

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXVI.—No. 290.]

MAY, 1927.

[PRICE 6d.

Annual Meeting.

THE Hundred and Third Annual General Meeting of the Governors of the Institution was held at Caxton Hall, Westminster, on Friday, the 27th May, at 4 o'clock p.m., Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presiding, supported by members of the Committee.

The speakers were, the Right Hon. Sir John Simon, K.C.V.O., O.B.E., K.C., M.P., Mr. Rhys John Davies, M.P., Captain the Viscount Curzon, C.B.E., V.D., A.D.C., R.N.V.R., M.P., Rear-Admiral T. P. H. Beamish, C.B., M.P., Captain Guy Fanshawe, R.N., M.P., Mr. Harry Hargood, O.B.E., Major Sir Maurice Cameron, K.C.M.G., and the Hon. George Colville, Deputy Chairman of the Committee of Management.

Among those who accepted the invitation of the Committee of Management to the meeting were the Consuls-General of France, Germany, Italy, the United States, Sweden, Lithuania, Japan, the Netherlands, Finland, Chile, the Kingdom of the Serbs, Croats and Slovenes, and Uruguay; the Mayors and Mayoresses of Chelsea, Paddington, Finsbury, Fulham, St. Pancras, Shore-ditch, and Worthing, and the Town Clerk of Southwark; the Deputy Master of the Trinity House, the Deputy Master of the Mint, and representatives of the British Red Cross Society and St. Andrews Ambulance Association.

Sir Godfrey Baring.

The CHAIRMAN: It has been the custom for the Governors of the Institution in every year to have some eminent visitor in the Chair at these Annual Meetings. Princes of the Royal blood, Peers, Members of Parliament and Ecclesiastics, have occupied the Chair in the past. But the Committee of Management have felt that it was rather an unfair burden to add to the duty of the

principal speaker of the afternoon the duties of Chairman as well; and they thought that it would be advisable to have in the Chair some one who should be conversant with the detailed work of the Institution. They therefore passed a resolution that the Chairman of the Committee of Management for the time being should occupy the Chair at the Annual Meetings of the Institution, and as I have the honour to hold that position, you find me in the Chair to-day.

I shall be very willing to answer any questions which may be addressed to me with regard to the Annual Report and the Balance Sheet, which I now propose to present to the Meeting.

Does any lady or gentleman wish to ask any questions, or make any remarks upon them? (As no Governor wished to speak, the Chairman continued.)

As there are no remarks and no questions, we will take the Annual Report as being approved, and the Balance Sheet as being passed.

Now the duty falls upon me to nominate for election the President, Vice-Presidents, Treasurer and other members of the Committee of Management, and Auditors for the ensuing year.

President.

H.R.H. The Prince of Wales, K.G.

Vice-Presidents.

The Archbishop of Canterbury.
The Duke of Atholl.
The Duke of Montrose.
The Duke of Portland.
The Duke of Northumberland.
The Marquis of Ailsa.
The Marquis of Aberdeen and Temair.
The Earl of Derby.
The Earl of Albemarle.
The Earl of Rosebery.
The Earl of Waldegrave.
The Earl of Lonsdale.
Admiral of the Fleet the Earl Jellicoe of Scapa.
The Viscount Burnham.
Commodore Sir Richard Henry Williams-Bulkeley, Bt., R.N.R.
Sir Godfrey Baring, Bt.
Sir William Milligan.
Sir W. E. B. Priestley.
Mr. Harry Hargood.
Mr. Noel E. Peck.

Treasurer.

The Earl of Harrowby.

Other Members of the Committee of Management.

