

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

Vol. XXVI.—No. 289.]

FEBRUARY, 1927.

[PRICE 6d.

Publicity and Propaganda in Scotland.

Formation of a Scottish Council.

FOR some considerable period the Committee of Management have felt that the organisation in Scotland of our appeal for funds to carry on the Life-boat Service has not been effective, and that, as a result, the amount raised in that part of the United Kingdom has not been commensurate either with the generosity of the Scottish people when an appeal for a great national purpose is adequately presented for their sympathy and support, or with the large expenditure both as regards capital and annual outlay for permanent maintenance to which the Institution has been committed in the provision of Motor Life-boats on the Scottish coast.

Taking the latter point first, it will interest our Scottish subscribers particularly to have a brief survey of the situation. At the end of October last, the new Motor Life-boat provided by the Institution reached Aberdeen after a record journey from Cowes, which is fully described in this issue, and with her arrival Scotland may claim that she possesses one of the most powerful and up-to-date Life-boats in the world.

But this boat, which is 60 feet long, with twin screws, two 76 h.p. engines and two cabins, is only one of several which the Royal National Life-boat Institution has just built or is now building for Stations on the Scottish coasts—Life-boats involving an expenditure of many thousands of pounds. The Aberdeen Life-boat was the third Motor Life-boat to be sent to Scotland in 1926. In September two boats of a very powerful type went to Montrose and Longhope, and a new Motor Life-boat of the same type as the Aberdeen boat, but rather smaller, to suit the

special conditions of the Orkneys, is now under construction for Stromness. She will replace the present Stromness Motor Life-boat, which has been at that Station since 1908, and was one of the first to be built by the Institution.

The Aberdeen and Stromness boats are of the type known as the Barnett Twin Screw, and the Montrose and Longhope boats are of the Watson Cabin type. They will owe much to Scottish brains and traditional interest in Life-boat construction. For they were designed by, and the types named after, the late Mr. G. L. Watson and Mr. J. R. Barnett, the late and present heads respectively of the famous Glasgow firm of Naval Architects, Messrs. G. L. Watson and Company.

In addition to these boats there are Motor Life-boats at Port Patrick (Wigtownshire), Cambeltown (Argyllshire), Wick (Caithness-shire), Buckie (Banffshire), Fraserburgh (Aberdeenshire), Peterhead (Aberdeenshire), Broughty Ferry (Forfarshire), and St. Abbs (Berwickshire); and it is proposed to lay down Motor Life-boats for Kirkcudbright (Kirkcudbrightshire), Thurso (Caithness-shire), Cromarty (Cromartyshire), Stornoway (Island of Lewis), Whitehills (Banffshire), Troon (Ayrshire), Girvan (Ayrshire), and Dunbar (Haddingtonshire). Thus, out of 43 Life-boats on the Scottish coasts, 12 are now Motor Life-boats, and in the near future the number will be 20. As two Motor Life-boats are regarded as equivalent to five Pulling and Sailing Life-boats in life-saving capacity, the number of Stations will probably be reduced as the proportion of Motor Life-boats is increased, and when there

are 20 they will represent more than half the Fleet on the coasts of Scotland.

These 20 Motor Life-boats will involve a capital expenditure of nearly £150,000 on the boats alone. In addition, the construction of Boat-houses and Slipways will have cost over £100,000. The annual cost of maintenance of the boats alone will be about £12,000. and if the maintenance of Pulling and Sailing Boats, Slipways, Boathouses, Tractors, etc., is included, the annual cost of maintenance will not be far short of £18,000.

An interesting feature in connection with the despatch of the latest and most powerful Motor Life-boat in the Institution's fleet to Aberdeen is that the Life-boat establishment at this city is the last of those on the coast which have been taken over by the Institution at the express wish of other authorities. The unity of control and administration which has characterised the Institution during the 103 years of its existence has evolved naturally out of the needs of the Service, which provides not for the coast of England, or Scotland, or Ireland or Wales alone, but for the whole of the coasts of the British Isles. As the Institution has advanced in the scope and efficiency of the national Service entrusted to it, so has one ancient local association after another asked to be taken over, managed and administered by the Committee of Management, to whom, under the Royal Charter, the whole of the management and administration of all the affairs of the Institution are entrusted. The last of such local organisations to be absorbed were the Spurn Life-boat establishment (1911), the Ramsgate Life-boat Station (1922), both at the instance of the Board of Trade, and, in 1925, the establishment at Aberdeen, which was taken over at the instance of the Aberdeen Harbour Commissioners, so that one of the most important ports in Scotland has quite recently cemented the unity of the Life-boat Service controlled by the Institution.

Turning to the amount raised in Scotland in subscriptions, donations and collections, the following are the gross amounts collected in the years given:—

1920-21	£11,374
1921-22	£10,916
1922-23	£10,512
1923-24	£12,993 (Centenary Year)
1924-25	£11,005
1925-26	£10,650

The amount raised in 1925-26 was about the same as that raised in 1915, though in 1917 and 1918 over £12,500 was raised. As will be seen, the figures for the last few years have been disappointing, and they appear more so in the light of the percentage progress made in the raising of funds in other parts of the United Kingdom.

Since 1914, for instance, the percentage increase in the funds raised in the seven districts was as follows:—

Date.	South-western.	South-eastern.	North.	Midlands.	Ireland and Wales.	London.	Scotland.
1916	99	106	82	150	48	170	75
1919-20	203	198	252	160	91	27	99
1925-26	280	207	181	105	87	103	68

It will be seen that the percentage progress was less in Scotland than in any other part of the United Kingdom, and that the only district comparable was Ireland and Wales, where the political conditions in the former and the appalling industrial depression in the latter provide factors which have put these two areas practically out of the running for the last three or four years.

The Committee of Management, feeling great concern at what appeared to be a failure to secure and maintain the assistance of a body of enthusiastic men and women who would be willing to give a certain amount of their time and energies to placing the claims of the Institution before their fellow-citizens, tried to arrange for conferences of Honorary Secretaries to be held in Scotland at which friends of the movement could be brought into touch with one another from time to time to hear of the progress and development of the Life-boat Service, to discuss ways and means, to meet, possibly, the Chairman of the Committee of Management and the Secretary, and thus to find mutual

encouragement and stimulation to further effort. Unfortunately, it was not found possible to give effect to the wishes of the Committee of Management in this matter, and they were reluctantly compelled to make a change in the organization of the work in Scotland.

While they were considering this important matter, it was urged upon them that there had not been sufficient touch with the opinion of Branch Hon. Secretaries and others, who were anxious to assist the Institution in raising funds; and the suggestion was made that an Advisory Council should be formed which would be in the position of giving the Institution valuable counsel on all matters connected with propaganda and publicity, and thus enabling the Committee of Management, in turn, to convey to the Scottish people, through such a Council, their aims, and also the methods which they had found so effective in the raising of funds in other parts of the United Kingdom. The Committee gladly welcomed such a proposal, which, indeed, met the purpose they had in view in the development of conferences throughout the country. It was, therefore, decided to hold a Conference, which took place in Dowell's Rooms, Edinburgh, on Saturday the 15th January. All the Scottish Branches, including even those few which existed only in name, were invited to send representatives, and about 70 representatives accepted the invitation, some members of Committee coming from such distant places as Stornoway, Stromness and Campbeltown.

The Chairman of the Committee of Management, Sir Godfrey Baring, Bt., presided, and in addition, other members of the Committee of Management, the Hon. George Colville, Deputy Chairman, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Commander Guy Fanshawe, R.N., M.P., and Sir John Cumming, K.C.I.E., C.S.I., were present, as well as the Duke of Montrose, a Vice-President of the Institution (and therefore a member of the Committee of Management), who had taken an active part in bringing about the Conference. Mr. George F. Shee,

Secretary of the Institution, was also present, accompanied by Major C. R. Satterthwaite, the Deputy Secretary.

The Conference was most successful, and a resolution in favour of the formation of a Scottish Council of 40 or 50 members, to promote and further the Life-boat Cause in Scotland, and to make recommendations to the Committee of Management in London on matters pertaining to the organization of the Institution in Scotland, provided that the Council should not deal in any way with the management or control of Station Branches, was moved by General Seely, seconded by the Hon. George Colville, and carried unanimously.

A Sub-Committee was appointed then and there to draft a constitution for the Council, and the Resolutions, adopted by the Conference and by the Sub-Committee, respectively, were finally approved by the Committee of Management, with slight modifications, at their meeting on the 20th January, 1927, and it was decided to call the first meeting of the Scottish Council for Tuesday the 15th February, representatives of Branches being invited to attend on the basis laid down by the Sub-Committee referred to above, namely:—

One representative to be nominated by each Branch which has remitted to the Institution in the year ending 30th September previous to the biennial meeting of the Council upwards of £100; and two representatives to be nominated by each Branch which has remitted to the Institution in the year ending 30th September previous to the biennial meeting of the Council upwards of £200.

Three representatives to be nominated by the Edinburgh Branch and the Glasgow Branch, respectively.

Meanwhile, the Committee of Management appointed Miss May Connell to the post of District Organizing Secretary for Scotland in succession to Captain Kingsley Martin. Miss Connell had had great experience in the raising of funds when working for the Friends' Relief Committee, and subsequently for the Universities Committee of the

Imperial Relief Fund. The work with the former Committee was on behalf of Russian Famine Relief, and involved organization all over Scotland and close touch with many public-spirited men and women; while the work in connection with the Universities Committee took Miss Connell frequently to Scottish University towns. Prior to this work, Miss Connell served under the Society of Friends in Germany between 1920 and 1923, having charge of a Relief Depôt in Frankfurt, and subsequently assisting with their Student Relief work in Berlin.

The first meeting of the Scottish Council, which is to meet biennially, took place in Dowell's Rooms, Edinburgh, on the 15th February, Sir Godfrey Baring, Chairman of the Committee of Management, in the Chair, pending the election of a Chairman of the Council. The following were present in a representative capacity:—

His Grace the Duke of Montrose, Lady Findlay (Edinburgh), Mrs. Kilgour and Mr. George Alexander (Aberdeen), Mr. Leonard Gow and Mr. John C. Hay (Glasgow), Mr. Wm. Williamson and Mr. W. Bertram (Dunbar), Rev. P. R. Landreth (Perth), Rev. Robert Oswald (Largs), Mr. James Clacher (Perth), Mr. James Steven (Wick), Mr. George Duncan (Peterhead), Mr. George Scrymgeour (Dundee), Mr. D. Hetherington (Kirkcaldy), Mr. John Ritchie and Mr. W. Dykes Brown (Paisley), Mr. James Cuthbert (Alloa), Mr. James C. Clark (Montrose), Mr. David H. Tait (Ayr), Mr. Duncan Colville (Campbeltown), and Mr. W. B. Wilson, W.S. (Edinburgh).

Thurso and Dunfermline were unable to send representatives, although entitled to do so.

There were also present Mr. T. S. Paterson, W.S., the Secretary of the Edinburgh Branch, Mr. A. Gordon Martin, Asst.-Secretary of the Glasgow Branch, and Mr. D. C. Dick of Kilmarnock, who, while not entitled to attend, was nevertheless invited by the Chairman to take part in the discussion.

In the absence of the Secretary of the Institution through illness, Major

C. R. Satterthwaite, the Deputy Secretary, attended, and Miss May Connell, the District Organizing Secretary for Scotland, was present.

At the request of the Chairman of the Committee of Management the Deputy Secretary read the Resolutions of the Committee of Management, creating the Council and laying down the basis of its constitution and of the other Committees. The substance of these resolutions has been given above, except that which referred to other Committees, which was to the effect that such Committees be set up at Aberdeen, Dumfries, Dundee, Edinburgh, Glasgow, Hawick, Inverness and Perth, the Conveners for each area to be appointed, in the first instance, by the Council, and subsequently by the Area Committee. Each Branch to be entitled to send one or more representatives (but not exceeding two) to attend the meetings of the Area Committees.

Also that representatives attending the biennial meeting at Edinburgh and Glasgow be entitled to a refund by the Branch of third-class return fares (only).

Election of Officers.

His Grace the Duke of Montrose was elected Chairman, being proposed by Mr. Leonard Gow, Glasgow, and seconded by Rev. P. R. Landreth, Perth. In replying the Duke requested Sir Godfrey Baring to remain in the Chair for this meeting.

Lieut.-Col. Sir James Wishart Thomson, K.B.E., was elected Vice-Chairman, being proposed by Mr. Bertram, Dunbar, and seconded by Mr. W. B. Wilson, Edinburgh.

Lady Findlay was elected Honorary Secretary, being proposed by His Grace the Duke of Montrose and seconded by Mr. Scrymgeour, Dundee.

The Duke proposed that the Chairman and Deputy Chairman of the Institution should be *ex-officio* members of the Scottish Council, and this was carried unanimously.

On the proposal of Mr. Scrymgeour, Dundee, it was resolved that the tenure of office of the three Honorary Officials should be for three years.

The Chairman then introduced the new District Organizing Secretary for Scotland, Miss May Connell of Glasgow.

Location of Scottish Headquarters.

The question of the location of the Scottish Headquarters of the Institution was then discussed. Mr. John C. Hay proposed that Scottish Headquarters should be in Glasgow on account of its being such a strong commercial centre.

Mr. Scrymgeour, Dundee, moved an amendment in favour of Edinburgh, Mr. Alexander, Aberdeen, seconding. Several members took part in the discussion, and on being put to the vote the amendment was carried by 11 votes to 8.

Area Committees.

The question of the appointment of Conveners of Area Committees was then discussed, and after some debate it was moved by the Duke of Montrose and seconded by Mr. Scrymgeour, "That no fixed Area Committees be appointed, but that Area Conferences be arranged by the Council from time to time as seems desirable." On being put to the vote the Resolution was carried by 10 votes to 3.

Publicity and Propaganda.

A general discussion then ensued with regard to the best means of Publicity and Propaganda. The Chairman urged the importance of making more effective use of the Press and the desirability of Hon. Secretaries of Station Branches promptly sending interesting reports of Life-boat activity to the local Press, which, he pointed out, were always willing to accept the reports of current events, but would not publish stale news. Broadcasting by wireless in addition to Press reports was strongly advocated.

In order to make the work of the Institution more widely known, the Duke of Montrose suggested the appointment of the Rev. Robert Ure Primrose as Lecturer for Scotland. After some discussion it was decided to leave the matter open, and it was meantime resolved "That the Com-

mittee of Management be asked to sanction the appointment of a lecturer on terms to be arranged."

Other methods of Publicity and Propaganda, such as the formation of Ladies' Life-boat Guilds, the display of Life-boat films, etc., were strongly recommended.

A short discussion took place with regard to the termination of Captain Martin's appointment, and no resolution was moved.

It was resolved that the next meeting of the Scottish Council should be held in Glasgow early in May, the date to be subsequently arranged.

There being no other business the meeting terminated.

The Committee of Management are satisfied that the establishment of a Scottish Advisory Council will prove most beneficial in reviving and stimulating the interest of the Scottish people in the Life-boat Service, and in organizing a powerful financial appeal on its behalf. They feel sure that, under such auspices and with sound organization, it should be possible within a comparatively short time to raise in Scotland a sum not far short of the £17,000 or £18,000 which the cost of maintenance of the whole Service on the Scottish coast will involve when the present scheme of Motor Life-boat construction is nearly complete. The Committee are anxious, however, that there should be no misunderstanding with regard to the attitude of the Institution in this matter. It will provide and maintain the best and most efficient Life-boat Service wherever it is required, whether the particular country or the particular district can and does contribute a sum sufficient to cover the cost of maintenance or not. It is obvious, for instance, that neither Longhope nor Stromness nor Stornoway could hope to pay for the cost of maintenance of the new and powerful Motor Life-boats which are either provided, under construction or projected for those three Stations, to say nothing of the heavy cost of providing Boat-houses and Slipways at Longhope and Stromness.

The Institution has never hesitated

and will never hesitate to spend whatever is required so long as the British people continue to accord to the Life-boat Service the confidence and the generous support which has been given during the last century. Nor can the Committee of Management

doubt that when the facts are fully known and realized in Scotland the generosity of the Scottish people will respond without stint to a claim which must make a very special appeal to the instincts of a people whose history is full of the records of national heroism.

The Record of 1926.

1926 was, in its weather, a normal year, with severe gales in October and November. During the year there were 269 launches of Life-boats on service, 65 more than in 1925, and 456 lives were rescued from shipwreck, 73 more than in 1925. Of these lives 361 were rescued by Life-boats, and the remaining 95 by shore-boats and in other ways, the rescuers in every case being rewarded by the Institution for their gallantry. Thirty-two boats and vessels were saved or helped to safety, and by the end of the year the number of lives for whose rescue the Institution had given rewards since 1824 was 60,814.

How severe were the gales in October and November is shown by the fact that there were 63 launches during those two months alone, and that 117 lives were rescued, more than a quarter of the total for the year, and a weekly average of nearly 14 lives, or nearly two lives rescued each day.

Services to Foreign Vessels.

The majority of the lives were British, but once again the Life-boats showed that they are a great International as well as a British service, by rescuing over 100 lives from foreign vessels. Life-boats were launched to vessels of no fewer than nine foreign countries. Seven of these vessels were French, from which 66 lives were rescued, four were Italian, three German, three Norwegian, two Belgian, one American, one Spanish, one Greek and one Yugoslavian.

The outstanding Life-boat service of the year was performed by the Life-boat at Newbiggin, in Northumberland, at the end of April, in a dense fog with a

very heavy sea, when the Coxswain took the Life-boat right among the rocks, with heavy seas breaking continually over her, and succeeded in taking off the crew of a steam trawler. It was only his perfect knowledge of the rocks and currents which made it possible for him to rescue them and save the Life-boat herself from being wrecked, and for this gallant service he was awarded the Institution's Bronze Medal.*

This was the only medal awarded to a Life-boatman during the year, but one Silver and four Bronze Medals were awarded for gallantry in rescuing or attempting to rescue lives from shipwreck, by other means than Life-boats.

Construction during the Year.

In other ways 1926 was a very active year for the Lifeboat Service. Four powerful Motor Life-boats were added to the Institution's Fleet, another four were under construction when the year ended, and three more had just been laid down. There are now 62 Motor Life-boats in the Institution's Fleet of 214 Life-boats. The new Boats were sent to Aberdeen, Plymouth, Longhope in the Orkneys, and Montrose in Forfarshire. The first two of these Boats are of the largest type, the Barnett Twin-Screw, each being 60 feet long, with two 76 h.p. engines, cabins, line-throwing gun, searchlight and life-saving net. They are the most powerful and up-to-date Motor Life-boats in the world, and were fully described in *The Lifeboat* for last November. The Aberdeen boat went to her Station during the gales at the

* A full account of this service appeared in *The Lifeboat* for November, 1926.



THE LIFE-BOAT.

From an engraving by J. H. Kernot of a drawing by W. Daniell, R.A., which appeared in *The English Annual* for 1837.



HULL TRAWLER "FINMARK" ASHORE ON KETTLENESS POINT.

The Runswick (Yorkshire) Life-boat was unable to get to the wreck and was driven ashore, 8th February, 1926.

end of October, and the journey of 565 miles, described elsewhere in this issue, was a very severe test of both the Crew and the Life-boat.

During the year a number of interesting mechanical developments were made. The engine of 76 h.p., which was specially designed for the requirements of Life-boat work in 1922, will be replaced in Motor Life-boats now under construction with an improved engine, of which there will be two variants, one of six cylinders giving 60 h.p., and one of four cylinders giving 40 h.p. Thus Life-boats will be able to be fitted, according to their special requirements, with one or two engines of either of these powers. The decision to adopt a lighter type of engine is a result of a decision to build Watson Cabin Motor Life-boats with two engines instead of one. The first 40 h.p. engine has been completed, and the first 60 h.p. engine was under construction at the end of the year. A new 35 h.p. engine for the light Carriage Motor Life-boats

has also been given its preliminary trials.

Four of the Motor Life-boats under construction at the end of the year were Watson Cabin Motor Life-boats with two engines. Of the first two, which will be completed early in 1927, the Boat for Piel (Barrow) has a single screw, and the Boat for Wexford twin-screws. Whether or not future Boats of this type will have one or two screws will depend on the experience gained from these two Boats.

A new experimental Tractor for launching Life-boats on flat beaches was also under construction at the end of the year. The Tractors which have been placed on the coast during the past six years have done excellent work, but it has been found that they are not powerful enough, and while they have worked well over sand, they are not suitable for shingle and soft mud. It is hoped in the new Tractor to have a machine able to launch Life-boats off all types of flat beach.

The Caister Station Endangered.

THERE have been two Life-boats at Caister, on the Norfolk coast, one for seventy, the other for sixty years, and they have the magnificent record of 1709 lives rescued from shipwreck. These two boats lie on the open sandy beach, and are launched by hand over skids. At the end of last December, in one day, the spring tides and a strong north-westerly wind swept away some thousands of tons of beach, and in the evening the Life-boats were found over-

hanging a cliff of sand which the sea had formed. They had to be hauled inland uphill for over 100 yards or they would have been lost. The Institution has now rebuilt this part of the fore shore, filling in sand under the 8-feet high cliff made by the sea, and so has formed a slipway of sand down which the Life-boats can be launched. Had this not been possible, this famous Station would probably have had to be closed.

Loss of Memory.

THE following story comes from the North of England. Two gentlemen were so convinced that each was accurate in a certain statement that they had a small wager on the result. Naturally one lost, and our Organising Secretary in that District (who has an uncanny but invaluable gift for being present when money is changing hands, and putting in the Life-boat claim at the right moment) immediately suggested that the stake should be handed over for the Life-boat Fund. The sug-

gestion was adopted, and here is the acknowledgment which was sent :

“It is my privilege and honour to forward herewith an official receipt for the sum of 10s. ‘Loss of Memory,’ and in thanking you very heartily and most sincerely for the prompt manner in which you fell in with my suggestion, perhaps you would allow me to express the hope that many more of your clients will suffer with corresponding advantage to this great Cause.”

South Wales District Conference.

FOLLOWING on the Conferences of Honorary Secretaries already held at Margate in the South-East of England, at Scarborough and Manchester in the North of England, and in London, a Conference of Honorary Secretaries and workers in South Wales was held in Cardiff on 3rd February. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, and there were present delegates from Cardiff, Barry Dock, Swansea, Newport, Pontypridd, Porth, and Pentre. The Conference was held in the Council Chamber at the City Hall, and before the business started the delegates were welcomed by the Lord Mayor, Alderman William Grey, President of the Cardiff and Penarth Branch.

In his opening address, Sir Godfrey Baring emphasised the importance of increasing the number of annual subscribers, and so ensuring for the Service a steady permanent income; the importance also of continuing Life-boat Days as a means of appealing to thousands of people who, as he knew by personal experience, were very ready to give, but who would not be reached by the appeal for annual subscriptions; and the importance of keeping in close touch with the Press, which was always ready to help the Institution if it were given interesting information about its work. As showing what still remained to be done in getting annual subscribers, Sir Godfrey Baring gave three examples from among the Welsh Branches. One, with a population of over 50,000, contributed last year £260, of which sum £50 was in the form of annual subscriptions. Another, with a population of 11,000, contributed £145, of which £5 was in the form of annual subscriptions; and another, with a population of 6,500, contributed £36, of which £4 was in the form of annual subscriptions.

