

THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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THE LIFE-BOAT FLEET

Motor Life-boats, 149 :: Pulling & Sailing Life-boats, 15

LIVES RESCUED

in the first eight months of war	-	-	-	1,922
from the foundation of the Institution in 1824				
to 30th April, 1940	-	-	-	68,557

The Navy's Tribute to the Life-boat Service.

"EXEMPLARY COURAGE WITHOUT THOUGHT OF SELF."

ON 8th February, 1940, the Institution received the following letter from Sir Archibald Carter, K.C.B., K.C.I.E., Permanent Secretary to the Admiralty:

"I am commanded by My Lords Commissioners of the Admiralty to inform you that they are deeply impressed by the fine services of the crews of the National Life-boats, especially those on the East Coast, which already in the first few months of warfare have achieved the saving of so many valuable lives.

"They are aware that these services have been given in foul weather, high seas and bitter cold, with an exemplary spirit of courage and endurance, in which, without fear or thought of self, the Life-boatmen have never spared their strength and skill in helping their brother sailors in distress from the dangers of the sea and the violence of the enemy; and that in a long and great tradition the calls on their seamanship and hardihood have never been so heavy, or more gladly answered.

"On behalf of the Royal Navy, My Lords beg the Royal Life-boat Service to accept, as from seamen to seamen, this brief tribute to the spirit and exploits of the Life-boatmen in time of War."

To this letter the Secretary of the Institution, Lieut.-Col. C. R. Satterthwaite, O.B.E., replied:

"I beg leave to acknowledge the receipt of your letter of the 8th February, conveying the approval of the Lords Commissioners of the Admiralty of the work of the life-boats during the past months of war. Copies of your letter will be sent to all life-boat stations in England, Scotland, Wales and Northern Ireland; and Their Lordships' commendation, with the good wishes of the Royal Navy, will give the greatest encouragement to the life-boat crews in the service which they are proud to render to the common cause.

"Their Lordships may be confident that, no matter what additional perils and difficulties war may bring, the life-boats of this Institution will continue to render such service as may be possible to vessels in distress from any cause, be they British or Allied, neutral or enemy. In this work the life-boat crews have already received, on very many occasions, most valuable assistance from ships, Officers and ratings of the Royal Navy, and they would wish that their appreciation of this help might be made generally known."

Winter and War.

EVEN if there had been no war the winter of 1939 to 1940 would have been one to try the endurance of the life-boat crews to the utmost. To the gales and high seas was added a cold so severe and so prolonged as scarcely to have been known before in the waters round the British Isles.

The Great Yarmouth and Gorleston life-boat was out for four and a half hours in a very heavy sea and snow squalls in the middle of January. As the seas broke over her deck they froze into a solid mass. The spray on the oilskins covered the men in an armour of ice. Their life-belts had to be broken off them when they landed, and the whole life-boat was so thickly coated with snow and ice that, when she returned in the darkness, she looked, as one onlooker described it, "as if she had been smothered in tallow from a giant candle." The coxswain's own phrase to describe that hard journey was characteristically laconic: "We have never had so bad a washing."

Crew Frostbitten.

On another afternoon of January the Wells life-boat went out to search for a tug disabled and drifting in the Wash. The sea was rough. The cold was intense. After travelling nearly six hours, the life-boat began her search at half-past nine at night. She searched all likely places, but found nothing. The tug, in fact, had got in unaided. The life-boat then made for King's Lynn, to refuel. When she attempted to put out again she was fast frozen in the ice, and the flowing tide carried her and the ice together up the river until a tug was able to tow her clear. Then she made for her station again. She did not arrive until the afternoon of the following day. She had been out for twenty-two hours, and was covered with ice an inch thick. Her crew had not been able to get any food in all that time and they were all suffering from frost bite.

91 Launches in 12 Days.

Such was the weather which would have made the winter of 1939 to 1940 memorable even if there had been no

war. For two months the severe cold continued, with only one short break, from shortly before Christmas until towards the end of February. When to these arctic rigours are added the full perils of war, and when it is remembered that in twelve days during that bitter weather—from 29th January to 9th February—there were 91 launches of life-boats to vessels in distress, it can be seen that the past winter has put upon the life-boat crews a strain, not only of exertion but of suffering, such as they have never known before.

By the end of the first six months of war life-boats had been launched on service 676 times and had rescued 1,774 lives. They had rescued more lives in those six months of war than in the last four years of peace. Now, after eight months, the figures stand at 816 launches and 1,922 lives.

Stations on the East Coast.

Of those stations on the East Coast which have been conspicuous since the outbreak of war, Walmer has, in the first eight months, been launched 40 times and rescued 85 lives; Cromer has a record of 34 launches and 115 lives; Margate 32 launches and 104 lives; Ramsgate 31 launches and 69 lives; the Humber 29 launches and 189 lives; Great Yarmouth and Gorleston 28 launches and 52 lives.

On the east coast of Scotland, Fraserburgh has been out 14 times; Wick and Peterhead 10 times each; Broughty Ferry 9 times; and those four stations have rescued between them 53 lives.

Sixty-Four Medals.

In the first eight months of war sixty-four medals were awarded for gallantry, 1 gold, 20 silver, 43 bronze. They were won by twenty stations. In the same time the Institution paid in rewards to crews and launchers £14,908. Though the brunt of the rescues of the war has been borne by the east coast, that coast has had no monopoly in gallantry. Those medals have been won all round Great Britain. The outstanding station has been the Humber.

Not only has it rescued 189 lives, but it has won 1 gold, 6 silver and 1 bronze medal. Its coxswain, Robert Cross, has won the gold medal, the silver medal, the thanks of the Institution on vellum, and a special letter of thanks for four separate services. That is a record of gallantry without equal in the history of the Institution.

The Full Perils of War.

These figures are impressive, but no figures—and indeed no words—can do full justice to the great achievement of the life-boat crews. Only those who are themselves sailing the seas, who know, by personal experience, the unrelieved strain of watching for the sudden destruction which may rise upon them from the waters or fall upon them from the air—only they can know what the saving of those 1,922 lives has meant in courage and endurance, in coolness of action when faced by sudden emergency, in seamanship, in ceaseless vigilance.

Once at sea the life-boatmen take their lives in their hands. Cromer went out to the help of an Italian steamer which had been sunk by enemy action. She took on board her crew. While she was engaged in this work a German aeroplane circled round her and then attacked with bombs and machine-guns a trawler a mile away. Again she circled over the life-boat and again came down to attack the trawler. The life-boat made at once for the trawler, and the coxswain went aboard. He found the captain injured, the engines out of action. The life-boatmen gave first aid, and for three hours towed the trawler until her engines were repaired and she could go on her way.

Rescue under Fire.

At Arbroath the life-boat was only a quarter of a mile from a hopper-barge, to whose help she was going, when two German bombers appeared out of the mist and attacked the barge with bombs and machine-guns. Both passed only a few feet above the life-boat, but she did not alter her course. She made straight for the barge. Ten bombs dropped close to the life-boat. Their explosion, her crew said after-

wards, "seemed to lift the life-boat out of the water and made all the air-cases inside her rattle." But she went on and rescued seven of the barge's crew. Two had already been killed in an earlier attack from the air.

These are two of the services which the life-boats have carried out in the midst of the war-fare on the North Sea. Those east coast life-boats have put out again and again knowing themselves, as soon as they launched, to be in imminent peril. In these words, one honorary secretary of an east coast station describes those journeys to the rescue, made sometimes twice and thrice in one day:

"Frequent explosions are heard in the town, many in one day, of drifting mines striking the sands. Only very subdued navigation lights are permitted on the life-boat, searchlights not at all. The sea is dotted with sunken wrecks, unbuoyed and unlighted, and on moonless or overcast nights, the men are without assistance to safety during their passages other than their trust in God and their own stout hearts. Add to all this, gales of wind, high seas, heavy rain or snow squalls, when the presence of floating or submerged dangers is much more difficult to detect. It is doubtful if any other section of the community has to contend with equal obstacles. Certainly there is no other section which carries out its duties so cheerfully and with such persistent heroism."

Two Lives Lost

Those 816 launches have been made, those 1,922 lives rescued, with the loss of only two lives. They were both lost at Whitby on the night of 3rd February when, in intense darkness, with no lights showing, the life-boat was feeling its way among the rocks at the foot of the cliffs in search of a Belgian steamer. A huge sea rose out of the darkness and as it broke it hit the life-boat on the side. The coxswain was flung overboard, but he kept his hold on the wheel and dragged himself aboard again. As he did so he felt the life-boat touch bottom. She touched again. She was in extreme peril. With his left arm injured, and half blinded with blood from a cut on his head, the coxswain brought her out

into deeper water. It was impossible to see who was on board and who was not. The coxswain called the roll. Neither the second coxswain nor the bowman answered. Both had gone overboard in the darkness, unseen and unheard.

The two men were John Dryden and Christopher Wale. Both were old life-boatmen of long experience. Both had returned to the life-boat to take the place of men who had left it on account of the war. Christopher Wale had taken the place of his own son who is serving in the navy.

The coxswain, injured though he was, had brought the life-boat out of a place where it was a miracle that she had not been wrecked with the loss of all her crew. There was nothing more that he could do and he returned to harbour. But Whitby men are not easily defeated. The life-boat put out again in the darkness with another crew, to find again that among the unseen rocks a rescue was impossible. She put out a third time at daybreak, but by then four of the Belgian crew, had been rescued from the shore. Of six more men on board there was no sign. They had been drowned. That story of a gallant failure, in which two lives were lost, shows the spirit of the service more clearly, perhaps, even than its resounding successes.

Generous Gratitude.

Admiration and gratitude for the work of the service during these eight months of war have been shown by hundreds of unsolicited gifts of money and of woollen comforts for the crews. Enough gloves, mittens, helmets,

scarves, jerseys, socks and sea-boot stockings, have been received to equip over twenty life-boat stations.

The gifts of money have been of all amounts from a few pence to a thousand pounds. They have come from individual men and women; from Women's Institutes; from special bodies of people collecting and working for war charities; from A.R.P. workers; from members of the Auxiliary Fire Service; from the police. They have come from all parts of the world. Two consecutive days brought cheques from Southern Rhodesia, Toronto, Rome, New South Wales, Malta, Durban, New Zealand, Chicago, Pietermaritzburg and the Orange Free State.

A cheque from the United States came from an Englishman who did not expect, so he wrote, to take any active part in the war, being in his seventy-sixth year, but he was trying to help in other ways. "I am from Portsmouth so I know the worth of the work the life-boatmen are carrying on. It takes real men for their work, and they are men."

The cheque from Durban came with this letter: "Part of this gift is from my elder son's money and part from me. My boy was killed in a flying crash not long ago at home. He was always interested in your splendid work and the life-boats, and I have very happy memories of him when we had our morning swim off the life-boat's slipway at St. Mary's, Scilly! I am sure I am carrying out his wish in this manner. I am from West Cornwall where some of your men were my friends."

So are Britons overseas remembering their life-boat service in time of war.

House-to-House Collections Act, 1939.

UNDER the new House-to-House Collections Act, which came into operation on the 1st March, 1940, all collections made from house to house or door to door are controlled by regulations and licences issued by the police.

The Institution has been granted an order of exemption which frees branches from the necessity of obtaining a police licence or permit, but the

regulations governing the conduct of such collections must be observed. A summary of the regulations and requirements under the act has been prepared for the use of honorary secretaries of branches and organizers of appeals, and may be obtained on application to the district organizing secretaries or to the headquarters of the Institution.

Three Fine Services by the Humber Life-boat.

102 Lives Rescued in Five Weeks.

IN the course of five weeks of the war, from 10th October to 14th November, 1939, the motor life-boat at the Humber was out on service ten times and rescued 102 lives. For three of these services Coxswain Robert Cross was awarded a clasp to his silver medal for gallantry, the thanks of the Institution inscribed on vellum, and a special letter of thanks.

The first of these three services was on 10th October. At 4.20 in the morning the watchman saw a vessel heading for the beach. He gave the alarm and the motor life-boat *City of Bradford II* was launched at 4.55. A gale had been blowing. It had dropped to a fresh wind, from the south-south-west, but it had left a very heavy sea running. Twenty minutes after launching the life-boat found the steam trawler *Saltaire*, of Grimsby, aground on the Inner Binks. She was rolling, her gunwales right under, and the seas were breaking over her. The trawler was lying head off shore, so the coxswain anchored to windward, and dropped down on his cable. By the light of his searchlight he got alongside and held the life-boat there while the nine men of the trawler's crew jumped aboard. One of the men fell between the trawler and the life-boat, but he was pulled aboard before the seas had flung them together again. At 6.30 the rescued men were landed.

In Peril a Second Time.

At low water it was possible to walk out to the *Saltaire*, and by now the wind had dropped. Her crew, with the owner's agent, returned to her, and a wire was run out to seaward for a tug to pick up. It was hoped to tow her off at high tide, but as the tide rose the wind went round to the eastward and freshened. The sea got up rapidly and the *Saltaire* was swung broadside on to the seas and fell over to seaward. She lay at an angle of 40 degrees, with seas breaking right over her. Her crew took shelter in the wheelhouse. The life-boat crew had been watching and

they launched at once. It was then two in the afternoon.

There was not enough water between the *Saltaire* and the shore for the life-boat to get to leeward of her, and on the windward side it was impossible to approach because, lying at an angle as she was, her masts were in the way. The only way to rescue her crew was to haul them through the water in a breeches buoy. The coxswain anchored to windward; paid out a little cable; made fast another rope to the cable from the starboard quarter; and then, by going ahead and astern on his engines, he kept the ropes taut and held the life-boat steady while a line was fired over the wreck. Ropes, a tail block and a lifebuoy from the life-boat were then hauled across by the trawler's crew, but they had very great difficulty in finding a point sufficiently high for fastening the block.

A Difficult Rescue.

In the end, with the seas breaking over them, they succeeded in making it fast to the top of the wheelhouse. Then came another great difficulty, to get into the buoy with the deck at so sharp an angle and seas smashing over it. Three of the men had succeeded, and had been hauled through the surf to the life-boat, when some nets and other gear were washed out of the trawler and fouled the ropes and buoy. Another line had to be fired; another block sent over to the wreck and made fast; then the work of rescue began again, and another four men were hauled into the life-boat. Three were still on the wreck.

It was now over an hour since the life-boat had anchored. The strong flood tide, the wind blowing across the tide, the shallow water, the heavy seas—all this had made it extraordinarily difficult to keep the life-boat close enough to the wreck for the buoy to be drawn backwards and forwards, and at the same time to prevent the life-boat from being flung on to her. At times they were thirty yards apart, at times nearly touching. But the

coxswain was most skilful in handling the life-boat, and his crew most skilful in working the buoy through the breaking seas, and getting the rescued men aboard. It was the proof of their skill that not one of the seven men was hurt. But the other three, who for over an hour had watched their comrades being hauled through the seas, could not face it themselves. They preferred to be rescued from the shore, and a party of soldiers hauled them through the surf. Two of them were badly hurt. At 3.30 the life-boat left the wreck and twenty minutes later was landing the rescued men.

A Danish Ship Sunk by Enemy Action.

On the afternoon of 3rd November, 1939, the s.s. *Canada*, of Copenhagen, bound for Hull, was badly holed by enemy action when twenty miles north-east of the Humber, and one of her holds filled with water. Forty of her crew, including five stewardesses, left her in three boats and were picked up by the Norwegian steamer *Ringhorn*. The captain and thirteen men remained aboard the *Canada*.

At 5.40 the Humber life-boat station received the news and four minutes later the life-boat was away. A moderate wind was blowing from the south-east. The sea was very rough. An hour and three-quarters later she found the *Canada* at anchor about a mile and a half from the shore off Holmpton. The life-boat sent a message by Morse to the coastguard for the help of tugs. Five arrived just after midnight, but in the heavy seas they could do nothing. The steamer was gradually filling. Her decks forward were awash. She had a list.

The life-boat stood by until daylight, when the captain of the *Canada* shouted to her to come alongside and take him to the nearest telephone to report to his agents. The life-boat could not leave as the men on the *Canada* were in danger, but she took the captain off and put him aboard one of the tugs which were returning to the Humber. By this time the steamer had a list of 45 degrees.

Just in Time.

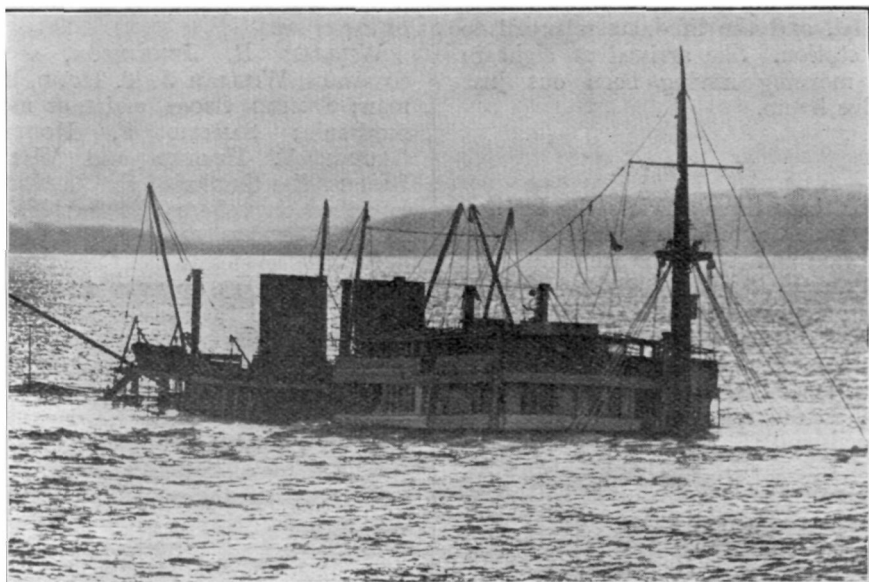
The life-boat continued to stand by and the weather was getting steadily

worse. At ten in the morning the first mate of the *Canada* signalled that he wished the rest of the crew to be taken off. By this time the decks were awash, and the deck cargo of timber was floating all round the ship. Through this the coxswain took the life-boat, which was slightly damaged by the timber, and got alongside the sinking steamer. By 10.30 the thirteen men were on board the life-boat. She had lost no time in rescuing them and there had been no time to lose. Five minutes later the *Canada* heeled over on her broadside, and her crew on board the life-boat stood at attention with their caps in their hands as she went over.

Half an hour after midday the life-boat was back at her station. She had been out for eighteen and a half hours, and it had been a long, arduous and difficult service.

To the Help of a Greek Steamer.

Eleven days later, on the 14th November, the Humber life-boat was again out to the help of a foreign steamer, the *Georgios*, of Piraeus. It was eight at night when the life-boat was launched. The night was very dark. A moderate wind was blowing from the south, with squalls. The sea was very rough. The life-boat found that the steamer had run on the wreck of the *Canada*. She turned her searchlight on her. The *Georgios* seemed a complete wreck and there was no one on board. The life-boat searched in all directions, but found nothing. Then a red flare was seen and the coxswain took its bearing and made for it. He found the twenty-one men of the crew of the *Georgios* and a North Sea pilot in two of the ship's boats, drifting helplessly. By this time the wind had increased to gale force. The coxswain manoeuvred so as to get the boats under the life-boat's lee and the twenty-two men were quickly rescued. They had very little clothing and their boats would soon have foundered in the very heavy seas. The life-boat then made for Grimsby. It was just after half-past nine. She reached Grimsby at 3.15 in the morning. During the whole passage of over five hours she was smothered in seas, and all on board were drenched to the skin.



By courtesy of]

[Daily Mail

SUNK BY ENEMY ACTION.

The Danish steamer *Canada* from which the Humber life-boat rescued 14 lives on 3rd November, 1939.



By courtesy of]

[Yorkshire Post and Leeds Mercury

ON BOARD THE HUMBER LIFE-BOAT.

At Grimsby the rescued men were landed, and the life-boat returned to her station. She arrived at eight in the morning having been out just twelve hours.

The Rewards.

For these three services the Institution made the following rewards to the coxswain and crew, who are permanent paid men:

For the service to the *Saltaire*:

To COXSWAIN ROBERT CROSS, a third-service clasp to the silver medal for gallantry, accompanied by a copy of the note inscribed on vellum and framed, and £5;

To the motor mechanic, JOHN S. MAJOR, the bronze medal for gallantry, accompanied by a copy of the note inscribed on vellum and framed, and £5;

To each of the other six members of the crew:

WILLIAM R. JENKINSON, second coxswain; WILLIAM J. T. HOOD, bowman; SAMUEL CROSS, assistant motor mechanic; SAMUEL F. HOPELL, GEORGE F. HOOPER and WALTER BIGLIN, the thanks of the Institution inscribed on vellum and framed, and £5.

For the service to the *Canada*:

To COXSWAIN ROBERT CROSS, the thanks of the Institution inscribed on vellum, and £1;

To each of the seven members of his crew, £1.

For the service to the *Georgios*:

To COXSWAIN ROBERT CROSS, a special letter of thanks and £1;

To each of the seven members of his crew, £1.

Total money rewards for the three services, including the helpers, £59 5s. 3d.

The Year 1939.

IN 1939 the number of launches on service and the number of lives rescued were both the largest in the history of the Institution.

There were 685 launches, that is 200 more than the 485 launches in 1938, which was up to that time the largest in any one year.

The Institution gave rewards during the year for the rescue of 1,407 lives. Of those lives 1,198 were rescued by life-boats and 209 by shoreboats. Up to 1939, the largest number of lives rescued in one year was 1,348 in 1917 (1,156 by life-boats, 192 by shoreboats). That was the year in the last war in which the German submarine attack on our shipping was at its height.

Of the 685 launches 105 were to the aid of 87 foreign vessels, belonging to 16 countries, and from which 295 lives were rescued.

Nine-two lives were rescued from yachts and motor boats; 147 from fishing boats.

There was again a great increase in the number of calls made upon the service by flying.

Life-boats saved or helped to save from destruction 74 vessels and boats, and helped in various other ways 250 more.

From its foundation on 4th March, 1824, to the end of 1939, the Institution had given rewards for the rescue of 67,500 lives.

