAFFHAM.—House-to-house collection.

THETFORD AND TONBRIDGE.—Life-boat days.

TUNBRIDGE WELLS.—Competition at Nevill Golf Club.

UCKFIELD AND DISTRICT.—Life-boat day.

WALTON AND FRINTON.—Officers and crew of the life-boat entertained to supper by the Yacht Club. Annual dinner to the life-boat crew, Colonel A. S. Marriott, C.B.E., honorary secretary for Frinton, presiding.

Certificates of service awarded by the Institution to ex-Coxswain J. C. Byford, and to two members of the life-boat crew, on their retirement, presented by Colonel Marriott.

WELWYN.—House-to-house collection.

WESTERHAM.—Bridge evening.

WHITSTABLE AND WINSLOW. — Life-boat days.

WITHAM.—"Heroes of the Sea" film shown with collections.

WOKINGHAM.—Golf competition at East Berks Club, Crowthorne.

WOLVERTON AND DISTRICT.—Life-boat day.

WORTHING.—Annual meeting, the Mayor presiding. Speaker : Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy secretary of the Institution. Efforts of the past year : Life-boat day, church collections, collections at boat-house. Amount collected in 1936, £481, an increase of £74 on 1935.

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

Life-boat officers and crew entertained to dinner by Mr. E. A. Oakes, vice-chairman of the branch. The presentation barometer awarded by the Institution to Mr. Ellery Harris, a member of the crew, for saving the life of a fellow life-boatman when they were both washed overboard on service on 18th November last, was presented to him by Lady Vincent.

Lectures were also given at St. Michael's School, Otford, at Pluckley Women's Institute by Colonel A. C. Barnby, O.B.E., honorary secretary of the Rochester branch, at Brill and Brockham Warren, at Cobham, by Miss Margaret Power, honorary secretary of the branch, and at the Women's Institutes at Boxted, Downham (Essex), Eaton Socon, Great Horkeley, Hartfield, Jarvis Brook, Kingscote, Lambourne, Plumpton, Portslade, Rotherfield, Southover, South Woodham, Wethersfield and Worplesdon.

South-West of England.

ABINGDON.—Life-boat day.

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

BARNSTAPLE.—Life-boat days at Barnstaple and South Molton.

BATH.—Annual meeting, Sir Bertram Cubitt, K.C.B., D.L., J.P., chairman, presiding, supported by the Mayoress. Speaker : The district organizing secretary. Amount collected in 1936, £348, an increase of £18 on 1935.

Life-boat day.

BRIDPORT.—Annual meeting, Rear-Admiral C. H. Fox, C.B., president, in the chair. Speaker : The district organizing secretary. Amount collected in 1936, £89, an increase of £4 on 1935.

CHIPPENHAM, CHIPPING NORTON AND CREDITON.—Life-boat days.

CLOVELLY.—The station has lost a former coxswain by the death of Mr. Alfred Braund, who was an officer of the life-boat for 30 years.

DAWLISH.—Life-boat day in Dawlish and district.

EXETER.—Annual meeting, the Mayor in the chair. Speaker: Commander H. Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Mr. H. M. Smardon, honorary secretary of the Torbay station, attended with the coxswain of the Torbay motor life-boat, and gave an account of the service to the steamer *English Trader*. Efforts of past year: Life-boat day, whist drives and jumble sale. Amount collected in 1936, £277, an increase of £11 on 1935.

Whist drive, prizes presented by the Mayoress. Life-boat day.

FALMOUTH.—Life-boat day in Falmouth and villages.

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

HELSTON.—Whist drive.

HENLEY.—Life-boat day.

ILFRACOMBE.—American tea, organized by the Ladies' Life-boat Guild. Address by Mr. T. R. L. Green, the honorary secretary of the branch.

NEWQUAY.—Special meeting, Lieut.-Col. Sir Hugh Protheroe-Smith, O.B.E., presiding. Speaker: Colonel the Lord Sempill, a member of the committee of management of the Institution. Presentation to Mrs. Rickard of the framed life-boat picture awarded to her by the Institution.

OXFORD.—Annual meeting, the Rev. W. M. Merry, M.A., vice-president, in the chair. Speaker: Lieut.-Commander R. Fletcher, R.N. (ret.), M.P., a member of the committee of management of the Institution. Efforts of past year: Life-boat day and house-to-house collections. Amount collected in 1936, £619.