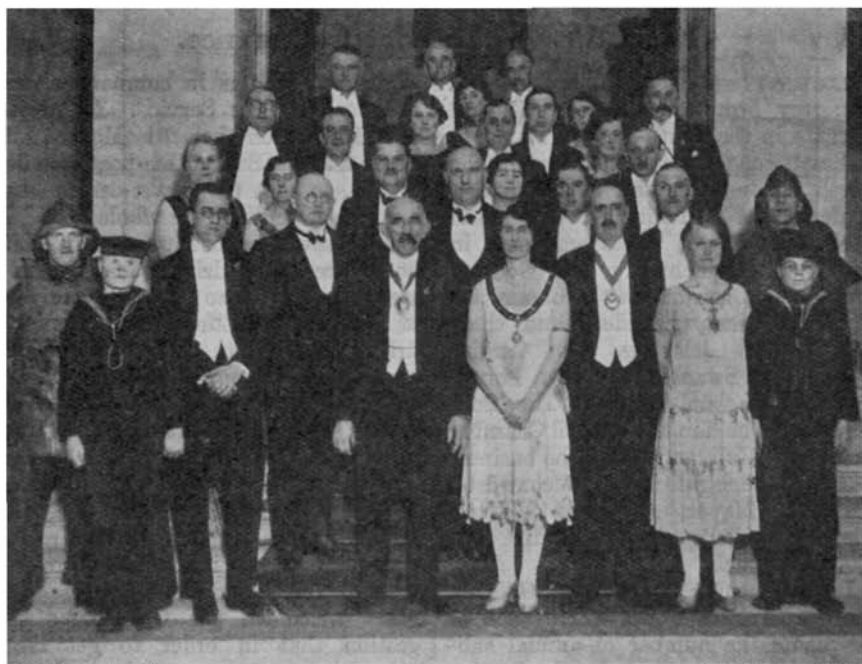
Figures were also put before the Conference showing the developments which the Institution is making, and will make in the near future, in the Welsh Stations, and the way in which

Wales contributes in comparison with the needs of the Service. At present the Institution has 61 Motor Life-boats and one Steam Life-boat in a fleet of 214, so that the power-driven boats are 29 per cent. of the whole fleet. In Wales, seven of the twenty-five Life-boats are motor-driven, and one is a steam Life-boat, so that $33\frac{1}{2}$ per cent. of the Welsh Life-boats are power-driven, while in the near future 50 per cent. will be power-driven. On the other hand, the £4,250 raised in Wales during 1926, represented $\frac{1}{3}$ d. per head of the population, while the cost of providing and maintaining the whole Service was $1\frac{1}{2}$ d. per head of the whole population of Great Britain and Ireland.

A number of interesting proposals were made and discussed. The delegates welcomed the Chairman's suggestion that in order to get larger attendances at the annual meetings of Branches, and in particular to attract working men and women, the meetings should be combined with a display of Life-boat films or some other form of entertainment, and if necessary, should be held in the evenings.

The suggestion was made that the Welsh Branches should try to get one day to be held as Life-boat Day throughout Wales. The difficulties in the way of such an arrangement were pointed out by the District Organizing Secretary, in particular the impossibility of fixing a date which would be acceptable to both inland and sea-coast branches, the former preferring to hold their Days before or after the holiday season, the latter to hold them at the height of that season when their towns were full of visitors. It was decided, however, to try and link up some of the industrial districts, and to make a start with South Wales.

The suggestion was made that, in order to bring the Institution's balance sheet to the notice of as many people as possible, it should be published not only in the Annual Report, but in the issue of the Institution's *Journal*, which contained the report of the



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THE CARDIFF LIFE-BOAT BALL.

[The Western Mail.

In the front row are the Lord Mayor and Lady Mayoress of Cardiff and the Mayor and Mayoress of Newport, and immediately behind them Colonel Watts Morgan, M.P., the Chief Constable of Cardiff and Captain P. H. Morrish, Organiser of the Ball.



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THE BARRY DOCK MOTOR LIFE-BOAT WITH DELEGATES ON BOARD.

[The Western Mail.

Annual Meeting of Governors; and the Chairman promised to propose to the Committee of Management that this should be done.

A discussion then took place on the Glamorganshire and South Wales Fund for presenting to the Prince of Wales the Motor Lifeboats at Barry Dock and the Mumbles, which are named *Prince David* and *Edward, Prince of Wales*. Of the £20,000 required, more than half still remains to be raised. Lieut.-Colonel Watts Morgan, C.B.E., D.S.O., M.P., a member of the Committee of the Fund, suggested that nothing should be attempted until the country had begun to recover from the industrial depression of 1926, and Mr. T. H. Mordey, J.P., of the Cardiff and Penarth Committee, agreeing with this, suggested that when the time came to reopen the appeal, the sum required should be allocated according to population to the different areas. It was also agreed that an effort should be made, in a year's time, to organize County Bazaars in aid of the Fund.

After the Conference, the majority of the delegates visited the Station at Barry Dock, saw the *Prince David* launched, and were taken for a trip in her.

Cardiff Annual Meeting and Ball.

The Annual Meeting of the Cardiff and Penarth Branch was held two days before the Conference. The Lord

Mayor presided, supported by Alderman S. Thomas, J.P. (Honorary Treasurer), Sir Herbert D. Lewis, K.B.E., and Mr. T. H. Mordey, J.P. The report for the year ending 30th September last showed that £290 had been raised, as compared with £383 in 1925. The Honorary Treasurer pointed out that this decline was due to the special severity of the effect of the Coal Strike on the industry and shipping of Cardiff. Mr. Mordey suggested that Cardiff ship-owners should revive the custom of subscribing one guinea for each of their ships, and that they should give their names as patrons of the Branch. Mr. James Henson, speaking as one who had manned a Life-boat and been rescued by a Life-boat, said that Cardiff, as the principal port of Wales, ought to head the list of subscriptions, and Sir Herbert Lewis reminded the meeting that South Wales had not yet fulfilled the obligation which it had undertaken to raise a fund to provide the Motor Lifeboats at Barry Dock and the Mumbles.

On the following night a Life-boat Ball was held at the City Hall, organized by a special committee of which Captain P. H. Morrish was chairman. The Lord Mayor and Lady Mayoress of Cardiff, the Mayor and Mayoress of Newport, and a number of the delegates to the Conference attended it. Some three hundred people were present, and the Ball was such a success that it is hoped to make it an annual event.

A Potted Drama of the Sea.

FOR some time past the *Morning Post* has published in its "Personal" advertisement column what it calls "Peter Piper's Potted Plots," three prizes of one pound each being given each day for the best potted plots. The two following examples show what is meant:

Cat Burglar: "Nine Storeys." "Nine lives."

Judge: "Nine Tails." "Nine months."

The second is:

He tried to cross the road,

Impatient—

A motor came,
In-Patient!!!

On the day on which these two potted plots won prizes, the other prize went to the following potted drama of the sea:

S.S.—S.O.S.—R.N.L.I.—O.K.

To this potted plot should be added a potted address. A letter was delivered recently at the Institution's offices, 22, Charing Cross Road, London, W.C.2., addressed simply "R.N.L.I., 22, C. C. Rd., W.C.2."

Both the plot and the address show how familiar are the letters R.N.L.I.

General Council of the Ladies' Life-boat Guild.

H.R.H. The Prince of Wales, and H.R.H. Princess Louise, Duchess of Argyll, attend the First Meeting.

THE first meeting of the General Council of the Ladies' Life-boat Guild was held on 23rd November last at Hampden House, Green Street, the London house of the Duchess of Sutherland, President of the Guild.

H.R.H. the Prince of Wales, K.G., President of the Institution, and H.R.H. Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, both attended, and personally greeted all the members of the Council. The meeting was in every way a great success and should have done much to stimulate the work of the Guild. Members came from all over the country, over 150 being present, including eighteen holders of the Gold Brooch, awarded for long and distinguished services, who are Honorary Members of the Council.

Before the arrival of the Prince and Princess, the Duchess of Sutherland welcomed the members in a short speech. On the platform with her were Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Hon. George Colville, Deputy-Chairman, Lady Florence Pery, Honorary Secretary of the Guild, and Mr. George F. Shee, M.A., Secretary of the Institution; and among those present were Viscountess Bertie of Thame, Chairman of the London Women's Committee, Lady Cynthia Colville, the Dowager Lady Raglan, and Dame Margaret Lloyd George, D.B.E.

The Duchess of Sutherland.

The Duchess of Sutherland said:—

"I want first of all to say how very pleased I am that the first meeting of the General Council of the Ladies' Life-boat Guild should be held in my house, and how glad I am to welcome so many members of the Council from all over the country. Many of you have come hundreds of miles to attend this meeting, and I think we could not want better proof than that of the real enthusiasm which animates the women who form this Guild.

"As members of the Life-boat Guild we belong to a great fighting service, and it is for us, the women of England, an army of thousands of women, to fight the apathy and ignorance of the general public towards the Life-boat

Cause. If we can only overcome that enemy, I am sure that the heart of the British people throughout Britain will respond to the call of this great national and humane service. I, therefore, as your President, appeal to-day to every one here to do all they can to forward the Life-boat Guild. There are so many ways in which you can help. I will not go into them now, as our time is limited, but one of the most important in my mind is to collect new members, and this we can all do, thus making this great movement more widely known and appreciated.

"I am glad to see we have here to-day a number of our honorary members, those whose splendid services have earned for them the high honour of the Institution's Gold Brooch. Also with us to-day are Miss Marshall, of Oxford, and Mrs. Astley Roberts, of Eastbourne, two ladies who are Honorary Life Governors of the Institution. There are only ten Honorary Life Governors altogether, and four of them are ladies. The other two, I am sorry to say, are prevented by serious illness from being present. It is a signal honour, earned, in the other cases, by long and distinguished service as Honorary Secretaries of Life-boat Stations, that is, in the actual work of rescue. That it should have been conferred on these ladies shows how highly the Institution has valued their services. Miss Marshall, who is with us, has collected year after year between £900 and £1,000 in a city where there are few wealthy people and hardly any industries. Mrs. Astley Roberts, who is also with us, has, in the coast town of Eastbourne, used the splendid appeal of the Life-boat itself to obtain a large and steadily increasing revenue. (Cheers.)

"There is one more personal reference I should like to make, and that is to Miss Hannah Denham, the latest holder of the Gold Brooch. She is not with us to-day; she cannot be with us; she is a cripple in the Incurable Ward of the Westminster Hospital. There, for many years, she has collected for the Life-boat Cause, and, in my opinion, and I am sure you will all agree, no one has better deserved the honour of the Gold Brooch. (Cheers.)

"The essential purpose of this gathering to-day is that we may have the honour of meeting His Royal Highness the Prince of Wales, President of the Institution, and Her Royal Highness the Princess Louise, Duchess of Argyll, our Guild's Patron, who takes the deepest interest in the Guild's work, and in London gives us her personal help on Life-boat Day.

"And now for the short time left to us, Sir Godfrey Baring, Chairman of the Committee of Management of the Institution, will address us about the work of the Guild, and

if there are any ladies here who would like to ask any questions or make any statements about our work we shall be very pleased to hear them.

"I will finish by saying once again how very pleased I am to welcome you all here this afternoon." (Cheers.)

Sir Godfrey Baring then spoke on some of the practical details in connexion with the work of the Guild, and a short discussion followed.

"When I presided at the Annual General Meeting of the Institution in April, 1921, I said that, in my opinion, 'The Committee of Management have come to a very wise decision in forming the Ladies' Life-boat Guild, in order to bring into closer union and co-operation the women whose personal service on behalf of the Life-boat Cause has already done so much to commend it to the support of men and women of all classes.'

"I pointed out that throughout the splendid story of the Life-boat Service women on the coast had, over and over again, proved how



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[Special Press.

THE MEETING OF THE GENERAL COUNCIL OF THE LADIES' LIFE-BOAT GUILD.

The Lady Florence Pery (Hon. Secretary of the Guild), the Duchess of Sutherland (President of the Guild), the Prince of Wales (President of the Institution), the Princess Louise, Duchess of Argyll (Patron of the Guild).

On the arrival of the Prince of Wales and the Princess Louise, the Duchess of Sutherland thanked their Royal Highnesses for the honour which they had done the General Council by being present, and the Prince of Wales spoke.

The Prince of Wales.

"I am very glad to be able to come here to-day, and, by the kindness of the Duchess of Sutherland, to attend the first meeting of the General Council of the Guild, especially as we have the great advantage of Princess Louise's presence as its Patron.

valuable was their help in such a work. At the last Annual Meeting, the Institution honoured the women of Boulmer, in Northumberland, as it has honoured the women of Holy Island and of many another little fishing village, for their devoted services in assisting to launch the Life-boat under circumstances of the greatest difficulty and danger, many a time going into the water waist-high in their anxiety to ensure a prompt and successful launch. (Cheers.)

"We cannot all emulate the heroism of Grace Darling, but the work of thousands of women in organizing the difficult, and often thankless, task of raising funds for this great Institution has been carried on in the same

spirit, and with magnificent results. I am told that fully two-thirds of the amount raised annually for the Institution in connection with Life-boat Day efforts, fêtes, bazaars, house-to-house collections, etc., is due to the work of the women, and I should like to pay a warm tribute to the large numbers of those who have recognized in the Life-boat Service a Cause which represents not only the courage and endurance of our race, but especially its humanity and kindness of heart.

"I regard the Ladies' Life-boat Guild as an asset of the greatest value. It unites in one great body all women who are working for the Life-boat Cause, and I feel sure that it is a matter of profound satisfaction to your Royal Highness and to the Officers of the Guild to know that there are in the country thousands of women in humble circumstances who share your own earnest wish to help forward a Service which has brought life and hope within the reach of many a shipwrecked seafarer, and has shed lasting honour on the fishing population and the Life-boatmen of Britain.

"Like all corporate bodies, the Guild has a Badge, and I am glad to see so many wearing it to-day. I trust members will make a practice of wearing it. For members of the Guild will then be able to recognize one another in every part of the country, and when members in inland counties visit our Station Branches, the Badge will bring encouragement to many a hard-worked Honorary Secretary, who will see in it both a token of fellowship and a promise of success for his own effort.

"The times are not easy for those who take up charitable and philanthropic work, and work for the Life-boat Cause is, perhaps, more than usually arduous, because, great and overwhelming as are its claims, it requires a strong effort of the imagination on the part of the ordinary man in the street to realize the services that are carried out on some remote spot on the coast in the darkness of a winter's night.

"The Institution has taken a very wise step in forming the Guild, and you have done well in forming the General Council, on which, I am glad to hear, are represented those ladies who have earned the award of the Gold Brooch for long and special services. I believe that the General Council will be of the greatest assistance to women in every part of the country, as it will enable them to look to local members of the Council for that help and leadership which must be its main function.

"As President of the Institution, I thank you warmly for what you have already done, and I place the Life-boat Cause in your hands, confident that it will be as safe with you as the Life-boat itself is safe in the hands of our gallant crews." (Loud cheers.)

All the members of the General Council were then presented individually to the Prince of Wales and the Princess Louise, who shook hands with each; and they were afterwards the guests of the Duchess of Sutherland at tea.

In the September issue of *The Life-boat* last year, a preliminary list of members of the General Council of the Ladies' Life-boat Guild was published, and it was intended to publish additional names as they were received. As, however, the names will be published in the Annual Report and also in a separate pamphlet which can be had on application to the Secretary of the Institution, it has been decided, for reasons of space, not to publish them as well in the Journal. Members of the Guild are invited to apply for the pamphlet.

One Good Turn—

On October 27th last the Life-boat at Fenit, Tralee Bay, on the west coast of Ireland, was called out to the help of three men who had put off in a tender to a fishing-smack, anchored a mile off shore. A strong gale was blowing, and though the men reached the smack in safety, the tender sank shortly afterwards, and the smack was shipping so much water that she too was in danger of sinking. The Life-boat succeeded, with some difficulty, in taking off the three men and brought them

safely ashore. Among those who went out in the Life-boat was a volunteer from the crew of the schooner *Mary Ann Mandal*, of Barrow, which was lying in the port of Fenit. Last year the *Mary Ann Mandal* herself was in difficulties at Holyhead, being carried on to the breakwater while trying to make the harbour. The four members of her crew were rescued by the Holyhead Steam Life-boat, and the schooner herself was saved and safely anchored by the Life-boatmen.

The Aberdeen Life-boat's Journey to her Station.

By Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats.

THIS Life-boat left Cowes for her station on Saturday, 22nd October last. She is a sister boat to the new Plymouth Life-boat described in the last number of *The Lifeboat*, and is the third to be built of the 60-foot Barnett Twin Screw type. The first of the type, built in 1923, is at New Brighton on the Mersey, and before going to her station made a trip round the coasts of the British Isles, but that journey of 2000 miles, carried out for the purpose not only of testing the boat but of showing her to the public, cannot compare, as a test, with the Aberdeen boat's journey of 565 miles.

Though of the same type as the New Brighton boat, the Plymouth and Aberdeen boats have had certain modifications made in their design. One of the most important is that the petrol capacity has been increased by 100 gallons, so that they can travel 500 miles at their cruising speed of 8 knots, 200 miles more than the New Brighton boat. It had been intended to do what this increased fuel storage made possible, to attempt to make the journey to Aberdeen a non-stop run. As, however, the journey was some 65 miles more than the fuel capacity of the boat, a stop of half an hour was to be made at Ramsgate simply to refill with petrol.

Commander Edward D. Drury, C.B.E., R.D., R.N.R., Northern District Inspector of Life-boats, was in command, with a crew consisting of Coxswain T. M. Sinclair, of Aberdeen, the Second Coxswain and Bowman. Mr. William Small, District Inspector of Machinery for the Northern District, was in charge of the engines, with the Motor Mechanic and Assistant Motor Mechanic under him.

We left Cowes at 5.30 in the afternoon of 22nd October and ran at once into bad weather. Through the night and half the next day we were fighting our way against a gale from E.N.E. to E.S.E. with a heavy confused sea. All on board suffered much, and when we reached Ramsgate, a distance of 127

miles, after nearly 17 hours at sea, I decided that only if there were actual lives at stake would it be right to ask the crew to face the hardships entailed in making a non-stop run to Aberdeen in such weather. I left the boat at Ramsgate, where she stayed during the night of the 23rd, sailing on the morning of the 24th.

The second day's run was to Yarmouth, a distance of 79 miles. There was a heavy and confused swell, with moderate N.E. winds, but towards the end of the day it was blowing a gale from the S.E. When the boat left Yarmouth on the third day the weather was fine, but the wind soon began to rise, blowing from the N.N.W., and by the time Flamborough Head was reached a whole gale was blowing with severe hail and snowstorms. The gale increased and increased until, as Commander Drury wrote, the man at the wheel looked like "a rock in a waterfall," and the discomfort was so great that, after consulting the crew, Commander Drury decided, shortly before 2 in the morning of the 26th, to run to the lee of Flamborough Head. There the Life-boat rode at anchor in a very heavy sea, with the tide running against it, and the crew were able to turn in. Commander Drury described that night as "the most remarkable and eerie" in his experience, for there was a wonderful display of electrical flashes in the sky. At daybreak on the 26th the Life-boat made for Bridlington Harbour. When she reached it she had been at sea 15 hours of that third day and had travelled 138 miles. She lay at Bridlington that day and the next night, sailing again on the morning of the 27th in a very heavy confused swell. Then, off Whitby, a heavy fog came down. Through this fog Sunderland was reached after 8½ hours at sea. The distance run was 76 miles.

It was intended to leave Sunderland on the morning of the 28th, but, with a strong N.E. wind blowing and a rough sea, Commander Drury decided to wait.

A start was made at 7.30 in the morning of the 29th for the run to Aberdeen. This was the longest run of the trip. It lasted 19 hours, and 145 miles were covered. As soon as she left Sunderland, the Life-boat met north winds with a heavy head sea, and against this she was running all the way to Aberdeen. So severe was the sea that the engines' revolutions which had been 660 on the first day and 650 on the following days, had to be reduced to an average of 590. The weather was bitterly cold, and during the last two hours there was a heavy snow-storm. It was an exhausted crew which, in the early hours of 30th October, brought the Life-boat into Aberdeen.

The journey had taken 7 days and 8 nights, but the actual time spent at sea was 68 hours. The Life-boat had travelled in that time 565 miles, an average speed of $8\frac{1}{2}$ knots. Her highest speed is $9\frac{1}{2}$ knots. That is to say, in the face of very heavy weather with head winds and head seas nearly the whole way she maintained a speed of only one knot less than her maximum. That is a high tribute to her crew, the Life-boat herself, and her engines. It shows too how fully the boat and engines

have realised our chief aim, which is not high speed—for at high speed no crew could live in a Life-boat in rough weather—but a *great reserve of power*. That point has been made more than once in *The Lifeboat*, but it is so important that it deserves to be emphasised again. It is that reserve of power which may make all the difference between success and disaster at that *critical moment* when a Life-boat is manoeuvring to get alongside or to get away from a wreck.

In view of the exceptional rigours of the journey, a special bonus was paid to the Crew, and the Committee of Management presented Commander Drury with an inscribed Binocular Glass.

It is, of course, impossible to compare a journey of this sort with an actual service, but certainly this journey was one of the severest tests to which any of our Motor Life-boats have been put. I cannot do better than conclude with the final words of Commander Drury's report: "The Crew were splendid. . . . In a seaway, with sea and wind ahead, the Boat proved a splendid seaboat. . . . During the whole cruise the greatest confidence was entertained in the machinery."

Pulling and Sailing Life-boat's Record Journey.

At the same time that the Aberdeen Motor Life-boat was on her way north from Cowes, up the East Coast, a Pulling and Sailing Life-boat was engaged on an equally noteworthy journey down the West Coast of Scotland. This was the Pulling and Sailing Life-boat *Anne Miles*, an open boat of the Watson type, 43 feet long, which for the past 21 years has been stationed at Longhope in the Orkneys. At the beginning of September last she was replaced by a Motor Life-boat, and it was decided to station her at Howth, near Dublin, until the Motor Life-boat for that station is ready, replacing there a smaller Life-boat of the self-righting type.

She left Longhope at 10.20 on the morning of 24th October with a crew of four men, and made for Cape Wrath with a strong following wind and sea,

passing that point at one in the morning of the next day. The wind had risen, and through the night and the next day she ran before the gale with a heavy following sea, at times shipping heavy seas, and doing about eight knots. The pier at Kyle of Lochalsh in Ross-shire was reached at 4 in the afternoon, and there the Life-boat waited until 9.30 in the evening for the turn of the tide before sailing for Tobermory. The wind had fallen, and during the last two hours before reaching Tobermory at 1.30 the following afternoon, the crew had to take to the oars. Except for the $5\frac{1}{2}$ hours at Kyle of Lochalsh, waiting for the tide, the Life-boat had been continuously at sea for 51 hours and had travelled 205 miles.

The rest of that day and the following night were spent at Tobermory. At 9

on the morning of the 27th the Life-boat sailed again and beat through the Sound of Mull against a strong S.E. wind. By evening it had backed to E.S.E., and as the night advanced wind and sea increased, the wind reaching gale force at times, and thick heavy rain fell. The Life-boat made the passage through the Sound of Islay before fierce squalls during the night, but no one on board, in the state of the weather, was able to look at his watch. The Mull of Cantyre was passed at 9 in the morning of the 28th. A heavy easterly gale was blowing, all hands being wet to the skin and very cold.

It had been intended to put into Donaghadee in Co. Down, but the weather was so heavy and such seas were breaking over the Donaghadee break-

water that it was decided not to attempt it, but to run on to Dublin. For the rest of that day and the following night the Life-boat encountered heavy winds and seas, and all hands were very wet and miserable. Dublin was reached at last at 8 on the morning of the 29th. The Life-boat had then been at sea since leaving Tobermory, two days and two nights.

Altogether she was at sea for just over 92 hours. In that time she had travelled approximately 430 miles, at an average speed of just under 5 knots. The run from Tobermory to Dublin took 47 hours, and the distance travelled was 225 miles. This is believed to be the longest run ever undertaken by a Pulling and Sailing Life-boat.

The Women of Newbiggin.

Award of the Thanks of the Institution Inscribed on Vellum.

ON the morning of January 26th, the whole of the Newbiggin fishing fleet had gone out in fine weather, but while they were at sea a sudden gale sprang up. By eleven o'clock the wind was blowing with great force, a very heavy sea was breaking on the shore, and the Coxswain decided to launch the Life-boat in order to stand by the boats, which, as they returned, would be in great danger rounding Newbiggin Point. The weather was very cold, and it was raining heavily.