Those 1,198 lives rescued by life-boats were not rescued without loss. Two life-boats capsized, the *St. Ives* life-boat on service in January, with the loss of seven of the eight members of her crew, the *Cullercoats* life-boat in exercise in April with the loss of six of the ten men on board.

It was a year notable for the large number of services of special gallantry. Fifty medals were awarded, forty of them after the outbreak of war on 3rd September. The many rewards and other payments to those engaged in the actual work of rescue amounted to £59,409.

Sixteen new motor life-boats were completed and went to their stations during the year, nine before the outbreak of war, seven after it.

That is the brief record of the life-boat service in its 116th year.

Fifty Years of Life-boat Design.

By MR. J. R. BARNETT, O.B.E., M.I.N.A., Consulting Naval Architect to the Institution.

THE building of new life-boats is necessarily delayed owing to war conditions. I think it is, therefore, a suitable time to look back, and consider the way we have come to the present stage, then look forward, and consider the way we should go in the days to come.

In the early days of the Institution the majority of the life-boats were pulling boats, of shallow draught, with a flat floor, and light displacement. These rowing boats naturally had a very restricted radius of action compared with present day motor life-boats, and were also unable to face the seas which the motor-boats think nothing of. Larger and more able sea boats with sails, but of similar types, were gradually produced. But it was something like fifty years ago before more powerful deep-water sailing life-boats were placed at stations where there was sufficient depth of water for launching. These boats had good draught and displacement, but oars were still provided.

Naturally there arose a desire for some suitable type of mechanical propulsion, and steam was tried. A few larger boats were built and did good service, but that was before the days of the petrol motor.

The First Motor Life-boat.

I well remember the first attempt with a petrol motor. It was installed under the direction of Captain du Boulay, in an old life-boat converted for the purpose, and it is very interesting to note that the circulating water was a closed fresh-water system, which remains the system used at present. The success of that boat resulted in further boats being similarly converted.

The first life-boat specially built for motor propulsion had a tunnel. The tunnel in this boat was very small, and after her trials, I learned that some people never expected she would go with such a device. But that boat did many years conspicuous service at Stromness. In those early days it was a somewhat trying, even exasperating experience going down the Thames to

Erith for trials. A breakdown was a common experience, and a steam launch was occasionally in attendance against the chance of such an occurrence. One day the breakdown took place just opposite a fish-manure factory with a particularly obnoxious odour. On another day a dense fog came suddenly down, and whistles were blowing all round us. We never knew when we might be cut in half. Fortunately the fog lifted as suddenly as it had come down, and we found steamers all round us.

Changes in the Engine-room.

But perseverance, in spite of many difficulties, brought gradual improvements, and success. In those early days it was considered necessary to house the motor out of sight, boxed into the smallest possible space and covered by a water-tight hatch, so small that it would in no way interfere with the use of oars, sails, and other gear. A great change took place when the motor became more reliable, and was considered to be at least equal in importance to the sails. Great credit is due to the engineering staff of the Institution for the wonderful reliability and efficiency the present-day motors have attained. The engine-room has become spacious compared with those early boats, particularly since twin engines have been adopted. The twin engines were cautiously introduced, first in the largest boats, then gradually step by step down to the very smallest.

Only petrol motors were used until a few years ago. Diesel motors have now been adopted for the larger boats, since it is possible to get that type light enough for the purpose, and of course they are safer than petrol motors. All the motors built for the Institution life-boats are themselves water-tight, that is, they can be completely submerged—except for the breathing pipes reaching up from the cylinder head-covers—and yet run.

Early boats, and until comparatively recent times all motor boats, were quite open, and the men exposed. Now

there are shelters in all sizes, small as well as large.

Wherever possible the larger boats have wireless-telephony, and many other modern appliances for life-saving.

We have therefore arrived at the time when all future life-boats will be built with twin engines. So sails are not necessary, and tunnels are still reckoned to be the best method for protecting the propellers.

A Design for the Future.

What of the future? We must advance. As long as sails were required, the coxswain had of necessity to steer from aft. Now that sails are no longer necessary, it seems to me that the proper place for the steersman in a power vessel of that type, is amidships. He would have a much better view, not only forward, but all round, and that position is much better for controlling his crew. I have, therefore, prepared the accompanying project for a 46-foot deep-water life-boat, showing this idea. The steersman stands in a cockpit forward of the engines, and the mechanic sits just forward of the steering wheel and under a shelter, conveniently placed for receiving orders from the steersman. The engine controls are at each side of the mechanic, and the instrument panels are directly in front of him. The controls lead to the engine in a simple mechanical manner, such as commonly adopted. The wireless room is forward of this shelter, sunk a little to give good headroom for

the operator sitting at the instruments. The shelter and the wireless-room would be insulated from engine noises.

Cockpit Rather than Cabin.

Instead of a cabin below deck, there is a large cockpit and shelter aft, for the crew and rescued persons. There is ample room under the shelter for at least two stretcher cases, which is better than trying to put rescued people down below in a stuffy cabin. Modern life-boats require to be able to go on service with the engine-room entirely closed, water-tight, and in this project there is a water-tight hatch to the engine-room just aft of the steersman's cockpit, which would allow the mechanic to get quickly to the engine-room. There is also an emergency water-tight hatch to the engine-room from the after shelter. The bulkheads surrounding the engine-room and the fuel tank compartments are of steel. The two fuel tanks are in the side compartments, separate from the engine-room. The coolers are in the forward hold, and there is access to these by hatches in the wireless-room floor.

The steering gear would be somewhat like the present type, but controlled from the cockpit amidships. The engine-room, wireless-room, and the two shelters have fixed side-lights, and each compartment would be well ventilated. With the bigger propellers now to be used in this size of boat, better speed at sea should be attained.

Portrait on the Cover.

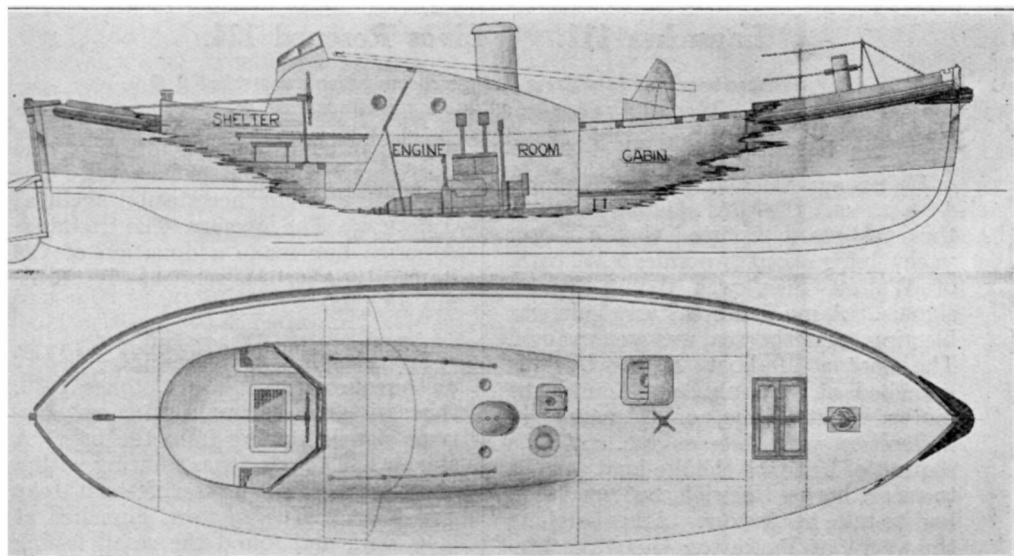
THE portrait on the cover is of Coxswain Herbert Jones, of Hoylake, Cheshire. After serving for ten months as second coxswain of the neighbouring station of Hilbre Island, Coxswain Jones became second coxswain at

Hoylake in 1920. He served as second coxswain until 1929, when he was promoted coxswain. He has now been coxswain for eleven years and an officer of the life-boat for twenty years.

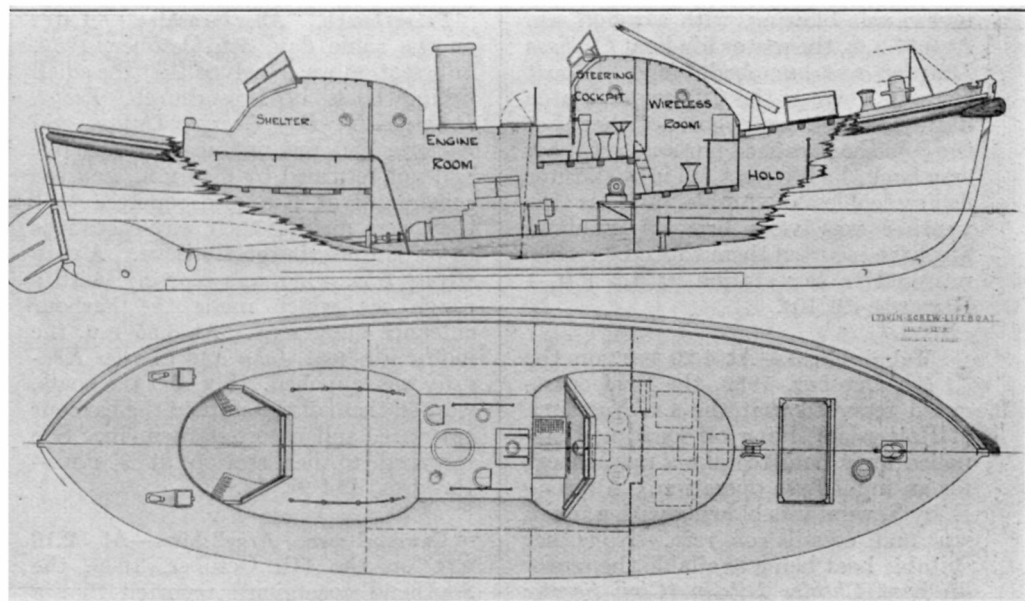
Walton and Frinton Medal Service : A Correction.

IN the last number of *The Life-boat* in the account of the service by the Walton and Frinton life-boat to the

London barge *Esterel*, the date of the service was given as 4th November, 1939. It should have been 14th October.



THE 46-FEET GORLESTON TYPE OF MOTOR LIFE-BOAT.



Mr. J. R. BARNETT'S PROJECT.

A 46-foot motor life-boat with steering cockpit amidships instead of aft. (See opposite page.)

Services of the Life-boats.

Reported to the November, 1939, Meeting of the Committee of Management.

Launches 111. Lives Rescued 124.

Services to vessels in distress through enemy action are marked ● ●.

Other services arising out of the war are marked ●.

November Meeting.

Walton and Frinton, Essex.—At about 4 P.M. on the 3rd October, 1939, the coastguard reported that a motor yacht, lying about two miles S.W. by S. of Walton Pier, was flying distress signals. A moderate easterly gale was blowing, and the sea was very rough. The motor life-boat *E.M.E.D.* was launched at 4.25 P.M. and found the motor yacht *Herga*, of Guernsey, in difficulties with her engine. At the request of her crew the life-boat started to escort her to Harwich, but very soon had to take her in tow. After berthing the yacht at Parkeston Quay the life-boat returned to Walton at 9.40 P.M.—Property Salvage Case.

Boulmer, Northumberland.—On the 4th October, 1939, at 9.45 A.M. the Craster coastguard reported that the motor fishing coble *Onward* was disabled a mile off the harbour. A strong E.S.E. breeze was blowing, with a rough sea. At 9.57 A.M. the motor life-boat *Clarissa Langdon* was launched. The life-boat came in towards the Cullernose Watch Station, which semaphored to her that the coble had reached harbour. On her way back the life-boat fell in with three fishing cobbles of Amble, and as the weather was very bad off Boulmer Steel she escorted them to Amble. She returned to her station at 1.5 P.M.—Rewards, £9 10s.

● **Walmer Kent.**—At 4.20 P.M. on the 4th October, 1939, the Deal coastguard reported that the s.s. *Noordam*, of Rotterdam, lying off Deal, had signalled for a boat to take a man ashore for an immediate operation. A strong E. by S. wind was blowing with a rough sea and squalls of rain. No other suitable boat being available the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 4.45 P.M., after a second urgent signal had been made. The patient was brought ashore,

accompanied by two members of the ship's crew, and sent to hospital. The life-boat reaching her station again at 5.45 P.M. The owners, The Holland-America line made a donation of £25 in gratitude for this service.—Rewards, £21 18s. 9d.

Fraserburgh, Aberdeenshire.—Early on the morning of the 5th October, 1939, the assistant harbour master saw distress signals coming from the bay. A strong E.S.E. wind was blowing with a choppy sea. The motor life-boat *John and Charles Kennedy* was launched at 6.40 A.M., and found the small fishing boat *Pioneer*, of Peterhead, dragging her anchor. Fishing gear had fouled her propeller and she was in danger of being driven ashore. The life-boat towed her into the harbour, and returned to her station at 7.25 A.M.—Rewards, £7 6s. 6d.

Fraserburgh, Aberdeenshire.—Later on the same day, 5th October, 1939, information was received that the small fishing boats of Fraserburgh, *Violet*, *Promote II*, *Boy George*, *Union*, and *Victory*, had put out at 2.30 P.M. but had not returned by 6.40 P.M., and the coastguard at Kinnaird reported that they were making their way eastwards towards Fraserburgh Harbour. A very strong S.E. wind was blowing, with a rough sea which made the harbour entrance dangerous. At 6.55 P.M. the motor life-boat *John and Charles Kennedy* was launched. She met the boats, warned them of the state of the harbour entrance, and escorted them in. She returned to her station at 9 P.M.—Rewards, £14 9s. 6d.

Campbeltown, Argyllshire.—At 2.10 P.M. on the 5th October, 1939, the Southend coastguard reported that a vessel had stranded on the Skerryvore Reef, Machrihanish. It was thought that the services of a tug might be

needed, and the tug *Englishman* was warned. A moderate E. gale, veering to S.S.E., was blowing, with a rough sea. At 3.40 P.M. the motor life-boat *City of Glasgow* was launched. The tug also went out. The vessel in distress was the *Sonja*, of Helsingborg. The tug could not get near her, and the life-boat passed ropes between the two. The tug then made several attempts to tow the *Sonja* off, but without success. Life-boat and tug stood by the *Sonja* until early morning. The tug then succeeded in towing her off, and she was able to go on her way. The life-boat returned to her station at 10.30 A.M. the following morning.—Property Salvage Case.

10,000 TON STEAMER SUNK.

●● **Mumbles, Glamorganshire.**—At 6 P.M. on the 6th October, 1939, the coastguard informed the life-boat station that the motor vessel *Lochgoil*, of London, had been sunk by enemy action five miles S. by W. of the Scarweather Lightship. She was a steamer of 10,000 tons with sixty-four crew and passengers on board, and was bound from Newport, Monmouthshire, to Vancouver. A slight breeze was blowing, with a moderate sea. At 6.10 P.M. the reserve motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched, and found that the crew of the *Lochgoil* had already been taken off by the s.s. *Philip M.* The life-boat stood by this steamer and piloted her to Mumbles Roads, where she landed forty-five of the rescued people, of whom twenty were injured. The Shipwrecked Mariners' Society, the Red Cross and the St. John Ambulance Brigade had already been informed and when the survivors were landed they at once received medical attention and accommodation was found for them. The life-boat returned to her station at 11.5 P.M.—Rewards, £14 17s. The Royal Mail Line, owners of the *Lochgoil*, gave £25 to the Mumbles branch.

● **Ramsgate, Kent.**—On the 7th October, 1939, two vessels were seen to be ashore on Goodwin Sands. One of them was the Admiralty trawler *Cape Barracouta*. A light E.N.E. wind was blowing, with a moderate sea. At 11.45

A.M. the motor life-boat *Prudential* was launched. As it was difficult for tugs to approach the *Cape Barracouta* owing to the shallow water, the life-boat carried hawsers and lines to her and enabled her to refloat without damage. The life-boat returned to her station, arriving at 8.24 P.M.—Rewards, £23 5s. 6d.

Helvick Head, Co. Waterford.—On the 9th October, 1939, a W. by S. wind was blowing, with a heavy sea. At 2 P.M. the motor life-boat *Elsie* was launched to the help of the motor vessel *West Coaster*, of London, which was in distress in the bay. She found that the vessel's engine had broken down and that her anchors were not holding. The life-boat attempted to take the *West Coaster* in tow, but in the heavy sea the ropes broke and the life-boat's stern bollard was damaged. She then went to Dungarvan where she got a local steamer to bring the *West Coaster* into harbour. She returned to her station at 7 P.M.—Property Salvage Case.

●● **Weymouth, Dorset.**—At 11.15 P.M. on the 7th October, 1939, the coastguard informed the life-boat station that signals of distress had been seen near Grove Point. A message was received a few minutes later that a ship was in distress, through enemy action, near the Shambles Light-vessel. A light E. wind was blowing with a smooth sea. The motor life-boat *William and Clara Ryland* was launched at 11.52 P.M. She reached the vessel at 12.30 A.M., and found her to be the s.s. *Binnendijk*, of Rotterdam, of 6,873 tons bound, laden from New York to Rotterdam. Her crew of forty-one had already been taken off by an Admiralty examination steamer, but the life-boat stood by until the steamer sank, and then returned to her station at 3.15 A.M. A little while before the life-boat's return the coastguard reported that a very heavy explosion had occurred near the Shambles Light-vessel at 3 A.M. They thought that another vessel was in difficulties. At 3.50 A.M. the life-boat was again launched, on instructions from the senior naval officer at Portland. She searched the position given, found only wreckage, and returned at

8.15 A.M.—Rewards: first launch, £13 2s. 6d.; second launch, £16 9s.

Cromer, Norfolk.—On the 9th October, 1939, the No. 1 motor life-boat *H. F. Bailey* rescued the crew of twenty-nine of the Greek steamer *Mount Ida*, of Piraeus, which had grounded on the Ower Bank. The No. 2 motor life-boat *Harriot Dixon* was also launched.—Rewards: silver and bronze medals, vellums, and £110 6s. 6d.

(A full account was published in the issue of *The Life-boat* for December, 1939.)

Great Yarmouth and Gorleston, Norfolk.—At 6.46 A.M. on the 11th October, 1939, the Gorleston coastguard reported a message received from Yarmouth that a vessel had apparently grounded on the Scroby Sands. A light S.W. wind was blowing, with a smooth sea. At 7.10 A.M. the motor life-boat *Louise Stephens* was launched. She found the s.s. *Commarr*, of Panama, on the sands, about a mile from the St. Nicholas Light-vessel. Help was declined by the pilot of the steamer, but the life-boat stood by until high water. The *Commarr* refloated and went on her way, and the life-boat returned to her station, arriving at 11 A.M.—Rewards, £8 4s. 6d.

Holy Island, Northumberland.—At 5.33 A.M. on the 12th October, 1939, the coastguard reported a ship ashore on the Goswick Sands. The weather was wet and cold, with a moderate easterly breeze and a heavy swell. At 5.57 A.M. the motor life-boat *Milburn* was launched. She found the Norwegian steamer *Royal*, of Arendal, ashore on Sand Ridge. The *Royal* was a ship of 1,000 tons, bound in ballast from Langesund to the Tyne, with a crew of fifteen. Her crew declined to leave her and the captain asked the coxswain to wait for the next tide. The life-boat returned to her station at 8.45 A.M. and put out again at 1 P.M. to stand by the *Royal* until high water. As the *Royal* did not get off the captain signalled the life-boat to leave and she reached her station again at 4.15 P.M. At low tide the steamer was high and dry on the sands.—Rewards, £11 13s. 8d.

Cromer, Norfolk.—At about 11.10 P.M. on the 12th October, 1939, the coastguard reported that a vessel was believed to be in distress a mile S.E. of the station. The report was confirmed, and the No. 2 motor life-boat, *Harriot Dixon*, was launched by tractor at midnight. Rain was falling heavily, and a moderate N.W. wind was blowing, with a moderate sea. The life-boat found the s.s. *Linwood*, of Middlesbrough, of 500 tons. She was bound from Ipswich to Hartlepool, in ballast, with a crew of twelve. She had been in collision and had been beached to prevent her sinking. The life-boat took off her crew and arrived back at her station at 1 A.M.—Rewards, £29 12s.

Walton and Frinton, Essex.—On the 14th October, 1939, the motor life-boat *E.M.E.D.* rescued three lives from the barge *Esterel*, of London.—Rewards: silver and bronze medals, vellums, and £37 16s.

(A full account was published in the issue of *The Life-boat* for December, 1939.)

TWO FINE SERVICES BY MARGATE.

Margate, Kent.—On the morning of the 14th October, 1939, a sailing barge was seen dragging her anchor off Margate Jetty. A northerly gale was blowing, with a very rough sea, and it was decided to send out the motor life-boat *Lord Southborough* (*Civil Service No. 1*). She was launched at 11.25 A.M. Mr. P. E. W. Gellatey, the honorary secretary of the station, went with her. She reached the barge five minutes later. The barge was the *Celtic*, of London, with a crew of two, bound, laden, from London to Newport, Isle of Wight. She was dragging into a very perilous position, and her master asked for help. With great difficulty four life-boatmen boarded the *Celtic*, got a tow rope aboard, and hove up the anchor. The life-boat then took the barge in tow to Ramsgate. Off Broadstairs the tow rope parted. Another rope was made fast. As the two boats were nearing Ramsgate this also parted. Yet another rope was put aboard the barge; and the life-boat got her into Ramsgate Harbour without further mishap, arriving at about 4.30 P.M. As the weather and tide would make it

impossible to house the life-boat at Margate it was decided to leave her moored in Ramsgate Harbour. The crew returned to Margate by road.—Property Salvage Case.