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

PAIGNTON.—Whist drives.

PLYMOUTH.—Presentation by the Viscountess Astor, M.P., president of the Ladies' Life-boat Guild, to Mrs. Charles, Mrs. Gaydon and Mrs. Scantlebury, members of the Guild, of statuettes of a life-boatman awarded to them by the Institution. Physical training display in the Guildhall, arranged by Mr. and Mrs. G. Scantlebury, the Lord Mayor presiding, supported by the Lady Mayoress and the Hon. Lady Drax.

POOLE.—Annual meeting, the Mayor in the chair. Speaker: Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy-secretary of the Institution. Efforts of past year: Life-boat day, collections at opening of gardens. Amount collected in 1936, £283.

PORTSMOUTH.—Annual meeting of the branch and Ladies' Life-boat Guild, Alderman Sir Harold Pink, J.P., chairman, presiding.

Speaker: The district organizing secretary. Efforts of past year: Life-boat day, including Havant, bridge and whist drives. Amount collected in 1936, £583, an increase of £79 on 1935.

Presentation by the Commander-in-Chief, Admiral Sir William Fisher, G.C.B., G.C.V.O., of prizes won in the life-boat essay competition. Annual bridge and whist tournament, Portsdown; prizes presented by Lady Fisher.

READING.—Special meeting of the Ladies' Life-boat Guild, Lady Abram, M.B.E., J.P., president, in the chair. Speaker: The district organizing secretary. Life-boat day.

SALCOMBE.—The station has lost an old member of its crew by the death of Mr. James Distin, who was coxswain for 26 years until 1911. From 1911 until his retirement in 1930 he was head launcher.

SALISBURY.—Life-boat day. Annual whist drive at Bemerton.

SHEPTON MALLET.—Life-boat day at Bruton.

SOUTHAMPTON.—Annual meeting, the Mayor, president, in the chair. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Efforts of past year: Life-boat day, shipping, works and theatre collections, dramatic performances, whist drives. Amount collected in 1936, £741. Presentation to Mr. J. E. Moulard of the framed life-boat picture awarded to him by the Institution, and of a clock and silver pencil from the Ladies' Life-boat Guild. Prizes presented to winners in the life-boat essay competition.

Whist drive, organized by the Ladies' Life-boat Guild. Collection at Grand Theatre. Dramatic performances by the Blenheim Players.

ST. IVES.—Annual meeting of the Ladies' Life-boat Guild.

SWANAGE.—Social, arranged by the Ladies' Life-boat Guild. Special meeting of the Ladies' Life-boat Guild. Speaker: The district organizing secretary.

TAVISTOCK AND THAME.—Life-boat days.

TORBAY.—Officials of the branch and the crew of the motor life-boat entertained to dinner by Captain Howe, of the steamer *English Trader*, from which the life-boat had rescued 52 lives on 24th January.

TORQUAY.—Annual meeting of the Ladies' Life-boat Guild, Mrs. Callard, chairman, presiding. Speaker: The district organizing secretary. Annual whist and bridge drive.

TROWBRIDGE.—Life-boat day.

WARMINSTER.—Life-boat day in Warminster and district, and life-boat film shown at the cinema.

WELLS AND WESTBURY.—Life-boat days.

WINCHESTER.—Life-boat days at Alresford, Ropley and Four Marks.

YEOVIL.—Life-boat day at Crewkerne.

Lectures at Newbury and Woolton Hill.

Scotland.

Meeting of the Scottish Life-boat Council in Edinburgh on 30th April, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the council, and a vice-president of the Institution, in the chair. Vice-Admiral the Hon. W. S. Leveson Gower, C.B., D.S.O., was appointed vice-chairman and awards were presented to honorary workers. Speakers: The Lord Provost of Edinburgh, Harriet, Lady Findlay, D.B.E., honorary secretary of the Council, Rear-Admiral R. C. Davenport, C.B., and Lieut.-Col. A. D. Burnett Brown, M.C., T.D., deputy-secretary of the Institution.

ABERDEEN.—Annual meeting on 26th February, the Lord Provost presiding. Speaker: Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Presentation to Coxswain Sinclair of the thanks of the Institution inscribed on vellum, which accompanied the bronze medal awarded to him for the service to the *George Stroud* on Christmas Day, 1935. Efforts of the past year: Life-boat day and house-to-house collection. Amount collected in 1936, £983.