Nearly all the regular members of the Life-boat's Crew were out with the fishing-boats, but the Coxswain got together a scratch crew, consisting chiefly of miners who had just come off their shift in the mine, and with the help of twenty-five fisher-women, wives and daughters of the men who were at sea, the Life-boat was, with great difficulty, launched. But for the help of the women it would have been impossible to get her afloat through the heavy surf. As it was, she was thrown back on the beach, and to straighten her up many of the women waded out waist-deep. The Life-boat remained at sea off the point for three hours, until all the fishing boats were safely in. During the whole

of that time many of the women waited, although they were wet through, and then helped to rehouse the Life-boat. In recognition of their gallantry the Committee of Management has awarded the women of Newbiggin the Thanks of the Institution inscribed on Vellum.

This is the third occasion, in recent years, on which fisher-women on the Northumbrian coast have been specially thanked. In 1922 a special letter of thanks was sent to the women of Holy Island, and in 1925 the women of Boulmer were awarded the Thanks of the Institution inscribed on Vellum, in each case for their gallantry in helping to launch Life-boats in circumstances of great difficulty.*

An account of this fine service, and of other services which took place on the same day, was broadcast on January 29th from the Manchester Station of the British Broadcasting Corporation to all stations, by the District Organising Secretary for the North of England. We have heard from various parts of the country, not only in England but Wales and Ireland, of the pleasure with which this account was received.

* See *The Lifeboat* for February and May, 1922, and March and September, 1926.



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THE WOMEN LAUNCHERS OF NEWBIGGIN, NORTHUMBERLAND.



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[T. H. Midwood, Ramsey, Isle of Man.

THE "AUSTRUMS."

Fourteen Launches in One Day.

Two Services by the Ramsey, Isle of Man, Life-boat.

ON January 26th last there were severe gales all round the coast, and fourteen Life-boat launches took place at Montrose, Gourdon and Arbroath on the east coast of Scotland, at Newbiggin, Bridlington and Scarborough on the north-east coast of England, at Ramsey, Peel and Port Erin on the Isle of Man, at Angle in the south-west of Wales, at Portrush in the north of Ireland, and at Wexford and Helvick Head in the south.

The service of the Newbiggin Life-boat to the local fishing fleet has already been described. Of the other thirteen launches that day, two were by the Ramsey Life-boat.

The weather was fine with a light southerly breeze when the Life-boat was launched shortly before five in the morning in answer to flares which had been seen about three miles to the E.N.E. of Ramsey Harbour. No vessel could be found. While the Life-boat was at sea a south-easterly gale sprang up, with rain and sleet, and when, nearly six hours after being launched, the Life-boat returned to harbour, just on low water, a tremendous sea was running at the harbour mouth. She was caught by two heavy seas in succession, failed to answer her helm, and was dashed against the North Pier. Her stem and starboard bow were damaged, but she made the harbour safely, and the damaged part was roughly repaired by being covered with a sheet of lead.

Five hours later a message was received that a large sailing vessel had been driven ashore on the beach

near Rue Point on the north-west coast of the Island, ten miles from Ramsey. After a hurried survey of the Life-boat the Crew decided that she was seaworthy and put out. A whole gale from the S.S.W. was blowing with a very heavy sea.

Meanwhile the Life-saving Apparatus had been called out, and had gone by road to Rue Point, where it had found the barquentine *Austrums*, of Riga, stranded close inshore, and had rescued the nine men on board. As soon as this was known, the Life-boat was recalled, but it was not until nine in the evening that she reached harbour. In the course of these two services her Crew had been out for over 12 hours, during the greater part of that time in very heavy weather, and for more than half of it in a Life-boat which they knew had been badly damaged.

The Life-boat was examined by one of the Institution surveyors and it was decided that the cost of repairing her thoroughly would be too great to be justified and that she should be withdrawn. A sister Life-boat from the Institution's Reserve Fleet at Poplar, London, was sent overland to Fleetwood, where the Ramsey Crew took her over.

The old Ramsey Life-boat, *Anna Maria Lee*, was built in 1897, so that she had done thirty years of service. She was a Pulling and Sailing Life-boat of the self-righting type, was stationed first at Fraserburgh, where she remained until 1915, and then was sent to Ramsey. She was out on service 41 times and rescued 49 lives.

Life-boat Rescue from the Land.

THE Motor Life-boat at Wexford in Ireland has had the curious experience of rescuing a man from the land.

For many years the Wexford Life-boat Station was situated at the end of Rosslare Point, a spit several miles

long which protected Wexford Harbour. Here also was a Pilot Station. The very heavy gales at the end of December, 1924, swept away so much of the spit, including a number of the buildings, that the Life-boat Station

had to be moved to Rosslare Harbour, but the Pilot Station remained.*

On the morning of November 5th last, signals of distress were seen on the Pilot Station, and the Life-boat was launched, taking with it its boarding boat. A hurricane was blowing, with a very heavy sea, and the Life-boat arrived to find the signalman of the Station surrounded by the tide, and

the house in danger of falling. The Life-boat went as close to the shore as she could and anchored. The boarding boat, with four men, then dropped down to the shore, held by a line from the Life-boat. She succeeded in rescuing the Signalman—although by the time she reached him, she was already half full of water—and was safely hauled out to the Life-boat again.

Life-boatman's Gallantry on the High Seas.

Awarded the Gold Medal of the Royal Humane Society for the bravest deed of the year.

WHEN the trawler *Sarepta* of Lowestoft was returning from the fishing grounds on October 31st last, in heavy, squally and very cold weather, with a heavy sea running, one of the crew, who was standing on a pile of nets, was thrown overboard by a sudden roll. The mizzen was lowered and the engine reversed, but the trawler was running before wind and sea, and she was three hundred yards away before she could go about. As the trawler got near again to the drowning man, a life-buoy was thrown which fell close by him, but he was too exhausted to make any effort to reach it. Seeing this, another member of the crew, Harry Smith, aged twenty, jumped overboard. He seized the man under water when he had already begun to sink, and held him up until a line with a life-buoy attached was thrown. This Smith managed to reach, and the two were hauled alongside, and with great difficulty got on board, the one unconscious, the other very much exhausted.

For this gallant rescue Harry Smith has been awarded the Silver Medal of the Royal Humane Society and also its Gold Medal for the bravest deed of the year. He is a member of the Life-boat Crew at Kessingland, Suffolk. His father, Edward Smith, was at one time Second Coxswain of the Life-boat, and was awarded the Institution's Silver Medal for the very fine service of the Kessingland Life-boat to the sailing smack *A.J.W.*, of Rye, on the night of December 11th, 1919, and his uncle Christopher Smith received the Bronze Medal for the same service. The smack had sunk on the sands; her crew of four were in the rigging; the tide was flowing; there was not half an hour to spare before it would have risen over them; and the Life-boat, at great risk, was taken right over the sunken rail of the vessel until she was between the masts. For that service the Silver Medal was awarded to the Coxswain and Second Coxswain, and the Bronze Medal to each member of the Crew.

A Rescue on the Cornish Cliffs.

THE Institution has awarded its Thanks inscribed on Vellum and a monetary reward to Mr. J. Curtis, a fisherman of Polperro, Cornwall, for his gallantry in rescuing a shipwrecked man by climbing down the cliffs to him in circumstances of great danger.

The rescue took place on the night of

November 12th, when the Danish schooner *I. M. Nielson*, of Svendborg, ran on the rocks under the cliffs and went to pieces in a few minutes. Five of the crew were washed overboard, wearing life-belts, and were carried ashore, where they were rescued by the Coast Guard and fishermen. But one of the crew had jumped from the bows of the vessel on to the rocks just at the

* See *The Lifeboat* for May, 1925.

point where the cliff was highest. The only way to rescue him was by going down the cliff, and this Mr. Curtis did, with a life-line round him. The cliff at this point is in two jagged peaks. He had to climb down one, then up the other, and then down it 40 feet to the rocks. It was pitch-dark, and Mr. Curtis ran great risk of losing his own

life. When he got to the bottom of the cliff he was still in considerable danger, for a heavy sea was breaking on the rocks, and he ran the risk of being struck by the masts of the wreck as she rolled towards the cliff. In spite of this, however, he reached the Danish sailor, and they were both safely hauled up.

Italian Government's Thanks.

Services by the Torbay and Hope Cove Life-boats.

On the night of February 15th of last year an Italian steamer, the *Liberta*, of Genoa, on her way to Rotterdam, went ashore among the rocks at Bolt Head near Salcombe in Devon. Shortly after midnight the news of the wreck was received at the Life-boat Stations at Torbay and Hope Cove, and both Life-boats were launched. A strong gale was blowing with a very heavy sea, and the weather was very thick.

When the Life-boats reached the wreck at four in the morning, they found her stranded right among the rocks over which heavy seas were breaking. They stood by until daybreak. It was then found to be impossible to get alongside the steamer on account of the

rocks, but the Torbay Life-boat succeeded in sending a line across her by means of the Line-throwing gun, and three of her crew were hauled through the swirling waters into the Life-boat. Meanwhile the Life-saving Apparatus had also succeeded in getting a line to the wreck from the shore, and the remainder of the *Liberta's* crew were rescued in this way.

The Institution has now received from the Italian Ambassador a letter expressing the Italian Government's "Warm thanks and high appreciation for the gallant efforts" made by the Life-boat Crews. Letters of Thanks have also been sent by the Ambassador to the Crews themselves.

Prime Minister of New Zealand Landed by a Life-boat.

On October 30th the Atlantic Fleet gave a battle practice display off Portland which was witnessed by the Prime Ministers of the Dominions. After the display, the H.M. Destroyer *Westminster* took Mr. Coates, the Prime Minister of New Zealand, and Mrs. Coates, up Channel, intending to land them at Yarmouth, Isle of Wight, where they were to spend the week-end

with Admiral of the Fleet the Earl Jellicoe, late Governor-General of New Zealand. The wind was blowing so strongly that when the destroyer arrived she could neither put in to the pier nor launch a boat. At the request of Lord Jellicoe, who was waiting on shore, the Life-boat, manned by volunteers, took him out to the destroyer and brought back Mr. and Mrs. Coates.

Gifts of Chocolate.

The Institution wishes to express its cordial thanks to Messrs. Cadbury, Messrs. Fry, and Messrs. Rowntree for their gifts of thirty tins of chocolate

each, which have been sent for use in the Lifeboats. For a number of years these three firms have generously made this contribution to the Service.

Life-boat Essay Competition.

Presentation of the Prizes in the London District.

At the Caxton Hall, on Monday, 13th December, the Mayor of Westminster (Mr. S. P. B. Bucknill) presided at the presentation of the prizes won in the Competition in the London area (consisting of the schools under the London County Council). The presentations were made by the Duchess

After giving particulars of the competition, which has now been held six times, the Mayor of Westminster said :—

I want to congratulate all the prize-winners, and their schools, on their success, and in particular, Edward Weller, and the Droop Street Boys' School, of Paddington. His was the best of nearly 300 essays sent in by



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[Central News.

DUCHESS OF ATHOLL PRESENTING THE CHALLENGE SHIELD.

of Atholl, M.P., Parliamentary Secretary to the Board of Education.

Supporting the Mayor on the platform were Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Hon. George Colville (Deputy-Chairman of the Committee of Management), the Mayoress of Westminster, and Mr. George F. Shee, M.A., Secretary of the Institution.

There were also present representatives of the Committee of Management, the London Women's Committee, and the Education Committee of the London County Council.

London schools, and he has won for his school the honour of holding the Challenge Shield for next year. This is the first time that the Shield has been held by a Paddington school, a fact which will be all the more gratifying to him and to them. We had hoped to have seen the Mayor of Paddington on the platform. He was coming to show how proud his borough is that one of its schools should have won this high distinction.

It is an additional and a very high honour that the Shield and the other prizes are to be presented by the Duchess of Atholl, the Parliamentary Secretary to the Board of Education, who has come at very short notice in the place of Lord Eustace Percy, President of the Board of Education, for which we give her our warmest thanks. We should have

been proud had Lord Eustace been able to come, as he is the son of the late Duke of Northumberland who, as President of the Institution, founded this Competition eight years ago. The fact that the President of the Board of Education was to have been here, and that the Duchess of Atholl is actually here, shows the importance of the occasion in the opinion of the Board of Education.

I will not detain you longer, but will say that I am sure everybody must agree that every boy and girl should know something of the work of the Life-boat Service and of the splendid deeds of the Life-boatmen who show, perhaps, the finest example of unselfish endeavour and pluck that this country affords. (Cheers.) I will now call on Her Grace the Duchess of Atholl to present the prizes.

The Duchess of Atholl.

After presenting the shield and other prizes, the Duchess of Atholl said :—

I am very glad indeed to have been able to come here to-night and to have the honour of handing over that beautiful Challenge Shield and those Certificates, but I am only sorry I am here in the place of some one who would more properly have been here, Lord Eustace Percy, son of the late Duke of Northumberland, who founded the Competition.

We must remember what a very big affair this prize-giving is for essays on the Life-boat Service. No less than 157 schools in the London area entered for the Competition, and it is very nice to find that the prize-winners come from all over the London area, east, west, north and south. But this is, in turn, only part of a much larger competition which extends to Scotland, Ireland and Wales. Over 1500 schools are now taking part in this Competition. That seems to me a very fine figure, and shows a very satisfactory increase on the numbers last year. That increase has affected almost every one of the six areas into which the country is divided. As a matter of fact, there has been a slight drop in the number of London schools. I just throw that out because I am sure you would like to feel that more and more London schools were entering, and perhaps your example will encourage others to follow it.

The Service to inspire interest in which this Essay Competition has been instituted is, I think, one of the greatest institutions in the country. A Life-boat Service exists to meet the inevitable peril of an island people. With our great coastline we should be very conscious of the danger from the sea, and an organization that exists to try to meet that danger has the right to be called national. But the wonderful thing about this truly national institution, the Lifeboat Service, is that, unlike other national institutions, such as the Army, and the Navy, and many others we could mention, it is supported entirely by voluntary funds. (Cheers.) It does not receive a penny either from the rates or the taxes.

This is a great country for voluntary associations, and they are something we would

do well to be proud of. But there are very few voluntary associations in these days that have made good without having to receive some help either from a State fund or from local funds, and therefore it is a remarkable thing that the Life-boat Service, existing as it does to meet a peril that inevitably has to be met by an island race, and therefore having a great claim upon the nation, yet exists entirely by voluntary support.

No doubt this remarkable fact is accounted for in two ways. The first reason must be the recognition of the necessity of having life-boats all round our coast. The second reason, I feel fairly sure, has been admiration for the men who man the life-boats. We have many voluntary workers in Great Britain. (Cheers.) We have a great army of voluntary workers working for many noble ends. In particular there are thousands of voluntary workers, working in different ways to help children—to help invalid children, to help crippled children, to get town children away for country holidays, to look after small children, or to help the elder children, when leaving school, into employment. All these voluntary workers face fatigue and give much service and time. They also certainly have to give up doing many things which they would very much enjoy doing. But when we come to the army of 3000 Life-boatmen we find that they are not only ready to give service and time and to face fatigue, but that they are also ready to risk their lives, and they know well that loss of life or injury is not a remote possibility, but stares them right in the face when they hear the call to go out to the help of a ship in distress. (Cheers.)

Then we have to remember that, like all the other voluntary workers of whom I have spoken, these men have other work to do, many of them working very hard. But they are ready to take on this obligation, to do this service, to face this risk, at any time of day or night, when perhaps they are already tired from their ordinary day's work. Besides these 3000 men who are ready to go to the call in the Life-boat, some 3000 more men, and women too, I am glad to think, are ready to help in launching the Boat.

I am quite certain that all of you who have been studying this subject, and in particular have been studying the qualities necessary to a good Life-boatman, must wonder at his courage. We specially wonder about it in these days because modern civilization has been able to lessen or remove many risks which had to be faced centuries ago, as a part of everyday life. At one time our ancestors went about in mortal fear of wild beasts. We, however, do not have to trouble about them. We go to the Zoo, where the beasts are behind bars, and we can afford to admire them and enjoy their company. Later on our ancestors were troubled with highway-men, and many parts of London were noted for this danger. There were other dangers, too, which had to be faced. We to-day have the horrors of war to face, but we are

free from many of the things which, in time of peace, made it quite natural that there should be a great deal of physical courage among men. It was the quality which was first needed in those days, and it was always looked for first in any man. But in these days when life is safer and more comfortable, it is natural that we should wonder whether there is quite the capacity for physical courage in the nation as perhaps there was centuries ago, and so we admire it all the more when we find Life-boatmen, and the men in the late War, ready to leave their comfortable homes and those they love, and to go out to do their work in the face of death.

Then, we remember what a wonderful spirit of self-sacrifice they possess in not thinking of themselves at all. It is not only physical courage that is needed, but also the capacity to feel that somebody is in need of help, and to say, "I am going to try and give that help whatever it costs me." To do that means to throw self aside, and that is one of the very finest qualities that we can find in any human being.

Thirdly, perhaps, you realize that if anybody is to be able to do the very hard work of a Life-boatman he must have been living a life of self-control, avoiding all self-indulgence and living healthily, simply.

These are, I think, the three qualities that we specially admire in the Life-boatmen, though I expect in the course of your studies

you have been able to find many more about which I would gladly have read had I been given a chance of seeing your essays. But I have heard enough and I have seen enough extracts from them to know that you have realized the great qualities that are necessary in a Life-boatman. I am sure that you also feel what a great work this is, and that if it is to be continued and developed, everybody in the country must try to realize how great it is and how necessary is a Life-boat Service to our islands. I am also sure, too, that you are glad of this opportunity that has been given you to learn a little about the Life-boat Service, and to think a little about the lives of the men who man it. I expect that you are wondering how you can try to acquire those qualities that make us all admire the Life-boatmen so much. If we can but set about helping them, thinking about them and trying to imitate them as far as we can in our lives, then I think we shall be doing what we shall be very glad to do, something to help this dear country of ours. (Cheers.)

Sir Godfrey Baring proposed and Mr. Colville seconded, a vote of thanks to the Duchess of Atholl and the Mayor of Westminster, and after they had responded, the Mayor announced that each boy and girl on leaving the hall would receive a small Life-boat gift.

Some Special Gifts.

H.M. THE KING and H.M. The Queen both sent special gifts in November last to show their interest in the progress of the Motor Life-boat Scheme.

* * * *

The 1st Battalion of the Argyll and Sutherland Highlanders have sent a donation of £49, from The Citadel, Cairo. In 1925 the same battalion headed the list of Army subscriptions with a gift of £45, and in 1924 they headed it with £50.

* * * *

The Aldershot Football Association have sent a donation out of the takings at the match which it played with the Aldershot Command Football Association on December 1st last.

* * * *

In December a lady called at the Institution and presented it with £50 to provide the Line-throwing Gun on board the Motor Life-boat which

had been sent to the Aberdeen Station in October. The same lady had previously presented it with the Line-throwing Gun for the Motor Life-boat at Holy Island, Northumberland, the Steering Wheel for the Motor Life-boat at Yarmouth in the Isle of Wight, and the Sweeps for the Pulling and Sailing Life-boat at Aranmore in Co. Donegal.

* * * *

Two gifts received in Christmas Week deserve to be recorded. One came from the children of the Church of England School at Langton-by-Spilsby in Lincolnshire, with good wishes "to the Life-boats and all sailors for a very happy Christmas." The other came from a lady in London who is now 93 but "does not fail to take an interest in the Life-boat as she had a son in the Navy and a brother in the Merchant Service, and has now two grandsons in the Navy."

Just after Christmas we received a copy of a children's book called "Sons of the Empire." It was evidently sent in response to our Christmas advertisement appealing to those celebrating Christmas in safety at home, to remember the Life-boat Crews on the coast, for a copy of the advertisement was enclosed with it. A slip of paper was also enclosed, with "From John Dancy, aged six," written on it.

* * * *

Messrs. Bovril have given the Institution 96 packs of playing-cards for use at Whist Drives in the South-Western District.

* * * *

A cheque for £20 has been received from Mr. A. Kingfisher, of the Treasure House, Oxted, a shop for the sale of curios and antiques. With it came a letter explaining that all the profits of the shop were given to charity, and that this cheque for the Life-boat Service represented part of the profits for the past six months.

* * * *

A donation of £5 has been received from a schoolmaster in British Columbia in response to the Institution's advertisement in one of the London weekly papers. The donor wrote: "If you have a book about the Life-boat Institution, with thrilling rescues such as I know they constantly effect, I should be very glad to buy it, to read it to the children. We are all poor in this part of Canada, but there is no want or squalor, and they do not see the necessity of giving nor the privilege." A copy of "Britain's Lifeboats" has been presented to the school.

* * * *

The Glasgow Branch has received a sum of over £33, raised by the officers and crews of the four steamships of the Monarch S.S. Company, owned by Messrs. Raeburn and Vêrel, of Glasgow. The vessels are between 4500 and 6000 tons, the crews being partly British and partly Chinese. In each of the four vessels the Chinese contributed, one of the Chinese cabin boys giving ten shillings.

An American, who has crossed the Atlantic 105 times, and whose English ancestors went to America five years after the *Mayflower* sailed, called personally at the Institution last year and handed the Secretary £50 in admiration for the work of the British Life-boat Service. By this gift he became an Honorary Vice-President of the Institution for life. This year he has called again and made two separate gifts of 25 guineas each, one of them being given in the name of his son and the other in the name of his daughter, in order that they too may be Honorary Vice-Presidents of the British Life-boat Institution. He promised to call again and, by the same means, to add the names of some of his friends to the list of Honorary Vice-Presidents. His son has written, "Although I am far from the veteran traveller that my Father is, I have crossed the Atlantic ocean twenty-six times, and hold the honor conferred on me through him no light one."

* * * *

A girl at Bideford, Miss Ruby Snow, who has been bed-ridden for over a year, has held a bazaar in her room, with the help of three of her friends. At this bazaar they sold small things which they had collected, and made £3 12s. 2d., which they have given to the Life-boat service.

This is not Miss Snow's first Life-boat Bazaar. Three and a half years ago, after hearing, at school, a lecture on the Life-boats by the Honorary Secretary of the Appledore Branch, she and two other little girls collected toys, sent out invitations for a bazaar and tea, and in this way made nearly a pound for the Life-boats.

* * * *

One of the most mysterious gifts which the Institution has ever received came in the following way. At the beginning of February a scrap of paper arrived with this message:

"The writer may shortly be going on a voyage, and hopes to have a safe journey, providing he had the assurance of help from the Life-boat Institution. Taking the forthcoming help for granted,

he promises to place in a L.B. Box every year one small piece of gold (all being well)."

As no name or address was given, it was impossible for the Institution to give any assurance, but three days later came another anonymous message :

"With further reference to the scrappy note sent a few days ago. The writer wishes now to state that he will

not go on the voyage, and if even by a miracle he did, he would perhaps be unable to put in one of your Life-boat boxes the proffered piece of gold. Enclosed please find bedded in card-board one half Jimmy o' Goblin. Kindly deposit in box."

With this message was enclosed the half-sovereign duly "bedded in card-board."

Armistice Day.

At Great Yarmouth and Gorleston, in Norfolk and Suffolk, and at Whitby, Yorkshire, the Motor Lifeboats took part in the Armistice Day ceremonies on November 11th last, and at Heckmondwike, Yorkshire, the twenty-five members of the Lifeboat Guild, at the request of the Urban District Council, walked, as a Guild, in the procession on Armistice Sunday.

At Great Yarmouth and Gorleston, the crew assembled at the Life-boat Station, and with the Chairman, Honorary Secretary and members of the Committee, marched to the Gorleston Parish Church with a wreath in the shape of an anchor. This wreath was received from Coxswain Fleming by the Vicar, who laid it on the altar steps.