Margate, Kent.—At 2.15 A.M. on the 15th October, 1939, the coastguard telephoned the coxswain that he believed a vessel was burning flares. The coxswain went to the coastguard lookout and was satisfied that they were distress signals. An answering rocket was fired by the coastguard, and the crew went by car to Ramsgate, where they had left the life-boat the night before after the service to the *Celtic*. At 3.20 A.M. they set out. A N.E. breeze was blowing, with a moderately rough sea. It was not until daylight that the life-boat found the sailing barge *Yarana*, of London, with two men on board. They had not been able to make more signals as they had burnt everything on board that would burn. The barge was rolling very heavily, and the men, who expected the mast and sprit to go overboard at any moment, were about to abandon her. Four life-boatmen were put aboard the barge and the life-boat towed her to Whitstable, arriving at 11.0 A.M. She then returned to her station at two in the afternoon.

The Institution sent a letter to the branch expressing appreciation of the way in which the life-boat saved the *Celtic*, and the promptitude with which she got away to the help of the *Yarana* from Ramsgate Harbour.—Property Salvage Case.

Bridlington, Yorkshire.—On the 14th October, 1939, the coastguard reported that a steam trawler was ashore on the Smithic Sands. A fresh N.E. wind was blowing, with a heavy sea. At 2.15 P.M. the motor life-boat *Stanhope Smart* was launched and found the trawler *Erillus*, of Grimsby, labouring in the heavy seas which were breaking over her stern. Her rudder and propeller were damaged. The life-boat took her in tow, with the help of a motor fishing vessel. The water in the trawler's cabin was two feet deep and all available pumps had to be kept working. The life-boat towed her to Bridlington and returned to her station at 5.30 P.M.—Property Salvage Case.

RESCUE BY A LIGHTSHIP'S BOAT.

● **Weymouth, Dorset.**—At 9.20 P.M. on the 14th October, 1939, the coastguard reported that the *Shambles* Lightship had fired guns and rockets. A strong E. wind was blowing, with a moderate sea and rain. At 10 P.M. the motor life-boat *William and Clara Ryland* was launched, and learnt from the lightship that an aeroplane had come down two miles to the north-east. The lightship's boat had already put off to the rescue, manned by four men. The life-boat found this boat two miles away. She had already succeeded in rescuing the crew of four of the aeroplane—a very fine piece of work in the darkness and rain with a strong wind blowing—and was putting them aboard a destroyer. She was herself waterlogged, so the life-boat took on board the four men and brought them back to the lightship, returning to her station at 2.15 A.M.—Rewards, £18 2s. 6d.

The Humber, Yorkshire.—At about 1 A.M. on the 17th October, 1939, the life-boat watchman reported that a vessel was standing into danger near the Middle Binks. A light, variable wind was blowing. The sea was smooth. At 1.15 A.M. the motor life-boat *City of Bradford II* was launched, and found the steam trawler *Dane*, of Hull, aground. She laid out an anchor and with the help of it the trawler refloated later and went on her way to Hull. The life-boat returned to her station at 6.30 A.M.—Property Salvage Case.

DOCTOR'S FOUR JOURNEYS IN A GALE.

● **Walmer, Kent.**—At 6.30 P.M. on the 18th October, 1939, a message was received from a doctor that he had been requested by the senior naval officer at Ramsgate to go to the Dutch steamer *Mirza*. A gale was blowing, with a very rough sea. As no motor boat would take the doctor, the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 6.55 P.M. She got from the guard-ship the position of the *Mirza*, but in the very heavy rain she was unable to find the steamer, although she searched for over four hours. She returned at midnight and waited for daylight. At 8.30 the following

morning she put out again; found the steamer; put the doctor on board; stood by, and brought him ashore again, at 10 A.M. She had been out altogether for nearly seven hours. A donation of £45 was received in appreciation of this service.—Rewards: first launch, £29 0s. 6d.; second launch, £14 12s. 6d.

● **Walmer, Kent.**—At 5.50 P.M. on the 19th October, 1939, eight hours after the life-boat had brought back the doctor from the Dutch steamer *Mirza*, a message was received from the doctor that the senior naval officer, Ramsgate, wished him to go out to the Greek steamer *Panachrandos*. A strong N.N.E. wind was blowing, with a heavy sea. The weather was still too rough for ordinary boats, and the motor life-boat *Charles Dibdin* (Civil Service No. 2) was again launched. She left at 6.15 P.M. Although the position of the steamer had been given as a mile from the Goodwin Fork Buoy, the life-boat could not find her. She cruised among neighbouring vessels, and spoke the guardship, but without result. She abandoned the search and returned to her station at 9 P.M. At 8.10 A.M. the following morning the doctor said that he must make another attempt, and as the weather was still rough, the life-boat was again launched at 8.45 A.M. This time she found the steamer. The sick man had acute appendicitis, and the doctor said that he must be taken at once to hospital. He was put on board the life-boat and signals were made to the guardship to arrange for an ambulance to be ready on shore to receive him. He was landed; operated on; and his life saved by a margin of a few hours. The life-boat returned to her station at 10.40 A.M. She had been out for nearly five hours. A donation of £45 was received in appreciation of this service.—Rewards: first launch, £29 0s. 6d.; second launch, £14 12s. 6d.

Newbiggin, Northumberland.—On the morning of the 19th October, 1939, the second coxswain reported that six fishing cobs had not returned from the night fishing. A gentle N.E. breeze was blowing. The sea was moderate, but was growing stronger. At 11.55

A.M. the motor life-boat *Augustus and Laura* was launched, found the cobs, escorted them into harbour, and returned to her station at 1.10 P.M.—Rewards, £12 7s.

LIFEBOAT'S SERVICE TO LIFEBOAT.

● **Selsey, and Shoreham Harbour, Sussex.**—At 1.13 A.M. on the 20th October, 1939, a message was received from the coastguard, that the Bognor police had reported a naval aeroplane down in the sea off Bognor. A northerly breeze was blowing. The sea was smooth. The motor life-boat *Canadian Pacific* was launched at 1.55 A.M. and found the aeroplane close to the beach off Felpham. Owing to a failure in her engine the life-boat was unable to reverse. She could not reach the aeroplane and went aground herself on a sandy bottom. The crew of four men on the aeroplane swam ashore. The Selsey honorary secretary asked for the help of the Shoreham Harbour motor life-boat, the *Rosa Woodd* and *Phyllis Lunn*. She was launched at 4.25 A.M.; reached the Selsey life-boat at 7.30 A.M.; found her high and dry; and stood by until high water. She then passed a warp to her and towed her off. The Selsey life-boat arrived back at her station at 6 P.M., and the Shoreham Harbour life-boat at 8.5 P.M.—Rewards: Selsey, £27 18s. 3d.; Shoreham Harbour, £35 3s.

● **Great Yarmouth and Gorleston, Norfolk.**—At 2.40 A.M. on the 20th October, 1939, the Gorleston coastguard reported that a vessel north of the St. Nicholas Light-vessel had fired distress signals. The light-vessel also fired signals. A strong N.N.W. breeze was blowing, with a rough sea. At 2.54 A.M. the motor life-boat *Louise Stephens* was launched. She spoke the light-vessel; was told that the vessel was to the S.E.; and found her to be the Admiralty trawler *Kirkella*, disabled near the Scroby Sands. Her anchor and propeller were fouled. Her master asked the life-boat to stand by, which she did. By 6.30 A.M. the trawler had cleared her propeller and the life-boat escorted her towards the St. Nicholas Light-vessel, to a safer position. The life-boat returned to her station at 8.30 A.M.—Rewards, £24 6s.



By courtesy of]

[C. U. R. Cavell, Deal

A DOCTOR'S TEN HOURS AT SEA.

Mr. James Hall, M.B., B.S., F.R.C.S., who went out four times in the Walmer life-boat in forty hours to the help of sick seamen. In the first six months of the war, he went out to sick seamen more than eighty times, eight of them in the life-boat when the weather was too bad for ordinary boats.



By courtesy of]

[C. U. R. Cavell, Deal

DANGEROUSLY ILL.

A seaman of the Greek steamer "Panachrandos," brought ashore by the Walmer life-boat after being examined by Mr. James Hall. (See opposite page.)

●● **Lerwick, Shetlands.**—At 2.10 P.M. on the 20th October, 1939, a message was received from the senior naval officer that the s.s. *Sea Venture* had been sunk by enemy action fifteen to twenty miles east of Flugga, and that the crew were in the ship's boat. A light S.W. wind was blowing. The sea was smooth. The motor life-boat *Lady Jane* and *Martha Ryland* was launched at 2.35 P.M. and went to the position given. She flashed her signal lamp and an answering red flare was seen, but no further signal. The life-boat continued to search until midnight. She then went into Balta Sound. At daybreak she searched to the north and east of Flugga and when fifteen miles from the lighthouse received a message that the crew of the steamer had landed on the beach at the Island of Skaw. The life-boat went there, took them on board, and landed them at Lerwick. She found that the men had made no further signals, as they had thought that the life-boat, whose engines they heard, was a submarine. The life-boat returned to her station at 5.35 A.M. the next morning. She had been away for twenty-seven hours.—Rewards, £30 13s.

SWANAGE ON SERVICE 74 HOURS.

Swanage, Dorset.—At 8.18 A.M. on the 20th October, 1939, the Swanage coastguard reported that the Greek steamer s.s. *Turkia* had grounded one mile and a half N.W. by W. of St. Albans Head, but was not flying distress signals. About 9.25 A.M. a tug was sent from Portland, and a trawler also went out to stand by. The naval authorities had given orders to the tug to take off the crew, but they refused to leave. A moderate breeze was blowing with a heavy swell. At 7.11 P.M. the motor life-boat *Thomas Markby* was launched, permission having been obtained from the naval authorities. It had been the intention of the coxswain to return when help reached the steamer, but the Naval Salvage Officer asked him to remain during the salvage operations.

On reaching the *Turkia* the life-boat found her bumping heavily, and stood by until 4 P.M. the following day when she returned to refuel and enable her crew to get food. At 6 P.M. she put out again and stood by until 11 A.M.

on the morning of the 22nd, when a tug arrived from Portland with a working party. As the tug was unable to get alongside, the life-boat put the party on board. A signal was then made for the life-boat to pick up Lloyd's agent at Kimmeridge and take him to the steamer. This was done, and later the life-boat put the working party back on the tug. She again returned to her station between 6 and 7 P.M., and put back to the steamer at 11 P.M. On the 23rd October the tug arrived at 9.30 A.M., and the life-boat again put the working party on board the steamer, and continued to stand by. At 6 P.M. she took the working party back to the tug and then went alongside the steamer and took off her crew of twenty-six with their personal belongings. She finally returned to her station at 8.30 P.M., after being on service seventy-four hours, a fine example of the determination of the crew.—Rewards, £87 6s.

●● **Great Yarmouth and Gorleston, Norfolk.**

—Just after four in the afternoon of 21st October, 1939, a police inspector and ambulance men arrived at the life-boat station, and shortly afterwards a message was received from the coastguard that the s.s. *Gwynwood* had entered the roadstead and was flying signals for a doctor and two stretchers to be taken out. A moderate N.W. breeze was blowing. The sea was smooth. The motor life-boat *Louise Stephens* was launched at 4.20 P.M. taking with her a doctor, ambulance men and stretchers. Three injured men, two of them on stretchers, and nine other men, all survivors of the Norwegian steamer s.s. *Deodata*, which had been sunk by enemy action at 7.45 in the morning, were taken into the life-boat and brought ashore. The injured men were sent to hospital and the others to the sailors' home. The life-boat was ready for service again at 6.20 P.M.—Rewards, £14 8s.

Ramsgate, Kent.—At 2.35 A.M. on the 22nd October, 1939, the Deal coastguard reported by telephone that the Dutch steamer s.s. *Alphald*, of Rotterdam, was aground near the N.W. Goodwins Buoy, close to the wrecked s.s. *Mahratta*. A moderate N.E. breeze

was blowing. The sea was smooth. After consultation with the senior naval officer at Ramsgate the motor life-boat *Prudential* was launched at 3.33 A.M. She found that the steamer had refloated with the rising tide, but was in need of a pilot. The life-boat arranged this with the pilot cutter, and then returned to her station at 8.15 A.M.—Rewards, £19 7s. 3d.

Southend-on-Sea, Essex.—At 1.45 P.M. on the 23rd October, 1939, the signal station reported that a vessel was ashore on the Shoebury Sands. The weather was calm, and the sea smooth. At 2 P.M. the motor life-boat *Greater London* (Civil Service No. 3) was launched, and found the s.s. *Copeland*, of Glasgow, a vessel of 1,500 tons, aground. The life-boat stood by until she refloated and then returned to her station at 9.30 P.M.—Rewards, £28.

Clovelly, Devonshire.—On the 24th October, 1939, at 3.45 A.M. a message was received from the Croyde Coast-guard station that a vessel was in distress fifteen miles S.W. of Lundy Island. A strong W.N.W. wind was blowing, with a moderate sea. At 4 A.M. the motor life-boat *City of Nottingham* was launched and found the s.s. *Argos Hill*, bound for Swansea, with her engine broken down. The life-boat stood by at the master's request until a tug arrived and took the steamer in tow for Swansea. The life-boat returned to her station at 12.15 P.M.—Rewards, £34 13s. 6d.

GREEK STEAMER SUNK BY ENEMY ACTION.

●● **Great Yarmouth and Gorleston, Norfolk.**—At 12.28 P.M. on the 24th October, 1939, a message was received from the senior naval officer through the Gorleston coastguard that H.M.S. *Wanderer* expected to arrive in Yarmouth Roads at 1.30 P.M. and that a doctor and stretchers might be needed. A moderate W.N.W. wind was blowing. The sea was smooth. At 1.30 P.M. the motor life-boat *Louise Stephens* was launched, met H.M.S. *Wanderer* abreast the Britannia Pier, and took off sixteen survivors of the Greek steamer s.s. *Konstantinos Hadjipateras*, of Chios, which had been sunk by enemy action.

The life-boat landed the men, who were uninjured, and returned to her station at 3.38 P.M. The captain of H.M.S. *Wanderer* told the life-boat coxswain that other survivors were on the s.s. *Crossbill*, which would arrive in the roadstead at about 6 P.M. The life-boat remained afloat and at 6.50 P.M. went out to s.s. *Crossbill*. She brought ashore seven men from her and returned to her station at 8.15 P.M.—Rewards, £28 11s. 6d.

Clacton-on-Sea, Essex.—On the 25th October, 1939, at 2.45 P.M. the coast-guard reported having received a message from a resident of Holland-on-Sea, that a small rowing boat with three men on board appeared to be in difficulties about two miles out. A moderate breeze was blowing and the sea was smooth. At 3.20 P.M. the motor life-boat *Edward Z. Dresden* was launched and found the rowing boat *Mon Ami*. The three men on board were fishing. They had not noticed that a strong off-shore wind was carrying them out to sea. The life-boat towed the boat to Clacton and returned to her station at 5.15 P.M. A letter of thanks was received from the rescued men.—Rewards, £13 4s. 9d.

● **Dover, Kent.**—On the 25th October, 1939, the motor life-boat *Sir William Hillary* was launched at 4.50 P.M. at the request of the chief of staff of H.M. Naval Base at Dover. A strong E.N.E. wind was blowing, with a moderate sea. As the service was of a secret nature, no information was given by the naval authorities. The life-boat returned to her station at 9.15 P.M.—Expenses met by naval authorities.

Redcar, and Teesmouth, Yorkshire.—At 6.32 P.M. on the 25th October, 1939, a message was received from the Saltburn coastguard, that a resident at Skinningrove had seen three red flares showing well out to sea. A strong, W.N.W. wind was blowing, with a heavy sea. The report was confirmed, and the motor life-boat *Louisa Polden* was launched at 7.55 P.M. She went six miles off the coast and then turned southward. At about 9.30 P.M. her engines broke down. She hoisted sail and continued the search, but found

nothing. At 10 P.M. she anchored. As there seemed no prospect of repairing the engine, she burnt red flares. These were seen at Teesmouth and at 10.25 P.M. the motor life-boat *J. C. Archer* was launched. When she arrived, however, the Redcar boat had got her engines working again. As a precaution, Teesmouth escorted her to Redcar which was reached at 11.30 P.M. The Teesmouth life-boat returned to her own station at 12.30 A.M.—Rewards, £19 3s. 6d.; Teesmouth, £19 9s. 6d.

Wick, Caithness-shire.—Shortly before 9 A.M. on the 25th October, 1939, the coastguard reported that the trawler *Star of Victory*, of Aberdeen, was ashore off Keiss in Sinclair Bay. A light N.N.E. wind was blowing. The sea was smooth. The motor life-boat *City of Edinburgh* was launched at 9.7 A.M. and found the trawler hard aground, but in no immediate danger. She had a crew of ten. At the skipper's request the life-boat put out a kedge anchor for her forward. This dragged home. Another anchor was put out, this time aft, and the trawler waited for the next high tide to refloat herself. The life-boat returned to Wick Harbour at 2 P.M.

At 10.30 A.M. on the morning of the 26th October, the coastguard reported that the *Star of Victory* needed immediate help. Five minutes later the life-boat put off again and found that the crew wished to be taken off. A fresh E.N.E. gale was blowing, with squalls, the sea was rough and conditions were getting worse. The life-boat rescued the crew of ten and returned to her station at 1 P.M.—Rewards: first service, £6 13s.; second service, £6 13s.

Filey, Yorkshire.—On the early morning of the 26th October, 1939, the fishing fleet put to sea. By 8.10 A.M. several of the boats had returned. A fresh to strong breeze was blowing, with a rough sea, and some of the boats had had to leave their lines. The weather was getting worse, and at 8.30 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched and stood by the other boats as they came in. She returned to her station at 11.25 A.M.—Rewards, £17 7s.

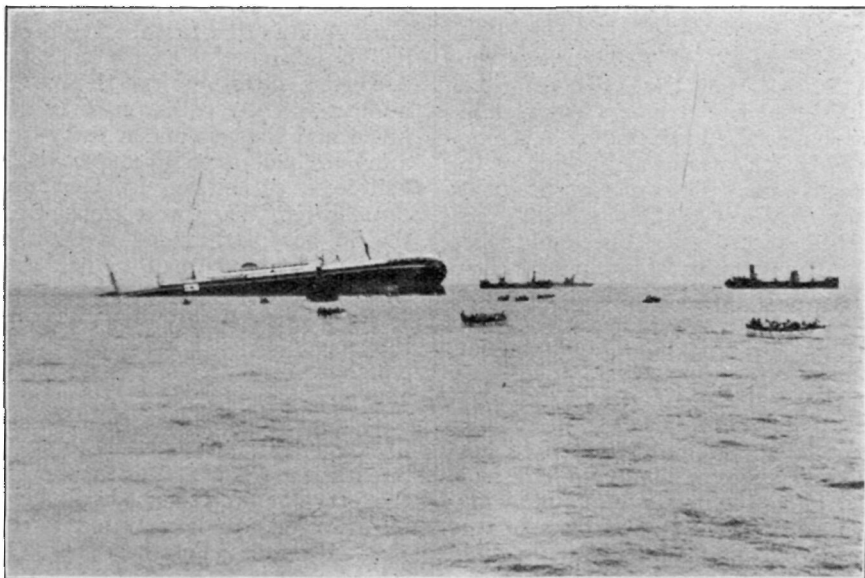
Eyemouth, Berwickshire.—On the 26th October, 1939, a whole N.E. by N. gale was blowing, with a very rough sea in Eyemouth Bay. Four local fishing boats were waiting to enter the port. The motor life-boat *Frank and William Oates* was launched at 11 A.M. and stood by at the harbour entrance until they had got in safely. She returned to her station at 1 P.M.—Rewards, £10 17s.

Newbiggin, Northumberland.—At 10.45 A.M. on the 26th October, 1939, the coastguard informed the life-boat station that the fishing coble *Humility*, of Newbiggin, was out. A strong northerly breeze was blowing, with a moderately rough sea, and the weather was getting worse. The motor life-boat *Augustus and Laura* was launched at 11.5 A.M. and found the coble two miles to the E.S.E. She had left three of her lines and was running for shelter. The life-boat escorted her to the beach and returned to her station at 11.50 A.M.—Rewards, £8 6s. 6d.

Blackpool, Lancashire.—At 1.30 P.M. on the 26th October, 1939, the coxswain telephoned that he had had a fishing boat under observation since noon. She was trying to beat up from about three miles south of the Central Pier, and seemed to be in difficulties. A moderate northerly gale was blowing, with a rough sea. At 2.15 P.M. the motor life-boat *Sarah Ann Austin* was launched, and found the motor boat *Albion*, of Fleetwood, with a crew of three on board, unable to beat up against the wind. The life-boat towed her to Lune Deep, and returned to her station at 7.30 P.M. The owner sent a letter of thanks.—Rewards, £16 1s. 6d.

Torbay, Devonshire.—On the 27th October, 1939, it was reported to the senior naval officer, Weymouth, by an observer on a R.A.F. aeroplane, engaged on reconnaissance over West Bay, that a motor boat was drifting about ten miles north-east of Berry Head. The information was passed to the life-boat station by the coastguard. A strong north wind was blowing, with a moderate sea. At 9 A.M. the motor life-boat *George Shee* was launched and found the motor boat *Olive*, but she had no one on board. The life-boat

NEUTRALS IN DISTRESS.

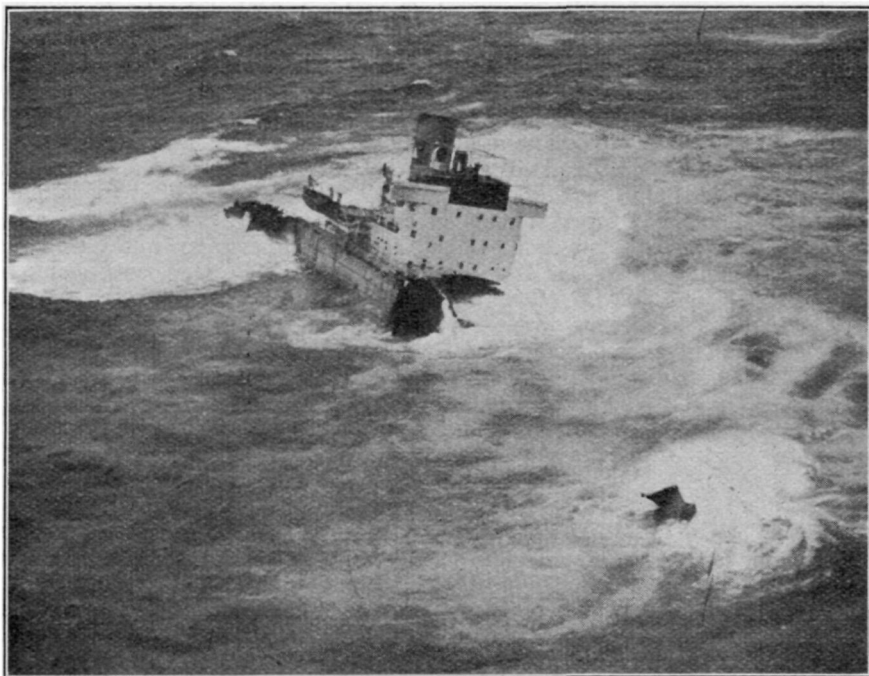


By courtesy of]

[Daily Mirror

SUNK BY THE GERMANS.