Lantern lecture.

ABERLOUR.—Life-boat day.

ALLOA.—Life-boat day at Dollar.

ARBROATH.—Special meeting of the Ladies' Life-boat Guild. Speaker: Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Address by Commander Strong to the Rotary Club.

Cinema entertainment organized by the Ladies' Life-boat Guild, Provost Sir William Chapel presiding.

ARDRISHAIG.—Special meeting, Colonel Hume Greenfield of Foscadale presiding, at which the branch was reconstituted. Speakers: Mr. Alexander Blue, Dr. Matheson and the Scottish organizing secretary.

AUCHTERMUCHTY.—Life-boat day.

AYTON AND BURNMOUTH.—Military whist drive.

BANFF.—Dancing display by the pupils of the Alexandria School of Dancing, organized by Miss Lexy Wilson.

BARRHEAD AND BO'NESS.—Life-boat days.

BRIDGE OF ALLAN.—Drawing-room meeting, with lantern lecture by Captain Robert Mends, R.N.

CAMPBELTOWN.—The branch has suffered a severe loss through the death of Mr. Charles MacGrory, J.P., who had been joint honorary secretary since 1931.

CARNWATH.—Life-boat day.

DENNY.—Whist drive and dance, Provost Loney presiding. Address by the Scottish organizing secretary.

DINGWALL.—Life-boat day.

DUNBAR.—Fancy dress ball at Innerwick, organized by the Women's Rural Institute.

DUNDEE.—Annual meeting on 24th February, Mr. Ralph C. Cowper, J.P., president, in the chair. Speaker: Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Presentation to Mrs. W. P. Laird, and to Mrs. Lawson for the late Mrs. Soutar, of the records of thanks awarded to them by the Institution. Efforts of the past year: Life-boat day and house-to-house collection. Amount collected in 1936, £1,042.

DUNFERMLINE AND ROSYTH.—Concert and dancing display at Rosyth. House-to-house collection at Rosyth.

DUNOON.—Special meeting, Provost McPherson presiding, at which the Ladies' Life-boat Guild was reconstituted. Speakers: Lieut.-Commander J. Jamieson, R.N. (ret.), and the Scottish organizing secretary.

EDINBURGH.—Address to the Soroptimist Club by Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution. Bridge and whist drive, organized by the Ladies' Life-boat Guild, the prizes distributed by Harriet, Lady Findlay, D.B.E., president of the Guild, who also gave an address. Performance of "Their Business in Great Waters" by Buccleuch Church Literary Society. Performance of "Their Business in Great Waters" by the Scottish Co-operative Wholesale Society Amateur Dramatic Club. Address to the Rotary Club by Rear-Admiral R. C. Davenport, C.B., Commanding Officer, Coast of Scotland. Life-boat day. Lantern lectures.

EYEMOUTH.—Song recital and lantern lecture, organized by the Townswoman's Guild.

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

FORRES.—Life-boat day.

FRASERBURGH.—Special meeting, Provost Walker presiding, at which a branch of the Ladies' Life-boat Guild was formed. Speakers: Lady Saltoun, ex-Provost A. G. Brown and the Scottish organizing secretary. Badges were presented to Guild members by Lady Saltoun. Lantern lecture.

GALASHIELS.—Annual meeting on 9th March, Mrs. Macpherson Brown presiding. Speaker: Mr. William Bertram, J.P., honorary secretary of the Dunbar and Skateraw branch. Efforts of the past year: Daffodil day. Amount collected in 1936, £55.

GLASGOW.—Mannequin parade, with speeches by Harriet, Lady Findlay, D.B.E. honorary secretary, Scottish Life-boat Council, and Mrs. John J. D. Hourston, O.B.E., J.P., president, Ladies' Life-boat Guild.

Lantern lecture.

KEITH.—House-to-house collection.

KELSO.—Jumble sale.

KILMARNOCK.—Annual meeting of the Ladies' Life-boat Guild on 7th April, Lady Rowallan, president, in the chair. Speaker: The Scottish organizing secretary. Efforts of the past year: Life-boat day, dancing display

and church service. Amount collected in 1936, £182, an increase of £24 on 1935.

KILSYTH.—Life-boat day.

KIRKCUDBRIGHT.—Special meeting at which the life-boatman's certificate was presented to Mr. William Robson in recognition of twenty years' service as a member of the crew. Mr. Alexander Allan, honorary secretary, presided, and ex-Provost Mackenzie and Coxswain George Parkhill took part.