After the service the procession of Life-boatmen returned to the Life-boat House, the Motor Life-boat *John and Mary Meiklam of Gladswood* was launched, and with flags flying at half-

mast she went slowly from the harbour, taking the wreath out to sea. A gale was blowing from the S.S.E., and a heavy sea was running. To the southward of the pier the Life-boat stopped, and the Vicar conducted a short service in the Boat, and then committed the wreath to the sea, in memory of all sailors and Life-boatmen who gave their lives in the Great War.

At Whitby, following the custom of previous years, the Motor Life-boat *Margaret Harker Smith* went out at 3.30, followed by the fishing fleet, with flags at half-mast. A stiff south-westerly breeze was blowing as the boats left the harbour. Wreaths were dropped on the waves as the boats passed over Lector Hole. Then the Rector offered a prayer and a bugler sounded the Last Post. The flags were run up to the truck and the boats returned to harbour, where a short service was conducted, ending with the Reveille.

The Schoolboys' Own Exhibition.

THE Institution took a small stall at the Schoolboys' Own Exhibition which was held during the first week of January. On the opening day it also had the use of a stall called King Arthur's Table, which was given, without charge, to a different charity for each day of the Exhibition. Here ex-Coxswain Swan, of Lowestoft, Gold Medallist of the Institution, spent the day signing picture-postcards for eager boys who, in return, very willingly put their pennies in the Life-boat Collecting Boxes.

The Institution's own stall, decorated with the House Flag of the Institution and Lifebelts, showed a model of a

Motor Life-boat, and a demonstration model of a Self-Righting Boat in a tank. This model proved a great attraction. Small boys spent a long time in vain efforts to sink it, or prevent it from self-righting when capsized, and many who failed fetched their fathers in the hope (which was not realised) that they would be more successful.

Picture-postcards of Life-boats, which Admiral Lord Jellicoe and Captain Gordon Campbell, R.N., V.C., D.S.O., who commanded "Q" Boats in the War, had very kindly signed for the Institution, were sold, and about 2,000 Life-boat booklets. Over £30 was collected.



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[W. Mason, Great Yarmouth.

ARMISTICE DAY: THE GREAT YARMOUTH AND GORLESTON MOTOR LIFE-BOAT GOING OUT TO SEA WITH THE WREATH.



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[W. Mason, Great Yarmouth.

DROPPING THE WREATH.

Honorary Workers of the Institution.

No. 10.—Miss Letitia French, Honorary Secretary of the Palling Life-boat Station.

OF the many hundreds of honorary workers for the Life-boat Cause, those on whom the chief burden and responsibility fall are the Honorary Secretaries of the Life-boat Stations. It is a responsibility resting on them the whole time, from year's end to year's end. They are largely responsible for the efficiency of the Life-boats and Crews, and for their readiness to meet every call. There are over two hundred Honorary Secretaries of Stations, and among them one woman—Miss Letitia French, of Palling in Norfolk. Miss French is not only the only woman who administers a Life-boat Station, but she is one of the 24 Honorary Secretaries who have more than one Life-boat to look after.

The Institution has maintained a Life-boat at Palling since 1852, and placed a second Boat there in 1870. During those 75 years, the Palling Life-boats have been launched 390 times and have rescued 788 lives.

There are few Stations anywhere round our coasts with a finer record, and of the Stations on the Norfolk coast, only Caister, with its record of 1709 lives, has done greater service.

During 61 of these 72 years, the Station has been administered by Miss French and her father, whom she succeeded as Honorary Secretary on his death, at the age of 80, in 1904.

It is at her request that this article is devoted rather to his work than to hers.

Mr. Edward French lived at Palling for 38 years, and during the whole of that time he was Honorary Secretary of the Station. He had served in the Navy and fought in the Crimean War with the Black Sea Fleet. He was

present at the battles of Alma and Balaclava, and was in the first boat which landed at the siege of Sebastopol. He took part in the storming of the fort of S. Jean d'Acre, and was decorated for his services in that action. After the Crimean War he took part in the work of suppressing the Slave Trade. He left the Navy in 1866, and was in the same year appointed Chief Officer of the Coast Guard at Palling. At the same time he became Honorary Secretary of the Life-boat Station, and though he retired from the Coast Guard in 1878 he continued as Life-boat Secre-



MISS FRENCH OF PALLING.

tary until his death. In other ways, as Vicars' Churchwarden and as a member of the School Board, he took an active part in the life of Palling. For some time before his death in 1904 illness had put an end to all his activities, and Miss French had already in fact, though not in name, become the Honorary Secretary of the Station.

On his death she succeeded him, and for twenty-three years has continued the work. During that time the Palling Life-boats have been out on service 169 times and have rescued 209 lives.

The Institution showed its appreciation of Mr. Edward French's services by presenting him with an inscribed Binocular Glass in 1878, and in 1901 with a Gold Medallion, the equivalent

of the present Gold Pendant which is given only to honorary workers who have done long and distinguished service for the Institution. Later on, Miss French was given special permission to wear this decoration, and in 1915, was presented with a Barometer, bearing an inscription recording her services and the Institution's gratitude.

"Catherine Booth."

The Salvation Army's Life-boat on the coast of Norway.

[The following article has been written for The Lifeboat by an officer in the Salvation Army, while the note attached to it gives some general particulars about the Norwegian Life-boat Service, which we have received from its Secretary. An article on the Norwegian Service appeared in The Lifeboat for February, 1922.]

HE has the biggest fist of any man I have ever met. It is massive, invulnerably hard, and Samsonian in its grip. When you shake his hand you cannot get right hold of it, and your own hand is lost in its expansive hold.

He is the Captain of the Salvation Army Life-boat *Catherine Booth*, Adjutant Jens Myhre by name, and his giant fist is the measure of the stoutness of his heart. He is a very brave man, and the strength of his arm and the boldness of his heart have grown out of many years' wrestling with the powers of the deep. Of true Viking strain, he has inherited the fearlessness, endurance, and invincibility of that valiant race.

I had a chat with Adjutant Myhre in Oslo during the summer respite from wind and storm, when the opportunity was taken to renovate the *Catherine Booth* in readiness for the next winter's work, which would keep it almost continuously at sea, night and day, from October to April.

The noble fellows who man the Life-boats round the British coast put to sea in them only when there is a call of distress. The *Catherine Booth* is

always out when the weather is bad, mostly within the Arctic Circle. In these northern seas a lot of fishing is done, and the rugged coast being extremely dangerous when fierce storms beat against it, the men who ply their calling there are frequently in the greatest peril. For twenty-three years the *Catherine Booth* has been in commission, and something like fifteen hundred fishing-boats, damaged in the storms, have been towed to shore and their crews, numbering in all about four thousand men, snatched from death.

Under full sail the Life-boat can do twelve knots. Designed and constructed by the same man who built the *Fram*, that wonderfully sturdy and compact vessel in which Dr. Nansen, some years ago, went in quest of the North Pole, the *Catherine Booth* is able to carry fifty souls. It follows the fishing fleet and shepherds the craft in the open seas. Often the fishermen are caught in a gale and cannot reach the shore, and sometimes their boats capsize. At such times, when some of the fleet have failed to return, the fisher wives will stand so long on the shore waiting anxiously for their husbands' boats that they faint and fall. What boundless joy there is when, at last, they see the *Catherine Booth*, manned by her Salvationist crew, towing the missing boats, perhaps as many as ten at one time!

All along the coast, this gallant Captain told me, the *Life-boat* is regarded as the fishermen's friend. When she arrives at a fishing station

every flag is flown in her honour. When she departs flags are again hoisted in salute. In the event of sickness in the fishing villages, the Life-boat Captain has to be doctor. Similarly at sea, sick or injured sailors are taken on board and treated. The prompt and skilful aid rendered has in more than a few instances prevented the need for amputations.

Adjutant Myhre, with modest pride shining in his fearless blue eyes, informed me that he had served with the *Catherine Booth* for seventeen years, eleven of them as Captain. He is a born sailor and knows the merciless Arctic sea in all its moods. He followed the calling of a fisherman in those far northern latitudes before he joined the Salvation Army and became a Life-boat man. It was his habit to attend the Salvation Army's meetings at Honningsvaag, a fishing station about thirty-five miles nearer the Arctic regions than Hammerfest, which is the most northerly town in the world. As a result, having himself been rescued from death at sea during a terrible storm, he sought the privilege of a place among the crew of the *Catherine Booth*. After two years' service his ability and courage gained him the post of second officer, and eventually the Captaincy.

Adjutant Myhre is a skilful pilot, and during the brief summer months, when the life-boat is laid up, he undertakes commissions which bring in money towards the maintenance of the *Catherine Booth*. Often he has piloted British warships through the treacherous Norwegian waters.

The Adjutant related two among many of his experiences while battling with the storms. One particularly rough day the Life-boat had thoroughly scoured the seas, and the Captain and his men felt satisfied that all the fishing boats had safely reached harbour. When evening came they were about to cast anchor when the Adjutant heard an inward voice say, "Turn round at once, and sail out again." A certain direction was indicated, and in this the nose of the boat was set.

After proceeding some distance the Life-boat Captain discovered a small

open boat, containing a solitary man, helplessly drifting from land towards a rock which was continually swept by the waves. Five minutes' delay or mismanagement of the Life-boat would have cost the life of the man, who had an anxious family awaiting his return. In the nick of time he was saved from a terrible fate.

On the second occasion all the vessels but one were in harbour. Through the thickly falling snow the almost distracted wife of the captain of the missing boat was intently gazing with a company of her friends and neighbours. Once she caught a glimpse of the Life-boat, and for a moment hope revived; but when she failed to discern the fishing boat, owing to the thickness of the weather, dread filled her anxious heart, and she was carried home in a swoon. A little later the *Catherine Booth* came safely to shore with both boat and crew, amid much rejoicing.

"If it had not been for the Army's Life-boat we should never have seen the shore again," declared the rescued men; and words such as those express the feelings of the many hundreds whom Adjutant Myhre and his comrades have succeeded in bringing to their desired haven.

The Norwegian Society for the Rescue of the Shipwrecked has twenty-eight Sailing ketches, each manned by 4 men, so that their Crews number altogether 112. All these ketches are of the same design as the *Catherine Booth*, built by Colin Archer of Larvik, a Norwegian whose parents were English. He built the famous *Fram*, Nansen's ship, which also took Roald Amundsen to the Antarctic. These twenty-eight ketches keep constant watch round the Norwegian coast in the winter, rescuing the shipwrecked and helping and piloting vessels when they get near the coast. Their principal duty, however, is to follow the Norwegian Fishing Fleet during the big winter fisheries, rescuing fishermen who are unable to reach land, and helping and taking in tow fishing boats and other vessels in distress.

In this way, since the Norwegian Society was founded in 1891, and the

first ketch was launched in 1893, there have been saved, up to the end of 1925, 2,620 lives, and in addition 82,270 men have been towed ashore, often under very difficult circumstances. Fully to understand the work and responsibilities of the Norwegian Life-boats it has to

be remembered that Norway's fishing population numbers 102,332. The ketches help every year about 3,000 men in distress at sea, and the account of the work of the *Catherine Booth* may be taken as typical of the work of the other ketches and their crews.

Motor Life-boats that Want Names !

Nine for England ; six for Scotland ; one for Wales ; three for Ireland.

The Institution now has 61 Motor Life-boats in its Fleet of 214. Another seven Motor Life-boats are under construction, and a further seventeen have been approved for early construction.

Of the seven under construction only two at present have names chosen by their donors. Of the seventeen to be laid down shortly, three have names.

BOATS UNDER CONSTRUCTION WHICH HAVE NAMES.

Station.	Type of Boat.	Cost.	Donor.
Eastbourne, Sussex	35-foot Self-righting Type	£4,500	Legacy from the late Mr. Alfred Henry Pett, of Hastings, with which it is hoped to amalgamate other legacies and names.
Piel (Barrow), Lancashire.	45-foot Watson Cabin	£8,500	Gift from the Trustees of the Estate of the late Mr. Stephen H. Thompson, of Edgbaston, Birmingham, through Mr. H. S. Thompson, and a legacy from the late Mrs. M. C. Myers.

BOATS UNDER CONSTRUCTION AWAITING DONORS.

Station.	Type of Boat.	Cost.
Wexford, Co. Wexford	45-ft. Watson Cabin	£8,500
Stromness, Orkneys	51-ft. Barnett Twin Screw	£11,000
Walton-on-the-Naze, Essex	48-ft. Ramsgate Type	£8,500
Southend-on-Sea, Essex	48-ft. Ramsgate Type	£8,500
Swanage, Dorsetshire	40-ft. Self-righting Type	£6,500

BOATS TO BE BUILT WHICH HAVE NAMES.

Station.	Type of Boat.	Cost.	Donor.
Whitehills, Banffshire	35-ft. Self-righting Type	£4,500	Civil Service Life-boat Fund (and a Legacy from the Rev. G. Bowers Watson, of Weybridge, Surrey, to provide the engine).
Berwick on Tweed	35-ft. Self-righting Type	£4,500	Westmorland Motor Life-boat Fund.
Folkestone, Kent	35-ft. Self-righting Type	£4,500	Nottingham Motor Life-boat Fund.

BOATS TO BE BUILT AWAITING DONORS.

Station.	Type of Boat.	Cost.
Humber, Yorkshire	45 ft. 6 in. Watson Cabin	£8,500
Clacton-on-Sea, Essex	45 ft. 6 in. Watson Cabin	£8,500
Fowey, Cornwall	45 ft. 6 in. Watson Cabin	£8,500
Galway Bay, Co. Galway	45 ft. 6 in. Watson Cabin	£8,500
Cromarty, Cromartysire	45 ft. 6 in. Watson Cabin	£8,500
Stornoway, Island of Lewis	45 ft. 6 in. Watson Cabin	£8,500
Thurso, Caithness-shire	45 ft. 6 in. Watson Cabin	£8,500
Ramsey, Isle of Man	35-ft. Self-righting Type	£4,500
Clogher Head, Co. Louth	35-ft. Self-righting Type	£4,500
Angle, Milford Haven, Pembrokeshire	45 ft. 6 in. Watson Cabin	£8,500
Troon, Ayrshire	40 ft. Watson Type	£7,000
Port Patrick, Wigtownshire	40 ft. Watson Type	£7,000
Weymouth, Dorsetshire	40 ft. Watson Type	£7,000

In addition to these Boats the Institution has in hand a number of costly constructional works, such as the adaptation of old Boathouses and Slipways to suit them for Motor Life-boats, or

the building of new Houses and Slipways. Some of these works are in connexion with Motor Life-boats already on the coast, others in connexion with the Boats in the above list.

BOATHOUSE WHICH HAS A NAME.

Station.	Work.	Approximate Cost.	Donor.
Selsey, Sussex	New Boathouse and Approach Gangway on Piles.	£5,000	Birmingham Centenary Fund.

BOATHOUSES AND SLIPWAYS UNDER CONSTRUCTION AWAITING DONORS.

Station.	Work.	Approximate Cost.
Longhope, Orkneys . . .	Adaptation of old Boathouse and Slipway . . .	£8,450
Montrose, Forfarshire . . .	Adaptation of old Boathouse and Slipway . . .	£6,900
Porthdinllaen, Carnarvonshire	Adaptation of old Boathouse and Slipway . . .	£11,200
Kirkcudbright, Kirkcudbright-shire . . .	Adaptation of old Boathouse and Slipway . . .	£1,500
Stromness, Orkneys . . .	New Boathouse and Slipway . . .	£10,500

BOATHOUSES AND SLIPWAYS TO BE BUILT AWAITING DONORS.

Station.	Work.	Approximate Cost.
Angle, Milford, Pembrokeshire	New Boathouse and Slipway . . .	£16,100
Berwick-on-Tweed . . .	New Boathouse . . .	£4,600
Piel (Barrow), Lancashire . . .	New Boathouse and Slipway . . .	£14,100
Portrush, Co. Antrim . . .	New Boathouse and Slipway . . .	£6,700
Swanage, Dorsetshire . . .	Adaptation of Old Boathouse and Slipway . . .	£8,100
Thurso, Caithness-shire . . .	Adaptation of Old Boathouse and Slipway . . .	£8,400
Whitehills, Banffshire . . .	New Boathouse . . .	£3,000

This list shows the very large capital expenditure which the Institution is incurring now, or about to incur in the immediate future. We would ask all readers of *The Life-boat* to help us by bringing this list to the notice of their wealthy friends, pointing out that every Life-boat bears the name chosen by the donor, that in those cases where permission has been obtained to amalga-

mate legacies, the name of the Life-boat is formed of the initials of the donors, and their full names are inscribed inside the Boat, and that in the case of Boathouses and other works a tablet recording the donor's name is affixed in a prominent position, so that the name is permanently linked with a permanent work of construction, as essential as the Life-boats themselves to saving life.

Bradford's Life-boat Matinée.

THE twenty-seventh Annual Life-boat Matinée, organized by Mr. Francis Laidler, took place on 10th November last. The programme included some twenty "turns," among those who took part being the principal artistes not only from the Alhambra, Bradford, but from the Bradford Palace Theatre and from companies under Mr. Laidler's managership appearing at Sheffield and Halifax. All the artistes and the theatre staff gave their services, and in the entrance hall was a stall of flowers and fruits, con-

tributed by Life-boat supporters in Bradford, which were being sold by members of the Ladies' Life-boat Guild. The Lord Mayor and Lady Mayoress, (Alderman and Mrs. R. Johnson), Sir William Priestley, Chairman of the Branch, and Lady Priestley were among those present. A Life-boat film was shown, and Sir William Priestley moved a vote of thanks to Mr. Laidler and all who had taken part in the matinée. Mr. Laidler announced that the total receipts amounted to £310.

The Help of Shipowners.

A Record of Services to One Hundred Vessels.

WE continue the list of effective services carried out by Life-boats during 1926—services where lives have been rescued or help given—with the names of vessels and the subscriptions or special donations received from their owners. The list does not include any services where salvage has been paid to the Crew. As before, a letter has been sent to the owners calling their attention to the ser-

vices of the Institution, but only in those cases where lives have actually been rescued; and even where lives have been rescued, if the owners are presumably poor men—as in the case of small fishing boats—the letter is not sent. The list is for the four months September, October, November and December, 1926.

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
1926.					
Sept. 3	Hythe	S.S. <i>Cassard</i> , of Nantes	Société Anonyme des Chargeurs de l'Ouest, 2, Rue de Bréa, Nantes, France	—	—
" 3	Folkestone				
" 7	Barmouth	Pleasure boat <i>Willie</i> , of Barmouth.	Thomas Owen.	—	—
" 15	Blyth (Motor)	Open boat <i>Grace Darling</i> , of New Hartley.	Thomas Legg, Avenue Row, New Hartley.	—	—
" 16	Torbay (Motor)	Motor coble <i>Spart</i> , of Blyth.	Mark Anderson, 25, York Street, Blyth.	—	—
" 25	Portrush (Motor)	S.S. <i>Balsam</i> , of New York.	St. Helens Colliery and Brick Works Co., Ltd., Workington, Cumberland.	—	—
Oct. 4	Lowestoft (Motor)	Belgian fishing smack <i>Patrick</i> .	U.S. Shipping Board, Washington, U.S.A.	—	—
" 9	The Humber (Motor)	Dredger <i>Kite</i> , of Newcastle.	The Jarrow Dredging and Salvage Co., Humbert St., Jarrow-on-Tyne.	—	£10
" 9	Moelfre	Schooner <i>Loch Bunya Castle</i> , of Annalong.	Messrs. Matthew Kirton & Sons, Ltd., Walbottle Brick Works, Newburn-on-Tyne.	—	£10
" 12	Wexford (Motor)	Smack <i>Edith S. Annie</i> , of Wexford.	G. A. Robinson, Annalong, Co. Down.	—	—
" 12	Whitby (Motor)	Lugger <i>Mona</i> , of Wexford.	Harper.	—	—
" 12		Motor fishing boats <i>Mizpah</i> , <i>Pilot Me</i> , <i>Remembrance</i> , <i>Excelsior</i> , of Whitby	Swan.	—	—
" 13	Peterhead No. 2 (Motor)	Admiralty drifter <i>Levanter</i> .	J. R. Dryden and H. Richardson.	—	—
" 14	Sunderland (Motor)	Fishing cobbles <i>Mary</i> and <i>Martha</i> , of Sunderland.	J. R. Storr.	—	—
			M. and R. Leadley.	—	—
			No information.	—	—
			H.M. Government.	—	—
			J. Forest.	—	—
			T. Loenie.	—	—

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
Oct. 14	Seaham (Motor)	Fishing coble <i>Two Brothers</i> , of Seaham.	G. Reed.	—	—
„ 22	Filey . . .	Nine motor fishing cobbles of Filey.	No information.	—	—
„ 22	Scarborough . (Motor)	Fishing coble <i>Venture</i> , of Scarborough. Fishing cobbles— <i>Bertha May</i> , <i>Adelaide</i> , <i>Treasure</i> , <i>Pelican</i> , <i>Geoffrey</i> , <i>Jock</i> , <i>Eagle</i> , <i>Morning Star</i> , of Scarborough.	T. Appleby. T. Home. W. Dalton. W. Sheader. T. Sheader. T. Birch. T. Sheader, Sen. R. Sheader. T. Scales.	— — — — — — — — —	— — — — — — — — —
„ 24	Ramsgate (Motor)	S.S. <i>Falcon</i> , of London	General Steam Navigation Co., 15, Trinity Sq., London.	£5/5/-	Letter of Thanks.
„ 25	Clovelly. . .	Schooner <i>Emma and Ester</i> , of Chester.	A. J. Roney, Ivor House, Connah's Quay, Flint.	—	—
„ 27	Fenit . . .	A fishing smack.	Maurice Dunnie.	—	—
„ 31	Brighton . . .	A small rowing boat, of Brighton. Motor fishing boat <i>Little Jack</i> , of Brighton.	Hawkings. Harry Dann, 19, Richmond Hill, Brighton.	— —	— —
Nov. 1	Port Patrick . (Motor)	Motor fishing boat <i>Seagull</i> , of Port Patrick.	George McKenzie, Port Patrick.	—	—
„ 2	Scarborough . (Motor)	Fishing cobbles— <i>Our Maggie</i> , <i>Pelican</i> , <i>Golden Gate</i> , of Scarborough.	T. Pashby. T. Sheader. T. Douglas.	— — —	— — —
„ 5	Wexford (Motor)	Wexford Pilot Station	—	—	—
„ 5	Porthdinllaen (Motor)	S.S. <i>Demeterion</i> , of Newcastle.	R. Chapman & Son, Carlton S.S. Co., Maritime Buildings, Newcastle.	—	—
„ 11	Tenby (Motor)	Schooner <i>Stjerno</i> , of Mandal.	E. Edwardsen, Mandal, Norway.	—	—
„ 13	Port Logan, Port Patrick (Motor)	S.S. <i>Homewood</i> , of Middlesbrough.	R. Williamson, Shipyard, Workington.	—	—
„ 13	Lowestoft (Motor)	S.S. <i>Agnes</i> , of Hauge-sund.	O. Torgersen, Post Box 39, Hauge-sund, Norway.	—	—
„ 13	Bridlington . .	Fishing vessels <i>Clara</i> and <i>Irene</i> , of Bridlington.	Richard Crawford. James Tallentine.	— —	— —
„ 14	New Brighton No. 2, Bir- kenhead (Motor)	Cutter <i>Rita</i> , of Liverpool.	T. Robertson.	—	—
„ 14	Buckie (Motor)	Motor boat <i>St. Blane</i> , of Glasgow.	A. Kennedy & Son, Ltd., 48, West Regent St., Glasgow.	—	—

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
Oct. 17	Palling No. 1	Fishing vessel <i>Adolphine Victorine</i> , of Ostend.	No information.	—	—
„ 19	Weymouth (Motor)	Motor boat <i>Rose Mary</i> , of Weymouth.	A. Arnold.	—	—
Nov. 20	Selsey and Bognor (Motor)	Ketch <i>Roselyn</i> , of Fécamp.	Gaston Tocqué, 57, Rue des Prés, Fécamp, France.	—	—
„ 25	Gorleston (Motor)	Steam drifter <i>Cheviotdale</i> , of Berwick.	Robert Cowe, Eye-mouth.	—	—
„ 28	Newbiggin	Motor fishing vessels <i>Princess Mary, Jno and Meggie, Two Brothers, Redfords Boat, Our Girls</i> , of Newbiggin.	No information.	—	—
Dec. 13	Southwold (Motor)	Ketch <i>G. L. Munro</i> , of Yarmouth.	Sam English.	—	—
„ 14	Scarborough (Motor)	Fishing coble <i>Donald</i> , of Scarborough. Cobles— <i>Bertha May, Lady Adeline, Morning Star</i> , of Scarborough.	D. Dalton. H. Sheader. W. Dalton. T. Scales.	—	—
„ 14	Whitby (Motor)	Fishing cibles of Scarborough and Filey.	No information.	—	—
„ 14	Whitby No. 2	Fishing cible <i>Francis</i> , of Whitby.	R. Richardson.	—	—
„ 14	Runswick	Nine motor fishing boats of Whitby.	No information.	—	—
„ 14	Runswick	Five fishing cobles of Runswick.	No information.	—	—
„ 14	Filey	Eight fishing cobles of Filey.	No information.	—	—
„ 14	Flamborough No. 1	Flamborough Fishing Fleet.	No information.	—	—
„ 29	Newbiggin	Fishing cible <i>Lily Brown</i> , of Cresswell.	A., H. and W. Brown.	—	—
„ 29	Whitby (Motor)	Fishing boat <i>Pilot Me</i> , of Whitby.	J. R. Storr, Whitby.	—	—

Thus it will be seen that during the four months there were forty-four services in which something like a hundred boats and vessels were involved. In only one case, so far as can be traced,

was the owner already a contributor to the Institution, this being the General Steam Navigation Company, and in only two cases were donations given afterwards in gratitude for the service.