The Japanese liner *Terukuni Maru*, off the mouth of the Thames, 21st November, 1939.



By courtesy of]

[Fox Photos

SUNK BY THE STORMS.

The Norwegian steamer *Mim* which went ashore in the Orkneys on 9th November, 1939.
The Stromness life-boat rescued 22 of her crew, and a local boat rescued 11.

returned to her station at 1 P.M., bringing the boat with her.—Rewards, £7 6s. 6d.

Walmer, Kent.—At 7.55 P.M. on the 28th October, 1939, the Deal coastguard reported that two steamers had been in collision near the Fork Buoy. A strong squally N.N.E. wind was blowing, with a rough sea. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 8.15 P.M. She found that the Italian steamer *Manzoni* had been run into by the American steamer *Cranford*. The *Manzoni* had been damaged on the starboard side, and her boats had been smashed. The life-boat put one man on board her and stood by until 7.45 A.M., when the captain said that he did not need her help any longer. The *Cranford* had already gone on her way. Returning to her station, the life-boat spoke the schooner *Katie*, which was riding heavily and dragging her anchors, but she needed no help. She reached her station at 8.30 A.M. The owners of the *Manzoni* gave £20 to the life-boat crew.—Rewards, £36 6s. 9d.

Wick, Caithness-shire.—The Aberdeen trawler *Star of Victory* had stranded near Keiss on the 25th October, 1939, and, as already described, the Wick life-boat *City of Edinburgh* helped her on that day and rescued her crew of ten on the following day. At 11.55 A.M. on the 29th October, a boatman at Keiss telephoned that owing to a shift of wind and a rising sea he was unable to get alongside the *Star of Victory*, and that a salvage crew of seven were marooned on board. A fresh E.S.E. breeze was blowing, with a choppy sea. The life-boat went to the wreck, rescued the seven men and returned to Wick at 2.15 P.M.—Rewards, £6 13s.

SUNK IN TWENTY MINUTES.

●● **Peterhead, and Aberdeen, Aberdeen-shire.**—At 11.15 P.M. on the 30th October, 1939, a message was received at Peterhead from the coastguard that a vessel was sinking three miles east of Rattray Head, and that two vessels were standing by. A light easterly breeze was blowing, but there was a heavy ground swell. At 11.30 P.M. the

motor life-boat *Julia Park Barry*, of Glasgow, was launched. She found the s.s. *Cairnmona*, of Newcastle, bound from Montreal to Leith. The steamer had been sunk by enemy action and had gone down in less than twenty minutes. Three of her crew had been killed and the remainder, forty-two in number, had taken to the boats, and had been picked up by the trawler *Strathlossie*. They were transferred to the life-boat and landed at Peterhead. The life-boat returned to her station at 1.15 A.M.

The Aberdeen station had also been informed. As it knew that Peterhead had launched, its crew stood by. At 1.30 next morning the No. 1 motor life-boat *Emma Constance* was launched. She searched but found nothing, and putting into Peterhead learnt there that the forty-one survivors had been landed. She returned to her station at 10.42 A.M.—Rewards: Peterhead, £12 19s.; Aberdeen, £23 5s. 6d.

Scarborough, Yorkshire.—On the 31st October, 1939, a strong easterly wind was blowing, with a rough sea. Two local fishing boats *Premier* and *Pride* were out, and anxiety was felt for their safety. The life-boat crew and helpers assembled at 10.30 A.M. Later the coastguard reported that the *Premier* was coming in from the eastward, and at 3.45 P.M. the motor life-boat *Herbert Joy II* was launched. She met the *Premier* at 4 P.M., passed life-belts to her crew, and escorted her to harbour. Putting out again, and going in a S.E. direction, she picked up the *Pride* and escorted her to safety. She returned to her station at 5 P.M.—Rewards, £19 9s.

● **Dover, Kent.**—On the 1st November, 1939, at the request of the chief of staff, Naval Base, the motor life-boat *Sir William Hillary* was launched at 1.50 P.M., but the services rendered have not been reported. The life-boat returned to her station at 7 P.M.—Expenses met by naval authorities.

Filey, Yorkshire.—On the morning of the 3rd November, 1939, four motor fishing cobs were at sea. The weather was bad. Watch was kept, and at 11.40 A.M., as the conditions were then

dangerous for the returning boats, the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. High seas broke over her and soaked the crew, but she escorted the cobsles into safety and returned to her station at 1.45 P.M.—Rewards, £16 2s.

Scarborough, Yorkshire.—On the 3rd November, 1939, three local fishing cobsles were at sea. The wind was light from the S.E., but the sea was very rough. At 12.20 P.M. the motor life-boat *Herbert Joy II* was launched and found the coble *Evelyn and Margaret* a mile to the east. She passed life-belts to her crew, and escorted her through heavy seas into harbour. She then put out again, picked up the second coble *Hilda* two miles to the E.N.E., took on board a boy, passed life-belts to the crew of two, and escorted the coble into harbour. She then put out a third time, passed life-belts to the *Premier*, and escorted her in. She returned to her station at 4.50 P.M.—Rewards, £19 14s. 6d.

SEARCH FOR SHIP'S BOATS.

●● **Walmer, and Ramsgate, Kent.**—At 8.7 P.M. on the 4th November, 1939, a message was received at Walmer from the Deal coastguard that distress signals had been seen about two miles east of their station. A S.W. wind was blowing, with squalls. There was a moderate sea. At 8.25 P.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched. The life-boat went to the West Goodwin Buoy and from there to the Brake Light-vessel. There she was given the position of the signals as E.S.E. four miles outside the sands. Dead low water made it impossible to cross the sands, but the life-boat continued her search to the North Goodwin Buoy and then back to the Brake Light-vessel. There she was told that fourteen survivors of the Greek steamer s.s. *Nicolaos M. Embiricos*, which had been sunk by enemy action, were on board the North Goodwin Light-vessel, and that another of the steamer's boats with twelve men aboard, was missing. The life-boat searched for the second boat, and then went to the North Goodwin Light-vessel where she was told that the

missing men had been picked up by a Dutch steamer.

Meanwhile, at 8.21 P.M., the Ramsgate station had received a message from the Ramsgate coastguard that the North Goodwin Light-vessel had reported a ship's boat with men on board drifting northward, and at 9.24 P.M. the motor life-boat *Prudential* was launched. On reaching the light-vessel she found alongside a boat with fourteen members of the crew of the steamer. She then searched for the other ship's boat which was adrift, and near the Elbow Buoy was hailed by the Dutch steamer. The Ramsgate life-boat then took off the twelve men from the Dutch steamer, and the Walmer life-boat took off the fourteen men who had got to the North Goodwin Light-vessel. The Walmer life-boat returned to her station at two next morning, and the Ramsgate life-boat at 2.27. The owners of the steamer made a gift to the Ramsgate life-boat crew.—Rewards: Walmer, £29 0s. 6d.; Ramsgate £15 9s.

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

Helvick Head (Dungarvan Bay), Co. Waterford.—4th September, 1939. What looked like a burning aeroplane was reported to have been seen to drop into the sea but nothing was found.—No rewards; launch treated as exercise.

Blyth, Northumberland.—4th October, 1939. A motor fishing boat had shown distress signals, but was towed in by a tug.—Rewards, £6 7s. 6d.

Fleetwood, and Lytham-St. Annes, Lancashire.—4th October, 1939. A motor fishing boat, with two on board, was long overdue. A strong wind was blowing, and the sea was rough. Both life-boats searched all night, but found nothing, and it was learned later that the boat got in unaided, although her engine had broken down and her sails had been blown away.—Rewards, Fleetwood, £12 16s.; Lytham, £14 1s. 6d.

Portrush, Co. Antrim.—4th October, 1939. Distress signals had been reported but nothing could be found.

THE ROYAL AIR FORCE AND THE LIFE-BOAT

*By courtesy of]***THE COXSWAIN GOES ABOARD.***[Planet News*

Coxswain J. Dumble, of Sheringham, Norfolk, getting into an aeroplane.

The Coastal Command of the Royal Air Force which protects our coasts, shipping and fishing fleets from attack from the air (and has been nicknamed the "Kipper Patrol") exchanged visits with several life-boat stations in March. Life-boatmen from Broughty Ferry were taken for a flight of 20 minutes over the part of the coast which their station covers, Plymouth life-boat men were taken for a trip in one of the new Sunderland flying boats, and on their return trip officers of the R.A.F. went for a run in the life-boat. Life-boatmen from Sheringham, Norfolk, were taken for flights, and R.A.F. pilots were taken out in the Wells, Norfolk, life-boat.

SERVICE ENTERTAIN ONE ANOTHER.



By courtesy of]

AIRMEN AFLOAT.

[Planet News

A trip on board the Wells (Norfolk) motor life-boat.



By courtesy of]

COMING ASHORE.

[Planet News

Wells life-boatmen land officers of the R.A.F.

The life-boat was out for fifteen hours.
—Rewards, £21 16s.

Aberdeen, Aberdeenshire.—4th October, 1939. In the evening the Bridge of Don coastguard reported that the steam trawler *Stromness*, of Aberdeen, had stranded on the beach, abreast of Broad Hill. The pulling surf life-boat *Robert and Ellen Robson* was taken by tractor to the scene and launched at 9.45 P.M. A S.E. gale was blowing, with a heavy surf. The Board of Trade life-saving rocket apparatus had also arrived and a line was fired across the trawler. The life-boat almost reached the trawler when she grounded on a sandbank, and a sea swept her past. Two oars were broken and the rocket line fouled the crew and oars. After getting clear, the crew tried to pull back to the trawler, but without success, and ran the life-boat on the beach. The coastguard then fired another line across the trawler and landed her crew by breeches buoy. Meanwhile, the life-boat had been replaced on her carriage, stood by until the rescue had been completed, and then returned to her station, arriving at 3 A.M.—Rewards, £32 7s.

LERWICK'S 27 HOURS' SEARCH.

● **Lerwick, and Aith, Shetlands.**—4th October, 1939. In the morning a Royal Air Force aeroplane came down on the sea about twenty-five miles N.E. of the N.E. corner of Unst Island, and a pinnacle went out to her help. On the following day at 5.10 P.M. the Air Wing-Commander asked through the Senior Naval Officer that the life-boat should search for the pinnacle which had not returned. A whole S.E. gale was blowing, with a very heavy sea. The night was cold and very dark. The Aith motor life-boat was asked to keep a wireless watch and the Lerwick motor life-boat, *Lady Jane and Martha Ryland* was launched at 5.50 P.M. The weather was too bad for aeroplanes to take part in the search. The life-boat searched all the night, without finding the pinnacle and was recalled by wireless from Aith at 8.20 A.M. the following morning, 6th October. She arrived back at 2.50 P.M. on that day. She had been out for twenty-one hours.

Meanwhile, at 11.45 A.M. on the same

day, 6th October, the coastguard had reported to the Aith life-boat station that the pinnacle had been seen several miles off Flugga. The North Unst Light-house undertook to act as shore radio station, and as efforts to get into touch with the Lerwick boat failed, the Aith motor life-boat *The Rankin* was launched at 12.5 P.M. After a sixty miles run she began her search, but without result. By arrangement the life-boat was recalled at 8 A.M. on the morning of the 7th October, as Admiralty craft and the Royal Air Force had started an extensive search. The life-boat reached her station at 3.30 P.M. She had been out for over twenty-seven hours. The aeroplane which was the cause of the launches was found and towed to safety, and the pinnacle eventually arrived at Lerwick on the 8th October, after having been seen by an aeroplane ninety miles off the land.—Rewards: Lerwick, £20 14s.; Aith, £26 13s.

● **Cromer, Norfolk.**—5th October, 1939. An aeroplane was reported to have sent out a distress signal, but nothing could be found.—Rewards, £26 2s.

Cromer, Norfolk.—9th October, 1939. After rescuing the crew of twenty-nine of the Greek steamer *Mount Ida*, the No. 1 motor life-boat *H. F. Bailey* went to the help of a Lowestoft drifter, but found that her crew had been rescued from the shore.—Rewards, £23 2s.

Stromness, Orkneys.—7th October, 1939. Distress signals had been reported, and the life-boat was out for nine hours in a strong gale, with a rough sea, but found nothing.—Rewards, £18 6s. 6d.

● **Ramsgate, Kent.**—8th October, 1939. A Belgian steamer lying in the Downs was flying a signal for immediate medical aid, and the life-boat went out with two doctors. Before she arrived the steamer had gone on her way and it was found that she had been flying the medical help signal by mistake.—Rewards, £11 14s. 9d.

AITH'S 26 HOURS' SEARCH.

●● **Aith, Shetlands.**—9th October, 1939. Information was received through the coastguard at 1.45 P.M.

that the s.s. *Vistula*, of Gothenburg, Sweden, had been sunk by enemy action on the previous day twenty-five miles off Unst, that nine of her crew had been landed near Flugga Lighthouse from a boat, but that the captain and the seven remaining members of her crew were missing in another boat. A whole S.E. gale was blowing, with an extremely heavy sea and rain squalls. The motor life-boat was launched at 2.25 P.M. and went to the position given, seventy miles away. There she searched over a wide area, but without success. In the end she was recalled by wireless from North Unst Lighthouse which acted as shore radio station for the life-boat during this service. The life-boat returned to her station at 4.30 P.M. on the following day, having been out for over twenty-six hours.—Rewards, £26 13s.

Aldeburgh, Suffolk.—10th October, 1939. A steamer had gone ashore, but refloated without help.—Rewards, £65 17s.

Broughty Ferry, Angus, and Aberdeen.—10th October, 1939. The Swedish vessel *Solstad*, of Karlstad, had been reported in distress with her steering gear disabled, about fifteen miles S.E. of Montrose, and the Montrose motor life-boat was unable to launch owing to low water. A south-easterly gale was blowing. The Broughty Ferry motor life-boat searched but found nothing and was recalled when a message was received that the steamer no longer wanted help. The life-boat was out for over seven hours. Meanwhile, the Aberdeen life-boat crew stood by for four hours. Later a message was received that the Swedish steamer was making for Aberdeen and the Aberdeen No. 1 life-boat was launched, as the pilot cutter could not cross the heavy breaking sea on the bar. The life-boat searched in all directions for several hours but found nothing and later it was learned that the steamer was being towed to Leith.—Rewards: Broughty Ferry, £7 11s.; Aberdeen, £16 11s. 6d.

Lowestoft, Suffolk.—12th October, 1939. Two longshore boats had been seen flying distress signals, but one was taken in tow by a herring drifter and

the other, which was at anchor with her engine broken down, refused help as her skipper expected to be able to repair the engine.—Rewards, £20 18s. 6d.

● **St. Marys, Scilly Isles.**—13th October, 1939. The coastguard had reported a message from the R.A.F. that a flying boat had come down approximately fifty miles to the west of Scilly Isles, but shortly after the life-boat was launched she was recalled as the flying boat's crew had been rescued by a Dutch steamer.—Rewards, £15 7s. 6d.

Walton and Frinton, Essex.—14th October, 1939. After rescuing three lives from the barge *Esterel*, of London, the life-boat went out to the barge *Vampa*, of London, but her crew were drowned.—Rewards, £10 16s.

● **Amble, Northumberland.**—15th October, 1939. A barrage balloon was reported to have fallen into the sea, but the life-boat could find no trace of it.—Rewards, £11 8s.

Amble, and Boulmer, Northumberland.—17th October, 1939. A steamer had been reported in distress. Her position was given as nine miles S.E. of Coquet Island, and the Amble motor life-boat was launched. A warning of an air-raid had been given shortly before. The life-boat found the s.s. *Asse*, of Denmark. Her engine had broken down, but the engineers hoped to repair it. The life-boat returned to her station. While at sea she saw gun fire from a destroyer. At Boulmer explosions had been seen at sea and gun fire heard. Aeroplanes had also been heard but not seen. Then a message was received that an aeroplane was in distress thirty-eight miles E. $\frac{1}{4}$ S. from Coquet Island. Only three hours of daylight remained. The chance of finding the aeroplane was remote. The life-boat, which had Mr. William S. Stanton, the honorary secretary, on board, decided to make for the vessel to which the Amble life-boat had gone in case there had been a serious casualty. In view of the firing at sea the life-boat flew the Institution's house flag. Half of an hour after putting out the life-boat saw what

appeared to be shells bursting, but went on her way. She searched but could find neither the Amble life-boat nor the Danish vessel and returned to her station four hours after putting out.—Rewards: Amble, £11 8s.; Boulmer, £23 6s.

Whitby No 1, and Runswick, Yorkshire.—18th October, 1939. The coastguard reported a vessel firing signals six miles north of Whitby. A moderate N.E. wind was blowing with a choppy sea. At 7.45 P.M. the motor life-boat was launched. The night was very dark, and there was danger from floating mines. The life-boat searched without result, and returned to her station at 9.30 P.M. News of the signals had also been received at Runswick, and at 8.10 P.M. the motor life-boat was launched. She also failed to find any vessel in need of help, and returned to her station at 11 P.M. Later it was learned that the signals had been made by the crew of a German bombing aeroplane. She had been shot down two days before, and two of her crew of four had been killed. The other two, one severely injured in the leg, had taken to their rubber collapsible boat on the evening of 17th October. They came ashore at Whitby on the morning of the 19th, having been afloat for thirty-six hours. They believed themselves to be in the Firth of Forth.—Rewards: Whitby, £14 2s.; Runswick, £30 16s.

● **Exmouth, and Torbay, Devonshire.**—18th October, 1939. A message was received, at 7.25 in the evening from the R.A.F. that two of their speed-boats had broken down twelve miles S.W. of Beer Head and the motor life-boat was launched with the help of soldiers. News was also received at the Torbay station, through the coastguard, and the Torbay life-boat was also launched. When the Exmouth life-boat reached Beer she was recalled, as the two boats had reached Lyme Regis safely, and she arrived back at her station at 1.15 next morning. At midnight the Torbay life-boat was recalled by wireless and reached her station at 2.30 next morning. The R.A.F. sent its thanks.—Rewards: Exmouth, £26 15s.; Torbay, £14 9s. 6d.

● **Shoreham Harbour, Sussex.**—18th October, 1939. An aeroplane was reported to have fallen into the sea in flames, but nothing could be found.—Rewards, £15 7s. 6d.

●● **St. Mary's, Scilly Isles.**—19th October, 1939. A message was received that a British steamer, s.s. *Halizones*, had been sunk by enemy action forty miles S.W. of the Bishop Lighthouse, but ten minutes after the life-boat was launched, news came that the Dutch steamer *Colytto* had gone to her help and the life-boat was recalled.—Rewards, £15 7s. 6d.

● **Clovelly, Devonshire, and Padstow No. 1, Cornwall.**—19th October, 1939. A message was received that a R.A.F. aeroplane had come down in the sea and the Clovelly life-boat was launched at 10.20 P.M. to search between Hartland Point and Bideford. A N.E. wind was blowing. The sea was moderate to rough. On reaching Hartland Point the lifeboat was signalled to go to Bude Bay and there she received a further message through the coastguard that the aeroplane had been washed ashore but the pilot was missing. She searched as far as Widemouth Bay, but without result. A recall rocket was then seen off Bude, and the life-boat returned to her station arriving at six next morning. Meanwhile, the Padstow No. 1 station heard from the coastguard at 10 P.M. that the aeroplane was in Bude Bay, and the motor life-boat was launched. Soon afterwards the Padstow station was able to get into communication with Clovelly and the life-boat was recalled.—Rewards: Clovelly, £24 16s. 6d.; Padstow, £8 1s. 6d.

●● **Skegness, Lincolnshire.**—21st October, 1939. A message had been received that twenty-six seamen from a French ship which had been sunk by enemy action were on board the Inner Dowsing Lightship. The life-boat was launched to bring them ashore but on reaching the lightship she found that they had been taken on board a minesweeper and landed at Grimsby.—Rewards, £17 14s. 6d.

● **Cromer, Norfolk.**—21st October, 1939.

An explosion had been heard and a white light seen three miles away and later another explosion was heard and a red light seen, but nothing could be found.—Rewards, £27 4s. 6d.

● **Shoreham Harbour, Sussex.**—21st October, 1939. Rockets had been reported south of Brighton but nothing could be found.—Rewards, £15 7s. 6d.

● **Redcar, Yorkshire.**—22nd October,

1939. Information had been received through the coastguard from the senior naval officer at Newcastle that there had been a collision off Maske, one of the vessels being H.M. Destroyer *Javelin*. The life-boat, with Captain E. Combes, the honorary superintendent on board, searched for three hours, could find no vessel in need of help, and it was reported later that the destroyer had reached Hartlepool.—Rewards, £9 17s.

●● **The Humber, Yorkshire.**—23rd

October, 1939. A message had been received that a vessel had been torpedoed, and the explosion had been heard, but nothing could be found and it was assumed that the wrecked vessel's crew had been rescued by another vessel.—Rewards, 4s. 6d. Permanent paid crew.

● **Wick, Caithness-shire.**—23rd October,

1939. The life-boat station was informed that a R.A.F. aeroplane had failed to report and has last been seen thirty miles east of Wick. The motor life-boat was launched at 3.20 P.M. Two hours later she was recalled as aircraft had searched without finding anything. The life-boat reached her station again at 8 P.M.—Rewards, £18 16s.