LAMINGTON.—Life-boat day.

LERWICK.—Cake-and-candy sale.

METHIL.—Concert.

NAIRN.—Bridge drive.

NEWBURGH.—Military whist drive and dance, organized by the Ladies' Life-boat Guild.

PAISLEY.—Life-boat day. Bridge drive, organized by the Ladies' Life-boat Guild, with address by the Scottish organizing secretary.

SALTCOATS.—Special meeting, Provost Gaul presiding, at which a branch of the Ladies' Life-boat Guild was formed. Speakers: Captain Cunningham and the Scottish organizing secretary. Badges were presented to Guild members by Provost Gaul.

STIRLING.—Special meeting, the Viscountess Younger of Leckie presiding. Speaker: Commander Henry Strong, R.D., R.N.R. (ret.), a member of the committee of management of the Institution.

TROON.—Joint service in St. Meddan's Church, conducted by the Rev. Thomas Fitch, B.D.

VALE OF LEVEN.—Whist drive and dance.

WEST KILBRIDE.—Golf tournament.

WHITBURN.—Life-boat day.

WICK.—Whist drive.

Lantern lectures at Bannockburn and Coatbridge.

Ireland.

BALLYCOTTON.—Presentation of service certificates by Sir Godfrey Baring, Bt., chairman of the Institution, to retired members of the life-boat crew. Meeting of committee and supporters. Speaker: Sir Godfrey Baring, Bt.

BALLYDEHOB.—Life-boat day.

BANGOR.—Annual meeting, the Mayor presiding. Amount collected in 1936, £171, an increase of £10 on 1935.

BELFAST.—Annual meeting, the Right Hon. H. M. Pollock, D.L., M.P., in the chair. Speakers: Mr. R. E. Workman, chairman of the branch, Commander Oscar Henderson, C.V.O., C.B.E., D.S.O., R.N. (ret.), Mr. H. H. Stewart, Col. Thomas Sinclair, M.D., and the district organizing secretary. Amount collected in 1936, £1,296, an increase of £259 on 1935.

Dinner-dance in honour of the visit of Sir Godfrey Baring, Bt., chairman of the Institution, the Lord Mayor presiding.

Proceeds from the sale of programmes at the Ulster schools cup final benefit match kindly given by the Ulster branch of the Irish Rugby Football Union.

CORK.—Special meeting, Coroner J. J. Horgan, chairman, presiding. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

DUBLIN.—Combined annual meeting of branch and Ladies' Life-boat Guild, the Right Hon. Andrew Jameson, P.C., presiding. Speakers: Sir Godfrey Baring, Bt., chairman of the Institution, Mr. and Mrs. David Barry, Major Arthur Whewell, chairman of the special effort committee, Mr. W. McCracken, Mrs. Crampton Walker, Mrs. Garrett Hardman, Mr. J. F. Boydell, Captain de Lacy, Mr. B. J. Newcombe, assistant secretary, and the district organizing secretary. Amount collected in 1936, £1,188, an increase of £53 on 1935.

Annual life-boat ball.

LARNE.—Annual meeting, Mrs. T. K. Johnston, president, in the chair. Amount collected in 1936, £75.

LONDONDERRY.—Annual meeting, the Mayor in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution. Amount collected in 1936, £28, not including Life-boat day held after the 30th September.

PORTRUSH.—Special meeting, Sir Francis Maenaghten, Bt., president, in the chair. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

WICKLOW.—Special meeting, Mr. A. W. Irwin, chairman, presiding. Speakers: Mr. R. Lees, late honorary secretary, the district inspector and the district organizing secretary. Mr. Lees elected president following his resignation after serving for over thirty-seven years as honorary secretary. The Rev. J. F. Doyle, C.C., appointed honorary secretary.

Wales.

(Including Herefordshire, Monmouthshire, and Shropshire.)

ABERTILLERY.—Annual meeting on 18th March. Mrs. A. H. Dolman, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day. Amount collected in 1936, £14, an increase of £5 on 1935.

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

BEAUMARIS.—Annual meeting on Monday, 8th March, Mrs. J. H. Burton, president, in the chair. Miss J. Clegg elected honorary secretary in place of Miss Briercliffe, resigned. Amount collected in 1936, £50.