A Working Man on the Life-boat Service.

THE following letter was received last October from Ashington, the mining village in Northumberland. The Cresswell Lifeboat Station is not far away, and most of the Cresswell Crew have at one time or another worked in the

Ashington mines. The letter shows such a clear and well-informed interest in the developments of the Service that we think that many Life-boat workers and subscribers will be interested to read it, so we publish it in full,

replying at the end of the letter to two or three of the points which Mr. Pratt raises, as other people may have been struck by the same things when visiting Life-boat Stations :

“ DEAR SIR,

“ Having recently had the pleasure of having a close look at two of the Institutes' boats I feel it my duty to let you know my opinion of the same and the progress that has been made in their different construction.

“ The first boat I wish to speak of is the Blyth boat, which in my opinion is a real fine vessel, housed in an up-to-date boat-house with all the latest labour-saving appliances such as motor-winch for hauling her back up the slipway. Both the boat and boat-house are a credit to the crew and the Institution, and I would like to see the time when all boats, etc., could be made as up-to-date. Providing the crew were on the spot, this boat can be safely launched in one minute or so and be on her perilous journey.

“ The next boat I wish to speak of is the Newbiggin boat, which is an old boat and not as up-to-date, nor yet is the boat-house as up-to-date as possible, but it takes time and donations for the Institution to have everything up-to-date. (See Note 1.)

“ I noticed there was some real hard work to be done before the Newbiggin boat was got into the water, and some harder work before they got her back into the boat-house, as it has all to be done by manual labour, but it is impossible for the Newbiggin boat to be launched as sharp as the Blyth boat because of coastal conditions; the Blyth boat is launched in a harbour in smooth water, and the Newbiggin boat has to be dragged on a heavy carriage to the sea and perhaps meet heavy seas as soon as she touches the water. It would be a good invention if a motor could be safely placed on such carriages to dispense with the dangerous and hard work that has to be done to enable the boat to be launched. (See Note 2.)

“ I think it is possible, but it would take time and plenty of donations, and many a time I pass the Institution's

boat-houses and they are always locked up, and no one can see the Life-boat many a holiday time. I have seen hundreds of people in the vicinity of the Life-boat house, and I think if it was opened on such occasions it would likely swell the contents of your donation boxes, and that is what is needed to enable you to carry the work on, so why do local secretaries keep the boat-houses locked up so much, when hundreds of people have never seen a Life-boat during their lives? Secretaries and all concerned should try all methods to get donations. (See Note 3.)

“ Well, sir, I hope I am not taking up your valuable time in vain, but as an interested person in Life-boat work, although I am just a working man, I would like to see some push put in to get funds to enable you to reach your goal.—I remain,

“ Yours truly,
“ JOHN C. PRATT.”

Editor's Note.

1. The Newbiggin Boat, which is a Pulling and Sailing Life-boat of the Self-Righting type, and was built in 1906, is, of course, of not such a modern type as the Motor Life-boat at Blyth, built in 1921. She is, however, quite fit for service, and should in the ordinary course not be withdrawn from active service until 1931.

2. The launching difficulties at Newbiggin are great. At some similar stations the Institution is making use of Motor Caterpillar Tractors, but these, while they work well over sand, are not suitable for shingle and soft mud. The Institution is now having experiments made with a new design of Tractor which, it is hoped, will be able to launch Life-boats off all types of flat beach—those beaches, that is to say, where the construction of a slipway, such as there is at Blyth, down which the boat can be launched into sufficiently deep water at any state of the tide, is impossible or enormously costly.

3. The Institution is proposing to open to the public a great many more of its Boat-houses. This will involve some expense, but we feel sure that

the public will more than make this up to the Institution by its contributions at the Boat-houses. The chief difficulty is to find responsible and efficient caretakers. Mr. Pratt, in a second letter, writing as one who "spends many an hour on duty for the St. John's Ambulance and is pleased to do it," suggests that there should be no expense to the Institution, but that Crew and Helpers should voluntarily share the duty of keeping the Boat-house open. On Life-boat Days and in other ways, many of our Crews often give us most generous help, but there is a practical difficulty in the way of Mr. Pratt's proposal for relays of voluntary caretakers. It is that Life-boatmen and helpers are at work, many of them, in fact, at sea fishing. They leave their work to man and launch the Life-boat, but it would not be possible to ask them to leave it in order to keep the Boat-house open.

The Institution is, however, fully alive to the great power of appeal which Life-boat Houses possess, and for many months past careful inquiry has been proceeding as to which Boat-houses could and should be kept open at any rate during the summer months, and, further, how best to secure, with the help of the Hon. Secretary concerned, a steady, responsible caretaker, with some knowledge of the Life-boat Service, who will take a pride in showing the Boat and explaining its characteristic features, and enlisting the interest and support of visitors.

This is one of those important matters in which the interest and active co-operation of the Honorary Secretary is of paramount importance, and, although it involves yet another claim on their generous services, the Committee of Management are confident that they will not appeal to them for this help in vain.

Obituary.

**Mr. C. J. Temple-Lynes, J.P., Honorary Secretary and Treasurer of the Blakeney Branch ;
Mr. Philip Nicholls.**

Mr. C. J. Temple-Lynes, J.P.

By the death last November, at the age of 83, of Mr. C. J. Temple-Lynes, Honorary Secretary and Treasurer of the Life-boat Station which the Institution has maintained at Blakeney, Norfolk, since 1862, the Institution has lost a valued honorary official who has worked for it for nearly a quarter of a century. Mr. Temple-Lynes was the last link with the days when Blakeney was a thriving port, and he and his father before him had owned several ships trading with Newcastle and Hull. He was the last of the merchants of Blakeney, and the only surviving member of the Blakeney Harbour Commissioners Company, of which he was Clerk from 1859 to 1877. In that year, owing to the decline of Blakeney's maritime trade, he took to farming. He became Honorary Secretary and Treasurer of the Life-boat Station in 1903, and in 1913 was presented with

a Binocular Glass, inscribed with the Institution's thanks for his services.

He was a man of many public activities—Chairman of the Holt bench of magistrates, Vice-Chairman of the Walsingham Board of Guardians for over twenty years, and a member of the District Council. He showed his interest in the sea not only by his work for the Institution, but by representing locally the Shipwrecked Mariners Society and the Royal Alfred Aged Merchant Seamen's Institution.

Mr. Philip Nicholls.

Mr. Philip Nicholls, ex-Coxswain of the Penzance Life-boat, died on January 30th at the age of 75. He was connected with the Penzance Life-boat for over 30 years, becoming a member of the Crew in 1871. He was appointed Second Coxswain in 1886 and Coxswain in 1896. He retired in 1904 on account of ill-health, and received a Coxswain's Certificate of Service and a pension.

During his term of service the Penzance Life-boats rescued over 100 lives. For years Mr. Nicholls was the principal Trinity House pilot at Penzance, and he

piloted King Edward VII.'s yacht, *Britannia*, when she defeated the American yacht, Mr. Jay Gould's *Vigilant*, in a race in Mount's Bay.

The Storeyard's Children's Party.

FOR the third year the Staff at the Institution's Storeyard at Poplar, with the help of the Staff at Headquarters, gave a Christmas Tea and Entertainment to children living in the neighbourhood of the Storeyard. The party was given on December 11th at the Emeny Hall, and the guests numbered 210, about 50 more than last year. It was announced to begin at 3 o'clock, but more than half the guests had arrived by 1 o'clock! Among them was a boy rather imperfectly washed. When this was pointed out to him as a matter of interest he readily accepted the soft impeachment, but explained that he had not stopped to wash properly as he wanted to be in good time. Although two hours beforehand appeared to be a somewhat liberal interpretation of being "in good time" and the idea suggested itself that some part of the two hours might have been devoted to achieving a "shining morning face," it was felt that our visitor probably knew how many hours would have been required for that purpose, and—he was admitted.

The party began with popular songs, in which the children joined, accompanied by the Storeyard Orchestra, and led by a member of the Staff dressed as a policeman, who became at once, and remained throughout the party, the master of the revels. The children sang for about an hour, and then sat down to tea. When all had been eaten that could be eaten, pockets and pinafores were filled with cakes. Then came a conjuror, a ventriloquist, violin solos by Mrs. George F. Shee (accompanied by Mr. George F. Shee, Secretary of the Institution), a magic lantern and dancing. Crackers were pulled and paper caps put on. One small boy said to a leading official of the Institution, "You look a fright in your hat," and when

he changed it and asked if the new one looked better, his uncompromising critic said, "No, you look worse. You'd better give it to me." After the dancing came refreshments, and then Father Christmas and a Fairy Godmother gave each guest a present. The party ended at 8 o'clock, and the staff, still unexhausted by five hours of entertaining, had a dance of their own to the music of the Storeyard Orchestra.

Besides this party a tea was given at the Piggott Street School, Limehouse, for physically and mentally defective children. There were 120 guests, and 40 of them afterwards visited the Storeyard with their teachers and saw the reserve Lifeboats and the dock and workshops. A number of the children afterwards did coloured drawings of a Lifeboat and Lighthouse, and wrote an account of their visit. It is not possible to reproduce one of the drawings, but here is one of the essays, written by Francis Harris. No child at this school is more than eleven years old.

A VISIT TO THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

On Tuesday we went to see how life-boats are made.

They are very useful boats and helps to save wrecks.

The boat that we went in had just come from Aberdeen Scotland; the tractor helps the boats to go in the sea.

We saw a model of a little boat getting wrecked and as it was sinking, the life-boat came out and saved the people from going down into the sea.

Rigger Johnson was making paddings to go in the front of the boat to protect them from striking on any rocks.

I saw an electric crane, that will hold twenty tons some of us held on to the crane, and had a ride, across the room.

Miss Philips gave out cards of the "Red Cross of the sea."

Mr. Green was there to explain all to us and I think it was very kind of him.

THE STOREYARD'S CHILDREN'S PARTY.



AFTER FATHER CHRISTMAS, HAD GIVEN THE PRESENTS.



SOME OF THE GUESTS WITH THE INSTITUTION'S "POLICEMAN."

Summary of Meetings of the Committee of Management.

Thursday, 21st October, 1926.

MR GODFREY BARING, Bt., in the Chair.

Elected Brig.-Gen. Noel M. Lake, C.B., an Honorary Life-Governor of the Institution.

Reported the resignation from the Committee of Management of Mr. B. A. Glanvill.

Decided to close the Easington Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
Anonymous (additional donation)	300	—	—
White Star Steamers' Charity Account (additional donation)	50	—	—
W. J. BRADSTREET, Esq. (additional donation)	25	—	—
Westminster Abbey (collection)	21	18	4

—To be thanked.

Paid £23,344 15s. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £77 19s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Barry Dock (Motor)	A bathing accident	3
Blyth (Motor)	Open boat <i>Grace Darling</i> , of New Hartley.	5
" "	Motor coble <i>Spurt</i> , of Blyth. Saved boat and rescued	3
The Humber (Motor)	Dredger <i>Kite</i> , of Newcastle	4
Moelfre	Schooner <i>Loch Bunya Castle</i> , of Annalong	3
Portrush (Motor)	S.S. <i>Balsam</i> , of New York. Stood by vessel.	
Seaham (Motor)	Fishing coble <i>Two Brothers</i> , of Seaham. Saved coble and rescued	4
Sunderland (Motor)	Fishing cobbles <i>Mary</i> and <i>Martha</i> of Sunderland. Saved cobbles and rescued	7
Torbay (Motor)	S.S. <i>Donaghmore</i> , of Workington. Stood by vessel.	
Whitby (Motor)	Motor fishing boats <i>Mizpah</i> , <i>Pilot Me</i> , <i>Remembrance</i> and <i>Excelsior</i> , of Whitby. Escorted boats into harbour.	

The Wexford (Motor) Life-boat saved the smack *Edith S. Annie*, of Wexford, and rescued the crew of three; she also saved the lugger *Mona*, of Wexford, and her four hands.

The Aberdovey Life-boat saved the ketch *Madge*, of Chester, and rescued her crew of four; the Gorleston (Motor) Life-boat helped to save the steam trawler *Marie Evelyn*, of Grimsby, and rescue her crew of six; the Margate No. 2 (Motor) Life-boat helped to save the ketch *Buttercup*, of Falmouth, and rescue her crew of four; the Palling No. 1 Life-boat helped to save the steam drifter *Erin*, of Yarmouth, and rescue her crew of ten.

Also voted £560 13s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blackpool, Broughty Ferry (Motor), Caister No. 1, Dungeness No. 1, Fraserburgh (Motor), Greencastle, Hoylake, Llandudno, Longhope, Lowestoft (Motor), Margate No. 2 (Motor), Newburgh, Newhaven (Motor), Peel, Poole and Bournemouth, Pwllheli, Ramsey, Stromness (Motor), Thurso, Weymouth (Motor), Whitby (Motor), Whitby No. 2, and Yarmouth, Isle of Wight (Motor).

Granted £33 8s. to men for injury in the Life-boat service at Blackpool and Moelfre.

Voted a compassionate grant of £5 to the widow of RICHARD MORRIS of Aberdovey, who was left in very poor circumstances with two young children. Morris had been Bowman of the Life-boat for sixteen years.

Voted a small compassionate allowance to the widow of THOMAS KEW, of Wells, who is old and in very poor circumstances. Kew was a survivor of the Wells Life-boat disaster of 1880, and distinguished himself on that occasion.

Decided that the Thanks of the Institution, inscribed on Vellum and framed, be presented to GEORGE GIFFORD, Assistant Motor Mechanic of the Barry Dock Motor Life-boat, in recognition of his gallant conduct in jumping into the sea, fully clothed, from the Life-boat and, at great personal risk, rescuing two men who were involved in a bathing accident at Barry Dock, on the 20th July. (An account of this service appeared on page 329 of *The Lifeboat* for November, 1926.)

Voted an additional reward to the crew of the Newhaven Motor Life-boat for a service launch carried out under difficult conditions on the 21st July, when the yacht *Fidelity* was wrecked near Newhaven. (An account of this launch appeared on p. 327 of *The Lifeboat* for November, 1926.)

Voted an additional reward to the crew of the Stromness (Motor) Life-boat in recognition of an arduous service launch on the 9th-10th October; also directed that a letter, expressing appreciation of the way in which he handled the Life-boat, be addressed to Coxswain WILLIAM JOHNSTON.

Voted additional rewards to the Life-boat crews and helpers at Blackpool and Ramsey for service launches on the 26th August and 10th October respectively.

Awarded the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, and the sum of £10, to MICHAEL CAMPBELL, an ordinary seaman of the Royal Naval Volunteer Reserve, in recognition of his gallant conduct in plunging into the sea and, at great personal risk, rescuing a man who had been thrown into the water when the boat which he was in capsized near the coble landing, South Shields, on the 8th August. Also granted £2 each to four men who manned a small boat and rescued several other men who were thrown into the sea when the boat capsized. (An account of this rescue appeared on p. 328 of *The Lifeboat* for November, 1926.)

Voted the Thanks of the Institution, inscribed on Vellum and framed, to ARTHUR GOMERSALL, of Castleford, in recognition of his gallant conduct in jumping into the sea fully clothed from the motor boat *Britannia* and rescuing two of the three occupants of a small boat, which was sunk by that motor boat off Bridlington, on the 18th July. Also sent a Letter of Thanks to R. CRAWFORD, the skipper of the *Britannia*, who also jumped in the sea to assist in the work of rescue.

Voted £3 to three men for rescuing the three occupants of a small boat which was in difficulties off Sunderland, on the 21st August. The boat was seen adrift about three miles to the S.W., with a strong westerly breeze blowing and a rough sea, and the salvors put off in the River Wear Commissioners' river motor-launch, picked up the boat and took her in tow to harbour. Considerable risk was run by the salvors, for the launch was without sails, oars or anchor, being only intended for work in the river and not in the open sea.

Voted £6 to six men for rescuing a man and a boy from a fishing boat at Staithes on the 15th September; also allowed 6s. for a lost sou'wester. The fishing boat was seen to be in distress during a W.N.W. gale with a strong sea, by another fishing boat which at once made for the shore to obtain help. Taking on board three extra men she went to the endangered boat, and after some time and with considerable risk was able to get alongside, whereupon the man and boy jumped aboard the rescuing boat.

Voted £1 10s. to a man and his son for rescuing two boys at Swanage on the 13th September. The two salvors put out early in the morning to haul their pots. A strong ebb tide was running, and there was a fresh wind from the N.W. When about half a mile south of Pevril Ledges they heard cries of distress, and after a time found a small boat containing two frightened and exhausted boys. They took them into their own boat, and taking the boat itself in tow, brought them all into safety. The boys were visitors and had been taking an early morning row.

Voted £1 10s. to three men for rescuing the two occupants of the fishing coble *Abstainer*, and saving the coble herself at Whitby, on the 13th September. Also granted 7s. 6d. to cover fuel consumed. The *Abstainer* was seen from the shore to be blowing away in a moderate westerly gale, and the motor fishing boat *Mizpah* put out to her help. Her crew were found to be exhausted, and she was taken in tow and brought into harbour.

Directed that a letter of appreciation be addressed, through the local Press, to all who helped when the fishing smack *Maria*, of Whitehaven, was wrecked off Harrington on the 20th August, with the loss of two of her crew of three. The *Maria* was caught in a strong S.S.W. gale with a heavy sea, and losing her sails became unmanageable and drifted helplessly. When off Harrington the crew of three endeavoured to make land in the ship's boat, but she was capsized and two were drowned. The remaining man was rescued by a chain of people. The *Maria* drove ashore at Harrington and was wrecked. The Maryport Life-boat was promptly launched when information was received that a vessel was in distress, but in face of the strong southerly gale could not reach the position of the casualty in time to be of service.

Voted rewards amounting to £9 1s. in connexion with the services of the motor boat *Cygnat*, of Brixham, which proceeded to Prawle Head during a dense fog on the 17th August, when a vessel was reported ashore. The Life-boat was temporarily off service as the engine was being dismantled by the travelling mechanic.

Thursday, 18th November, 1926.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
H.M. THE KING (donation for Motor Life-boats)	25	-	-
H.M. THE QUEEN (donation for Motor-Life-boats)	21	-	-
Miss A. HALL (additional donation)	50	-	-
ANONYMOUS (additional donation)	50	-	-

—To be thanked.

Paid £12,836 8s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £276 7s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Bridlington	Fishing vessels <i>Clara</i> and <i>Irene</i> , of Bridlington. Stood by two fishing vessels.	

Life-boat.	Vessel.	Lives rescued.
Brighton . . .	A small rowing boat and the motor fishing boat <i>Little Jack</i> , of Brighton. Salvaged rowing boat and rendered assistance to motor boat.	
Clovelly . . .	Schooner <i>Emma and Ester</i> , of Chester . . .	3
Fenit	A fishing smack, of Fenit	3
Filey	Nine motor fishing cibles of Filey. Stood by cibles.	
Lowestoft (Motor)	S.S. <i>Agnes</i> , of Hauge-sund. Stood by vessel.	
New Brighton No. 2 (Motor), Birkenhead	Cutter <i>Rita</i> , of Liverpool. Saved vessel and rescued	5
Porthdinllaen (Motor)	S.S. <i>Demeterton</i> , of Newcastle. Stood by vessel.	
Port Patrick (Motor)	Motor fishing boat <i>Seagull</i> , of Port Patrick. Saved boat and rescued	2
Ramsgate (Motor)	S.S. <i>Falcon</i> , of London. Landed 14, rendered assistance, and rescued	5
Scarborough (Motor)	Three fishing cibles, of Scarborough. Stood by cibles.	
"	Fishing cible <i>Venture</i> , of Scarborough	3
"	Eight fishing cibles of Scarborough. Stood by cibles.	
Tenby (Motor)	Schooner <i>Stjerno</i> , of Mandal	7

The Yarmouth, Isle of Wight (Motor) Life-boat, manned by a volunteer crew who were accompanied by Earl Jellicoe, on October 30th landed Mr. Coates, the Prime Minister of New Zealand, and his wife, from the destroyer H.M.S. *Westminster*. After witnessing the naval display given for the Dominion Premiers, Mr. and Mrs. Coates were brought to Yarmouth where they were to stay with Lord Jellicoe, but owing to the gale which was blowing the destroyer could neither get alongside the pier nor launch a boat.

The Wexford (Motor) Life-boat rescued one man from the Wexford pilot station which was surrounded by the sea and in danger of being demolished. (An account of this service appears on p. 384 of this issue.)

The Ramsgate (Motor) Life-boat helped to save the German schooner *Kate Runne* and rescue her crew of six; and the Margate No. 2 (Motor) Life-boat saved the motor schooner *Hanna*, of Poole, and rescued her crew of six.

Also voted £303 8s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blackpool, Caister, Donaghadee (Motor), Eastbourne (Motor), Exmouth, Folkestone, Fowey, Holyhead (Steam),

Hythe, Llandudno, Margate No. 2 (Motor), Newhaven (Motor), North Deal, Ramsgate (Motor), Tenby (Motor), and Wexford (Motor).

Granted £18 2s. 6d. to men for injury in the Life-boat service at Cardigan and Flam-borough.

Voted a gratuity of £10 to RICHARD WILLIAMS, Second Coxswain of the Holyhead No. 1 Steam Life-boat, who after forty-five years' connexion with the Life-boat service has been compelled to retire, being incapacitated by ill-health, and is in poor circumstances with several children to support.

Voted a gratuity of £10 to ROBERT ENGLAND, who has now given up Life-boat work after having served as a member of the Padstow Life-boat for seventeen years, and also as Life-boat signalman for many years, latterly without payment.

Granted an additional reward to the crew of the Fowey Life-boat in recognition of their efforts to save life in very dangerous and difficult circumstances, from the Danish steamer *I. M. Nielson*, of Svendborg, on the night of December 12th.