Mr. Charles G. Ammon, M.P.
 Mr. H. Arthur Baker.
 Rear-Admiral T. P. H. Beamish, M.P.
 Mr. Frederick Cavendish Bentinck.
 Major Sir Maurice Cameron.
 Captain Charles J. P. Cave.
 Colonel Lord William Cecil.
 Mr. Kenneth M. Clark.
 Mr. Harold D. Clayton.
 The Hon. George Colville.
 Sir John G. Cumming.
 Captain the Viscount Curzon, R.N.V.R., M.P.
 Commander Herbert G. Evans, R.N.R.
 Captain Guy Fanshawe, R.N., M.P.
 Mr. J. B. Fortescue.
 Mr. T. B. Gabriel.
 Vice-Admiral Sir Lionel Halsey.
 The Hon. Esmond C. Harmsworth, M.P.
 Commodore Sir Bertram F. Hayes, R.N.R. (retired).
 Captain G. C. Holloway, R.N.R.
 Admiral Sir Thos. H. M. Jerram.
 Sir Woodburn Kirby.
 Mr. J. F. Lamb.
 Mr. Herbert F. Lancashire.
 The Rt. Hon. Ian Macpherson, M.P.
 Colonel Sir A. Henry McMahon.
 Commander Sir Harry Mainwaring, Bt., R.N.V.R.
 General Sir Charles Monro, Bt.
 Mr. Gervaise S. C. Rentoul, M.P.
 The Rt. Hon. F. O. Roberts, M.P.
 Engineer Rear-Admiral Charles Rudd.
 The Rt. Hon. Walter Runciman, M.P.
 Major-General The Rt. Hon. John E. B. Seely.
 The Lord Southborough.
 Commander F. F. Tower, late R.N.V.R.
 The Lord Tredegar.
 Lieut.-Commander the Rt. Hon. William Dudley Ward, R.N.V.R.

And ex-officio.

The Lord Mayor of London.
 The Admiral Commanding Reserves.
 The Deputy Master of the Trinity House.
 The Hydrographer of the Navy.
 The Chairman of Lloyd's.

All those gentlemen are duly nominated and elected.

I will now call upon the Secretary to read an account of the services for which Medals and other Awards have been given, and after these have been read I will ask Sir John Simon to present the medals and the awards.

Newbiggin, Northumberland.

The SECRETARY: The outstanding service of last year was performed by the Life-boat at Newbiggin, in Northumberland, on the afternoon of the 28th April, in a dense fog and a very heavy sea. The Life-boat went out under oars in answer to a steamer's whistle,

and found the steam trawler *George R. Purdy*, of North Shields, on the rocks, which extend out for half a mile from the shore. A very heavy surf was breaking over the trawler. The Life-boat first tried to reach the vessel by anchoring to seaward and veering down on her, but twice she was struck by heavy seas, which completely filled her and threatened to wash the crew out of her.

The Coxswain then weighed anchor, went half a mile to the northward, and, with the help of the drogue, took the Life-boat through a narrow passage in the rocks so as to get between the wreck and the shore. Heavy seas were constantly breaking over her, but she succeeded without mishap in getting through the rocks and then along a very narrow channel until she was on the lee side of the trawler. The trawler then floated a life-buoy and line down to her, and by means of them the Life-boat was hauled alongside and took off the crew. With great difficulty she was got clear of the rocks again.

Not only was the surf very heavy, but the tide was falling, which added considerably to the danger of the service. It was only the excellent seamanship of the Coxswain, and his perfect knowledge of the rocks and currents, which made possible the rescue of the nine men and saved the Life-boat herself from being wrecked.

In recognition of the skill and gallantry shown, the Institution awarded the Bronze Medal to the Coxswain, William Robinson, and made additional monetary awards to the Crew and Helpers. (Cheers.)

The Women Launchers of Newbiggin.

The Committee of Management have also made a special award, in the form of the Thanks of the Institution inscribed on Vellum, to the women launchers of Newbiggin for their courage and endurance on the morning of the 26th January last. On that morning the whole of the Newbiggin fishing fleet had gone out in fine weather, but while they were at sea a fierce gale sprang up, and the Coxswain decided to launch the Life-boat in order to stand by the boats, which would be in great danger as they returned. The weather was very cold, it was raining hard, and a heavy sea was breaking on the shore.

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 for three hours, until all the fishing boats were safely in, and during the whole of that time many of the women waited, although they were wet

through, and then helped to rehouse the Life-boat.

This is the third occasion in recent years on which representatives of the Northumbrian fisher-women have come to London to be specially thanked by the Institution for their gallantry. Last year two women came from Boulmer, and in 1922 two women from Holy Island.

Mrs. Hannah Clark and Mrs. Wilhelmina Dent have been chosen to receive to-day the Vellum of Thanks awarded to the twenty-five women of Newbiggin. (Cheers.)

(*Sir John Simon then presented the Medal to Coxswain Robinson and the Vellum to Mrs. Clark and Mrs. Dent.*)

Medals Awarded for Shore-Boat Services.