BEDWAS.—Life-boat dance, organized by the Ladies' Life-boat Guild.

(Continued on page 320.)

INCOME AND EXPENDITURE FOR 1936.

Expenditure.

Life-boats :—	£	s.	d.	£	s.	d.
New life-boats for the following stations :—On account—						
Blackpool, Boulmer, Cloughey, Cullercoats, Eyemouth,						
Fraserburgh, Gourdon, Howth, Hythe, Kilmore, North						
Sunderland, Peel (I. of M.), Port Patrick, Port St. Mary,						
St. Abb's, St. David's, St. Helier, Seaham, Sheringham,						
Sunderland, Wells, Yarmouth (I. of W.)	62,377	19	10			
Provision and Upkeep of Cowes Office and Store	963	6	7			
Alterations and Repairs to Life-boats	20,019	12	6			
Consulting Naval Architect	370	19	2			
Salaries of Superintendent, Engineer, Surveyors, Assistant						
Surveyors of Life-boats and Machinery, Draughtsmen,						
and Clerical Staff	11,454	13	8			
Travelling Expenses	4,051	11	10			
Pensions under the Pension Scheme	459	17	—			
Contributions to Superannuation and Provident Fund	282	16	—			
				99,980	16	7
Life-boat Carriages and Tractors :—						
New Carriages	3,185	19	11			
Alterations and Repairs to Life-boat Carriages	431	18	4			
New Tractors	1,200	—	—			
Repairs to Tractors	983	6	6			
Salaries of Assistant Surveyor of Carriages, and Tractor						
Engineer	696	—	—			
Travelling Expenses	571	—	2			
Contributions to Superannuation and Provident Fund	34	10	—			
				7,102	14	11
Life-boathouses and Slipways ---						
New Construction and Adaptation	21,132	11	5			
Repairs and Maintenance	7,272	17	10			
				28,405	9	3
Life-boat Stores				15,552	4	2
Life-boat Storeyard at Poplar, including Taxes, Insurance						
and Repairs	4,206	12	—			
Salaries of Superintendent of Stores, Storekeeper and						
Clerical Staff and Wages of Manual Workers	17,697	14	—			
Pensions under the Pension Scheme	281	—	—			
Contributions to Superannuation and Provident Fund	114	19	11			
Storeyard Extension Work	39	15	—			
				22,340	—	11
Payments in connexion with Life-boat Stations, such as						
Repainting and other Small Repairs to Life-boats, Life-						
boat Carriages, and Life-boathouses, done locally ; Con-						
veyance of Boats, Carriages and Stores ; Postages, etc.	12,058	13	9			
Salaries of Assistant Secretaries, etc., of Stations	340	2	—			
				12,398	15	9
Wages, Rewards and other payments to Coxswains,						
Motor Mechanics and Crews :—						
Cost of Wreck Services, including Rewards to Life-boat						
Crews and others, Special Rewards and Recognitions,						
Medals and Vellums	7,832	19	9			
Grants to men injured in the Life-boat Service	312	12	4			
Fees of Coxswains, Bowmen and Signalmen, Wages of						
Motor Mechanics, etc.	32,910	2	4			
Payments to Life-boat Crews and Launchers for exercises	6,189	3	8			
Pensions and Retiring Allowances to Coxswains, Bowmen						
and Signalmen	3,662	13	5			
Pensions and Grants to Relatives of deceased Life-boatmen						
and others	1,625	13	—			
Pensions under the Pension Scheme to ex-Permanent						
Crews of old Steam Life-boats, etc.	662	11	11			
				58,195	16	5
Carried forward				238,975	18	—

Income.				£	s. d.	£	s. d.
Subscriptions, Donations, etc. —							
General Subscriptions to Headquarters	—	—	—	6,396	16 5		
„ „ through Station Branches	—	—	—	6,693	6 1		
„ „ through Financial Branches	—	—	—	18,154	2 5		
„ Donations to Headquarters	—	—	—	6,742	15 9		
„ „ through Station Branches	—	—	—	20,304	1 9		
„ „ through Financial Branches	—	—	—	51,388	1 6		
Contributions from Harbour Authorities towards upkeep of Life-boat Stations	—	—	—	1,836	8 9		
Contribution Boxes (Headquarters)	—	—	—	196	2 5		
„ „ (Station Branches)	—	—	—	6,521	9 2		
„ „ (Financial Branches)	—	—	—	913	11 3		
				119,146 15 6			

Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments— Donaghadee, Margate, Southend-on-Sea, Walmer and Whitehills	—	—	—	—	—	1,401	7 5
Hollon Life-boat Fund (per the Charity Commissioners)	—	—	—	—	—	25	5 —
Bevan Reward Fund (per the Charity Commissioners)	—	—	—	—	—	208	5 —
						1,634 17 5	

Income from Investments :—

Dividends and Interest on Investments	—	—	—	—	45,154	2 9
Less Income Tax deducted	—	—	—	—	5,573	2 6
						39,581 — 3

Special Purposes Trust Fund Income	£	s. d.
Account	—	—
„ „ „ „ „ „ „ „	1,781	7 4
Less Transfer to Special Purposes and Maintenance Fund	—	—
„ „ „ „ „ „ „ „	247	15 7
		1,533 11 9

Less Transfer to General Subscriptions, Station Branch Contributions, and Financial Branch Contributions	—	—	476	5 7
				1,057 6 2
Income Tax recovered	—	—	—	6,105 5 2
				46,743 11 7
Carried forward	—	—	—	167,525 4 6

Expenditure.

	£	s.	d.	£	s.	d.
Brought forward - - - - -				238,975	18	-

Life-boat Inspectors :—

Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -	7,390	11	3			
Travelling Expenses - - - - -	2,122	6	6			
Pensions under the Pension Scheme - - - - -	749	17	-			
Contributions to Superannuation and Provident Fund - - - - -	198	1	4			
				10,460	16	1

Administration :—

One-half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Principal Clerk, Accountant, and Clerical Staff - - - - -	4,604	2	9			
Rent, Leasehold Depreciation, Rates, Taxes, £ s. d.						
Lighting, Heating, Insurance, etc. - - - - -	2,033	1	4			
Insurance under Workmen's Compensation, National Health and Unemployment Insurance Acts - - - - -	877	1	6			
Commissionaires and Watchman - - - - -	497	12	8			
Telephones, Postages and Parcels - - - - -	1,015	3	6			
Pensions under the Pension Scheme - - - - -	1,573	2	-			
Travelling and other Expenses of Chairman and Committee of Management - - - - -	766	6	1			
Contributions to Superannuation and Provi- dent Fund - - - - -	267	3	5			
	7,029	10	6			
Less estimated amount chargeable to raising of funds and publicity - - - - -	3,514	15	3			
				3,514	15	3
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -	1,431	19	9			
Auditors' Fee - - - - -	315	-	-			
Law Expenses - - - - -	492	16	8			
Repairs and Improvements to the House of the Institution - - - - -	48	5	-			
				10,406	19	5
Expenses <i>re</i> the Estate of the late Mrs. F. McLorg - - - - -				50	-	-
" " " " Mr. J. W. Rider - - - - -				14	11	8

[Expenses connected with raising of funds and publicity :—

One-half of Salaries of Secretary, Deputy Secretary, Assis- tant Secretary, Principal Clerk, Accountant and Clerical Staff (as above), and Salary of Publicity Secretary, etc. - - - - -	5,606	12	9			
Salaries of District Organizing Secretaries and Clerical Staff - - - - -	8,006	11	9			
Travelling Expenses of District Organizing Secretaries - - - - -	2,146	8	10			
Annual General Meeting - - - - -	181	19	9			
Advertising and Appeals - - - - -	6,477	19	7			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. - - - - -	11,024	15	3			
Printing and Binding the Annual Report and <i>The Life-boat Journal</i> - - - - -	2,181	10	9			
Pension under the Pension Scheme - - - - -	263	10	-			
Salaries and Commissions of Assistant Secretaries, etc., of Branches - - - - -	4,467	7	9			
Contributions to Superannuation and Provident Fund - - - - -	313	11	-			
Estimated proportion of Administration Expenses as above - - - - -	3,514	15	3			
				44,185	2	8