Directed that a Letter of Appreciation be addressed to Capt. OWEN EVANS, Honorary Secretary at Porthdinllaen, who acted as Coxswain when the Life-boat was launched on service on the 5th November.

Thursday, 16th December, 1926.

The Hon. GEORGE COLVILLE, in the Chair.

Passed Votes of Thanks to H.R.H. THE PRINCE OF WALES, K.G., President of the Institution, and H.R.H. THE PRINCESS LOUISE, DUCHESS OF ARGYLL, Patron of the Ladies' Life-boat Guild, for attending the first Meeting of the General Council of the Ladies' Life-boat Guild at Hampden House on 23rd November, 1926.

Reported the resignation of THE EARL OF HAERDWICKE from the Committee of Management.

Decided that the designation of the London Women's Committee be altered to "Ladies' Life-boat Guild, London Central Committee."

Reported the receipt of the following special contributions:—

	£	s.	d.
ANONYMOUS (donation)	50	-	-
ANONYMOUS (donation)	28	-	-

Paid £27,596 16s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £222 10s. 11d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Buckie (Motor)	Motor vessel <i>St. Blane</i> , of Glasgow. Rendered assistance.	

Life-boat.	Vessel.	Lives. rescued.
Gorleston (Motor)	Steam drifter <i>Cheviotdale</i> , of Berwick. Stood by vessel.	
Newbiggin	Five motor fishing vessels, of Newbiggin. Stood by fishing vessels.	
Palling No. 1	Fishing vessel <i>Adolphine Victorine</i> , of Ostend. Stood by vessel.	
Peterhead No. 2 (Motor)	Admiralty drifter <i>Levanter</i>	11
Port Logan	S.S. <i>Homewood</i> , of Middlesbrough	5
Port Patrick (Motor)	S.S. <i>Homewood</i> , of Middlesbrough. Rendered assistance.	
Selsey and Bognor (Motor)	Ketch <i>Roselyn</i> , of Fécamp	8
Weymouth (Motor)	Motor boat <i>Rose Mary</i> , of Weymouth.	3

The Ramsgate (Motor) Life-boat saved the steam trawler *Jubarte*, of Boulogne, and rescued from shipwreck her crew of sixteen.

Also voted £311 6s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Broughty Ferry (Motor), Caister, Clacton-on-Sea (Motor), Cromer No. 1 (Motor), Filey, Johnshaven, Kessingland, Kirkcudbright, Palling No. 2, Plymouth (Motor), Rhoscolyn, Scarborough

(Motor), Selsey and Bognor (Motor), Sennen Cove (Motor), and Stromness (Motor).

Granted £6 10s. to a man for injury in the Life-boat service at Winterton.

Granted an additional reward to the crew of the Peterhead Motor Life-boat for an arduous service on the 13th October, when eleven of the crew of fifteen of the Admiralty Drifter *Levanter* were rescued in severe weather.

Granted an additional reward to the crew of the Selsey and Bognor Motor Life-boat for an arduous service on the 20th November, when the crew, eight in number, of the French Ketch *Roselyn*, were rescued in rough weather.

Voted £1 1s. to two men who took part in the rescue on the 18th November of the two occupants of a small dinghy which was in difficulties in the Rock Channel, at New Brighton, and could not stem the tide. A strong S.E. breeze was freshening, and the salvors put off in the motor boarding boat attached to the New Brighton Life-boat Station, and picked up the endangered men and their boat. The rescuing boat was manned by the Coxswain of the Life-boat, her two permanent Motor Mechanics, and another man.

Voted £1 15s. to seven men, including the Life-boat Coxswain, for putting off from Berwick-on-Tweed on the 9th December to the help of a small fishing boat which was in distress during a strong W.N.W. gale off Chiswick Beach. The fishing boat managed to reach the shore without help, before the arrival of the rescuers.

Awards to Coxswains and Life-boatmen.

TO ROBERT ENGLAND, on his retirement, after serving 25 years as Signalman, and formerly 17 years as a member of the crew of the Padstow Life-boats, a Lifeboatman's Certificate of Service and a Gratuity.

TO GEORGE CLAPP, on his retirement, after serving 47 years as a member of the crew of the Burnham Life-boat, a Lifeboatman's Certificate of Service.

TO RICHARD WILLIAMS, on his retirement, after serving ten years as Second Coxswain, and one year as Bowman of the Holyhead No. 1 (Steam) Life-boat, and previously as a member of the crews of the Holyhead and Porth Rhuffyd Life-boats, a Life-boatman's Certificate of Service and a Pension.

Awards to Honorary Workers.

TO MRS. RALPH, in recognition of her valuable co-operation in connexion with Life-boat Day at Plymouth, the Record of Thanks.

TO MISS ADA L. GRANGE, in recognition of her valuable co-operation at Bognor, a Framed Picture of the Life-boat going out to a vessel in distress.

TO Commander HUBERT B. BOOTHBY, D.S.O., R.N.R., in recognition of his valuable co-operation and services as Honorary Secretary of the Grimsby Branch, the Gold Pendant and the Record of Thanks.

TO the Rev. R. RHYNS MORGAN, in recognition

of his services as Assistant Honorary Secretary of the Oxford Branch and his valuable co-operation at Cowley for many years, the Record of Thanks.

TO JAMES C. CLARK, in recognition of his valuable co-operation and services as Honorary Secretary of the Montrose Branch, a Binocular Glass suitably inscribed.

TO Mr. H. G. V. WALSH, in recognition of his valuable co-operation and services as Honorary Secretary of the Fleetwood Branch, a Framed Picture of the Life-boat going out to a vessel in distress.

Special Award to District Inspector.

TO Commander EDWARD D. DRURY, O.B.E., R.D., R.N.R., Inspector of Life-boats for the Northern District, in recognition of his high sense of devotion to duty when taking

Life-boats to their Stations under arduous conditions, and especially the new Motor Life-boat for Aberdeen, a Binocular Glass suitably inscribed.

News from the Branches.

List of New Branches.

The following new Branches have been formed since the list published in *The Lifeboat* for March 1926.

NORTHERN DISTRICT.

<i>Branch.</i>	<i>Honorary Secretary.</i>
Adlington	Miss STROUD.
Beverley	Miss TUCKER, Westfield, Beverley.
Brierfield	Miss ELDON, Firdene, Queen's Gate, Beverley.
Carnforth	H. THOMPSON, Esq.
Congleton	Mrs. STEPHENS.
Driffield	Mrs. DAVIES.
Earby	Mrs. CLEMENTS, and Mrs. W. H. BLAKESTON.
Grange-over-Sands	Mrs. CUNLIFFE.
Haydock and Ashton-in-Makerfield	Rev. G. VICKERS GASKELL, F.R.A.S.
Heckmondwike	Mrs. FAWCETT.
Hepworth and Scholes	Mrs. PARK.
Holmfirth	Mrs. ARMITAGE.
Horwich	Mrs. S. BOYD, and Mrs. E. SMITH.
Little Hulton	Mrs. BROWELL.
Lymm	Mrs. AUSTIN KAVANAGH.
Marsden	Miss B. BRADBURN.
Market Weighton	J. R. SYKES, Esq.
Mossley	Mrs. ROBERTSON.
Padiham	Mrs. L. RAWSON.
Patrington	Mrs. WHITHAM.
Pocklington	Mrs. MARTYN-ROBERTS.
Tintwistle	Mrs. W. BARLOW.
Upholland	Miss WADSWORTH.
Wigan	Mrs. F. DENNING.
	Mrs. W. H. TYLER.

IRELAND AND WALES DISTRICT.

Wales.

Denbigh	W. LEWIS, Esq.
Llanwrtyd Wells	Miss PENRY LLOYD.
Ledbury	Miss G. A. BROOKS.

Ireland.

Borris	Miss A. MURPHY.
Kilkenny	JOHN D. FITZGERALD, Esq.
Lisburn	Mrs. P. ROBINSON.

SCOTTISH DISTRICT.

Bridge of Allan	ROBERT FLOCKHART, Esq.
Hawick	J. W. GUTHRIE, Esq.
Lamington	JAMES PATERSON, Esq.
Maybole	CHARLES SMITH, Esq.
Newmilns	R. M. PATERSON, Esq., M.A.

MIDLANDS DISTRICT.

Eccleshall	Dr. G. N. MARTIN.
Rugeley	B. H. BRAMWELL, Esq.

SOUTH-WESTERN DISTRICT.

Calne	Mrs. CHARLES O. GOUGH.
Shepton Mallet	Miss FUDGE.
Sherborne	Mrs. A. E. CARTER.

GREATER LONDON DISTRICT.

Bexley	Mrs. POULTER.
Cheshunt and Waltham Cross	Mrs. HEDGES.
Enfield	Miss PORTER.
Hford	C. J. A. BOORMAN, Esq.
Islington	Councillor Mrs. PANNELL.
Plumstead	Mrs. ROUST.
Sunbury	Mrs. COCRE.
Central Wandsworth	Mrs. COOPER.
Wealdstone	Mrs. RAINBOW.

Annual Meetings : Station Branches.

ABERDEEN (ABERDEENSHIRE).—On 22nd November, Lord Provost Lewis in the Chair. The report for the year ending 30th September, 1926, showed that the No. 1 Life-boat had been out on service on one occasion, and that £536 had been collected as compared with £602 in the previous year. Of this sum the Ladies' Life-boat Guild had raised £270. The report thanked Mr. George Alexander, the Honorary Secretary, and Mrs. D. M. Kilgour, the Honorary Secretary of the Ladies' Life-boat Guild, for their untiring work. The Chairman in moving the adoption of the report, said that with the coming of the new Life-boat the Station at Aberdeen reached the high-water mark of efficiency, but that that efficiency could only be maintained by the generosity of the people of Aberdeen and district. He hoped that it would be realised that the yearly upkeep of the Boat would be £1,000, and that it was upon the increasing number of contributors, rather than upon the size of the individual contributions, that the success of the Station and the whole Life-boat Service depended. Commander Edward D. Drury, O.B.E., R.D., R.N.R., District Inspector of Life-boats, gave an account of the journey of the Aberdeen Boat from Cowes. He said that she was the thirteenth Boat which he had taken to her Station, and this was the worst journey he had ever had.

APPLEDORE (DEVONSHIRE).—On 15th November, the Reverend J. B. White, President of the Branch, in the Chair. The report for the year ending 30th September, 1926, showed that £314 had been collected as compared with £388 in the previous year. The report also pointed out that the Station had not only been self-supporting but had been able to contribute to the general funds of the Institution, and expressed the thanks of the Committee to the Ladies' Life-boat Guild for their services. The Honorary Secretary, Mr. H. C. Whitehead, pointed out that the Branch had the largest subscription list in the

county. The Officers and Committee were re-elected.

BERWICK-ON-TWEED (NORTHUMBERLAND).—On 13th December, the Sheriff, Lt.-Colonel W. B. Mackay, in the Chair. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on three occasions, and that £71 had been collected as compared with £69 in the previous year. Of this sum £25 was raised by the Ladies' Life-boat Guild. In presenting the report the Honorary Secretary, Captain Gibsone, D.S.O., referred to the great loss which the Station had sustained by the death of the late Honorary Secretary, Dr. C. L. Fraser, one of the oldest and most valued of the Institution's Station Honorary Secretaries. He also referred to the steps which had been taken by the Committee to increase the number of annual subscribers which, for a population of over 14,000 people, they felt was not as large as it should be. An address was given by the District Organising Secretary, who said that the appeal made in Westmoreland for a Boat to bear the County's name had already received a generous response, and that the Motor Life-boat to be built out of this fund would be stationed at Berwick.

BRIDLINGTON (YORKSHIRE).—On 17th November, the Mayor presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on one occasion, and that £267 had been collected as compared with £302 in the previous year. The report of the Ladies' Life-boat Guild was also submitted by the Honorary Secretary, which showed that £143 had been raised by the help of Concerts (£32); Organ Day (£30); Bridge and Whist Drives (£24); Collecting Boxes (£37); Jumble Sales, etc. (£20). (It should be explained that the "Organ Day" consisted of a number of collectors going round with a barrel organ which was played by the Honorary Secretary of the Guild, Mrs. Albert Gray. A photograph of the organ at work, with all its collectors, appeared in the last issue of *The Life-*

boat.) Both the Honorary Treasurer, Mr. Looker, in submitting the Financial Statement, and the Mayor in moving the adoption of the report, spoke of the splendid work which the Guild was doing.

BRIKHAM (TORBAY BRANCH), DEVONSHIRE.—On 12th October, Mr. Harold Clayton, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on four occasions, and that £10 had been collected, as compared with £103 in the previous year, the Lifeboat Day not being held until October. A special Vote of Thanks was passed to Commander Royle, of the Coast Guard, for his promptness in getting through calls for the services of the Life-boat at all hours of the day and night.

DUBLIN (Co. DUBLIN).—On 27th September, Major Whewell, Chairman of the Special Effort Committee, presiding in the unavoidable absence of the Branch Chairman, Senator Jameson. The report for the year ending 30th September, 1926, showed that £925 had been collected, as compared with £938 in the previous year. Of this sum, Life-boat Day, which was held on two days in June, raised £207. A further sum of £201 was the result of an appeal by letter to professional and business men, factories and works, and a House to House Collection, carried out by the Ladies' Life-boat Guild, yielded over £84. All the Special Efforts combined raised over £518, and out of the total collected by the Branch the Committee were able to pay all the expenses for the maintenance of the Life-boat at Dun Laoghaire (Kingstown) and to send £800 to the general funds of the Institution. At the conclusion of the meeting Mr. Noel Guinness was presented with the inscribed Binocular Glass which the Institution had awarded to him in recognition of his fifteen years' service as Honorary Secretary.

DUNBAR AND SKATERAW (HADDINGTONSHIRE).—On 19th October, Dr. Duncan Macdonald, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed

that the Dunbar Life-boat had been out on service once, and that £224 had been collected, as compared with £243 in the previous year. Of this sum nearly £100 was contributed by Life-boat Day. In moving the adoption of the report General Sir F. R. Wingate, Bt., K.C.B., congratulated the Branch and the Honorary Secretary on having raised over £200 in spite of the prolonged coal strike, and thanked all the workers who had taken part in Life-boat Day. At the end of the meeting General Wingate presented John Main, a member of the crew, with a Testimonial on Parchment from the Royal Humane Society, which had been awarded to him for his gallantry in rescuing a boy from drowning in the harbour. He mentioned that Main was the fourth Life-boatman who, in the last 12 years, had received this honour, and said that the Branch was very proud of its Crew.

EASTBOURNE (SUSSEX).—On 15th December, Mr. Ernest Armstrong, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on four occasions, and that £1,022 had been collected, as compared with £1,053 in the previous year. In moving the adoption of the report Mr. Armstrong spoke of the conference of honorary workers in the South Eastern District which was held at Margate at the end of last April, where there had been a most helpful exchange of ideas. Although the Branch had not succeeded in equalling its previous year's record, when for the first time its revenue reached four figures, he thought it was to be heartily congratulated on having got within £30 of it in so difficult a year, and pointed out that this reduction was nearly balanced by a reduction of over £21 in the expenses of the Branch. Eastbourne not only paid the entire maintenance of the Station amounting to £354, but contributed £585 to the general funds of the Institution. It was twelfth among the whole of the cities and towns in the British Isles in its support of the Institution, and raised a larger sum than any other Life-boat Station. Mr. Armstrong paid a very

warm tribute to the magnificent work of the Ladies' Life-boat Guild, under the Presidency of Mrs. Astley Roberts, with the able help of the Honorary Treasurer and Honorary Secretary, Mrs. H. G. Briggs. The Guild had raised a record sum by their Life-boat Day; they had increased it by the Life-boat Ball, which was now established as one of the institutions in Eastbourne, and had become one of the most interesting and enjoyable functions of the year; they had extended their Life-boat Day far into the surrounding district, and they were still looking for new worlds to conquer in the cause of the Life-boat Service. Mr. Armstrong also paid a very warm tribute to the work of Mr. Alexander Robertson, the Honorary Secretary, of whom he said that he had never known a man who gave himself so whole-heartedly to such work, or who got so much joy out of it.

FLEETWOOD (LANCASHIRE).—On 5th November, Mr. F. J. Thomson, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £304 had been collected, as compared with £361 in the previous year. The Station was not only self-supporting but contributed £236 to the general funds of the Institution.

FOLKESTONE (KENT).—On 22nd November, Mr. F. Scarborough, Chairman of the Branch, presiding, supported by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management of the Institution. Mr. Scarborough spoke of the great loss which the Branch had sustained since the last Annual Meeting by the death of its Chairman, the late Mr. P. Dawson. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on four occasions, and that £239 had been collected, as compared with £249 in the previous year. The Branch was not only self-supporting but contributed £150 to the general funds of the Institution. Of the sum raised, £121 had been collected by the Life-boat Day, and the report specially thanked Mrs. Younghusband, the Honorary Secretary

of the Ladies' Life-boat Guild, and her workers for this very fine result. The Chairman paid a tribute to the work of the Honorary Secretary of the Branch, Mr. Richard White, and presented a certificate which had been won in the Life-boat Essay Competition by Cyril Arthur Nice of St. Mary's Higher Grade School, Folkestone.

KIRKCUDBRIGHTSHIRE (KIRKCUDBRIGHT and BALCARY STATIONS).—On 19th November, Sir Charles Hope-Dunbar, Bt., President, in the Chair. The report for the year ending 30th September, 1926, showed that the Balcary Life-boat had been out on service once, and that £84 had been collected, as compared with £59 in the previous year. By this increase of £25 the two Stations had become nearly self-supporting. The Honorary Secretary and Treasurer, Mr. Alexander Allan, pointed out that with the coming of the new Motor Life-boat which was to be built for Kirkcudbright the expenditure would be four times greater than it was at present, and if contributions were not substantially increased it would be found necessary to draw heavily on Headquarters.

LOWESTOFT (SUFFOLK).—On 22nd October, Mr. F. Spashett, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on six occasions, and that £178 had been collected, as compared with £68 in the previous year. Of this sum Life-boat Day, in spite of continuous rain during the whole day, contributed nearly £90, an increase of over £50 on the previous year.

MARGATE (KENT).—On 8th December, the Mayor, Councillor Mrs. M. Hatfield, J.P., presiding. The report for the year ending 30th September, 1926, showed that the No. 2 Life-boat had been out on service on eleven occasions, and that £828 had been collected, as compared with £486 in the previous year. The report also referred to the very successful District Conference which was held in Margate at the end of April last. The Branch expressed its special thanks to Mr.

Gomm, who had been the Honorary Secretary for fifteen years; Mrs. Gomm, who holds the Gold Brooch of the Institution for long and distinguished service, and who, by means of collecting boxes and the sale of Life-boat postcards and souvenirs at the Boathouse, had collected over £300 during the summer; to the Vicar of Margate for holding the Life-boat Service in the Parish Church on the occasion of the Conference, and to Mr. Kerbey Cleveland and Mr. George Cleveland, who, in different ways, had contributed over £50 to the Branch funds. In moving the adoption of the report, Colonel Skey, Chairman of the Committee, pointed out that the sum raised was a record, and that over £500 had been contributed to the general funds of the Institution.

MONTROSE (FORFARSHIRE).—On 2nd November, Provost W. Douglas Johnston, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the No. 1 Life-boat had been out on service on two occasions, and that £525 had been collected, as compared with £68 in the previous year. This sum includes £350 subscribed in response to the Provost's personal appeal, for a special fund towards the increased cost of the Station now that it has a Motor Life-boat. (This appeal, which was closed in February, 1927, reached a total of £546.) The Provost congratulated the Branch on the great success of the Naming Ceremony of the new Boat, which had been performed by the Duchess of York, and thanked all the members of the Committee, the Honorary Secretary, Mr. James Clark, and the many outside workers who had given their help. He also referred to the loss which the Committee had sustained by the death of one of its members, Mr. James Calder, who had left £100 to be invested for the use of the Branch.

NEWHAVEN (SUSSEX).—On 1st November, Major T. H. H. Carter, D.S.O., a member of the Committee, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on four

occasions, and that £81 had been collected, as compared with £87 in the previous year. Of this sum over £49 had been contributed by the Life-boat Day, which was a record, and in addition £100 had been received by the will of the late Mrs. Harriet Newman of Liverpool, through the influence of Mr. J. A. Gray, one of the executors, who was thanked for his interest in the work of the Branch. This meeting was followed ten days later by the annual Life-boat Dinner, at which Mr. R. W. Dewdney, the Marine Superintendent, presided. Among those present were Rear-Admiral T. P. H. Beamish, C.B., Member of Parliament for Lewes, and a member of the Committee of Management of the Institution, the District Inspector of Life-boats, and the District Organizing Secretary. Admiral Beamish proposed the toast of the Newhaven Life-boat Crew, and presented to Mr. C. J. Skinner the Bronze Medal awarded to him for his gallantry in helping to rescue the two survivors of the yacht *Fidelity*, wrecked on 21st July near the East Pier. (A full account of this service appeared in the last issue of *The Lifeboat*.) He also presented the additional monetary awards to the Coxswain and Crew for their prompt and bold action on the same occasion.

PENLEE (PENZANCE, CORNWALL).—On 16th December, Mr. C. E. Morrish, a member of the Committee, in the Chair. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once, and that £340 (including an anonymous donation of £100) had been collected as compared with £220 in the previous year. The Honorary Treasurer, Paymaster Commander W. Daves, R.N., pointed out that the ordinary revenue was not sufficient for the upkeep of the Branch, and hoped that the public would realize this and that many more subscribers would be enrolled.

PLYMOUTH (DEVONSHIRE).—On 28th October, the Mayor (Mr. R. J. Mitchell) presiding. The report for the year ending 30th September, 1926, showed that £331 had been collected, as compared

with £440 in the previous year. In presenting the report Admiral J. de M. Hutchison, Chairman of the Committee, said that Plymouth now had the finest motor Life-boat afloat, and pointed out that the annual cost of maintaining it was £1,000. This sum could be raised locally if people would realize the value of small subscriptions. He also appealed to executors of wills to bear the Life-boats in mind. Mr. Harry Clear pointed out that the general public supported the Branch generously, but that it did not get the help which it should from the business houses in the town. Vice-Admiral Woolcombe said that the town needed waking up, and he was afraid that a big disaster was wanted to make the people realize the value of the Life-boat.

POOLE, BOURNEMOUTH, WIMBOURNE AND CHRISTCHURCH (DORSETSHIRE).—On 9th December, the Mayor, Alderman H. S. Carter, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on one occasion, and that £785 had been collected, as compared with £715 in the previous year, £359 in 1924, and £728 in 1923. The Mayor paid a tribute to the work of Mr. Henry Burden, the late Chairman of the Branch, and the regret of the meeting was expressed that his resignation had been compelled by ill-health.

PORT ERIN (ISLE OF MAN).—On 13th October, Mr. J. R. Bruce, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on two occasions, and that £333 had been collected, as compared with £219 in the previous year. Votes of Thanks to the Officers of the Branch, and to the Ladies' Life-boat Guild, were passed.

RYE AND WINCHELSEA (SUSSEX).—On 7th December, the Mayor (Councillor G. Ellis, J.P.), President of the Branch, in the chair. The report for the year ending 30th September, 1926, showed that £11 had been collected, as compared with £13 in the previous year.

SHERINGHAM (NORFOLK).—On 5th December, Mr. H. R. Johnson, J.P., a member of the Committee, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once, and that £100 had been collected, as compared with £89 in the previous year. Of this total, over £84 was raised by Life-boat Day, and the Committee specially thanked Mrs. Johnson and her helpers. The usual Bowls Tournament was held and contributed nearly £7.

WEYMOUTH (DORSET).—On 9th October, Major J. H. C. Devenish, President and Chairman, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on two occasions, and that £219 had been raised, as compared with £251 in the previous year. During Christmas week the annual collection was made in the Cinemas and Music Halls for the Albany Ward Life-boat House. It amounted to £644, bringing up the total so far collected to £2,581, and leaving £971 to complete the cost of the Boathouse. A Vote of Thanks was passed to Mrs. M. N. Williamson, the Honorary Secretary of the Ladies' Life-boat Guild, the Chairman saying that the Branch did not know how it would get on without its Ladies' Guild.