THE WRECK OF TWO WELSH TRAWLERS IN CLIFDEN BAY, CONNEMARA.

From its foundation in 1824 the Institution has given rewards for the rescue of life from shipwreck round our coasts, by whomsoever performed, and during the year one Silver Medal and five Bronze Medals were awarded for gallantry in rescuing or attempting to rescue life through other means than by Life-boats.

On 14th February, 1926, two Welsh trawlers ran on the rocks in Clifden Bay, Connemara, on the west coast of Ireland, and sank. The crew of one of them was saved by the gallantry of one of the firemen, T. L. Cloudsdale, who dived into the sea after the ship's boat, which had been swept away as soon as she was launched. He clung to the boat until a line was flung to him, and, still clinging to her, was dragged back with the line round his neck, in intense pain and in danger of being strangled. For this service he was awarded the Institution's Silver Medal. He is, unfortunately, not able to be present this afternoon.

As it was believed that the crew of the other trawler had got safely to one of the many islands in the bay, a search—unfortunately without result—was carried out, aeroplanes as well as boats and vessels taking part. Several awards were made in connexion with this search, which lasted several days, the principal being the Bronze Medal to the Institution's District Inspector, Lieut.-Commander P. E. Vaux, D.S.C., R.N., for his initiative, leadership and courage in personally searching four of the islands, on one of which he landed at considerable risk. (Cheers.)

(*Sir John Simon then presented the Medal to Lieut.-Commander Vaux.*)

NEWHAVEN, SUSSEX.

On the afternoon of 21st July, a small yacht, *Fidelity*, was caught in a strong S.W. gale off Newhaven, when on her way to Newhaven from Cowes. Three persons were on board, her owner (Mr. F. E. Cleverton), his wife, and a deck-hand (Mr. Williams). The

yacht was dismasted, and was driven towards the shore.

The Newhaven Motor Life-boat was launched, and found that the yacht was already in the broken water close to the shore. There was no time to anchor and veer down, or for any manœuvring, and the Coxswain took the direct but dangerous course of going straight through the heavy sea, which was practically abeam. He got the Life-boat alongside, calling to those on board the yacht to be ready to jump, but they were so exhausted or unnerved that they made no attempt to do so. A succession of heavy seas then struck the yacht, and she was carried still further towards the shore, where it was too shallow for the Life-boat to get near enough to help her.

Meanwhile, Mr. C. J. Skinner, of Newhaven, who was passing on a motor-cycle, saw the yacht's danger, and ran into a neighbouring inn to get a rope. With this round his waist he plunged into the breakers, and both Mrs. Cleverton, who was half-unconscious, and Mr. Williams were got ashore alive. Mr. Cleverton, who had made a gallant effort to save his wife, then jumped overboard, but in spite of the efforts of the people on shore, he was drowned.

Mr. Skinner, who ran a great risk from the heavy seas, a risk which was only slightly diminished by the rope round his waist, has been awarded the Bronze Medal. The Institution has also made additional monetary awards to the Coxswain and Crew in recognition of the boldness and decision shown in their attempt at rescue. (Cheers.)

(*Sir John Simon then presented the Medal to Mr. Skinner.*)

TWO SERVICES AT SOUTH SHIELDS, DURHAM.

Two gallant services were performed at South Shields. The first was on the 25th July, 1926. Two men had gone out in a small boat to fish. They were caught in a squall, their boat became unmanageable, and they were driven towards the shore, being continually swept by the breakers. Two young men, Mr. Geoffery Jagger and Mr. Arnold Miller, launched a surf-boat to them, although they were told it could not live in such a sea. They succeeded in putting out, but their boat capsized; and at the same time the other boat was swamped. One of the two men in the other boat clung to her and was washed ashore. The other man, who could not swim, was going under to every wave. Mr. Miller and Mr. Jagger succeeded in getting to him and brought him, now unconscious, into shallow water where two other men waded out to their help. The Institution has awarded the Bronze Medal to each of them for their gallantry in very hazardous circumstances. (Cheers.)

The second service at South Shields took place on the evening of the 9th August, 1926. A small boat had gone out to take passengers off a pleasure steamer. Seven people

attempted to get into the boat, although there was room for only two or three, and she capsized. All on board were thrown into the water, but succeeded in getting hold of the boat or of oars, except one man who was carried away by the tide.