● **Margate, Kent.**—24th October, 1939.

An aeroplane had been reported to have come down in the sea, but it was reported later that it was a false alarm.—Rewards, £18 12s.

● **Ramsgate, Kent.**—26th October, 1939.

A vessel had been reported as showing blue flares, but nothing was found.—Rewards, £11 14s. 9d.

● **Ramsey, Isle of Man.**—26th October, 1939. A drifter had been reported as flying distress signals, but she got into the shelter of Douglas Bay unaided. The life-boat was out for nearly five hours in a gale with a heavy sea.—Rewards, £31 5s. 6d.

● **Walmer, Kent.**—26th October, 1939.

A motor boat had broken down, and another boat had gone to her help. As neither had returned the motor life-boat was launched, but shortly afterwards it was learned that both boats had reached Ramsgate.—Rewards, £29 0s. 6d.

● **Baltimore, Co. Cork.**—27th October,

1939. A trawler was reported to be sounding her siren as if in distress, but two trawlers which the life-boat found were neither of them in need of help.—Rewards, £12 15s.

● **The Humber, Yorkshire.**—27th

October, 1939. An aeroplane was reported to have come down in the sea but the life-boat found nothing.—Permanent paid crew: Rewards, 9s.

● **Walton and Frinton, Essex.**—28th

October, 1939. The Dutch motor vessel *Pegasus* was reported to be sinking in a gale with a heavy sea, but later it was learned that her crew had been taken off by a steamer.—Rewards, £12 4s.

● **Wick, Caithness-shire.**—28th Octo-

ber, 1939. An aeroplane had come down in the sea, but the crew of two had been picked up by a trawler.—Rewards, £9 19s. 6d.

● **Dun Laoghaire, Co. Dublin.**—28th

October, 1939. Flashes had been seen, but the life-boat found nothing.—Rewards, £14 18s. 6d.

● **Shoreham Harbour, Sussex.**—28th

October, 1939. A small boat with two men on board was in distress off Brighton, but later the Brighton police reported that the boat and men had been washed ashore.—Rewards, £15 7s. 6d.

●● **The Humber, Yorkshire.**—30th

October, 1939. A ship had been reported on fire, but a later message stated that the survivors of a Danish

vessel, believed to have been sunk by enemy action, had been picked up by a Finnish vessel.—Permanent paid crew: Rewards, 9s.

● **Holy Island, Northumberland.**—31st October, 1939. An observation balloon was seen floating in the sea, but it was picked up by a fishing coble.—Rewards, £7 15s. 6d.

Arklow, Co. Wicklow.—31st October, 1939. It had been reported that a raft with men on board could be seen off Wicklow Head. A strong gale was blowing, with a very rough sea. A rowing skiff put out from Wicklow as well as the motor life-boat from Arklow. The "raft" was found to be fisherman's buoys with an upright pole to which a hurricane lantern was attached.

The life-boat towed the skiff and buoys into Arklow.—Rewards, £7 8s.

● **Barry Dock, Glamorganshire.**—3rd November, 1939. It had been reported that what looked like an aeroplane on fire had fallen into the sea. A few seconds later a parachute landed in the same position. It was found later that the aeroplane was practising; the life-boat was recalled.—Rewards, £3 11s.

●● **Dover, Kent.**—4th November, 1939. A Greek steamer was reported to be in distress through enemy action and the life-boat put out with a naval officer on board. She was recalled, however, when she had entered the danger area. She had seen nothing of the steamer—Partly permanent paid crew: Rewards, £9 8s.

Shoreboat Services.

For which Rewards were given at the November, 1939, Meeting
of the Committee of Management.

November Meeting.

●● **Cape Clear, Co. Cork.**—On 24th September, 1939, explosions were heard at sea about two o'clock in the afternoon. They came from the s.s. *Hazelside*, of Newcastle, a timber-laden steamer which was in distress through enemy action about eleven miles south of Cape Clear. An easterly breeze was blowing and the sea was rough. Nine men manned a fifty-feet motor fishing boat, *St. Ultan*, and put out at 3 P.M. Guided by aircraft they reached the *Hazelside* as she was sinking. They saw two rafts with men on board, and three of the *St. Ultan's* crew put off from her in a small boat to go to their help. With great difficulty, and at great risk owing to the wreckage, the heavy sea and the possibility of attack, they rescued two men from one of the rafts, and three from the other. All five men were exhausted. The *St. Ultan* then saw a boat about twelve miles to the west and reached her about seven in the evening. She found on board eighteen of the *Hazelside's* crew and rescued them. The *St. Ultan* then made for Schull and arrived there at 10.30 P.M., having travelled about forty

miles. At Schull the rescuers entertained the rescued, and the *St. Ultan* left for Cape Clear at three next morning. The motor life-boat at Courtmacsherry, forty miles away, also put out to the help of the *Hazelside*, but by the time she arrived the men had already been rescued by the *St. Ultan*.—Rewards to the *St. Ultan*, £22 10s., and £5 for fuel, damage to the small boat, torn sail, etc.

Hoylelake, Cheshire.—At about 8.25 A.M. on the 8th October, 1938, the wife of the owner of the yacht *Mischief* told the coastguard that the yacht was inside the entrance to Hoyle Lake, with her husband and two sons on board, and they appeared to be waving for help.

A moderate to strong W.N.W. breeze was blowing, with a rather rough sea. The coastguard informed the life-boat coxswain, who put out with his son in a rowing boat. They helped to bring in the yacht and to moor her in a safe position.—Rewards, £1.

Fleetwood, Lancashire.—On the 13th October, 1939, two men belonging to

Blackpool put out to fish from a home-made boat with an out-board motor. Their engine broke down; they were unable to return; an ebbing tide and easterly wind carried them out to sea. They waved a towel on an oar as a distress signal. This was seen at about 4.30 P.M. by two Fleetwood fishermen who were returning home, in a half-decked motor fishing boat, from the fishing ground off Blackpool. With great difficulty, owing to the frail construction of the disabled boat, they succeeded in towing her to the shore, a distance of three miles.—Rewards, 15s., and 5s. for fuel used, etc.

Aberystwyth, Cardiganshire.—At 11.45 A.M. on the 30th October, 1939, it was reported that the small fishing boat *Gloria*, of Aberystwyth, with one man on board, was out. A heavy easterly

breeze was blowing, with a lumpy sea. The man was unable to row against the wind and although his anchor was down his boat was being blown out to sea. The life-boat coxswain, motor mechanic and shore signalman put out in a motor boat and brought in the fisherman and his boat.—Rewards, £1 2s. 6d., and 2s 6d. for the use of the boat.

Barrow, Lancashire.—At 1.30 P.M. on the 8th October, 1939, the life-boat motor mechanic, while on duty, saw a small sailing boat capsize between Roa Island and Piel Island. The sea was rough, with a strong S.E. wind blowing. The mechanic at once put out, with the assistant mechanic, in a motor boat, rescued the man who had been on board the small boat and towed in the boat.—Rewards, 5s. to the assistant mechanic.

Sir George Shee.

ALL associated with the life-boat service will have heard with the greatest regret of the death at Worthing, on the 29th November, 1939, at the age of 69, of Sir George Shee, late secretary of the Institution.

Sir George Richard Francis Shee was born in London on the 31st December, 1869. He was the second son of Richard Jenery Shee, barrister-at-law, and of Marie, *née* Baroness Laur von Münchhofen.

He was educated at St. Augustine's College, Ramsgate, Feldkirch, Austria, Stonyhurst, and London University, where he took his M.A. in 1892. He was first engaged in teaching. Then in 1898 he wrote *The Briton's First Duty*, advocating compulsory military training for home defence. This book started the movement in favour of national service, and led in 1902 to the foundation of the National Service League. Sir George was the league's first secretary, and he organized the British committee of enquiry into the Swiss militia system, which visited Switzerland in 1906 and was received by the Swiss Government.

In 1910 Sir George left the league to become the secretary of the Institution. It was there that his chief

public work was done. He took over the secretaryship at a very difficult time, when the independent organization of the Life-boat Saturday Fund had just been dissolved; and his first task was to take into the Institution's own organization the branches and voluntary workers of the fund.

He was its secretary for 21 years, including the difficult years of the war of 1914-1918, and he gave himself to its organization with immense energy, enthusiasm and success. His work will still be fresh in the memory of many life-boat workers, and an appreciation of it, by Lieut.-Col. C. R. Satterthwaite, O.B.E., the present secretary of the Institution, appeared in *The Life-boat*, when Sir George retired.¹ To show the immense development of the Institution during his secretaryship it is sufficient to say that the motor life-boats in its fleet were increased from nine to 107, its branches from under 400 to over 1,100 and its income from £53,000 to £275,000. Sir George received his knighthood, in recognition of his work for the life-boat service, shortly before he retired.

At his funeral the Institution was represented by the Hon. George Col-

¹ See the number for December, 1931.

ville, its deputy chairman, and Lieut.-Col. C. R. Satterthwaite, O.B.E., its secretary.

At the meeting of the committee of management on 14th December the following resolution was passed: "That the deepest sympathy of the committee of management of the Royal National Life-boat Institution be conveyed to Lady Shee, on the death of her husband

Sir George Shee, secretary of the Institution from 1910 to 1931, to whose outstanding ability, enthusiasm, and powers of organization the present satisfactory condition of the life-boat service is largely due."

Lady Shee has presented to the Institution Sir George's binoculars, and they will be used on board the Torbay life-boat *George Shee*.

H.R.H. The Princess Louise, Duchess of Argyll.

H.R.H. THE PRINCESS LOUISE, Duchess of Argyll, who died on 3rd December, 1939, at the age of ninety-one, had for many years been personally associated with the work of the Institution. She became president of its Kensington branch in 1914. In 1923 she became patron of the Ladies' Life-boat Guild, which had been formed two years before to unite in one body all women workers for the Life-boat Service. In 1926

she attended the meeting of the general council of the guild which was held in London at the house of its president, the Duchess of Sutherland, with H.R.H. the Prince of Wales, K.G., presiding.

The Princess remained patron of the guild and president of the branch until her death, and until the end retained her personal interest in the work of the service.

Naming Ceremonies in 1939.*

Barmouth, Merionethshire.

The Institution stationed at Barmouth in 1939 a 32-foot surf motor life-boat, with Hotchkiss internal cone propellers. She is like the Poole motor life-boat described in the issue of *The Life-boat* for December, 1939, except that she has larger petrol tanks and can travel 90 miles at full speed without refuelling, instead of 44. She has replaced a pulling and sailing life-boat.

The new boat has cost about £3,000 and has been built out of a legacy from the late Mrs. M. A. Arden, of Prestbury, Cheshire.

The naming ceremony was held on 8th August, 1939. Mr. T. W. Piggott, D.L., J.P., president of the branch, was in the chair, and several thousands of people were present. Those taking part in the ceremony arrived at the quay on board the old Barmouth pulling and sailing life-boat *Jones Gibb*.

Commander G. R. Cousins, D.S.C., R.N., the district inspector of life-boats, presented the life-boat to the branch on

behalf of the donor and the Institution, and she was received by Mr. Piggott.

The Right Hon. Lord Harlech, P.C., G.C.M.G., Lord Lieutenant of Merionethshire, presented the gold badge awarded to Mr. Piggott by the Institution and the life-boatman's statuette awarded to Miss Eirlys Morris.

The Archdeacon of Merioneth (the Venerable T. A. Williams, B.A.) dedicated the life-boat, assisted by the Rev. Canon R. Hughes Williams, M.A., rector of Barmouth, and the Rev. James Jones. The singing at this service was led by the Barmouth Male Choir, accompanied by the Harlech Silver Prize Band.

Lady Harlech then named the life-boat *Lawrence Arden, Stockport*, and the Barmouth May Queen (Miss Beti Roberts) presented a bouquet to Lady Harlech.

A vote of thanks to those who had taken part in the ceremony was proposed by Captain Vivian Lewis, M.C., district organising secretary, and

* These complete the accounts of naming ceremonies held in 1939, of which ten were published in *The Life-boat* for December, 1939.

seconded by Mr. M. G. Roberts, J.P., chairman of the Barmouth Urban District Council.

Tobermory, Argyllshire.

After the naming ceremony of the new motor life-boat, *Sir Arthur Rose*, on the 11th August, 1939, of which an account was given in the last issue of *The Life-boat*, the life-boat visited Iona on the 26th August. There a

special service was held, including the "blessing of a ship on going to sea" from a Gaelic prayer book of the Presbyterian Church of Scotland dated 1638, and the life-boat was presented with a small silver replica of the St. John's Cross, which stands at the entrance to Iona Cathedral. This silver cross has been hung in the cabin of the life-boat, beside a photograph of Sir Arthur Rose.

POSTPONED CEREMONIES.

Three naming ceremonies which had been arranged to take place early in September, 1939, two in Ireland and one in England, were postponed owing to the outbreak of war on 3rd September.

Poolbeg.

The Institution sent to Poolbeg in 1938 a motor life-boat specially built for that station to take the place of the pulling and sailing life-boat. This boat is 28 feet by 8 feet, and weighs $3\frac{1}{4}$ tons. She is divided into eight water-tight compartments and is fitted with 29 air-cases. She has a single screw and is driven by a 20-h.p. engine in a water-tight engine-room. She has a speed of $7\frac{1}{2}$ knots and carries enough petrol to be able to travel 40 miles at full speed without refuelling. She has a crew of 5 and can take 18 people on board in rough weather. She is intended only for work inside the estuary of the Liffey.

Ships in distress in the open sea would be succoured by the motor life-boats at Howth just to the north of the estuary, or Dun Laoghaire just to the south.

The new boat has cost about £2,000. She has been built out of a legacy from the late Mrs. Helen Blake, of Handcross, Sussex. Her name is to be *Helen Blake*.

Rosslare Harbour, Co. Wexford.

The Institution stationed at Rosslare Harbour in 1939 a motor life-boat of the 46-foot Watson cabin type.

The new boat has cost about £9,000. She has been built out of a legacy from the late Miss Mabel Marion Thompson,

of Bognor Regis, Sussex. Her name is to be *Mabel Marion Thompson*.

Great Yarmouth and Gorleston.

The Institution stationed at Great Yarmouth and Gorleston in 1939 a motor life-boat which is the first of a new type, called the Gorleston cabin type. This type is similar to the 46-foot Watson cabin type, but she has been specially designed with shallower draught, to fit her for working over the sand banks of the east coast. She is 46 feet by 12 feet 9 inches, the same dimensions as the Watson cabin type, but while the Watson cabin has a draught of $35\frac{1}{2}$ inches forward and 50 inches aft, the Gorleston type's draught is $33\frac{1}{4}$ inches forward and 44 inches aft.

On service, with crew and gear on board, she weighs nearly 21 tons, over half a ton more than the Watson cabin type. She is divided into 8 water-tight compartments and is fitted with 191 air-cases. She has twin screws and is driven by two 40-h.p. Diesel engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. The boat's speed is nearly $8\frac{1}{2}$ knots and she carries enough fuel to be able to travel 196 miles at full speed without refuelling. She carries a crew of 10, and in rough weather she can take 95 people on board. She has a line-throwing gun, an electric searchlight, and transmitting and receiving radio telephony sets, and she is lighted throughout by electricity.

The new boat has cost about £9,000. She has been built out of a legacy from the late Mrs. Louise Stephens, of Ewhurst, Surrey. Her name is to be *Louise Stephens*.

Summary of a Meeting of the Committee of Management.

Thursday, 9th November, 1939.

Sir GODFREY BARING, Bt., in the chair.

Resolved that the Finance Committee be re-named "Finance and General Purposes Committee."

Paid £27,617 1s. 7d. 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:—

£843 2s. 3d. to pay the rewards for life-boat services;

£994 11s. 3d. to pay the rewards for life-boat launches;

(Accounts of these services and launches appear on pages 236-254);

£20 7s. for the assemblies of crews, etc.;

£76 12s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Cullercoats, New Brighton and Rye Harbour;

£6 5s. to a woman for injury in the life-boat service at Hythe.

Voted £63 on account of additional rewards to the crews of the Cromer and Walton and Frinton life-boats.

Voted, subject to review, an allowance of £1 a week to D. HARLAND, on his resignation of the post of coxswain of the Whitby No. 2 life-boat, in view of his disability arising out of an accident on life-boat service.

Voted £31 to pay the rewards for shore-boat services at Aberystwyth, Barrow, Cape Clear, Co. Cork, Fleetwood and Hoylake, accounts of which appear on pages 254 and 255.

Awards to Coxswains and Life-boatmen.

Certificates of Service and Pensions.

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

JAMES REDMOND, 10½ years coxswain, 15 years bowman, and 11 years a member of the crew of the Dun Laoghaire life-boat.

JAMES WALSH, 6½ years coxswain, 8 years second coxswain, 16 years bowman, of the Helvick Head (Dungarvan Bay) life-boat.

The COXSWAIN'S CERTIFICATE OF SERVICE has been awarded to:

DAVID HARLAND, 3½ years coxswain, 5 years second coxswain, 8 years bowman, and 7 years a member of the crew of the Whitby life-boats.

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

JACK HATTON, 17 years bowman and 23 years a member of the crew of the Hilbre Island life-boat.

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

STEPHEN HOUSLY, 8 years second coxswain and 25 years a member of the crew of the Hilbre Island life-boat.

The LIFE-BOTMAN'S CERTIFICATE OF SERVICE has been awarded to:

WILLIAM WILLIAMS, 11 years second coxswain, 3 years bowman, and 16 years a member of the crew of the Moelfre life-boat.

JOHN G. JONES, 9 years second coxswain, 5

years bowman, and 37 years a member of the crew of the Porthdinllaen life-boat.

MAURICE WALSH, 6½ years second coxswain, 8 years bowman, and 15 years a member of the crew of the Helvick Head (Dungarvan Bay) life-boat.

FREDERICK A. JONES, 30 years a member of the crews of the Hoylake, Hilbre Island and New Brighton life-boats, for two years of which he was second coxswain at Hilbre Island, and during nine years assistant motor mechanic at Hoylake.

ALEXANDER HARRIES, 1½ years bowman and 34 years a member of the crew of the Tenby life-boat.

EDWIN JOHN MICHAEL, 9 years assistant motor mechanic of the life-boat at The Mumbles.

CHARLES EATON, 24 years a member of the crew of the Walton and Frinton life-boat.

HARRY DAWSON, 12 years a member of the crews of the Hoylake and Hilbre Island life-boats.

HARRY WHITE, 10 years a member of the crew of the Yarmouth, Isle of Wight, life-boat.

Certificates and Pensions to Widows.

CERTIFICATES and PENSIONS have been awarded to the widows of JOHN R. DRYDEN, acting second coxswain, and CHRISTOPHER WALE, acting bowman of the Whitby No. 1 life-boat, who lost their lives on service in the life-boat on 3rd February, 1940.

Blanket for a Life-boat.

Two little girls of Withernsea, aged thirteen and eleven, have sent a blanket, which they had made them-

selves, to Coxswain Robert Cross, of the Humber station, to be used in the life-boat.

Awards to Honorary Workers.

Thanks of the Institution on Vellum.

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

Mr. ALEXANDER ALLAN, on his retirement after fifteen years as honorary secretary of the Kirkcudbright station branch.

Mr. HERBERT E. LOYNES, on his retirement after forty-four years as honorary secretary of the Wells, Norfolk, station branch.

Gold Badge.

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

Mrs. BAUCHER, honorary secretary, Radlett branch.

Mr. JAMES C. CLARK, honorary secretary, Montrose station branch.

Mrs. CONSTANCE CONYBEARE, donor of the Falmouth motor life-boat.

Miss DOROTHY DAVIES, honorary secretary, East London branch.

Mrs. EGAN, helper, Windsor, Eton and district branch.

Mrs. FIELD, honorary secretary, Blackheath branch.

Mr. H. HARTLEY, in connexion with the annual collection on behalf of the Institution at the Co-operative Wholesale Society in Manchester.

Miss A. S. HAYWARD, honorary secretary, Dartford branch.

Mrs. HEALD, joint honorary secretary, Hampstead branch.

Commander W. HIGHFIELD, O.B.E., R.N., honorary secretary, Hastings station branch.

Mrs. HILL, worker, Knowle and Dorridge branch.

Major A. C. F. LUTTRELL, honorary secretary, Axminster branch.

Mrs. MILNE, joint honorary secretary, Hampstead branch.

Miss SOUTER, member of committee, and organizer of life-boat day, Central London branch.

Councillor HAROLD WEATHERLEY, honorary secretary, and organizer of life-boat day, Brixton branch.

Binocular Glass

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

Captain Q. CRAUFURD, R.N. (ret'd.), Dungeness.

Mr. B. V. HOWELL, Pwllheli.

Captain W. J. OXLEY, Walton and Frinton.

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

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

Mrs. ALAN AINSWORTH, honorary treasurer, Tottington branch.

Mrs. H. BARNICOTT, president, Tottington branch.

Mr. J. H. BOOTH, honorary treasurer, Rochdale branch.

Mr. F. BURTON, honorary secretary, Newport, Isle of Wight, branch.

Mr. F. E. BUTLER, honorary secretary, Rugby branch.

Mrs. CHAPMAN, honorary secretary, Newburn branch.

Mr. A. COOPER, honorary secretary, Brierley Hill branch.

Mrs. R. CRERAR, honorary secretary, Romiley branch.

Miss DUNCAN of Danevale, honorary secretary, Ladies' Life-boat Guild, Kirkcudbrightshire branch, northern and eastern district.

Mrs. ELLIOTT, honorary secretary, Miltown Malbay branch.

Miss M. ERSKINE, honorary secretary, Ladies' Life-boat Guild, Burntisland branch.

Mrs. FOOTE, honorary secretary, Fareham branch.

Mrs. GOLDSMITH, honorary secretary, Ladies' Life-boat Guild, Fowey branch.

Mrs. GEORGE HANLEY, honorary secretary, Hemsworth branch.

Lady HENDERSON, chairman, Blackheath branch.

Mrs. HORNE, president, Mottram and Broadbottom branch.

Lieut.-Col. E. V. HUGO, C.M.G., honorary treasurer, Richmond branch.