TOTAL EXPENDITURE - - - - -	£304,093	7	10
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Income.									
								£	s. d.
Brought forward	-	-	-	-	-			167,525	4 6
Sundry Receipts :—									
Sale of old Life-boats, Life-boat Carriages, Life-boathouses, Condemned Stores, etc.	-	-	-	-	-	2,457	12	5	
Sale of <i>The Life-boat Journal</i> , Advertisements, etc.	-	-	-	-	-	59	19	1	
Rentals of Freehold and Leasehold Premises <i>less</i> Rates, Repairs, etc.	-	-	-	-	-	1,088	11	8	
								3,606	3 2
Ordinary Income	-	-	-	-	-			171,131	7 8
Legacies for General Purposes	-	-	-	-	-			79,446	14 7
Gifts and Legacies for Special Purposes :—									
Income only available :—									
Legacies	-	-	-	-	-	7,375	13	9	
								7,375	13 9
Capital available :—									
Legacies	-	-	-	-	-	12,584	7	6	
Special Gifts	-	-	-	-	-	23,376	18	4	
								35,961	5 10
								43,336	19 7
TOTAL RECEIPTS	-	-	-	-	-			293,915	1 10
Deduct :—									
Transfer to General Endowment Fund	-	-	-	-	-	7,375	13	9	
Transfer to Special Purposes and Maintenance Fund	-	-	-	-	-	35,961	5	10	
								43,336	19 7
Total Receipts available for General Purposes	-	-	-	-	-			250,578	2 3
Add :—									
Transfer from Special Purposes and Maintenance Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations	-	-	-	-	-			32,413	4 2
Balance charged to General Purposes Fund	-	-	-	-	-			21,102	1 5

£304,093 7 10

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1936, and of the Branches for the year to 30th September, 1936.

CARDIFF.—Annual meeting on 13th April, the Lord Mayor, president, in the chair. Speaker: Commander Henry Strong, R.D., R.N.R., a member of the committee of management of the Institution. Efforts of the past year: Life-boat day, dance, garden fête, ships' collections. Amount collected in 1936, excluding the life-boat day held in October, 1935, £321.

Lantern lecture at Cardiff prison.

LLANDUDNO.—Annual meeting on 3rd March, the Hon. Mrs. H. Lloyd-Mostyn, president, in the chair. Speaker: The district organizing secretary. Presentation by president of the binoculars awarded by the Institution to Mr. J. J. Marks, M.A., honorary secretary of the station, and the life-boatman statuettes awarded by the Institution to the following honorary workers: Miss D. J. Adams, honorary secretary of the Ladies' Life-boat Guild, Mrs. McNeil, Miss Bevan, Miss Merry and Miss Owen, collectors. Amount collected in 1936, £298, an increase of £51 on 1935. The Hon. Mrs. H. Lloyd-Mostyn and Mr. J. J. Marks entertained those present to tea.

LLANELLY.—Life-boat day.

LUDLOW.—House-to-house collection.

THE MUMBLES.—The station has lost an old member of its crew by the death of Mr. William Jenkins, who was one of the seven survivors of the Mumbles life-boat disaster of 1903.

Whist drive and dance organized by the Swansea Ladies' Life-boat Guild.

NEWPORT (MON.).—Annual life-boat dance organized by the Ladies' Life-boat Guild.

PENARTH.—Annual life-boat dance, organized by the Ladies' Life-boat Guild.

PONTYPRIDD.—Annual meeting on 12th March, Mrs. Edgar Jenkins, president, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, house-to-house collections. Amount collected in 1936, £57.

Life-boat day and house-to-house collection.

SHREWSBURY.—Annual meeting on 27th April, Captain Sir Edward J. Headlam, C.S.I., C.M.G., D.S.O., president, in the chair. Speaker: The district organizing secretary. Captain C. G. Robinson, R.N., elected president in succession to Captain Sir Edward Headlam. Efforts of the past year: House-to-house collections. Amount collected in 1936, £140, an increase of £3 on 1935.

SWANSEA.—Annual meeting on 14th April, Mr. C. C. Vivian, J.P., honorary treasurer, in the chair. Speaker: Commander Henry Strong, R.D., R.N.R., a member of the committee of management of the Institution. Efforts of the past year: Whist drives and dances, life-boat day, and cinema collections. Amount collected in 1936, £214, an increase of £19 on 1935.

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

TENBY.—Annual meeting on 20th April of the Ladies' Life-boat Guild. The Mayoress, Mrs. H. Allen, in the chair. Speaker: The district organizing secretary. Efforts of the past year: Life-boat day, hotel and cinema collections, whist and bridge drives, dances. Amount collected in 1936, £106.

WREXHAM.—Joint flag day with the British Sailors' Society.

Notice.

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

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

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

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

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