Mr. Michael Campbell, an Ordinary Seaman of the Tyne Division, R.N.V.R., saw what had happened from the shore, and dived in, stopping only to throw off his coat. He swam out thirty yards, seized the drowning man, and in spite of his struggles, which threatened to drag him under too, kept him afloat until a boat arrived and rescued them. The Institution has awarded the Bronze Medal to Mr. Campbell, and has also rewarded the crew of the boat which picked him up, and rescued five of the other passengers who had been thrown into the water. (Cheers.)

(Sir John Simon then presented the Medal to Mr. Campbell.)

Awards to Honorary Workers.

The SECRETARY: The Gold Pendant or Gold Brooch is presented only to those who, as honorary workers, have given the Life-boat Cause valuable and distinguished service.

During the past year 13 pendants and brooches were awarded to the following honorary workers:—

Mr. R. V. Rushworth, Bradford.
Miss H. DENHAM, London.
Mrs. ALLEN TUCKER, Bath.
Councillor JOHN DICKINSON, J.P.,
Rotherham.
Mrs. Fieldsend, Rotherham.
Mrs. H. BRANDRETH GIBBS, Leigh-on-Sea.
Mr. R. J. BAILEY, Stockport.
Mrs. FAIRRIE, Liverpool.
Miss COWE, St. Abbs.
Commander HUBERT B. BOOTHBY, D.S.O.,
R.N.R., Grimsby.
Sir FREDERICK W. MONEYPENNY, C.V.O.,
C.B.E., Belfast.
Mr. DANIEL McBRIDE, B.L., Dumbarton.
Mrs. T. W. GOMM, Margate.

Of these ladies and gentlemen, unfortunately, only Mrs. T. W. Gomm is able to be present this afternoon in order to receive her award. (Cheers.)

(Sir John Simon then presented the Gold Brooch to Mrs. Gomm.)

Sir John Simon.

The Rt. Hon. SIR JOHN SIMON: I am asked to move a resolution, which is in the following terms:—

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

This is one of the occasions when the really important speech has already been made; for deeds sound louder than words. For me it is a very special privilege, and one I shall always prize, to have been given the opportunity of presenting these Medals to these gallant men and women, and thus being identified with the work which this Society exists to do.

It is a very striking reflection that the Institution was founded over 100 years ago; that the founder made his proposals and constituted the beginnings of this body in 1824. Immense changes have taken place during that interval, and all through that long period the work of this Institution has been carried steadily on. The admiration which British people feel for the work it endeavours to organise and to encourage never flags; and the need for the Institution is as great to-day as ever it was. One hundred years ago, I think, the first steamship had only quite recently been launched, the *Comet*, the first steamship that ever operated on the seas of the Old World, characteristically enough, built in Scotland, and I think a vessel of some 44 feet long—smaller, Sir Godfrey, than some of the Life-boats which I see referred to in your Annual Report. In those days travel was so slow and so uncertain that going across the Atlantic was still a very formidable exercise, whereas to-day we have an American regarding it as a mere hop, skip and jump, almost between night and morning.

It is very characteristic of this Institution, because it is characteristic of so many British Institutions, that it has throughout preserved its strictly voluntary character. (Cheers.) It was organised as a voluntary Association; it is conducted by a voluntary and very distinguished body of Governors. The brave men and women who justify and exemplify the Institution and all it stands for, are, every one of them, volunteers; and, as is only right and proper, it depends upon voluntary subscriptions. I hope it may always be so. (Cheers.) Whatever may be the proper line to draw between things that are organised by the State and things that are accomplished by the voluntary action of independent and devoted men and women, I feel quite sure that a great deal of the spirit and a great deal of the value of the work which this Institution does would go if it became a mere mechanical limb of an over-organised State. (Cheers.)

Everybody who examines the Report, a very full and very interesting document, and studies the extremely complete and lucid statement of finance which is included in its pages, can see with how much care and thoroughness the work of the Institution is conducted. Those who lend it their practical support are given the fullest reasons for knowing that their contributions are carefully used, and that the money is well spent. It is a matter of great satisfaction to see that this Institution has been able, in good times and

in bad, in times of struggle as well as in times of plenty, to meet its obligations, and to prepare for the uncertainties of the future. (Cheers.)