Miss C. J. KERR, honorary secretary, Ladies' Life-boat Guild, Coatbridge branch.

Mrs. KINSEY, president, Romiley branch.

Mrs. H. LAYCOCK, honorary treasurer, Huddersfield branch.

Mrs. LEE EVANS, honorary secretary, Harefield branch.

Lady W. LORRY-CORRY, honorary secretary, Fermanagh branch.

Miss PARKER, honorary secretary, Larne branch.

Mrs. ROEBUCK, honorary treasurer, Romiley branch.

Mrs. SHARE, organizer of life-boat day in Westminster.

Miss M. SINCLAIR, honorary secretary, Ladies' Life-boat Guild, Lochgilphead branch.

Mrs. SKEFFINGTON-SMYTH, organizer of life-boat day in Westminster.

Mrs. W. SMITH, honorary treasurer, Sandbach branch.

Lieut.-Col. V. D. STENHOUSE, honorary secretary, Bournemouth branch.

Miss H. TAYLOR, honorary secretary, Ladies' Life-boat Guild, Kirkcudbrightshire branch, southern and western district.

Mr. E. TOWNSON, honorary secretary, Tottenham branch.

Miss M. B. WILLIAMS, honorary treasurer and previously member of committee, Ladies' Life-boat Guild, Penarth branch.

Record of Thanks.

The RECORD OF THANKS has been awarded to:

Miss ALLEN, honorary secretary, Failsworth Ladies' Life-boat Guild.
 Mrs. BELL, honorary secretary, Barnard Castle branch.
 Mr. F. CHENEY, honorary secretary, Littlehampton branch.
 Mrs. G. F. EDGELLER, honorary secretary, Ladies' Life-boat Guild, Hartlepool branch.
 Mrs. C. E. FROGGATT, honorary treasurer, Heaton Moor Ladies' Life-boat Guild.
 Mrs. J. W. GIBSON, president, Hale district, Manchester branch.
 Mrs. GLANVILLE, honorary treasurer, Harefield branch.
 Mrs. ARNOLD HAIGH, honorary secretary, Meltham branch.
 Mr. and Mrs. HAYNE, honorary officials, Tooting branch.
 Rev. C. F. HOLDSTOCK, chairman, East London branch.

Mrs. HOOLAHAN, honorary secretary, New Moston Ladies' Life-boat Guild.
 Mr. P. E. HUGHES, for collections at the Theatre Royal, Hanley.
 Mr. D. KENNEDY, honorary treasurer, Leyton branch.
 Mr. H. KINGSTON RUDD, honorary secretary, Attleborough branch.
 Mr. THOMAS H. MORDEY, J.P., honorary secretary, Cardiff and Penarth branch.
 Mrs. C. RHODES BALL, worker, Davyhulme district, Manchester branch.
 Miss AMY ROBINSON, worker, Whitworth Park district, Manchester branch.
 Mrs. SHENTON, organizer of life-boat day at Golders Green.
 Miss TAYLOR, organizer of life-boat day, Cromer branch.
 Mrs. ALBERT TAYLOR, president, Swinton district, Manchester branch.
 Mrs. N. TAYLOR, honorary secretary, Golcar branch.
 Mr. and Mrs. A. WHITTEN, organizers of life-boat day at Fulham.

News from the Branches.

1st November, 1939 to 31st January, 1940.

Central and Outer London.

BEXLEY HEATH.—Rummage sale, whist drive, and dance, attended by the Mayor and Mayoress, all arranged by the Ladies' Life-boat Guild. The Guild has adopted the life-boat crew at the Dungeness station and is supplying it with woollen comforts.

BURNT OAK AND EDGWARE.—Lecture to Townswomen's Guild by Captain Basil Hall, R.N.

CHELSEA.—Lantern lecture by Mr. Kibble.

CLAPHAM.—Whist drives.

EAST SHEEN.—Whist drive.

EDMONTON.—Whist drive.

HOUNSLOW, HESTON AND ISLEWORTH.—Whist drive at Cranford.

ST. ALBANS.—Whist and bridge drive.

SOUTHEND-ON-SEA.—The branch has suffered a severe loss by the death of its secretary, Mr. J. L. Elliston. He had been working for it for thirteen years. Mr. Elliston won many prizes as a yachtsman.

SOUTHWARK.—"Boats that save Life" film shown.

WATFORD.—Branch reorganized. The Rt. Hon. Sir Dennis Herbert, P.C., K.B.E., D.L., J.P., M.P., president; Mr. M. Butler, F.C.I.L., vice-president; Mrs. Tupman, chairman, Mrs. Heady, honorary secretary, Mr. J. Thompson, honorary treasurer.

Life-boat day. Lantern lecture by Mr. Butler.

WOOLWICH.—First annual meeting on 22nd January. Efforts of the past year: Life-boat day, dance. Amount collected in 1939, £95.

North-West of England.

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

BARROW-IN-FURNESS.—Bridge and whist drive organized by Mrs. Garland and Mrs. White. Whist drive organized by Mrs. Hammond, Mrs. Perrigo and Mrs. Benson. Whist drive arranged by the Ladies' Life-boat Guild. Jumble Sale organized by the Ladies' Life-boat Guild. Two competitions arranged by Mrs. Kelly.

Collection at match of the Barrow Association Football Club. Donation from the Barrow British Legion.

BREDBURY.—Whist drive.

BRINDLE.—Whist drive and dance.

COCKERMOUTH.—The branch has suffered a severe loss by the death of its president, Lady Lawson.

CROMPTON AND SHAW.—"Help the life-boats" tea.

DUKINFIELD.—Annual whist drive.

FARNWORTH.—Dance.

GOLBORNE.—Special effort.

HINDLEY.—Whist drive.

KIRKBY LONSDALE.—The branch has suffered a severe loss by the death of its president, Lady Henry Bentinck.

LYMM AND HEATLEY.—Annual Christmas effort.

MANCHESTER, SALFORD AND DISTRICT.—Annual meeting on 12th December, the Lord Mayor president, in the chair, supported by the Mayor of Salford, the Mayor of Stretford, the Mayor of Prestwich, Councillor W. Johnston, J.P., Mr.

P. M. Oliver, C.B.E., honorary secretary, Mrs. P. T. Eckersley, Mrs. Henry Bronnert, honorary secretary of the Ladies' Life-boat Guild and president of the committee of the Didsbury Life-boat Guild, and the district organizing secretary. Speaker: Sir Godfrey Baring, Bt., chairman of the Institution.

Amount collected in 1939, £2,682, an increase of £43 on 1938. Councillor William Johnston, J.P., appointed honorary treasurer in succession to the late Alderman Sir William Davy, J.P.

Bring-and-buy sale.

CRUMPSALL.—Whist drive.

DENTON.—Bridge and whist drive.

PRESTWICH.—Annual meeting on 2nd November. Parcel sale. Bring-and-buy sale at the house of Miss F. Robinson.

SALE, ASHTON-ON-MERSEY AND BROOKLANDS.—Dance.

WHITWORTH PARK AND CHORLTON - ON - MEDLOCK.—Bring-and-buy sale, organized by Miss A. Robinson, president.

NORTHWICH.—Whist drive, at the house of the honorary secretary.

OLDHAM.—Whist and bridge drive, arranged by the Ladies' Life-boat Guild.

ORRELL.—Annual whist drive.

PORT ST. MARY.—Annual meeting on 6th November, Mr. F. W. Lawson, J.P., president, in the chair. Amount collected in 1939, £140.

RAMSEY.—Annual meeting on 17th November, the Rev. M. W. Harrison, M.A., chairman, presiding. Amount collected in 1939, £124.

ROMILEY.—Whist drive.

SOUTHPORT.—Annual dance.

STOCKPORT.—The branch has suffered a severe loss by the death of Mr. R. J. Bailey, who was its honorary treasurer for forty years. He was awarded the gold badge in 1926.

TOTTINGTON.—Whist and bridge drives at the house of Mrs. H. Barnicot, president.

WIGAN.—Annual meeting on 7th December, the Mayor, president, in the chair. Efforts of the past year: Life-boat day, bridge drive, bridge and whist drive. Amount collected in 1939, £207, an increase of £33 on 1938.

WORKINGTON.—Annual dance.

North-East of England.

ALTOFTS.—Whist drive.

BEDLINGTON.—Whist drive.

BERWICK.—Annual meeting on 30th November. Efforts of the past year: Life-boat day, dance. Amount collected in 1939, £140, an increase of £13 on 1938.

Cinema collection.

BRIDLINGTON.—Luncheonette bridge drive.

CONSETT.—Bridge drives.

CULLERCOATS.—Annual meeting on 10th November. Amount collected in 1939, £196.

DARLINGTON.—Bridge and whist drives. Concert.

GATESHEAD.—Bridge drive.

HALIFAX.—Annual meeting on 24th November, the Mayoress presiding. Efforts of the past year: Life-boat day, bridge drives and dance. Amount collected in 1939, £274.

HARROGATE.—Annual meeting on 22nd January, the Mayoress, president of the Guild, in the chair. Efforts of the past year: Life-boat day, dancing display, bridge drives and dance. Amount collected in 1939, £275, an increase of £96 on 1938.

HICKLETON.—House-to-house collection.

HOLMFIRTH.—Whist drive and dance.

HUDDERSFIELD.—Annual meeting on 8th December, the Mayor, president of the branch, in the chair. Efforts of the past year: Life-boat day, bring-and-buy sale. Amount collected in 1939, £197.

KIRKBURTON.—Dance.

LEEDS.—Dance.

NEWCASTLE.—Bridge drive.

NORMANTON.—Whist and bridge drives.

SCARBOROUGH.—Bridge drives.

SEAHAM.—Children's party. Dance.

SELBY.—Bridge and whist drives.

SLEIGHTS.—House-to-house collection.

SPENBOROUGH.—Bridge and whist drives.

SUNDERLAND.—Bring-and-buy sale. Whist drive.

TYNEMOUTH.—Annual meeting on 13th February. Efforts of the past year: Life-boat day, whist drive. Amount collected in 1939, £146, an increase of £48 on 1938.

WAKEFIELD.—Bridge drive. Collections at cinema.

Midlands.

ALCESTER.—House-to-house collection.

BIRMINGHAM.—Collections arranged at the Alexandra and Royal Theatres. Collections in the arcades and railway stations. House-to-house collections in Kingstanding and Moseley. Contribution scheme, arranged by Mrs. Stevens. Address to the Rann Street Women's Unionists by the Birmingham branch secretary. Film display, arranged by Mrs. Jordan and Captain Philip Rodway at Olton. Phantom life-boat ball.

BRISTOL.—Phantom life-boat ball.

KENILWORTH.—House-to-house collection.

LEAMINGTON.—By a mistake in the last number of *The Life-boat*, the amount contributed in 1939 was given as £216. It should have been £316, an increase of £30 on 1938.

Life-boat day.

MABLETHORPE.—The branch has lost an old coxswain by the death at the age of seventy-four, of Coxswain Richard M. Bishop. He retired with a pension in 1920, when the station was closed, after serving as coxswain for fourteen years.

NOTTINGHAM.—Annual meeting, Lieut-Commander G. J. Mackness, D.S.C., R.N., chairman, presiding in the absence of The Duke of Portland, K.G., P.C., G.C.V.O., patron of the branch, supported by the Lord Mayor and Lady Mayoress. Speaker: the district organizing secretary. Amount collected in 1939, £837, an increase of £128 on 1938.

Life-boat ball. Whist drives.

SKEGNESS.—The branch has lost an old coxswain by the death of Coxswain Matthew Grunnill, at the age of seventy-seven. He served as second coxswain for eight years and coxswain for twenty-four years, retiring with a pension in 1932.

STOKE-ON-TRENT.—Annual meeting of Ladies' Life-boat Guild. Mrs. Moxon, chairman, presiding, supported by the Lady Mayoress, president. Presentation of framed picture awarded by the Institution to Mr. Hughes, manager of Theatre Royal, Hanley.

SUTTON COLDFIELD.—House-to-house collection.

TOWCESTER.—Whist drive.

WARWICK.—Life-boat day.

South-East of England.

ATTLEBOROUGH.—Life-boat day. Life-boat film "The Story of the Life-boat" shown.

BECCLES.—Collection at meeting of Beccles Historical Society at which a paper was read on the work of the life-boats on the Suffolk coast.

BOGNOR REGIS.—Carol singing.

BROADSTAIRS.—Branch re-formed. Honorary secretary, Mr. C. J. Greene.

CAMBERLEY.—"Bring-and-buy" life-boat shop. Carol singing.

CHORLEY WOOD.—Carol singing.

CLACTON-ON-SEA.—Annual meeting of the Ladies' Life-boat Guild, Mrs. F. M. H. Coleman, J.P., president, in the chair. Efforts of the past year: Life-boat day, church collections and whist drive. Amount collected in 1939, £155, an increase of £11 on 1938.

CLAYGATE.—Carol singing.

DARTFORD.—Series of ten lantern lectures, to audiences numbering 1050.

EASTBOURNE.—Annual meeting: the Deputy Mayor presiding. Speaker: Mr. Ernest Armstrong, chairman of the branch and a member of the committee of management of the Institution. Efforts of the past year: Life-boat days in Eastbourne and district and other collections arranged by the Ladies' Life-boat Guild. Amount collected in 1939, £1,364.

Life-boat crew entertained to dinner by Mr. J. E. Chilvers.

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

FOLKESTONE.—Series of bridge drives.

HASBOROUGH AND DISTRICT.—Whist drive at Bacton.

IPSWICH.—Dance.

KESSINGLAND.—Whist drive.

KING'S LYNN.—Concert.

LITTLEHAMPTON.—Dance.

LOWESTOFT.—Annual meeting, Mr. F. Spashett, J.P., chairman, presiding. Efforts of the past year: Life-boat day and dance. Amount collected in 1939, £254, an increase of £30 on 1938.

MARGATE.—Visit of the motor life-boat to the Tongue and Edinburgh Lightships with Christmas gifts from the people of Margate.

RICKMANSWORTH AND CROXLEY GREEN.—Bridge parties.

SELSEY.—Annual meeting, Mr. F. Keep, a member of the committee, presiding. Efforts of the past year: Life-boat day, whist drive and golf competition. Amount collected in 1939, £164, an increase of £2 on 1938.

Visit of the motor life-boat to the Owers lightship with Christmas gifts from the people of Bognor Regis, Selsey and the Witterings. Whist drive.

SOUTHBOROUGH AND DISTRICT.—Annual meeting, Mr. C. Kynaston, a member of the committee, presiding. Efforts of the past year: House-to-house collections. Amount collected in 1939, £77, an increase of £6 on 1938.

STEYNING.—Branch formed. Honorary secretary, Mr. E. Newgass.

WALTON AND FRINTON.—Annual meeting, the Rev. B. J. Edwards, vicar of Walton, and a member of the branch committee, presiding. Efforts of the past year: Life-boat day, life-boat Sunday, and angling competition. Amount collected in 1939, £218, an increase of £8 on 1938.

WELLS (Norfolk).—The thanks of the Institution on vellum awarded to Mr. H. E. Loynes on his retirement after 44 years' service as honorary secretary, presented by Mr. F. Raven, J.P., deputy chairman of the branch. Whist drive.

WINDSOR, ETON AND DISTRICT.—Carol singing.

WOLVERTON AND DISTRICT.—The branch has suffered a severe loss through the death of its honorary secretary, Mr. T. W. Impey.

South-West of England.

APPLEDORE.—Annual meeting, Captain the Hon. D. Scott, president of the branch, in the chair. Amount collected in 1939, £190.

BRIDGWATER.—Annual dance at North Petherton.

CAMBORNE.—New Year's dinner. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution. Dance.

COVERACK.—Annual dinner given by Mr. R. F. Roxburgh, K.C., to committee and crew.

EXETER.—Mrs. Gamble's 21st charity performance, "A Hundred Years Old" at the Theatre Royal. Prologue from "The Wanderer" by the Poet Laureate, and the lines by Miss E. Fogerty, C.B.E., spoken by Miss Lillah McCarthy, O.B.E. (Lady Keeble). Dramatic Performance at Stoke Canon.

FALMOUTH.—Naming ceremony of the new motor life-boat *Crawford and Constance Conybeare*. (A full account will appear in a later issue.) Address to the Rotary Club by Mr. W. L. Jarvis, honorary secretary.

ILFRACOMBE.—Annual meeting. Mr. J. Armstrong, vice-president, in the chair. Amount collected in 1939, £226.

ISLE OF WIGHT:

COWES.—American Tea. Annual Ball. Young People's dance.

MINEHEAD.—Annual meeting, Mr. H. M. Brandram, chairman, presiding. Amount collected in 1939, £363, an increase of £175 on 1938.

OXFORD.—Annual meeting, the Mayor, president of the branch, in the chair. Amount collected in 1939, £693, an increase of £58 on 1938.

PADSTOW.—Annual meeting, the chairman of the branch, presiding. Amount collected in 1939, £214, an increase of £5 on 1938.

PAIGNTON.—Annual bridge and whist drive.

PLYMOUTH.—Annual social, and life-boat day at Bere Ferrers.

READING.—Play at Basildon.

RINGWOOD.—Dance.

SALISBURY.—Annual whist drive at Bemerton, whist drive at Bodenham.

SOUTHAMPTON.—Whist drive.

SWANAGE: WAREHAM DISTRICT.—Whist drive. Appeal by the Mayor.

THAME.—Fancy dress dance.

TORQUAY.—Annual bridge and whist drive.

WATCHET.—Annual meeting, Captain H. K. Hole, chairman, presiding. Amount collected in 1939, £100.

WEYMOUTH.—Annual meeting, the Mayor, vice-chairman, presiding. Amount collected in 1939, £274.

The branch has lost a valued friend by the death of Captain H. C. Mayo, O.B.E., R.N., who was its honorary secretary from 1931 to 1938.

YEOVIL.—Address to Rotary Inner Wheel by district organizing secretary.

Scotland.

AYTON AND BURNMOUTH.—Annual New Year dance.

BANFF, MACDUFF, WHITEHILLS AND GARDENSTOWN.—Annual meeting of the Ladies' Life-boat Guild on 15th November. Efforts of the past year: Whist drives, dancing display, house-to-house collection, life-boat day and competition.

Whist drive organized by the Ladies' Life-boat Guild at which the prizes were presented by Provost Addison of Banff.

BATHGATE, AND BIGGAR.—Life-boat days.

BUCKIE.—The branch has lost an old coxswain by the death of Coxswain John Cowie. He retired with a pension in 1920, after serving for 11 years as second coxswain and six years as coxswain.

CAMPBELTOWN.—Annual meeting, Dr. J. P. Brown, D.S.O., J.P., president of the branch, in the chair. Efforts of the past year: Appeal for subscriptions and golf competitions. Amount collected in 1939, £154.

CARLUKE, AND CULROSS.—Life-boat days.

DUNBAR AND SKATERAW.—General Sir Reginald Wingate, Bt., G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O., vice-president of the branch and a member of the committee of management of the Institution, presented the customary Christmas gifts of tea, tobacco and woollen comforts to the members of the crews.

DUNOON.—Whist drive.

EDINBURGH.—Address to the St. Cuthbert's Scottish Co-operative Women's Guild (George Branch) by the Scottish organizing secretary.

ELIE.—Bridge drive at the house of the honorary secretary of the Ladies' Life-boat Guild. Whist drive.

FORTROSE.—Life-boat day.

GALASHIELS.—Annual meeting on 17th January, Miss Dorothy Chapman presiding. Speaker: The Scottish organizing secretary. Efforts of the past year: Daffodil day and appeal for annual subscriptions. Amount collected in 1939, £74.

GIRVAN.—Annual meeting of the Ladies' Life-boat Guild on 10th November. Efforts of the past year: Whist drive and dance.

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

GREENOCK.—Annual meeting on 29th November. Efforts of the past year: House-to-house collection and life-boat day. Amount collected in 1939, £308, an increase of £141 on 1938.

INVERGORDON, AND INVERNESS.—Life-boat days.

ISLE OF ISLAY.—Annual New Year dance at Bowmore, arranged by Mrs. Fisher.

KILMARNOCK.—Football match collection. A concert in the Manse drawing-room, arranged by Ray and Iain MacIntyre (aged 12 and 7), assisted by Eleanor and Ken

Binnie, Marie and Rona Scott, and Elma Neil. At the close of the concert they handed over £1 1s. to Miss Hibbs, the joint honorary secretary, who thanked them for their help.

KIRKCUDBRIGHTSHIRE.—Annual meeting on 15th December, Sir Charles Hope-Dunbar, Bt., president of the branch in the chair, preceded by the annual meeting of the Ladies' Life-boat Guild, Mrs. Yerburch of Barwhillanty, vice-president, in the chair. Efforts of the past year: Life-boat days, house-to-house collections, whist drive and appeal for subscriptions. Amount collected in 1939, £174.

LEVEN.—Annual meeting on 18th January. Efforts of the past year: Whist drives and life-boat day. Amount collected in 1939, £78. At the close of the meeting a whist drive was held.

MONTROSE.—Annual meeting of the Ladies' Life-boat Guild on 29th November, Mrs. Forsyth Grant, vice-president, in the chair. Speakers: Provost Todd and the Scottish organizing secretary. Efforts of the past year: Cinema matinee and life-boat day.

NAIRN.—Cinema collection and life-boat film "Boats That Save Life" shown.

TROON.—Annual meeting on 22nd December, Ex-Provost Dugald McAlister, chairman of the branch, presiding. Efforts of the past year: Annual joint Church Service, whist drive, life-boat day, and appeal for subscriptions. Amount collected in 1939, £174, an increase of £17 on 1938.

WICK.—Annual meeting of the Ladies' Life-boat Guild on 27th November. Efforts of the past year: Whist drive and life-boat day.

Wales.

Including Herefordshire, Monmouthshire and Shropshire.

BANGOR.—Dance.

BARRY DOCK.—The branch has lost an old coxswain by the death of Coxswain Evan Owens at the age of 83. He retired in 1917 with a pension after serving for 16 years as coxswain.

BLAENAU FESTINIOG.—Dance.