Annual Meetings : Financial Branches.

BATH (SOMERSETSHIRE).—On 19th November. The Mayor (Alderman Cedric Chivers), a Vice-President of the Branch, in the chair, supported among others by the Mayoress (Madame Sarah Grand), Admiral Sir William Nicholson, K.C.B., and Brigadier-General E. H. Molesworth, C.B., Chairman of the Branch. The report for the year ending 30th September, 1926, showed that £353 had been collected, as compared with £314 in the previous year. In presenting the report, Mrs. Goldie, the Honorary Secretary, pointed out that the Life-boat Day had raised £108 as compared with £105 in the previous year, and that the lady collectors had done splendidly, but that treble the number were required. Admiral Nicholson gave an address on

the work of the Service, emphasizing in particular the enormous superiority of the Motor Life-boat, and appealing to Bath to double its support. His appeal was supported by the Mayor, who said that the £300 a year raised by Bath ought to be at least £500. The Mayor presented Mrs. J. Allon Tucker, the Honorary Secretary of the Ladies' Life-boat Guild, and organizer for many years of the Life-boat Days in Bath, with the Gold Brooch awarded to her by the Institution in recognition of her valuable services.

COVENTRY (WARWICKSHIRE).—On 18th September, Alderman A. H. Drinkwater, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £343 had been collected, as compared with £257 in the previous year. Alderman Drinkwater pointed out that with the amount collected by the Ladies' Life-boat Guild, Coventry would have contributed nearly £400, and he felt sure that every member of the Committee was very happy that they had increased their offering to the Life-boat Service by over £100. He thanked all the lady workers who had taken part in Life-boat Day, which had raised £275, and said he was certain that only a few more workers would have considerably increased the sum. The thanks of the Branch were also given to the Boy Scouts, who had carried out collections in the theatres and picture palaces, to the proprietors and managers for allowing the collections and for showing Life-boat films, and to the Fire Brigade which, by collecting over £38, had beaten its last year's record.

EDINBURGH, LEITH AND GRANTON (EDINBURGSHIRE).—On 17th November, Lord Provost Stevenson presiding. The report for the year ending 30th September, 1926, showed that £1,615 had been collected, as compared with £1,574 in the previous year. In addition £2,897 had been received from legacies. The Lord Provost said that every one recognized the hazardous nature of the Life-boatmen's work, and that it was essential that the Institution should be supported in every possible way. He

then presented the prizes won by pupils of four schools in Edinburgh and Leith in the Life-boat Essay Competition. Lady Findlay, in moving the adoption of the Report, pointed out that the receipt of legacies meant also the loss of subscribers, and appealed to the Branch to do its utmost to increase the subscription list. Motor Life-boats were taking the place of the old Pulling and Sailing Life-boats, and she did not think that Scotland contributed enough towards the increased cost of the new boats. Their aim should be to raise in Scotland sufficient to maintain the Life-boats on the Scottish coasts.

GATESHEAD, DURHAM.—On the 22nd September the Mayor of Gateshead, Alderman T. Peacock, presiding. The Annual Report for the year ending the 30th September, 1926, showed that £48 had been raised, as compared with £141 in the previous year. This decline was due to the fact that it was not found possible to carry out a House to House Collection, which in the previous year raised £87. The Branch received with regret the resignations of Mrs. Thubron, Honorary Secretary, and Miss Maccoy, Honorary Treasurer, and they were both cordially thanked for their valuable work. Mrs. Norman Lambert was elected Honorary Treasurer, and Miss Fenwick, Honorary Secretary. George Taylor, of Windy Nook Council School, who was fifth in the Northern District in the Life-boat Essay Competition, was presented by the Mayor with the Certificate awarded to him.

HENLEY (OXFORDSHIRE).—On 17th December, the Mayor presiding. The report for the year ending 30th September, 1926, showed that £142 had been collected, as compared with £135 in the previous year. The meeting received with regret the resignation of Admiral Sir Thomas H. M. Jerram, G.C.M.G., K.C.B., Chairman of the Branch, and a member of the Committee of Management of the Institution, who had left the town. Captain Bulnois, R.N., was elected Chairman in his place. Miss St. John Scott, the Honorary Secretary, was thanked for her services.



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[A. E. Graham, Redcar.

THE INAUGURAL CEREMONY OF THE MONTROSE MOTOR LIFE-BOAT.

Left to right:—Mr. George F. Shee (Secretary of the Institution), the Duke of York, the Duchess of York, Provost W. Douglas Johnston (Chairman of the Branch), the Hon. George Colville (Deputy Chairman of the Committee of Management). The special appeal which Provost Johnston made at the time of the Inaugural Ceremony last August has raised £546.



By permission of]

[Norman K. Harrison, Clacton-on-Sea.

WALTON-ON-THE-NAZE LIFE-BOAT DAY, 14th AUGUST, 1926.

Beside the "Life-boat" is Mr. J. F. Graham, Honorary Secretary of the Branch.

HYDE (CHESHIRE).—On 25th November, the Deputy Mayor (Alderman James Hibbert) presiding. The report for the year ending 30th September, 1926, showed that £25 had been collected, as compared with £89 in the previous year. The report appealed for more ladies to join the Guild and help in the work of the Branch.

SOUTH SHIELDS (DURHAM).—On 15th November, the Mayor (Councillor J. Ranson) in the chair. The report for the year ending 30th September, 1926, showed that £225 had been collected, as compared with £244 in the previous year. A tribute was paid by the Mayor to the Honorary Secretary, and the District Organizing Secretary referred to the work which the late Miss Gentles had done for the Branch as Assistant Secretary. The Deputy Mayor (Councillor J. R. Curbison) said that South Shields, as a town so greatly dependent on shipping, had every reason to honour the Institution, and Commander A. W. Stonehouse, a member of the Committee, paid a tribute to the Service, speaking as one who had been shipwrecked and dependent on the Life-boat. Only those who had been in such circumstances could realise what it meant to know that when a vessel was in difficulties there was a Life-boat Service ready to make every endeavour to save her.

STOCKPORT (CHESHIRE).—On 4th October, the Mayor (Councillor John Greenhalgh, J.P.), President of the Branch, in the chair. The report for the year ending 30th September, 1926, showed that £451 had been collected, as compared with £363 in the previous year. The report was presented by Mrs. R. J. Bailey, Honorary Treasurer of the Ladies' Life-boat Guild, who said that the annual Life-boat Day had been postponed until the middle of September, on account of the Coal Strike, that it was then decided, with considerable doubt, to hold it, although the strike was not yet ended, and that the result had been most gratifying. The notable feature had been the fine work done by new organizers. The Mayor thanked all the workers for their splendid efforts,

which had resulted in the Branch being able to contribute, in spite of industrial difficulties, £90 more to the Institution than in the previous year.

TRURO (CORNWALL).—On 12th December, the Mayor (Mr. W. R. T. Stratford) presiding. The report for the year ending 30th September, 1926, showed that £59 had been collected, as compared with £49 in the previous year. The Honorary Secretary said that except for the Life-boat Days, three of which had been held during the year at St. Agnes, Perranporth and Truro, those at Perranporth and St. Agnes being new efforts, the Branch had not been very active, and that it was proposed to try and get into touch with the many villages in the district and arrange to hold not only other Life-boats Days but Whist Drives and Dances. It was also pointed out that the great need was for more annual subscribers.

YORK (YORKSHIRE).—On 28th September, Colonel W. A. White, presiding. The report for the year ending 30th September, 1926, showed that £59 had been collected, as compared with £62 in the previous year. The Chairman said that York was not contributing enough. The Honorary Secretary, Captain Anderson, referred to the difficulty of rousing enthusiasm for the Service in an inland town, where the people did not see the result of the work which they were helping, and said that he intended to produce figures showing what was done in similar places to York.

Special Meetings.

CAMBRIDGE (CAMBRIDGESHIRE).—A meeting of subscribers was held on 19th October, Mrs. Giles, President of the Branch, in the chair. Supporting her was Mr. J. F. Lamb, a member of the Committee of Management of the Institution. The District Organizing Secretary gave an address on the Institution's work appealing for an increase in the number of small subscriptions. In the course of the discussion that followed it was pointed out that Oxford's contribution was twenty

times larger than Cambridge's. It was decided to organize a collection, and an appeal was made for lady helpers to carry it out.

HAUXLEY (NORTHUMBERLAND).—On 27th October a special meeting was held in the Council Hall, Amble, at which Brigadier-General Widrington, a member of the Committee, presided, in the absence of Sir Leonard Milburn, Bt., Chairman of the Branch. An address was given by Major C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. General Widrington pointed out that if every Branch was doing no more than Hauxley the Institution would not be able to carry on its work. He reminded the meeting that it was not sufficient for them to maintain their own Station. They must help to contribute to the work of the Service as a whole. The Committee had come to the conclusion that a Ladies' Committee should be formed, and he appealed to ladies to give their help. Major Satterthwaite, in the course of his address, said that Hauxley had a record of which any Station might be proud. It took its place among the best of the East Coast Stations. Since it was founded in 1852 its Life-boats had rescued 246 lives. At the end of the meeting the Chairman presented the late Honorary Secretary, the Reverend T. N. Dunscombe, with a Picture of a Life-boat going out to a Wreck, which had been awarded to him by the Institution in recognition of his work during the past eleven years. Mr. Dunscombe, the Chairman pointed out, had given up the work as he had left Amble. In replying Mr. Dunscombe said that there was a time when the Hauxley Life-boat had been supported from Headquarters, but for the last three or four years it had raised every penny required for the Station, and had also been able to contribute to the Institution's general funds.

New Branches and Guilds.

BARROW (LANCASHIRE).—A meeting was held at the Town Hall on 12th October at which the Mayor, Alderman C. G. B. Ellison, J.P., presided, for the

purpose of forming a Ladies' Life-boat Guild in association with the Piel (Barrow) Branch. The Mayor pointed out that although Barrow was a very important port, the support which it had been giving to the Institution was very small. Barrow collected last year under £60. That was not as it should be, particularly when a village in Lancashire, with a population of under 600, raised £80. Those who were not called upon to save others must see to it that the Barrow Life-boat had not only their sympathy but their financial support. The Institution was proposing to spend between £20,000 and £30,000 on the new Motor Life-boat and its Boathouse and Slipway, and it was disgraceful that the whole of the money raised in Barrow last year came from forty-five people, and that the total worked out at only one-sixth of a penny per head of the population. The District Organizing Secretary gave an address in which he paid tribute to the work of Mr. Mawson, who had been the Honorary Secretary of the Branch for a quarter of a century, and Mr. Mawson pointed out what women did in helping to launch the Life-boat, and appealed to other women to make the Guild a success. A resolution forming the Guild was proposed by the Mayor and carried unanimously, the Mayoress being elected President, Mrs. J. M. Mawson and Mrs. Francis Hutchinson, Vice-Presidents, Mrs. H. Chantler, Honorary Treasurer, and Mrs. W. H. Vale, Honorary Secretary.

CALNE (WILTSHIRE).—On 7th December a special meeting was held, summoned by the Mayor, for the purpose of forming a Branch. An address was given by the District Organizing Secretary, and the Mayor, who presided, proposed that a Branch should be formed. This was carried unanimously. Mr. Bodinnar was elected President, and the Mayoress Vice-President, and an Organizing Committee was set up consisting of the wives of the Aldermen, Councillors and officials of the town, with Mrs. Clem Cole as Chairman, Mrs. M. P. Clarke as Treasurer, and Mrs. C. O. Gough as Honorary Secretary.

It was decided to hold a public meeting as soon as possible.

DALTON (LANCASHIRE).—A meeting was held on 12th November, summoned by the Chairman of the Urban District Council (Councillor J. T. S. Varcoe) for the purpose of forming a Ladies' Life-boat Guild. Councillor Varcoe presided, and pointed out that there had at one time been a Branch of the Institution at Dalton, and their wish was to revive it. It was all the more necessary that they should do so in view of the developments which were being made at Barrow, where the Institution intended to place a Motor Life-boat. The District Organizing Secretary gave an address on the work of the Service, and Mr. J. M. Mawson, the Honorary Secretary at Barrow, gave an account of the work of the Station, of the developments which were being made, and of the cost, and appealed to the women of Dalton for their help. It was unanimously decided to form a Guild, and the wife of the Chairman of the Urban District Council was elected President, Mrs. Wharton, J.P., Vice-President, Mr. J. T. Parker, Honorary Treasurer, and Mrs. Banks, Honorary Secretary. Badges and Cards of membership were distributed.

GRANGE-OVER-SANDS (LANCASHIRE).—A meeting was held on 17th December, at which Mr. H. Eden-Smith presided, for the purpose of formally constituting the Grange Branch of the Institution. The meeting was summoned by the Reverend G. Vickars-Gaskell. An address was given by the District Organizing Secretary, who said that he wished to take this opportunity of thanking their Vicar, who was one of the Institution's old friends, for the considerable sums of money which he had raised for the Life-boat Cause with the help of Miss Musgrave. It was owing to their efforts that Grange had been contributing in the past to the Institution. The Chairman moved a resolution formally constituting the Branch. Mr. H. Eden-Smith was elected President, and the Reverend G. Vickars-Gaskell, Honorary Secretary. It was also decided to form a Ladies'

Life-boat Guild, and Miss Musgrave undertook to summon a meeting.

PADIHAM (LANCASHIRE).—A meeting was held in the Council Chamber on 6th October, summoned by the Chairman of the Urban District Council, Councillor J. W. Coe, J.P., who presided, for the purpose of forming a Ladies' Life-boat Guild. An address on the work of the Service was given by the Assistant District Organizing Secretary, and it was unanimously decided to form a Guild, a Committee being set up with Mrs. Whitham as Honorary Secretary and Mr. R. T. Whitehead as Treasurer.

SHEFFIELD (YORKSHIRE).—A special meeting was held on 1st October on the invitation of the Mistress Cutler, Mrs. T. R. Ellin, at her house, for the purpose of forming a Ladies' Life-boat Guild. Mrs. Ellin, who presided, said that when there were already so many Guilds in the country it was hardly fitting that Sheffield, which depended so greatly on the sea, should be without one. An address was given by the District Organizing Secretary, and it was unanimously decided to form a Guild, the Lady Mayoress being elected President, and the Mistress Cutler, Lady Mappin and Mrs. Burrows, Vice-Presidents. Badges and cards of membership were distributed.

Religious Services.

BRIXHAM (DEVONSHIRE). — The Harvest of the Sea Festival was held at the Brixham Wesleyan Church on 12th December. At the Service was shown a scale model of the old Brixham Life-boat *Betsy Newbon*, which had been at the Station from 1896 to 1922 when she was superseded by the Torbay Motor Life-boat. The model was not only an exact replica of the Boat, with all her gear, but contained a crew dressed in oilskins and red caps, while the oars were worked by electricity. The model has been named "Abide with Me," and was lent to the Church for the occasion by Miss Grant, whose father, the late Mr. George T. Grant, a retired Warrant Officer and Shipwright in the Royal Navy, had made it.

CROMER (NORFOLK).—On 11th January the Life-boat Crew attended the service held at the Parish Church in the evening to mark the tenth Anniversary of the rescue of the crew of the Swedish steamer *Fernebo*, for which Coxswain H. Blogg was awarded the Institution's Gold Medal.

HASTINGS (KENT).—The Annual Sea Festival was held at the Wesleyan Mission on Sunday and Monday 12th and 13th December. Following on the two special Services on the Sunday, the Reverend Philip Hall lectured on the Monday evening on "The Life-boat and Its Heroic Work." Mr. Henry Samson, J.P., the Honorary Secretary of the Hastings Branch, presided, and the Coxswain and Second Coxswain were present. A collection was made in aid of the Institution.

Presentations for Gallantry.

CASTLEFORD (YORKSHIRE).—At a Sunday evening concert, on 7th November last, given by the Welsh Miners' Choir in aid of the local fund for those suffering distress on account of the Coal Strike, Mr. Arther Gomersall was presented with the Thanks of the Institution inscribed on Vellum for his gallantry in saving life from shipwreck at Bridlington on 29th July last. Mr. Gomersall was one of a number of passengers in a motor-boat which collided with a rowing-boat and capsized it—the three who were in the boat being thrown into the water. Mr. Gomersall, and the skipper of the motor-boat both dived overboard, and all three were rescued, one of them being seized by Mr. Gomersall, as he was sinking for the fourth time. The chairman of the Urban District Council presided, supported by many of his colleagues on the Council, and by Mr. Fred Hall, M.P. for Normanton; while Mr. Greaves and Miss Gray, two of the three occupants of the rowing-boat, came specially from Bridlington to thank their rescuer. After the presentation Mr. Fred Hall, M.P., who is one of the Whips of the Labour Party, paid a tribute to the work of the Institution, and in particular to the fact

that it was entirely voluntary, receiving no State subsidy.

SOUTH SHIELDS (DURHAM).—On 15th November the Bronze Medals awarded to Mr. Geoffrey Jagger and Mr. Arnold Millar for rescuing two men whose boat had capsized on 25th July, 1926, and the Bronze Medal awarded to Mr. Michael Campbell of the Tyne Division of the R.N.V.R., for rescuing a man who had been flung into the water by the capsizing of his boat, both of which services were described in the last issue of *The Lifeboat*, were presented by the Deputy Mayor, Councillor J. R. Curbison, at the Queen's Theatre. The Deputy Mayor said that they had now added three more names to South Shields' Roll of Fame, and that these men had lived up to the town's motto of "Always Ready."

WEXFORD (Co. WEXFORD).—A special meeting was held on 19th October, with Lady Maurice Fitzgerald, President of the Branch, in the chair, for the purpose of presenting the Institution's awards in connection with the wreck of the fishing-boat *Avonmore* of Cape Clear. Major-General Doran, the Honorary Secretary of the Branch, gave an account of the service. On 2nd September last the fishing-boat struck the Splough Rock off Rosslare. A strong north-easterly wind was blowing and the sea was rough. The fishing-boat was seen by Commander H. Linklater, owner of the yacht *Theodora*, of Poole, which was lying in Rosslare Harbour, and he at once manned a boat with two of the crew of his yacht, five men from the steamer *St. Patrick*, of the Great Western Railway Company, and four of the officials and men of Rosslare Pier, the Pier Superintendent, Mr. W. B. Moncas, acting as Coxswain. The seven men of the *Avonmore* were rescued, and the boat endeavoured to make Rosslare Harbour again. Owing to the strong wind and rough sea she found this almost impossible, but the Wexford Motor Life-boat, which had been informed of the wreck, arrived on the scene, took the nineteen men on board, and towing the boat herself, brought them all safely into harbour. Later,

as there seemed a chance of the *Avonmore* coming off the rock, the Life-boat took out her crew again, put them on board their vessel, which was rolling heavily, and succeeded in getting her off. The Institution awarded to Commander Linklater an Aneroid Barometer and to Mr. Moncas a pair of Binoculars, both inscribed, and gave monetary rewards to the men of the *Theodora*, the *St. Patrick*, and Rosslare Pier who took part in the rescue.

The Binocular Glass and the money rewards were then presented. In moving a vote of thanks on behalf of the recipients, Captain Rees Michael, of the s.s. *Patrick*, said that of the five seamen from his vessel who took part in the service one was one of the five survivors of the crew of the *Fethard* Life-boat which was wrecked on South Keeragh Island in Bannow Bay in February, 1914, when on her way to the help of the Norwegian schooner *Mexico*, nine Life-boatmen being drowned. The remaining five succeeded in getting on to the island and in rescuing eight of the *Mexico's* crew, but rescuers and rescued were on the island for three nights and two days, without food or water, before they could be rescued.

Captain Michael also referred to the fact that the Institution was supported solely by voluntary contributions, and said that his vessel was a very good collector; he was ably helped by the members of his crew, and in four years they had raised about £70.

Dances and Whist Drives.

EASTBOURNE (SUSSEX).—A second Life-boat Ball was held on 26th October last, at the Winter Gardens. Like the Ball on 9th April, it was organized by Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild. Among those present were the Hon. George Colville, Deputy-Chairman of the Committee of Management of the Institution, Admiral Sir Robert and Lady Prendergast, Sir Drummond and Lady Fraser, Mr. Ernest Armstrong, Chairman of the Branch, Mr. Alexander Robertson, Honorary Secretary, and the Eastbourne Life-boat crew and their wives.

The decorations had been carried out by Mr. Arthur Davis, who had arranged the front of the stage as the old Eastbourne Life-boat *James Stevens*, No. 6, lying at a quay. On board of her were the Coxswain and Crew. The feature of the ball, arranged by Mrs. Astley Roberts with the help of Miss Eleanor Ratcliffe, was a tableau, followed by national dances, in which seventy people took part, representing all the nations which have Life-boats, grouped round the figure of Britannia and the Life-boat Crew. Mr. Colville, on behalf of the Committee of Management, thanked the Eastbourne Branch, Mrs. Astley Roberts and her many helpers for all that they were doing for the Service.

MARYPORT (CUMBERLAND).—A Whist Drive was held on 1st December at which the prizes were presented by Mr. George F. Shee, M.A., Secretary of the Institution, who delivered an address on the Life-boat Service. He spoke of the splendid ardour which Maryport had always shown towards the work of the Service, and congratulated it on having in Mr. Walker T. Moore an Honorary Secretary who worked for the Branch and the Institution with such unselfish devotion. He felt also that they might congratulate themselves on having with them in Captain Dempsey one who twenty-six years before had won the Silver Medal of the Institution for a very gallant act in helping to rescue the crew of a Norwegian vessel, but who was too modest to wear it. Mr. Shee denied the rumour that it was proposed to close the Station.

The following Branches have held Whist Drives and Dances in aid of the Institution: Burslem (Staffordshire); Denton (Cheshire); Holy Island (Northumberland); Rock Ferry (Birkenhead); Whitehills (Banffshire); and Darlington (Durham). A Whist Drive and Social has been held at Rampside by the Barrow Ladies' Life-boat Guild.

The following Branches have held dances in aid of the Institution: Belfast Lough (Co. Antrim); Dorchester (Dorset); Lisburn (Co. Antrim);

Spalding (Lincolnshire); Workington (Cumberland), arranged by the Ladies' Life-boat Guild; and Bristol (Gloucestershire), arranged by the Ladies' Life-boat Guild.

The Winchester Branch has held a Thé Dansant and Bridge Tournament.

Other Local News.

BEXLEY HEATH (KENT).—On 19th October last a Debate was held at the local Debating Society at which the Organizing Secretary for Greater London moved "That in the opinion of this House it would be undesirable for the work now being done by charitable Societies to be taken over by the State." The speaker pointed out that all political parties were agreed that the Life-boat Service, although it was carrying on an indispensable national work, was better maintained as at present by a private society than by the State. Mr. F. Leonard, who was the Labour Candidate at the Urban District Council election held a short time before, opposed the motion, which was carried almost unanimously. As a result of the debate the Bexley Branch is to be revived.

BRANCASTER (NORFOLK).—On 8th December the Brancaster Girls' School gave their Annual Concert in aid of the funds of the Branch.

CROWLE (YORKSHIRE).—On 2nd November a concert was given in the Picture House by a number of ladies and gentlemen from Goole in aid of the Life-boat Service. During the interval the District Organizing Secretary gave an address, in the middle of which all the electric lights gradually went out. He continued his address, however, pointing out that it was most appropriate that his appeal should be made in such circumstances, since the majority of rescues from shipwreck were carried out in the middle of the night. The audience greatly appreciated this point, and continued to listen to the address in the dark. The second part of the concert was carried out with the help of candles.

MARYPORT (CUMBERLAND).—On 16th October the Ladies' Life-boat Guild gave its Annual Supper and Whist

Drive to the Crew and Helpers and their wives. Over sixty people were present.