It may perhaps be thought by some that as time goes on, as the process of invention becomes more and more marked, the need for the service provided under the auspices of the Royal National Life-boat Institution lessens. If by that you mean that fewer people lose their lives, or are in danger of losing their lives by shipwreck round the coasts of our Island, that may be true, but, after all, who is going to measure the value of the lives that are saved? How can anybody hesitate to appraise at its full worth the work of this Institution so long as there are men and women in peril, who owe their safety to the organisation of this Society and to the gallantry of those whom it prepares to give help? I notice in the Report of the present year, as no doubt you have noticed, that the number of lives which have actually been saved is 456. I take pride in the thought that while this is a National Institution, and one of which Britons may well be proud, it is an Institution which has given its aid without the smallest distinction to mariners in danger, from whatever country they come, and that of those 456, something like a hundred were foreigners in peril off our coasts. We are deeply grateful, the British people are deeply grateful, to this Institution and to those who have acted under its auspices, that we should have been able to show men of other nationality and origin that if they be in sudden peril off the coasts of Britain, they are quite certain to find here the ready hand and the brave heart to help them. (Cheers.)

One matter is mentioned in the Report, which is worth repeating by word of mouth from the platform. It is that this Institution, I think two or three years ago, summoned an International Life-boat Conference, and this has led the League of Nations to take official cognisance of the movement; and one of the special Committees of the League of Nations is, I am informed, in touch with the Life-boat service in the effort to render help and improve organisation and comradeship throughout the world in this movement. This is a very satisfactory feature, and the reflection with which I would conclude, and which I think must be very present to all your minds, is this: Invention, mechanical skill, and the wonders of science may greatly change the external circumstances and conditions under which life goes on, but as long as there is on this planet land surrounded by sea, and as long as adventurous humanity pursues its ways upon the deep, there will always be a need for a voluntary Institution which takes advantage of the gallantry and devotion of men and women of our race for the purpose of rendering aid to mariners at times of deadly peril round our coasts. As long as that happens, the need of this Institution is evident; its cause is overwhelmingly justified; and, Sir Godfrey Baring, I am well

assured that the support which it deserves will never be denied by the proud, generous and brave hearts which beat in our native land. (Loud Applause.)

Mr. Rhys John Davies.

Mr. RHYNS JOHN DAVIES, M.P.: I must confess that this is the first occasion upon which I have come into intimate contact with the Royal National Life-boat Institution. I have no hesitation at all in supporting the good work that is being done by the Institution, although I feel very nervous in having to follow Sir John Simon. Whatever differences of opinion Sir John and myself may have—and I can assure you we have a few in the House of Commons—there can be no difference of opinion whatsoever on this issue. I am not so sure whether we would not agree to carry this matter a step further. I wish we could establish a "National Political Life-boat Institution," so that we could all be saved on occasions, and I am not sure then whether it would not be better if that "Life-boat Institution" were run by the State—because nobody would voluntarily contribute to it! (Laughter.)

This is a splendid service that you good people are performing. As you are aware, I belong to the Labour movement, and what I feel proud about is that the good folk who have won these decorations this afternoon are ordinary working men and women. I pay tribute to their courage and their determination. I pay tribute to them for the splendid work they are performing under circumstances probably that are unknown in any other sphere of life. (Cheers.) I have been a coal-miner and in a colliery explosion, and I must confess that if I had to choose between difficulties in the coal-mine and in connexion with a storm at sea, I would prefer the coal-mine and all its dangers. But I have been across the Atlantic too, and I feel sure that the whole of the people of this country would be much more ready to contribute to this Institution if they were all caught in a storm on the Atlantic, as I was; and, although the State may not take over the task of running this Institution, I think it would be well if the State prepared a good storm for everybody, in order to induce them to put in the collecting-box when the collection takes place! (Laughter and Cheers.)

I had no doubt at all, as I said, in coming here to support the Institution, but when I read the Report I felt a little doubtful in parts, because every nationality almost in Europe appeared to be mentioned except my own, and I thought to myself: If the Institution has not saved a Welshman, why should a Welshman speak on its behalf at all? So I was pleased to learn that, in fact, lives had been saved from a Welsh trawler on the coast of Ireland.