FERRYSIDE.—Dance.

PENARTH.—Whist drive.

Ireland.

BANGOR.—Dance, organized by the Ballyholme Yacht Club, proceeds divided between the Institution and the Ulster War Hospitals Supply Depot.

BRAY.—Annual life-boat dance.

CARLOW.—Life-boat dance organized by Chancellor S. Ridgeway, M.A.

CLOUGHEY.—Carol singing.

CORK.—Golf competition.

DONAGHADEE.—Annual meeting, the president Mr. George L. Delacherois in the chair. Amount collected in 1939, £109.

DUBLIN.—Children's party.

GREYSTONES.—Life-boat concert organized by Mrs. Edward Archer, president of the Ladies' Life-boat Guild.

MIDDLETON.—Lifeboat dance organized by Mr. W. St. Clair Rice, honorary secretary.

A Day's Gifts.

IN one post the Institution received gifts of a pair of sea-boot stockings, a

bag of corks, a jig-saw puzzle and a cheque for £1,000.

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, Boreham Wood, Herts.

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 July, 1940.

Services of the Life-boats of the Institution during 1939.

Services to vessels in distress through enemy action are marked ●●.

Other services arising out of the war are marked ●.

All the life-boats mentioned are motor life-boats unless it is stated that they are pulling and sailing.

1939.		Time of Launching.		Persons rescued from shipwreck.
Jan.	2.	9.30 a.m.	Fourteen fishing boats of Whitby. Whitby No. 1 life-boat escorted boats into harbour.	
"	2.	10.25 a.m.	Motor fishing vessel <i>Success</i> , of Whitby. Redcar life-boat stood by vessel and Teesmouth life-boat saved vessel and rescued - - - - -	4
"	2.	10.30 a.m.		
"	2.	10.50 a.m.	Motor fishing coble <i>Pioneer</i> , of Flamborough. Flamborough life-boat escorted coble into safety.	
"	2.	11.45 a.m.	Motor fishing boats <i>Hilda</i> , <i>Reliance</i> , and <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boats into harbour.	
"	2.	8.45 p.m.	Steam drifter <i>Yankee Girl</i> , of Ballycotton. Ballycotton life-boat escorted boat into harbour.	
"	3.	11.35 a.m.	Sailing boat <i>Roustabout</i> , of Lowestoft. Lowestoft life-boat saved boat and rescued - - - - -	4
"	3.	11.45 a.m.	Steam trawler <i>Spaniard</i> , of Hull. The Humber life-boat stood by vessel.	
"	7.	5.0 p.m.	Barge <i>Louise</i> , of Rochester. Clacton-on-Sea life-boat together with the Walton and Frinton life-boat, assisted to save the vessel and rescued - - - - -	2
"	7.	6.50 p.m.		
"	9.	1.0 p.m.	Motor fishing boats <i>Laura</i> of Donaghadee, and <i>Prospector</i> , of Ballywalter. Donaghadee life-boat escorted boats into harbour.	
"	9.	3.25 p.m.	Four motor fishing boats of Thurso. Thurso life-boat escorted boats into harbour.	
"	11.	6.0 p.m.	S.S. <i>George J. Goulondris</i> , of Andros. Sunderland life-boat rendered assistance.	
"	16.	7.10 p.m.	Motor fishing boat <i>Prince</i> , of Torquay. Torbay life-boat saved boat and rescued - - - - -	3
"	17.	4.0 p.m.	Schooner <i>Eglantine</i> , of Treguier. Angle life-boat escorted vessel into safety.	
"	18.	5.50 a.m.	Ketch <i>Leigh Hall</i> , of London. Walmer life-boat saved vessel and rescued - - - - -	8
"	19.	2.45 p.m.	Four fishing boats of Whitby. Whitby No. 1 life-boat escorted boats into harbour.	
"	19.	4.0 p.m.	Fishing boats <i>Isa Simpson</i> and <i>Sunbeam</i> , of Johnshaven. Gourdon life-boat escorted boats into safety.	
"	20.	11.50 p.m.	Motor vessel <i>Peterborough Trader</i> , of Wisbech. The Humber life-boat stood by vessel.	
"	21.	4.35 a.m.	Motor trawler <i>Paul Therese</i> , of Ostend. Penlee life-boat saved vessel and rescued - - - - -	6
"	22.	12.20 p.m.	Motor launch <i>Snapper</i> , of Poole. Poole and Bournemouth life-boat rendered assistance.	
"	23.	3.20 p.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby No. 1 life-boat escorted boat into harbour.	
"	23.	8.45 p.m.	Auxiliary ketch <i>St. Helens</i> , of London. Torbay life-boat assisted to save vessel and rescued - - - - -	8
"	25.	12.40 a.m.	Motor vessel <i>Gerco</i> , of Delfzijl. Shoreham Harbour life-boat escorted vessel to harbour.	
"	25.	3.30 p.m.	Two fishing boats of Wick. Wick life-boat escorted boats to safety.	
"	25.	4.5 p.m.	Motor fishing boat <i>Rowena</i> , of Ilfracombe. Ilfracombe life-boat escorted boat into harbour.	
"	30.	8.55 p.m.	S.S. <i>Brilliant</i> , of Glasgow. Torbay life-boat rendered assistance.	
Feb.	11.	10.20 p.m.	The Coningbeg light-vessel. Rosslare Harbour life-boat landed a sick man.	
"	12.	3.55 p.m.	A rowing boat. Weymouth life-boat - - - - -	2
"	14.	6.5 a.m.	Steam trawler <i>Hausa</i> , of Hull. The Humber life-boat stood by vessel.	
"	17.	11.15 a.m.	Motor boat <i>Sister Pat</i> , of Fleetwood. Fleetwood life-boat saved boat and rescued - - - - -	2
"	18.	10.15 a.m.	Nine motor fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels into harbour.	
"	18.	10.45 a.m.	Fishing coble <i>Isabella</i> , of Filey. Filey pulling and sailing life-boat escorted coble to safety.	

	1939.	Time of Launching.		Persons rescued from shipwreck.
	Feb. 22.	11.5 a.m.	Steam trawler <i>Jean Edmonds</i> , of Aberdeen. Lerwick life-boat escorted vessel into harbour.	
	" 26.	12.40 p.m.	Motor boat <i>Pam</i> , of Newhaven. Newhaven life-boat - - -	4
	" 27.	4.10 p.m.	Motor fishing boat <i>Janet</i> , of Thurso. Thurso life-boat rendered assistance.	
	Mar. 6.	7.20 a.m.	Irish Air Force seaplane. Rosslare Harbour life-boat escorted seaplane into harbour.	
	" 8.	10.20 a.m.	Seven fishing boats of Girvan. Girvan life-boat escorted boats into harbour.	
	" 8.	11.55 a.m.	The <i>Crosby</i> light-vessel. New Brighton No. 1 life-boat - -	5
	" 11.	4.0 p.m.	Fishing smack <i>Mannin</i> , of Douglas. Douglas life-boat rendered assistance.	
	" 11.	4.45 p.m.	Sailing yacht <i>Minnie II</i> , of Pwllheli. Pwllheli life-boat saved yacht and rescued - - - - -	3
	" 15.	6.26 a.m.	Barge <i>Cabby</i> , of Rochester. Ramsgate life-boat rendered assistance.	
	" 15.	8.30 a.m.	Fishing coble <i>Providence</i> , of Amble. Amble life-boat escorted coble into harbour.	
	" 15.	9.45 a.m.	Two fishing vessels of Eyemouth. Eyemouth life-boat stood by vessels.	
	" 15.	10.0 a.m.	Five motor fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels into harbour.	
	" 17.	8.0 a.m.	Motor fishing boat <i>Hyperion</i> , of Scarborough. Scarborough life-boat escorted boat into harbour.	
	" 20.	10.0 a.m.	Seven fishing boats of Beadnell. North Sunderland life-boat escorted boats into harbour.	
	" 20.	12 noon.	Two fishing boats of Wick. Wick life-boat escorted boats to safety.	
	" 20.	2.55 p.m.	Motor vessel <i>Fosna</i> , of Bergen. Cromer No. 2 life-boat landed a sick man.	
	" 20.	3.30 p.m.	Fishing smack <i>Mannin</i> , of Douglas. Douglas life-boat rendered assistance.	
	" 20.	8.55 p.m.	Barge <i>British Oak</i> , of Rochester. Southend-on-Sea life-boat saved vessel and rescued - - - - -	2
	" 20.		Yacht <i>Don Pat</i> , of Sheerness. Southend-on-Sea lifeboat saved yacht and rescued - - - - -	2
	" 22.	1.20 p.m.	S.S. <i>Sphene</i> , of Glasgow. Holy Island life-boat stood by vessel.	
	" 24.	12.5 p.m.	Fishing boats <i>Mayflower</i> and <i>Jessie Ann</i> , of Peterhead. Peterhead life-boat escorted boats to harbour.	
	" 25.	9.2 a.m.	Three fishing boats of Filey. Filey pulling and sailing life-boat escorted boats to safety.	
	" 28.	6.40 a.m.	The Anstruther fishing fleet. Anstruther life-boat escorted fleet to harbour.	
	April 9.	1.45 a.m.	S.S. <i>Hilary</i> , of Liverpool. Holyhead life-boat landed 90.	
	" 12.	9.50 a.m.	S.S. <i>Zeester</i> , of Kamlen, Holland. Great Yarmouth and Gorleston life-boat escorted vessel to safety.	
	" 18.	9.25 p.m.	Motor fishing boat <i>Cicely</i> , of Castletown. Peel life-boat rendered assistance.	
	" 22.	8.0 a.m.	Five motor fishing cobbles of Whitby. Whitby No. 1 life-boat escorted cobbles into harbour.	
	" 22.	9.55 a.m.	Fishing coble <i>Brittania</i> , of Flamborough. Flamborough life-boat escorted coble to safety.	
	" 22.	10.0 a.m.	Motor fishing boat <i>Reliance II</i> , of Sheringham. Sheringham life-boat escorted boat to safety.	
	" 22.	11.30 a.m.	S.S. <i>Mayflower</i> , of Liverpool. Hoylake life-boat stood by vessel.	
	" 22.	2.25 p.m.	Yacht <i>Sprite</i> , of Leigh-on-Sea. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
	" 22.	5.0 p.m.	Yacht <i>Marigold</i> , of Poole. Bembridge life-boat saved yacht and rescued - - - - -	3
	" 25.	5.0 p.m.	Three fishing boats of Port Erin. Port Erin life-boat escorted one boat to harbour.	
	" 27.	8.17 a.m.	Fishing boat <i>Olive</i> , of Sheringham. Sheringham life-boat escorted boat to safety.	
	May 3.	3.10 p.m.	Motor ferry boat <i>Tim</i> . Cromarty life-boat landed 11.	
	" 11.	7.12 p.m.	A motor launch of Lymington. Yarmouth, Isle of Wight, life-boat rendered assistance.	
	" 16.	10.40 a.m.	Fishing vessels <i>Royal Empire</i> , <i>Silver Line</i> , and <i>Gallilee</i> , of Whitby. Whitby No. 1 life-boat escorted vessels into harbour.	

		Time of Launching.		Persons rescued from shipwreck.
1939.				
May	23.	8.15 p.m.	Motor cruiser <i>Mary</i> , of Chichester. Hythe life-boat rendered assistance.	
"	26.	12.44 a.m.	Trawler <i>Louci Gouguy</i> , of Dieppe. Walmer life-boat stood by vessel.	
"	28.	6.55 a.m.	Yacht <i>Our Laddie</i> , of London. Walton and Frinton life-boat saved vessel and rescued - - - - -	13
"	29.	8.10 p.m.	Motor boat <i>Joy</i> , of Lowestoft. Lowestoft life-boat saved boat and rescued - - - - -	17
June	2.	1.0 p.m.	H.M. Submarine <i>Thetis</i> . Llandudno life-boat took doctor to vicinity of sunken submarine.	
"	3.	1.30 p.m.	Six children and a police officer marooned under the cliffs. Dover life-boat's motor boarding boat - - - - -	7
"	10.	12.20 p.m.	Yacht <i>Morn</i> , of Southampton. Margate life-boat rendered assistance.	
"	11.	2.15 p.m.	Motor boat <i>Roma</i> , of Fleetwood. Fleetwood life-boat saved boat and rescued - - - - -	3
"	11.	9.26 p.m.	Motor boat <i>Sally</i> , of Birkenhead. New Brighton No. 2 life-boat saved boat and rescued - - - - -	3
"	14.	10.50 p.m.	Motor vessel <i>Kentish Hoy</i> , of Chatham. Walton and Frinton life-boat saved vessel and rescued - - - - -	3
"	15.	9.50 a.m.	Motor yacht <i>Mayflower</i> , of Great Yarmouth. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
"	17.	10.0 p.m.	S.S. <i>Arantzazu-Mendi</i> , of Bilbao. Cloughy life-boat - - - - -	11
"	18.	12.13 p.m.	Three men cut off by the tide. Newhaven life-boat - - - - -	3
"	18.	1.30 p.m.	A rowing boat. Cromer No. 1 life-boat landed 5.	
"	18.	11.20 p.m.	Motor boat <i>Elim</i> , of Troon. Troon life-boat saved boat and rescued - - - - -	6
"	21.	2.55 p.m.	Yacht <i>Redshank</i> , of Shoeburyness. Southend-on-Sea life-boat saved yacht.	
"	22.	9.50 a.m.	Motor fishing boats <i>Rosa</i> and <i>Widgeon</i> , of Montrose. Montrose No. 1 life-boat escorted boats into harbour.	
"	22.	11.30 p.m.	S.S. <i>Ernrir</i> , of Hull. Redcar lifeboat - - - - -	10
"	25.	3.50 p.m.	Motor cable <i>Ben-My-Chree</i> , of Hartlepool. Hartlepool life-boat escorted cable into safety.	
"	28.	4.15 p.m.	Sailing dinghy <i>Idle Hour</i> , of New Quay. New Quay, Cardigan, pulling and sailing life-boat saved boat and rescued - - -	2
"	28.	7.10 p.m.	Motor yacht <i>Alanfred</i> , of Benfleet. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	4
July	5.	7.32 p.m.	A pile driver, of Poole. Yarmouth, Isle of Wight, life-boat -	2
"	6.	1.5 p.m.	A sailing boat. Walmer life-boat escorted boat to harbour.	
"	10.	7.25 p.m.	Yacht <i>Sarah Ann</i> , of Maldon. Caister pulling and sailing life-boat rendered assistance.	
"	13.	2.30 p.m.	Steam drifter <i>Ocean Harvest</i> , of Great Yarmouth. Peterhead life-boat - - - - -	10
"	13.	7.50 p.m.	Motor yacht <i>Doric</i> , of Upton-on-Severn. Lynmouth pulling and sailing life-boat rendered assistance.	
"	13.	8.25 p.m.	S.S. <i>Helmsdale</i> , of Ipswich. Holy Island life-boat - - - -	11
"	15.	6.45 p.m.	Yacht <i>Marosa</i> , of West Mersea. Clacton-on-Sea life-boat stood by yacht.	
"	16.	4.25 a.m.	S.S. <i>St. Ninian</i> , of Aberdeen. Peterhead life-boat landed 21.	
"	16.	6.30 p.m.	Steam trawler <i>Lynx</i> , of Grimsby. Stromness life-boat stood by and escorted trawler to safety.	
"	17.	8.20 p.m.	A canoe. Lowestoft life-boat saved canoe and rescued - - -	2
"	23.	1.45 p.m.	Sailing yacht <i>Pinta</i> , of Hull. The Humber life-boat rendered assistance.	
"	29.	1.10 p.m.	Small boat <i>Lou Mani</i> , of Belgium. Walmer life-boat saved boat and rescued - - - - -	2
"	30.	1.34 p.m.	Motor fishing boat <i>Point Girl</i> , of Ballycotton. Ballycotton life-boat saved boat and rescued - - - - -	4
Aug.	1.	1.30 p.m.	A rowing boat of Moelfre. Moelfre life-boat rendered assistance.	
"	1.	6.30 p.m.	A curragh. Galway Bay life-boat saved curragh.	
"	5.	6.45 p.m.	Tobermory life-boat took a sick woman to Oban.	
"	6.	6.34 p.m.	Sailing yacht <i>Thais</i> . Swanage life-boat saved yacht.	
"	9.	6.10 p.m.	Motor yacht <i>Annie Alice</i> , of Port Erin. Peel life-boat saved yacht and rescued - - - - -	5
"	9.	7.0 p.m.	Motor yacht <i>Viking</i> , and motor yacht <i>Loch Maree</i> , of Greenock. Minehead life-boat landed 8.	
"	11.	4.15 p.m.	Motor fishing boat <i>Dunluce</i> , of Portrush. Portrush life-boat saved boat and rescued - - - - -	4
"	14.	9.27 p.m.	A small speed boat. Swanage life-boat rendered assistance.	

		Time of Launching.		Persons rescued from shipwreck.
1939.				
Aug.	16.	2.25 a.m.	Motor yacht <i>Jane</i> , of Poole. Weymouth life-boat rendered assistance.	
"	17.	7.15 p.m.	Steam drifter <i>Excel IV</i> , of Eyemouth. North Sunderland life-boat stood by drifter.	
"	20.	7.45 p.m.	A small home-made rowing boat. Blackpool life-boat saved boat and rescued - - - - -	4
"	22.	2.45 a.m.	Steam trawler <i>Cape Pallister</i> , of Hull. Humber life-boat rendered assistance.	
"	26.	2.5 a.m.	Motor fishing boat <i>Sarah Ross</i> , of Peterhead. Peterhead life-boat rendered assistance.	
"	29.	3.31 a.m.	S.S. <i>Hilda</i> , of Luvia, Finland. Anstruther life-boat stood by vessel.	
Sept.	2.	7.0 a.m.	Trawler <i>Washington</i> , of Grimsby. Wick life-boat escorted vessel.	
"	2.	11.40 p.m.	Trawler <i>Navarre</i> , of Grimsby. Wick life-boat - - - - -	9
"	3.	4.50 p.m.	Barge <i>Eureka</i> , of Harwich. Walton and Frinton life-boat rendered assistance.	
"	3.	6.11 p.m.	Rowing boat outboard motor, of Woolacombe. Ilfracombe life-boat saved boat and rescued - - - - -	3
"	7.	10.45 p.m.	Steam trawler <i>Commander Nasmith</i> , of Hull. Longhope life-boat stood by vessel.	
●	"	9.	9.47 p.m. Aeroplane K.8707. Hastings life-boat saved aeroplane.	
●●	"	10.	3.37 p.m. S.S. <i>Magdapur</i> , of Liverpool. Aldeburgh No. 1 life-boat -	74
"	10.	5.21 p.m.	Sailing yacht <i>Wisp</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued - - - - -	2
●●	"	15.	6.45 a.m. S.S. <i>British Influence</i> , of London. Courtmacsherry life-boat landed 42.	
●	"	15.	7.40 p.m. S.S. <i>Alex Van Opstal</i> , of Antwerp. Weymouth lifeboat stood by ship's boats.	
●●	"	16.	4.30 a.m. Motor vessel <i>Cheyenne</i> , of Newcastle. Courtmacsherry life-boat landed 37.	
"	22.	8.18 p.m.	S.S. <i>Miltrap</i> , of Newcastle. Holy Island life-boat rendered assistance.	
"	22.	9.2 p.m.	Steam trawler <i>Kopenes</i> , of Grimsby. Humber life-boat stood by vessel.	
●●	"	24.	8.9 a.m. S.S. <i>Phryne</i> , of Caen. Aldeburgh life-boat - - - - -	24
"	25.	9.0 p.m.	Steam trawler <i>Oswaldian</i> , of Grimsby. Redcar life-boat stood by vessel.	
"	27.	2.35 a.m.	Motor ship <i>Sardinia</i> , of Oslo. Stromness life-boat stood by vessel.	
"	27.	7.5 a.m. } 9.6 a.m. }	Motor barge <i>Halcyon</i> , of Hull. Walmer life-boat stood by vessel, and Ramsgate life-boat saved vessel and rescued -	3
Oct.	3.	4.25 p.m.	Motor yacht <i>Herga</i> , of Guernsey. Walton and Frinton life-boat assisted to save vessel and rescued - - - - -	6
"	4.	9.57 a.m.	Fishing coble <i>Onward</i> , of Craster, and three fishing boats, of Amble. Boulmer life-boat escorted boats.	
●	"	4.	4.45 p.m. S.S. <i>Noordam</i> , of Rotterdam. Walmer life-boat landed a sick man, thereby saving his life - - - - -	1
"	5.	6.40 a.m.	Small fishing boat <i>Pioneer</i> , of Peterhead. Fraserburgh life-boat rendered assistance.	
"	5.	3.40 p.m.	Vessel <i>Sonja</i> , of Helsingborg. Campbeltown life-boat rendered assistance.	
"	5.	6.55 p.m.	Fishing boats <i>Boy George</i> , <i>Promote</i> , <i>Union</i> , <i>Violet</i> , and <i>Victory</i> , of Fraserburgh. Fraserburgh life-boat escorted boats to safety.	
●●	"	6.	6.10 p.m. Motor vessel <i>Lochgoil</i> , of London. The Mumbles life-boat landed 45.	
●	"	7.	11.45 a.m. H.M.S. <i>Cape Barracouta</i> . Ramsgate life-boat stood by vessel.	
●●	"	7.	11.52 p.m. S.S. <i>Binnendijk</i> , of Rotterdam. Weymouth life-boat stood by vessel.	
"	9.	6.45 a.m.	S.S. <i>Mount Ida</i> , of Piræus, Greece. Cromer No. 1 life-boat -	29
"	9.	2.0 p.m.	Motor vessel <i>West Coaster</i> , of London. Helvick Head life-boat rendered assistance.	
"	9.	8.25 p.m.	S.S. <i>Mount Ida</i> , of Piræus, Greece. Cromer No. 2 life-boat landed 29 from Cromer No. 1 life-boat.	
●	"	10.	4.55 a.m. Steam trawler <i>Saltair</i> , of Grimsby. Humber life-boat - -	9
●	"	10.	2.10 p.m. Steam trawler <i>Saltair</i> , of Grimsby. Humber life-boat - -	7
"	11.	7.10 a.m.	S.S. <i>Commarr</i> , of Panama. Great Yarmouth and Gorleston life-boat stood by vessel.	
"	12.	5.57 a.m.	S.S. <i>Royal</i> , of Arendal. Holy Island life-boat stood by vessel.	
"	12.	Midnight.	S.S. <i>Linwood</i> , of Middlesbrough. Cromer No. 2 life-boat -	12