NEWBIGGIN (NORTHUMBERLAND).—On 19th January the Ladies' Life-boat Guild held a special evening at which Mrs. Steele, a member of the Guild, gave an address on the work of the Life-boat Service, and a number of lantern slides were shown. The lecture was followed by a Concert, and the evening raised altogether £5.

TORQUAY (DEVONSHIRE).—The Torbay Motor Life-boat gave a display of life saving at the Torquay Hospital Aquatic Fête held last August. In thanking the Branch for the services of the Life-boat the Organiser of the Fête wrote "the display was one of the most interesting and thrilling items in the day's programme, and was watched with intense interest by the crowd, the majority of whom were visitors from inland towns and many of whom had never before seen a Life-boat."

TYNEMOUTH (NORTHUMBERLAND).—On 15th January the Ladies' Life-boat Guild entertained the crew and their friends to supper and a concert. The Mayoress of Tynemouth, Mrs. A. E. Hill, President of the Guild, welcomed the guests.

Life-boat Addresses to Rotary Clubs.

Life-boat addresses have been given during the past few months to the Rotary Clubs at the following places. The District Organizing Secretary for Greater London spoke at the Purley (Surrey) Club on Armistice Day. The District Organizing Secretary for Wales spoke at the Rhyl (Flintshire) Club on 3rd December, 1926. Captain Basil Hall, R.N. (late Inspector of Life-boats) spoke at the Southampton (Hampshire) Club on 8th October, 1926, and at the Stroud (Gloucestershire) Club on 6th October, 1926.

A Life-boat Address was given to the Soroptomist Club of Greater Manchester (Women's Rotary Club) on 5th November.

(Owing to lack of space the reports of many meetings held since 1st January have been held over for the next number.)

Services of the Life-boats of the Institution during 1926.



1926.		Time of Launching.		Persons rescued from shipwreck.
Jan.	6.	9.10 a.m.	Fishing smack <i>Ivan</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
"	12.	8. 2 p.m.	S.S. <i>Valdura</i> , of Glasgow. Kilmore Life-boat stood by vessel.	
"	12.	11. 0 p.m.	S.S. <i>Valdura</i> , of Glasgow. Wexford Life-boat stood by vessel.	
"	14.	9.50 a.m.	Three fishing boats, of Gourdon. Johnshaven Life-boat stood by boats.	
"	14.	12.40 p.m.	Six motor fishing boats, of Gourdon. Gourdon Life-boat escorted boats into harbour.	
"	15.	4.45 p.m.	Coble <i>Golden Gate</i> , of Filey. Scarborough Life-boat escorted coble into harbour.	
"	27.	11.15 a.m.	Four motor fishing cibles of Filey. Filey Life-boat stood by cibles.	
"	27.	1.30 p.m.	Fishing boats, <i>Pioneer</i> , <i>Guiding Star</i> , <i>Queen of the Fleet</i> , and <i>Secret</i> , of Arbroath. Arbroath Life-boat stood by boats.	
"	28.	6. 0 p.m.	S.S. <i>Eleftherios M. Tricoglu</i> , of Andros. Aranmore Life-boat stood by vessel.	
Feb.	3.	10.50 a.m.	Four fishing boats of Berwick-on-Tweed. Berwick-on-Tweed Life-boat stood by boats.	
"	5.	9.15 a.m.	Nine motor fishing cibles of Filey. Filey Life-boat stood by cibles.	
"	5.	10. 0 a.m.	Motor cibles <i>Ebenezer</i> and <i>Golden Gate</i> , of Scarborough. Scarborough Life-boat escorted cibles into harbour.	
"	5.	10.25 a.m.	Five motor fishing boats of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
"	5.	2. 0 p.m.	Fishing boats of Eyemouth. Eyemouth Life-boat stood by fishing fleet.	
"	6.	2.20 a.m.	Fishing smack <i>Meum et Tuum</i> , of Lowestoft. Southwold Life-boat stood by vessel.	
"	8.	7. 0 a.m.	S.S. <i>Paul et Jeannine</i> , of Fécamp. Gorleston Life-boat stood by vessel.	
"	8.	12.45 p.m.	S.S. <i>Paul et Jeannine</i> , of Fécamp. Gorleston Life-boat rendered assistance.	
"	9.	9.40 a.m.	Steam trawler <i>Dinorah</i> , of Grimsby. The Humber Life-boat . . .	11
"	14.	3. 0 a.m.	S.S. <i>Tabora</i> , of Cardiff. The Humber Life-boat stood by vessel.	
"	15.	12.45 a.m.	S.S. <i>Liberta</i> , of Genoa. Hope Cove Life-boat stood by vessel.	
"	15.	1.10 a.m.	S.S. <i>Liberta</i> , of Genoa. Torbay Life-boat	3
"	15.	4. 0 a.m.	S.S. <i>Urkiola Mendi</i> , of Bilbao. Yarmouth (Isle of Wight) Life-boat stood by vessel.	
"	16.	1.10 p.m.	Motor boat <i>Lily</i> , of Blyth. Blyth Life-boat	2

	Time of Launching.		Persons rescued from shipwreck.
1926.			
Feb. 17.	3.55 p.m.	S.S. <i>Izvor</i> , of Dubrovnik. Torbay Life-boat stood by vessel.	
„ 17.	4. 0 p.m.	Fishing boats of Poole. Poole and Bournemouth Life-boat stood by fishing fleet.	
„ 22.	4.45 p.m.	Fishing boat <i>Genesta</i> , of Peel. Peel Life-boat stood by boat.	
Mar. 4.	8. 0 p.m.	S.S. <i>Nugget</i> , of Glasgow. Ayr Lifeboat	6
„ 4.	11.30 p.m.	Ketch <i>Alpha</i> , of Newry. Moelfre Life-boat landed 3.	
„ 5.	6.45 p.m.	Schooner <i>Excel</i> , of Poole. Moelfre Life-boat landed 3.	
„ 5-6.	10.35 p.m.	Motor fishing cibles <i>Morning Star</i> and <i>Pelican</i> , of Scarborough. Scarborough Life-boat escorted cibles into harbour.	
„ 9.	12.15 p.m.	Ketch <i>Malvoisin</i> , of London Aldeburgh No. 2 Life-boat rendered assistance.	
„ 10.	1.30 a.m.	Fishing smack <i>Tipperary Lass</i> , of Wexford. Wexford Life-boat saved smack and rescued	2
„ 13.	12.40 a.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby (Motor) Life-boat escorted boat into harbour.	
„ 20.	5.45 p.m.	S.S. <i>Bragi</i> , of Stettin. Peterhead No. 2 Life-boat stood by vessel.	
„ 22.	10.30 a.m.	Schooner <i>Ada</i> , of Barrow. Sennen Cove Life-boat assisted to save vessel and rescued	6
„ 23.	6.55 p.m.	Seven motor fishing boats of Whitby. Whitby (Motor) Life-boat stood by boats.	
April 6.	12.30 p.m.	Steam trawler <i>Salmonby</i> , of Boston. The Humber Life-boat	2
„ 7.	4. 0 p.m.	S.S. <i>Duce</i> , of Genoa. Folkestone Life-boat stood by boat.	
„ 15.	10.15 a.m.	A small boat. The Humber Life-boat saved boat.	
„ 20.	8.15 a.m.	Boat of S.S. <i>Haslemere</i> , of Southampton. Yarmouth, Isle of Wight, Life-boat	5
„ 25.	2.25 p.m.	S.S. <i>Deansway</i> , of Cardiff. Sennen Cove Life-boat stood by vessel.	
„ 28.	4.45 p.m.	Yacht <i>Alektor</i> , of Shoreham. Yarmouth, Isle of Wight, Life-boat saved vessel and rescued	3
„ 28.	6.45 p.m.	Steam trawler <i>George R. Purdy</i> , of North Shields. Newbiggin Life-boat	9
„ 29.	12.30 a.m.	Motor fishing coble <i>Gratitude</i> , of Whitby. Whitby (Motor) Life-boat escorted coble into harbour.	
„ 30.	2.35 a.m.	Steam trawler <i>Eyedale</i> , of Eyemouth. Berwick-on-Tweed Life-boat	10
May 1.	8.25 a.m.	Motor drifter <i>True Vine</i> , of St. Monance. Boulmer Life-boat stood by vessel and rendered assistance.	
„ 1.	8.30 a.m.	Motor coble <i>Dorothy</i> , of Filey. Filey Life-boat stood by boat.	
„ 5.	5.40 a.m.	Ketch <i>Daisy</i> , of Jersey. Wexford Life-boat.	3
„ 5.	7. 0 a.m.	S.S. <i>Montauban</i> , of Nantes. North Deal Life-boat assisted to save vessel and rescued	35
„ 8.	7.35 p.m.	S.S. <i>Toulouse</i> , of Nantes. Kingsdown Life-boat stood by vessel.	
„ 12.	9.10 a.m.	Small yacht <i>Mendoza II.</i> , of New Brighton. New Brighton No. 2 Life-boat saved vessel.	
„ 13.	5.50 p.m.	Cutter <i>Curlew</i> , of Bidford. Clovelly Life-boat saved vessel and rescued	3
„ 27.	4.40 p.m.	Schooner <i>Via</i> , of Brixham. Cloughey Life-boat landed 4.	
„ 28.	8.10 p.m.	Ketch <i>Zarita</i> , of Plymouth. Looe Life-boat	4
June 7.	10.30 p.m.	A rowing boat, of Moelfre. Moelfre Life-boat saved boat and rescued	6
„ 10.	12.45 p.m.	Ketch <i>Johann Georg</i> , of Emden. Newburgh Life-boat rendered assistance and landed 15.	
„ 13.	11.30 p.m.	Fishing boat <i>Mizpah</i> , of Montrose. Montrose No. 1 Life-boat stood by boat.	
„ 14.	9.20 a.m.	S.S. <i>Hastings County</i> , of Bergen. Stromness Life-boat	31
„ 14.	11.57 a.m.	The fishing fleet of Montrose. Montrose No. 1 Life-boat stood by fishing fleet.	
„ 14.	12 noon.	Fishing boats of Gourdon. Gourdon Life-boat stood by boats.	
„ 14.	12 noon.	Fishing boats of Arbroath and Montrose, also fishing boat No. 14, of Montrose. Arbroath Life-boat stood by boats.	

1926.	Time of Launching.		Persons rescued from shipwreck.
June 14.	12.30 p.m.	Fishing boats of Montrose and Gourdon	Johnshaven Life-boat stood by boats.
„ 15.	9.15 a.m.	Seven motor fishing cobsles, of Newbiggin.	Newbiggin Life-boat stood by cobsles.
„ 20.	7.40 a.m.	Schooner <i>Uncle Ned</i> , of Faversham.	Rhoscolyn Life-boat rendered assistance.
„ 20.	9. 0 a.m.	Yacht <i>Nereda</i> , of Cork.	Wexford Life-boat rendered assistance.
„ 23.	7.35 p.m.	Small sailing boat of Piel.	Piel (Barrow) Life-boat 3
July 6.	11. 0 a.m.	Motor fishing boats <i>Pilot Me</i> and <i>Irene</i> , of Whitby.	Whitby (Motor) Life-boat escorted boats into harbour.
„ 6.	11.15 a.m.	Coble <i>Elend</i> , of Sunderland.	Hartlepool Life-boat 2
„ 9.	9.25 a.m.	Steam trawler <i>Vigilant</i> , of Hull.	Caister No. 2 Life-boat rendered assistance.
„ 12.	3.45 a.m.	S.S. <i>Kirkcwynd</i> , of Glasgow.	Rhoscolyn Life-boat stood by vessel.
„ 12.	9.15 a.m.	S.S. <i>Kirkcwynd</i> , of Glasgow.	Rhoscolyn Life-boat rendered assistance.
„ 12.	1. 0 p.m.	S.S. <i>Cambria</i> , of Bristol.	Hfracombe Life-boat landed 50.
„ 20.	12. 5 a.m.	Yacht <i>Black Billy</i> , of London.	Newhaven Life-boat rendered assistance.
„ 20.	3.15 p.m.	A party of bathers.	Barry Dock Life-boat 3
„ 20.	6. 0 p.m.	Motor schooner <i>Village Belle</i> , of Dublin.	Wexford Life-boat stood by vessel.
„ 22.	12 noon.	Ketch <i>Paddy</i> and two rowing boats of Wexford.	Wexford Life-boat
„ 26.	6.45 a.m.	Fishing cobsles <i>Olive Leaf</i> and <i>Mary</i> , of Sunderland.	Sunderland Life-boat saved cobsles and rescued 6
„ 26.	8. 0 p.m.	Motor boat <i>Molly</i> , of Portsmouth.	Bembridge Life-boat 3
„ 27.	12 noon.	Coble <i>Elsie</i> , of Whitby.	Whitby No. 2 Life-boat landed 1 unconscious man.
		Six fishing cobsles, of Whitby.	Whitby No. 2 Life-boat stood by cobsles and landed 3.
Aug. 9.	3.15 p.m.	Motor trawler <i>Gualia</i> , of Lowestoft.	Caister No. 2 Life-boat stood by vessel.
„ 11.	— p.m.	A bather.	Gorleston Life-boat 1
„ 13.	5.45 a.m.	S.S. <i>Sempre Avanti</i> , of Cantania.	Ramsgate Life-boat stood by vessel.
„ 13.	10.30 a.m.	S.S. <i>Charlus</i> , of Cardiff.	Margate No. 2 Life-boat stood by vessel.
„ 14.	8.30 a.m.	Racing yacht <i>Piccolo</i> , of Owston Ferry.	The Humber Life-boat saved vessel and rescued 4
„ 0.	4.50 p.m.	Fishing boat <i>Lord Roberts</i> , of Redcar.	Teesmouth Life-boat saved boat.
„ 21.	9.50 a.m.	Fishing boat <i>Nina</i> , of Seaham.	Seaham Life-boat 4
		Fishing boat <i>Old Friends</i> , of Seaham.	Seaham Life-boat 3
		Fishing boat <i>Two Brothers</i> , of Seaham.	Seaham Life-boat 5
„ 21.	10.30 a.m.	Motor launch <i>Jed</i> , and a small boat of Sunderland.	Sunderland Life-boat stood by boats.
„ 25.	5.57 p.m.	Schooner <i>Etincelle</i> , of Quimper.	Tenby Life-boat saved vessel and rescued 7
„ 26.	8. 0 a.m.	S.S. <i>Margaret</i> , of Preston.	Blackpool Life-boat landed 6.
„ 27.	9.15 a.m.	Motor yacht <i>Bonita</i> , of Teignmouth.	Weymouth Life-boat rendered assistance.
„ 31.	7.56 a.m.	Open boat <i>Joyce Fox</i> , of Blyth.	Blyth Life-boat 2
Sept. 2.	8.15 a.m.	Fishing boat <i>Avonmore</i> , of Cape Clear, and a small boat.	Wexford Life-boat 19
„ 2.	10.45 a.m.	Fishing boat <i>Avonmore</i> , of Cape Clear.	Wexford Life-boat saved boat.
„ 3.	3.20 p.m.	S.S. <i>Cassard</i> , of Nantes.	Folkestone Life-boat rendered assistance.
„ 3.	3.40 p.m.	S.S. <i>Cassard</i> , of Nantes.	Hythe Life-boat stood by vessel.
„ 7.	1.45 p.m.	Pleasure boat <i>Willie</i> , of Barmouth.	Barmouth Life-boat rendered assistance.

1926.	Time of Launching.		Persons rescued from shipwreck.
Sept. 15.	5.10 a.m.	Steam trawler <i>Marie Evelyn</i> , of Grimsby. Gorleston Life-boat assisted to save vessel and rescued	6
„ 15.	10.55 a.m.	Open boat <i>Grace Darling</i> , of New Hartley. Blyth Life-boat	5
		Motor coble <i>Spurt</i> , of Blyth. Blyth Life-boat saved boat and rescued	3
„ 16.	4.50 a.m.	S.S. <i>Donaghmore</i> , of Workington. Torbay Life-boat stood by vessel.	
„ 25.	9.30 a.m.	S.S. <i>Balsam</i> , of New York. Portrush Life-boat stood by vessel.	
„ 30.	9. 0 a.m.	Steam drifter <i>Erin</i> , of Yarmouth. Palling No. 1 Life-boat assisted to save vessel and rescued	10
Oct. 4.	7.10 p.m.	Belgian fishing smack <i>Patrick O. 164</i> . Lowestoft Life-boat stood by vessel.	
„ 8.	12.30 p.m.	Ketch <i>Madge</i> , of Chester. Aberdovey Life-boat saved vessel and rescued	4
„ 9.	12 noon.	Schooner <i>Loch Bunya Castle</i> , of Annalong. Moelfre Life-boat	3
„ 9.	12.50 p.m.	Ketch <i>Buttercup</i> , of Falmouth. Margate No. 2 Life-boat assisted to save vessel and rescued	4
„ 9.	9.20 p.m.	Dredger <i>Kite</i> , of Newcastle. The Humber Life-boat	4
„ 12.	2.25 p.m.	Motor fishing boats <i>Mizpah</i> , <i>Pilot Me</i> , <i>Remembrance</i> , and <i>Excelsior</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„ 12.	4.15 p.m.	Smack <i>Edith S. Annie</i> , of Wexford. Wexford Life-boat saved boat and rescued	3
		Lugger <i>Mona</i> , of Wexford. Wexford Life-boat saved boat and rescued	4
„ 13.	4.30 a.m.	Admiralty drifter <i>Levanter</i> . Peterhead No. 2 Life-boat	11
„ 14.	9. 0 a.m.	Fishing cobles <i>Mary</i> and <i>Martha</i> , of Sunderland. Sunderland Life-boat saved cobles and rescued	7
„ 14.	10. 0 a.m.	Fishing coble <i>Two Brothers</i> , of Seaham. Seaham Life-boat saved coble and rescued	4
„ 22.	10.30 a.m.	Fishing coble <i>Venture</i> , of Scarborough. Scarborough Life-boat	3
		Eight fishing cobles, of Scarborough. Scarborough Life-boat stood by cobles.	
„ 22.	11.10 a.m.	Nine motor fishing cobles of Filey. Filey Life-boat stood by cobles	
„ 24.	12.30 p.m.	S.S. <i>Falcon</i> , of London. Ramsgate Life-boat landed 14, rendered assistance and rescued	5
„ 25.	6.25 a.m.	Schooner <i>Emma and Ester</i> , of Chester. Clovelly Life-boat.	3
„ 26.	3. 0 a.m.	Motor schooner <i>Hanna</i> , of Poole. Margate No. 2 Life-boat saved vessel and rescued	6
„ 26.	10.45 a.m.	German schooner <i>Kate Runne</i> . Ramsgate Life-boat assisted to save vessel and rescued	6
„ 27.	10. 0 p.m.	A fishing smack. Fenit Life-boat	3
„ 31.	1.30 p.m.	A small rowing boat of Brighton, and the motor fishing boat <i>Little Jack</i> , of Brighton. Brighton Life-boat salvaged rowing boat and rendered assistance to motor boat.	
Nov. 1.	9. 0 a.m.	Motor fishing boat <i>Seagull</i> , of Port Patrick. Port Patrick Life-boat saved boat and rescued	2
„ 2.	9.45 a.m.	Fishing cobles <i>Our Maggie</i> , <i>Pelican</i> , and <i>Golden Gate</i> , of Scarborough. Scarborough Life-boat stood by cobles.	
„ 5.	5.45 a.m.	S.S. <i>Demeterton</i> , of Newcastle. Porthdinllaen Life-boat stood by vessel.	
„ 5.	7.45 a.m.	Wexford Pilot Station. Wexford Life-boat.	1
„ 11.	3.30 a.m.	Schooner <i>Stjerno</i> , of Mandal. Tenby Life-boat.	7
„ 13.	8.10 a.m.	S.S. <i>Agnes</i> , of Haugesund. Lowestoft Life-boat stood by vessel.	
„ 13.	8.30 a.m.	S.S. <i>Homewood</i> , of Middlesbrough. Port Logan Life-boat.	5
„ 13.	8.30 a.m.	S.S. <i>Homewood</i> , of Middlesbrough. Port Patrick Life-boat rendered assistance.	
„ 13.	10. 0 a.m.	Fishing vessels <i>Clara</i> and <i>Irene</i> , of Bridlington. Bridlington Life-boat stood by fishing vessels.	

1926.	Time of Launching.		Persons rescued from shipwreck.
Nov. 14.	9.20 a.m.	Motor boat <i>St. Blane</i> , of Glasgow. Buckie Life-boat rendered assistance.	
„ 14.	9.55 a.m.	Cutter <i>Rita</i> , of Liverpool. New Brighton No. 2 Life-boat saved vessel and rescued	5
„ 17.	10.50 a.m.	Fishing vessel <i>Adolphine Victorine</i> , of Ostend. Palling No. 1 Life-boat stood by vessel.	
„ 19.	5.35 p.m.	Motor boat <i>Rose Mary</i> , of Weymouth. Weymouth Life-boat. . .	3
„ 20.	8. 0 a.m.	Ketch <i>Roselyn</i> , of Fécamp. Selsey and Bognor Life-boat . . . (also a dog and a cat)	8
„ 25.	3.55 a.m.	Steam trawler <i>Jubarte</i> , of Boulogne. Ramsgate Life-boat saved vessel and rescued	16
„ 25.	4.15 p.m.	Steam drifter <i>Cheviotdale</i> , of Berwick. Gt. Yarmouth and Gorleston Life-boat stood by vessel.	
„ 29.	11. 0 a.m.	Motor fishing vessels <i>Princess Mary, Jno and Meggie, Two Brothers, Redford's Boat and Our Girls</i> , of Newbiggin. Newbiggin Life-boat stood by fishing vessels.	
Dec. 13.	3.45 a.m.	S.S. <i>Goldoni</i> , of Fiume. Ramsgate Life-boat rendered assistance.	
„ 13.	9.30 a.m.	Ketch <i>G. L. Munro</i> , of Yarmouth. Southwold Life-boat stood by vessel and rendered assistance.	
„ 14.	8.50 a.m.	Five fishing cibles, of Runswick. Runswick Life-boat stood by cibles.	
„ 14.	9. 0 a.m.	Fishing cible <i>Francis</i> , of Whitby. Whitby (Motor) Life-boat escorted cible into harbour.	
„ 14.	9.40 a.m.	Fishing cible <i>Donald</i> , of Scarborough. Scarborough Life-boat . Fishing cibles, of Scarborough and Filey. Scarborough Life-boat stood by cibles.	3
„ 14.	10.15 a.m.	Flamborough Fishing Fleet. Flamborough No. 1 Life-boat stood by fishing fleet.	
„ 14.	10.19 a.m.	Eight fishing cibles, of Filey. Filey Life-boat stood by cibles.	
„ 14.	10.45 a.m.	Nine motor fishing boats of Whitby. Whitby No. 2 Life-boat stood by boats.	
„ 22.	1.30 p.m.	Fishing smack <i>Charlotte Ellen</i> , of Colchester. Walton-on-the-Naze Life-boat saved vessel and	4
„ 29.	11.30 a.m.	Fishing boat <i>Pilot Me</i> , of Whitby. Whitby (Motor) Life-boat stood by fishing boat.	
„ 29.	12.40 p.m.	Fishing cible <i>Lily Brown</i> , of Cresswell. Newbiggin Life-boat saved cible and	4

Total lives rescued from shipwreck by the Life-boats in 1926, in addition to which the Life-boats saved, or assisted to save, 32 vessels and boats 361

Life-boats also landed 99 persons, who were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same periods for rescuing from shipwreck by means of Fishing and other Boats, etc. 95

Total for 1926 456

Notice.

*The next number of THE LIFEBOAT will be published in
MAY, 1927.*

When you have read this number will you kindly pass it on to a friend, unless you are keeping a complete set of the Journal?