I wish you well in the good work you are doing. I do not know that there is anything more touching to me than to hear the reports that have been read here this afternoon,

because, after all, when you imagine the task of saving men and women in a storm on our coasts, it is a terrible thing to contemplate, and I trust that you who have supported the Institution in the past will continue to do so. I trust that there will never be a lack of funds to enable this noble work to be performed. (Cheers.)

This is not the place to argue whether the State should take on this task or not. Sir John and I will argue that probably elsewhere. But I wish once again to say that I hope this Institution will flourish; that men and women of all sections of the community will support it to the best of their ability, and that those who have found its benefits will rally round it very closely. I conclude by paying once more my meed of tribute to these gallant men and women, because without them no Life-boat Institution could prevail. (Loud Applause.)

Captain the Viscount Curzon.

Captain THE VISCOUNT CURZON: My purpose this afternoon in supporting this resolution is to try, if I can, to give you a few details, about the technical side of the Institution's work, but before I do so, I would ask you to exercise with me your imagination in connexion with the Life-boat Service. It is quite impossible, as I see it, to appreciate the work of the Service unless you do that, for this reason: That work is going on from one year's end to the other; it does not begin in the morning and end with the evening, but it goes on for the whole 24 hours. If confirmation of that is needed, I have one or two figures here. For the year ending 31st October, 1926, there were 274 launches of Life-boats; no less than 7,030 individuals, men and women, such as you have seen this afternoon, were engaged; 185 of those launches took place between 6 o'clock in the morning and 6 o'clock in the evening, but 89 of them took place during the night. There may be many in this hall this afternoon who know the sea-coast pretty well, and there are many more who visit the sea occasionally. I invite you all to imagine what it means, say, at 1 or 2 o'clock in the morning, when you are in bed, to hear the alarm gun go. You fall out of bed; the moment you put your nose outside, you see that it is blowing and raining; it is as cold as it can be. Very often there is snow, hail, sleet; you can hardly see your hand in front of your face, and under those conditions you have to go out, stone cold. There is no crowd of people to see you go, to see what you do; there is no knowing whether you are ever coming back when you do go; whether your nearest and dearest will ever see you again. Under those conditions you have to go to the rescue of somebody you do not know. He may even be, as you have heard from Sir John Simon, somebody belonging to another country, and you have to go and do your best for the sake of this great cause, the saving of life. If that is not pure heroism, I do not know what is. (Cheers.)

Few people know the work of the Institution. It is very largely taken for granted; but as I have tried to show you, it goes on all the year round.

Lord Curzon then gave an account of the recent developments made by the Institution in the construction of Life-boats, engines and tractors for launching,* and went on: I alluded to the fact that one boat had gone to Ireland. I do not think that we should altogether forget that this Institution is, I think, the only Institution in this country which is still maintaining a service for the benefit of Southern Ireland, and I should like to say that Southern Ireland also plays its part. I believe that the services of the Institution are very much appreciated by the Free State Government. (Cheers.)

Our Motor Life-boats now have an enormous range of action; they go extraordinary distances. Only last year we had one very notable case indeed. It was in June. The Stromness boat was informed that a steamer had gone ashore at a place known as Auskerry; the Life-boat was launched at 11 at night; there was a thick fog, with a south-easterly to north-easterly wind and a heavy sea. The wreck was reached at 5 o'clock the next morning. The Life-boat took off thirty-one men, and managed to return to Stromness at half-past four that afternoon. She had been at sea in fact seventeen hours, and covered eighty-five miles in that time. We had another service last year where a boat covered 114 miles; she was not able to render any service, but she was available to do so if required. That will show you what has to be done by our motor-boats. I have said nothing of our pulling and sailing craft; it would take too long to tell you about them this afternoon, but in our Fleet altogether we have now 214 Life-boats, and of those, 62 are motor-boats. You will realise what funds we require in order to keep that Service going when I tell you that the ordinary motor-boat costs from £750 to £1,000 for annual maintenance, and the initial cost of our Motor Life-boats is from £4,500 to £14,000, according to the type. That will give you an idea of why we have to call for money on the scale we do in order to run this Institution. I am afraid I have had to give you an awful lot of figures, but you have been very patient. At any rate, I am proud indeed to support the Resolution so ably moved by two of my political opponents, and I support it with the greatest possible pleasure. (Loud Applause.)