		Time of Launching.		Persons rescued from shipwreck.
1939.				
Oct.	14.	9.50 a.m.	Barge <i>Esterel</i> , of London. Walton and Frinton life-boat - -	3
"	14.	11.25 a.m.	Sailing barge <i>Celtic</i> , of London. Margate life-boat saved barge and rescued - - - - -	2
"	14.	2.15 p.m.	Steam trawler <i>Erillus</i> , of Grimsby. Bridlington life-boat saved boat and rescued - - - - -	9
●	"	14.	10.0 p.m. Aeroplane. Weymouth life-boat - - - - -	4
"	15.	3.20 p.m.	Sailing barge <i>Yarana</i> , of London. Margate life-boat saved boat and rescued - - - - -	2
"	17.	1.15 a.m.	Steam trawler <i>Dane</i> , of Hull. Humber life-boat rendered assistance.	
●	"	19.	8.30 a.m. S.S. <i>Mirza</i> , of The Hague. Walmer life-boat put doctor on board.	
"	19.	11.55 a.m.	Six fishing cobles. Newbiggin life-boat escorted boats into harbour.	
●	"	20.	2.54 a.m. H.M. Trawler <i>Kirkella</i> . Great Yarmouth and Gorleston life-boat stood by vessel.	
●	"	20.	4.25 a.m. Selsey life-boat <i>Canadian Pacific</i> . Shoreham Harbour life-boat rendered assistance.	
●	"	20.	8.45 a.m. S.S. <i>Panachrandos</i> , of Andros. Walmer life-boat put doctor on board and landed a sick man.	
●●	"	20.	2.35 p.m. S.S. <i>Sea Venture</i> , of London. Lerwick life-boat landed 25.	
"	20.	7.11 p.m.	S.S. <i>Turkia</i> , of Greece. Swanage life-boat landed 26.	
●●	"	21.	4.20 p.m. S.S. <i>Deodata</i> , of Horten. Great Yarmouth and Gorleston life-boat landed 12.	
"	22.	3.33 a.m.	S.S. <i>Alphald</i> , of Rotterdam. Ramsgate life-boat rendered assistance.	
"	23.	2.0 p.m.	S.S. <i>Copeland</i> , of Glasgow. Southend-on-Sea life-boat stood by vessel.	
"	24.	4.0 a.m.	S.S. <i>Argos Hill</i> . Clovelly life-boat stood by vessel.	
●●	"	24.	1.30 p.m. } S.S. <i>Konstantinos Hadjipateros</i> , of Chios. Great Yarmouth and	
●●	"	6.50 p.m. }	Gorleston life-boat landed 23.	
"	25.	9.7 a.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat rendered assistance.	
"	25.	3.20 p.m.	Rowing boat <i>Mon Ami</i> , of Holland-on-Sea. Clacton-on-Sea life-boat saved boat and rescued - - - - -	3
●	"	25.	4.50 p.m. Dover life-boat rendered assistance in connexion with naval service.	
"	25.	10.25 p.m.	Redcar life-boat <i>Louisa Polden</i> . Teesmouth life-boat escorted life-boat to safety.	
"	26.	8.30 a.m.	Motor fishing cobles of Filey. Filey pulling and sailing life-boat stood by cobles.	
"	26.	10.35 a.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat - - -	10
"	26.	11.0 a.m.	Four fishing boats of Eyemouth. Eyemouth life-boat stood by boats.	
"	26.	11.5 a.m.	Fishing cable <i>Humility</i> , of Newbiggin. Newbiggin life-boat escorted cable to safety.	
"	26.	2.15 p.m.	Auxiliary cutter <i>Albion</i> , of Fleetwood. Blackpool life-boat assisted to save vessel and rescued - - - - -	3
"	27.	9.0 a.m.	Motor boat <i>Olive</i> . Torbay life-boat saved boat.	
"	28.	8.15 p.m.	S.S. <i>Manzoni</i> , of Fiume. Walmer life-boat stood by vessel.	
"	29.	12.5 p.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat - - -	7
●●	"	30.	11.30 p.m. S.S. <i>Cairmona</i> , of Newcastle. Peterhead life-boat landed 42.	
"	31.	3.45 p.m.	Fishing boats <i>Premier</i> and <i>Pride</i> , of Scarborough. Scarborough life-boat escorted boats to safety.	
●Nov.	1.	1.50 p.m.	Dover life-boat rendered assistance in connexion with naval service.	
●	"	1.	11.15 p.m. S.S. <i>Mim</i> , of Tonsberg. Stromness life-boat landed 11 and rescued - - - - -	22
"	2.	4.15 a.m.	S.S. <i>Pink Rose</i> , of Liverpool. Falmouth life-boat escorted vessel to harbour.	
"	3.	11.0 a.m.	Fishing boats <i>Ina</i> and <i>Johnstones</i> , of Blyth. Blyth life-boat escorted boats into harbour.	
"	3.	11.40 a.m.	Four motor fishing cobles, of Filey. Filey pulling and sailing life-boat escorted cobles to safety.	
●●	"	3.	5.56 p.m. S.S. <i>Canada</i> , of Copenhagen. Humber life-boat - - - -	14
"	3.	12.12 p.m.	Fishing cobles <i>Evelyn</i> and <i>Margaret</i> , <i>Hilda</i> , and <i>Premier</i> , of Scarborough. Scarborough life-boat escorted cobles into harbour.	
●●	"	4.	8.25 p.m. S.S. <i>Nicholas M. Embiricos</i> , of Andros. Walmer life-boat landed 14.	

		Time of Launching.		Persons rescued from shipwreck.
1939.				
●●	Nov. 4.	9.24 p.m.	S.S. <i>Nicholas M. Embiricos</i> , of Andros. Ramsgate life-boat landed 12.	
	" 5.	7.5 p.m.	Fishing boat <i>Queen</i> , of Liverpool. New Brighton No. 2 life-boat saved boat and rescued - - - - -	6
	" 7.	8.45 p.m.	Fishing boats <i>Polley</i> and <i>Parnell</i> , of Wicklow. Wicklow life-boat saved boats and rescued - - - - -	6
	" 8.	12.20 a.m.	S.S. <i>City of Melbourne</i> , of Liverpool. Walmer life-boat rendered assistance.	
	" 9.	8.0 a.m.	Motor fishing boat <i>Melba</i> , of Bridlington. Bridlington life-boat saved vessel and rescued - - - - -	5
●●	" 9.	8.30 a.m.	S.S. <i>Carmarthen Coast</i> , of Liverpool. Seaham life-boat rescued - - - - -	14
●	" 11.	7.16 a.m.	S.S. <i>Dryburgh</i> , of Leith. Humber life-boat - - - - -	16
●	" 11.	12.45 p.m.	S.S. <i>Dryburgh</i> , of Leith. Bridlington life-boat took out salvage officer.	
●●	" 12.	3.45 a.m.	H.M. Minesweeper <i>Cape Comorin</i> . Whitby No. 1 life-boat -	18
●	" 12.	4.30 a.m.	S.S. <i>Appledore</i> . Lowestoft life-boat stood by vessel and assisted to save six other vessels.	
●	" 12.	7.10 p.m.	S.S. <i>Fireglow</i> , of London, and S.S. <i>Deerpool</i> , of West Hartlepool. Humber life-boat saved S.S. <i>Fireglow</i> , and rescued 34 from S.S. <i>Deerpool</i> , including 4 from a tug's crew - - - - -	34
●	" 12.	9.30 p.m.	S.S. <i>Appledore</i> . Lowestoft life-boat took out letter from naval authorities.	
	" 13.	7.25 a.m.	Fishing boat <i>Sea Queen</i> , of Hastings. Hastings life-boat saved boat and rescued - - - - -	2
	" 13.	11.30 a.m.	Fishing coble <i>Royal Empire</i> , of Whitby. Whitby No. 2 pulling and sailing life-boat escorted coble into harbour.	
●●	" 13.	7.10 p.m.	S.S. <i>Matra</i> , of Liverpool. Margate life-boat - - - - -	52
●●	" 13.	11.20 p.m.	S.S. <i>Matra</i> , of Liverpool. Margate life-boat - - - - -	1
●	" 14.	8.0 p.m.	S.S. <i>Georgios</i> , of Piræus. Humber life-boat - - - - -	22
●	" 14.	9.15 p.m.	H.M. Trawler. Yarmouth (I.W.) life-boat - - - - -	12
	" 15.	4.40 a.m.	S.S. <i>Alaska</i> , of Havre. Selsey life-boat saved ship's boat.	
●●	" 15.	11.50 a.m.	S.S. <i>Woodstown</i> . Margate life-boat landed 4.	
	" 16.	5.30 a.m.	S.S. <i>Veloce</i> , of Napoli. Dungeness life-boat stood by vessel.	
	" 16.	1.10 p.m.	Motor fishing boat <i>Margaret</i> , of Minehead. Minehead life-boat saved boat and rescued - - - - -	3
	" 17.	12 noon.	Fishing boat <i>Pride</i> and two cobbles, of Scarborough. Whitby No. 1 life-boat escorted boats into harbour.	
	" 19.	4.0 a.m.	Auxiliary smack <i>Charlotte Ellen</i> , of Tollesbury. Clacton-on-Sea life-boat - - - - -	3
	" 19.	5.17 a.m.	Barge <i>Cetus</i> , of London. Aldeburgh No. 1 life-boat saved barge and rescued - - - - -	2
	" 19.	8.56 a.m.	Sprit barge <i>Lorna</i> , of London. Clacton-on-Sea life-boat -	2
	" 19.	10.58 a.m.	S.S. <i>Roxby</i> , of West Hartlepool. Walmer life-boat landed an injured man.	
●●	" 20.	10.45 a.m.	H.M. Minesweeper <i>Mastiff</i> . Margate life-boat landed 4.	
●●	" 21.	1.17 p.m.	S.S. <i>Terukuni Maru</i> , of Tokio. Walton and Frinton life-boat saved ship's boat.	
●●	" 22.	9.20 a.m.	S.S. <i>Fianona</i> , of Genoa. Walmer life-boat stood by vessel.	
●●	" 22.	11.45 p.m.	S.S. <i>Elena R.</i> , of Syra. Weymouth life-boat landed 24.	
●	" 23.	8.25 a.m.	French naval trawler. St. Peter Port life-boat rendered assistance.	
●	" 23.	10.5 a.m.	Margate life-boat warned shipping of dangerous area.	
●●	" 23.	12.50 a.m.	Trawler <i>Sulby</i> , of Fleetwood. Tobermory life-boat landed 5.	
●●	" 24.	9.12 a.m.	S.S. <i>Mangalore</i> , of Liverpool. Humber life-boat - - - - -	58
	" 24.	12.10 a.m.	S.S. <i>Lightfoot</i> , of Newcastle. Clacton-on-Sea life-boat stood by vessel.	
	" 24.	10.25 p.m.	S.S. <i>Pegu</i> , of Glasgow. New Brighton No. 1 life-boat - - -	103
●	" 25.	11.30 p.m.	H.M. Trawler <i>Gaul</i> . Lytham St. Annes life-boat - - -	15
	" 25.	4.30 p.m.	Auxiliary barge <i>Lady Dorothy</i> , of Ipswich. Clacton-on-Sea life-boat stood by boat.	
●	" 26.	7.15 a.m.	H.M. Trawler <i>Gaul</i> . Lytham St. Annes life-boat rendered assistance.	
	" 26.	9.15 a.m.		
	" 26.	9.25 a.m.	Folkestone light-vessel. Walmer life-boat escorted vessel to safety.	
●	" 26.	10.0 a.m.	H.M. Trawler <i>Blackburn Rovers</i> . Dover life-boat boarding boat - - - - -	16
	" 26.	11.5 a.m.	Pilot boat <i>Charles Livingstone</i> , of Liverpool. Blackpool life-boat - - - - -	6
	" 26.	11.55 a.m.	Barge <i>Five Sisters</i> . Southend-on-Sea life-boat stood by the <i>Five Sisters</i> .	

		Time of Launching.		Persons rescued from shipwreck.
1939.				
Nov.	26.	4.0 p.m.	The Conningbeg light-ship. Kilmore life-boat landed a sick man.	
●●	„	27.	9.40 a.m. S.S. <i>Spaarndam</i> , of Rotterdam. Southend-on-Sea life-boat saved a ship's boat.	
●●	„	28.	11.15 a.m. S.S. <i>Gustaf E. Rueter</i> , of Gotenburg. Lerwick life-boat - - -	14
●●	„	28.	4.30 p.m. S.S. <i>Rubis Law</i> , of Aberdeen. Margate life-boat landed 4.	
„	29.	8.10 p.m.	Fishing boat <i>St. Clare</i> , of Arklow. Arklow life-boat saved boat and rescued - - - - -	4
●●	„	30.	10.10 a.m. S.S. <i>Sheafcrest</i> , of Newcastle. Margate life-boat landed 15.	
●	„	30.	11.35 a.m. Admiralty S.S. <i>Brichol</i> . Barra Island life-boat rendered assistance.	
●	„	30.	6.15 p.m. S.S. <i>Ben Glas</i> , of North Shields. Great Yarmouth and Gorleston life-boat saved vessel and rescued - - - - -	10
●Dec.	1.	10.0 a.m.	Trawler <i>Pass-o-Leny</i> . Lytham St. Annes life-boat rendered assistance.	
●●	„	1.	11.5 a.m. S.S. <i>Dalryan</i> , of Newcastle. Margate life-boat - - - - -	39
„	1.	11.35 a.m.	Fishing boat <i>Mary</i> , of Sunderland. Sunderland life-boat saved boat and rescued - - - - -	2
„	1.	3.0 p.m.	S.S. <i>Perth</i> , of Dundee. Clacton-on-Sea life-boat stood by vessel.	
●	„	1.	7.15 p.m. S.S. <i>Realf</i> , of Moss, Norway. Cromer No. 1 life-boat landed crew of 32 and a prize crew of 10 naval ratings.	
●	„	2.	12.35 a.m. Steam trawler <i>Resolvo</i> , of Grimsby. Great Yarmouth and Gorleston life-boat - - - - -	10
●●	„	2.	11.50 a.m. S.S. <i>San Calisto</i> , of London. Margate life-boat landed 23.	
„	3.	1.47 p.m.	Small boat <i>Skylark</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued - - - - -	3
●	„	4.	3.10 a.m. S.S. <i>Hamsterley</i> , of Newcastle. Great Yarmouth and Gorleston life-boat landed 22.	
„	5.	8.17 p.m.	Trawler <i>Quizotic</i> , of Aberdeen. Broughty Ferry life-boat -	9
„	5.	8.55 p.m.	Trawler <i>Quizotic</i> , of Aberdeen. Arbroath life-boat stood by vessel.	
„	6.	12.41 p.m.	Fishing boat <i>Skylark</i> , of Shoreham. Shoreham Harbour life-boat escorted boat to harbour.	
●●	„	7.	7.45 p.m. S.S. <i>Louis Sheid</i> , of Antwerp. Salcombe life-boat rescued 62, the crew of the SS. <i>Tajandoen</i> , of Amsterdam - - -	62
●●	„	7.	9.18 p.m. S.S. <i>Louis Sheid</i> , of Antwerp. Plymouth life-boat stood by vessel.	
„	8.	9.45 a.m.	Fishing boat <i>John Bull</i> , of Torquay. Torbay life-boat saved boat and rescued - - - - -	2
●●	„	8.	11.30 a.m. S.S. <i>Merel</i> , of London. Ramsgate life-boat rendered assistance and saved two boats.	
„	8.	4.0 p.m.	S.S. <i>Kabinda</i> , of Antwerp. Walmer life-boat rendered assistance.	
●●	„	8.	11.20 p.m. S.S. <i>Corea</i> , of Goole. Cromer No. 1 life-boat - - - - -	7
●●	„	9.	5.30 a.m. H.M.S. <i>Susette</i> . Lowestoft life-boat stood by vessel.	
„	9.	3.30 p.m.	Fishing boats <i>Ben Venuto</i> and <i>Vanguard</i> , of Arbroath. Arbroath life-boat escorted boats to safety.	
„	9.	5.0 p.m.	S.S. <i>Kabinda</i> , of Antwerp. Walmer life-boat - - - - -	44
„	9.	9.0 p.m.	S.S. <i>Middlesbro'</i> , of Newcastle-on-Tyne. Flamborough life-boat landed 15.	
„	10.	12.28 a.m.	S.S. <i>Jotun</i> , of Stavanger. Holy Island life-boat - - - - -	13
„	10.	2.42 a.m.	S.S. <i>Kabinda</i> , of Antwerp. Ramsgate life-boat - - - - -	31
„	10.	9.30 a.m.	S.S. <i>Duke of Lancaster</i> , of Barrow, and S.S. <i>Fire King</i> , of Liverpool. Ramsey life-boat landed 12 and took out provisions.	
„	10.	2.40 p.m.	Fishing boat <i>Ben Venuto</i> , of Arbroath. Arbroath life-boat escorted boat to safety.	
●●	„	10.	8.45 p.m. S.S. <i>Willowpool</i> , of Hartlepool. Great Yarmouth and Gorleston life-boat landed 36.	
●	„	11.	8.25 p.m. S.S. <i>Eumaeus</i> , of Liverpool. Dun Laoghaire life-boat rendered assistance.	
●●	„	12.	12.27 p.m. Motor vessel <i>King Egbert</i> , of London. Great Yarmouth and Gorleston life-boat landed 32.	
„	12.	7.30 a.m.	S.S. <i>Corbrook</i> , of London. Cromer No. 1 life-boat stood by vessel.	
●	„	12.	12.45 p.m. S.S. <i>Eumaeus</i> , of Liverpool. Wicklow life-boat rendered assistance.	
●	„	12.	9.5 p.m. S.S. <i>Eumaeus</i> , of Liverpool. Dun Laoghaire life-boat rendered assistance.	
„	13.	2.15 p.m.	A ship's life-boat. Kirkcudbright life-boat saved boat.	

1939.	Time of Launching.		Persons rescued from shipwreck.
Dec. 14.	6.15 a.m.	S.S. <i>Corbrook</i> , of London. Cromer No. 2 life-boat stood by vessel.	
„ 14.	6.30 a.m.	Motor ship <i>Cairngorm</i> , of Glasgow. Dunmore East life-boat saved vessel.	
„ 16.	1.45 a.m.	S.S. <i>Rubaan</i> , of Glasgow. The Lizard life-boat— — — — —	8
„ 16.	1.45 p.m.	Schooner <i>Henrietta</i> , of Truro. Torbay life-boat— — — — —	7
„ 19.	12.50 a.m.	Steam trawler <i>Junco</i> , of London. Port St. Mary life-boat saved vessel and rescued— — — — —	10
●● „ 19.	3.40 a.m.	S.S. <i>City of Kobe</i> , of Liverpool. Great Yarmouth and Gorleston life-boat saved two ship's boats.	
„ 19.	11.15 a.m.	S.S. <i>Dublin</i> , of Belfast. Girvan life-boat stood by vessel.	
„ 20.	11.30 a.m.	Motor fishing coble <i>Brittania</i> , of Flamborough. Flamborough life-boat escorted coble to safety.	
●● „ 20.	3.15 p.m.	S.S. <i>Mars</i> , of Stockholm. Blyth life-boat saved a ship's boat.	
●● „ 21.	2.10 a.m.	Motor vessel <i>Dosinia</i> , of London. Cromer No. 1 life-boat assisted to save vessel and rescued — — — — —	51
● „ 21.	5.40 p.m.	H.M. Trawler <i>Saxonia</i> , of Grimsby. Lowestoft life-boat rendered assistance.	
„ 21.	6.10 p.m.	Motor fishing boat <i>Trustful</i> , of Banff. Peterhead life-boat saved boat and rescued — — — — —	3
● „ 21.	8.40 p.m.	H.M. Trawler <i>Sir John Lister</i> , of Larne. Donaghadee life-boat rendered assistance.	
„ 22.	4.40 a.m.	S.S. <i>Longships</i> , of Glasgow. St. Mary's life-boat — — — — —	27
●● „ 22.	2.20 p.m.	S.S. <i>Gryfevale</i> , of Glasgow. Tynemouth life-boat escorted vessel to safety.	
„ 23.	3.30 p.m.	Fishing boat <i>Malvina</i> , of Wells. Wells life-boat escorted boat into harbour.	
„ 23.	7.30 a.m.	Motor trawler <i>Purple Heath</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	
„ 25.	6.21 p.m.	Motor boat <i>Salvor</i> , of Ramsgate. Ramsgate life-boat escorted boat into harbour.	
„ 26.	12.30 p.m.	Fishing coble <i>Queen Mary</i> , and two other cobs. Amble life-boat escorted cobs to safety.	
„ 27.	9.45 a.m.	S.S. <i>Kentwood</i> , of London. Walmer life-boat rendered assistance.	
●● „ 28.	10.5 a.m.	S.S. <i>Hanne</i> , of Copenhagen. Blyth life-boat brought ashore a dead body.	
● „ 29.	9.30 p.m.	H.M. Trawler <i>Rutlandshire</i> . Flamborough life-boat rendered assistance.	

SUMMARY OF THE YEAR'S WORK.

Lives rescued by Life-boats	— — — — —	1198
Lives rescued in other ways for whose rescue the Institution gave rewards	— — — — —	209

Total of lives rescued — — — — — 1,407

Persons landed from vessels on which they might have been in danger	— — — — —	667
Boats and vessels which Life-boats saved or helped to save	— — — — —	74
Boats and vessels which Life-boats stood by, escorted to safety, or helped	— — — — —	250
Total number of launches, including those in which for various reasons no services were rendered	— — — — —	685