(The Resolution was put to the Meeting and carried unanimously.)

Captain Guy Fanshawe.

Captain GUY FANSHAWE, R.N., M.P.: I have the honour to move the following Resolution:—

"That this Meeting desires to record its sense of the deep obligation of the Institu-

* Accounts of these developments appear elsewhere in this issue.

tion to the Ladies' Life-boat Guild and its many hundreds of voluntary workers for the Life-boat Cause, and its conviction of the increasing importance of the part which the Guild is destined to play in educating public opinion with regard to the value of the Life-boat Service, and in raising funds therefor."

I come forward to move this Resolution because Dame Margaret Lloyd George, who was to have moved it, has been unavoidably prevented from doing so.

For many years past the women of this country have been taking a more prominent part in every form of public life and charity, and their efforts increased more during the four years and three months of the Great War than ever before. At that time, when we were fighting for our nation's existence, the women were nursing our fighting men, and were supporting our fighting men in all branches of their struggle, and I think that the women of this Guild supporting the Life-boat Service are doing the same thing, because this Service is always fighting against the elements at sea. (Cheers.)

Women's influence in causing people to know about the functions and duties of this Institution will always be far greater than the influence of men. In all public causes women work much harder than men. When they take a cause to their hearts it is almost always bound to be a success. For many years past women have taken an interest in the Institution, but in 1921 it was deemed advisable to draw together all who were interesting themselves in this great national movement into one body, and so this Guild was formed. In 1925 it was thought that to draw them still closer together a General Council of the Guild should be formed, each Guild sending two members to it, and that General Council in the autumn of last year numbered 510. In the autumn of last year the first meeting of the General Council was held in the house of the President, the Duchess of Sutherland, and 160 members of the General Council attended. Those figures show the vitality of the women's movement on behalf of the Institution. (Cheers.)

I think that it is a very fine thing when not only women living on the sea-coast take an interest in the Institution, but women all over the country in inland towns as well. We have the two different forms of service. We have the service given by those gallant women on the coast, and we have the service given by women inland, who help to raise the Institution's funds; but they are all united in the common cause of saving life at sea. (Cheers.)

Lord Curzon drew your attention to the fact that it is a different thing to get out of your home at night when it is dark and blowing a full gale of wind and snowing, and bad weather, from going forward with plenty of people looking on to see what you are going to do. But what about the feelings of the wives and families of those men as they go out

for that service? I think that it is far worse for those women to stop at home than it even is for those gallant men who go to sea to save life; for the women stay behind in uncertainty, while the men, although they are facing the gravest dangers, are active at the time. Whether the women are on the coast, launching a Life-boat, or waiting for the men to return, or whether they are working inland, we should give our honour and thanks to them for what they do for the Institution. Though their individual work cannot increase in volume, we can leave it to them to see that their numbers increase, that the greater funds necessary are raised, and we can certainly leave it to these gallant women who live on our coasts to continue to support their men in their dangerous task. (Loud Applause.)

Rear-Admiral Beamish.

Rear-Admiral T. P. H. BEAMISH: It is a great pleasure to me to second this Resolution, which has been so ably moved by Captain Fanshawe. I think it speaks very well for the handiness of the British sailor that he has been able to take the place of so great a lady at so short a notice and with such admirable eloquence; but he would be, as I should also, even a prouder man if he were able to take the place at short notice of some of the women about whom we have been hearing this afternoon, the ladies who launched the Life-boat. (Cheers.)

I want to say only a few sentences with regard to the ladies of this Life-boat Guild, who do such admirable and vitally necessary work for this great Institution. It is sometimes thought that the Institution, with all its beautifully painted Life-boats, its large numbers of boat-houses, slips and so on, is immensely wealthy because it is so efficient and always up to time. But it is a mistake to jump to that conclusion. On the other hand, the mere fact that it is so efficient, that it is so uniformly successful and so uniformly appreciated right through the country, is the best possible reason for continuing and increasing the support which it should have all over the country. A large sum of money is required every year to make the Life-boat Service the great success that it is, and I do most heartily thank, as I am sure everybody here will, the ladies who take such an immense amount of trouble and interest up and down the country. I have seen, met and know a few of them, and their enthusiasm has not one whit been exaggerated by Captain Fanshawe. They take up the work with tremendous enthusiasm, and they are deserving of the most heartfelt and grateful thanks from us all. (Cheers.)

(The Resolution was put to the Meeting and carried unanimously.)

The CHAIRMAN: Then there is a purely formal Resolution which has to be moved by the terms of our Charter. I will ask Mr. Harry Hargood to move it.

Mr. HARRY HARGOOD: I am very glad to say that this is merely a formal Resolution, and therefore it does not entail any speech. With the introduction of motor life-boats a great many of the ordinary boat-houses have become useless, and therefore it is necessary for this Meeting to-day to pass a Resolution to enable the Committee to dispose of three of these boat-houses. I therefore beg to move:—

“That this Meeting do approve and ratify the sale of the Life-boat Houses at Gorleston, Tramore and Totland Bay,

which are no longer required for the purposes of the Institution.”

Major SIR MAURICE CAMERON, K.C.M.G.: This Resolution being purely formal, it is only necessary for me to say that I have great pleasure in seconding it.

(The Resolution was put to the Meeting and carried unanimously.)

(The Chairman then proposed, and Mr. Colville seconded, a vote of thanks to the speakers, and after Lord Curzon had replied the meeting terminated.)

Entertainment of the Medallists in London.

COXSWAIN WILLIAM ROBINSON of Newbiggin, Mrs. Clark and Mrs. Dent, the representatives of the twenty-five women launchers of Newbiggin, and the five other Bronze Medallists who attended the Annual Meeting to be decorated, were the guests of the Institution during their stay in London, and, as in previous years, the London Theatres gave the Institution their generous help in entertaining the visitors. It has been the custom for the past few years for the medallists to be taken after the meeting to the House of Commons, but this year, as the meeting was held on a Friday, this part of the programme had to be omitted.

On the evening following the Meeting Coxswain Robinson, Mrs. Clark, Mrs. Dent, Mr. Jagger, Mr. Miller, Mr. Skinner, and Mr. Campbell were the guests of Sir Oswald Stoll at the

Coliseum, where every year for a number of years, Coxswains and Life-boatmen attending the Annual Meeting to be decorated have been entertained. They occupied the Royal Box; their presence was announced on the screen; and they were asked to stand up, when they were loudly cheered by the audience.

The previous evening Coxswain Robinson, Mrs. Clark and Mrs. Dent (the others did not arrive in London until the day of the Meeting) were the guests of Daly's Theatre, where they saw a performance of the musical comedy, "The Blue Mazurka." This was their first visit to a theatre!

It was also the first visit of all three of them to London, and besides their other new experiences they had the rather bewildering one of being photographed, by a dozen or more press photographers, filmed, and interviewed about their impressions of London.

Income and Expenditure for 1926.

A FULL statement of accounts is published each year by the Institution and is printed in its Annual Report. In spite of the fact that this has always been done for a century past, two criticisms of the Institution are made periodically. The first is that it publishes no statement of income and expenditure! The second is that the greater part of its income is swallowed up in administration! (The administrative expenses last year were, in fact, under $4\frac{1}{2}$ per cent.)

In order to enable the Institution's workers to deal at once with these criticisms, and to give wider publicity to its accounts (although they are sent to the Press throughout Great Britain and Ireland) the Committee of Management propose for the future to publish the statement of income and expenditure in *The Lifeboat* as well as in the Annual Report. It will appear each year in the May number, in which the report of the Annual Meeting also appears, and it will be found in this number on p. 470.



By permission of

[Sports & General.

NEWBIGGIN IN LONDON.
Mrs. Dent, Coxswain William Robinson, and Mrs. Clark.



By permission of

[Central News.

LONDON LIFE-BOAT DAY.
British and American Bluejackets contribute.

Record of the Branches : 1925—1926.

The 20 Branches with the highest Collection.

We publish below a table showing the leading Branches with their contributions. All of them were among the first twenty last year except Salisbury and District, Margate and Worthing, which take the place of Hull and District, Sheffield and Aberdeen.

The City of London again heads the list. Manchester and Salford is now second, taking the place of Liverpool, which has dropped to third place.

Dublin has risen from 14th to 10th, while Belfast Lough has fallen from 13th to 18th. Leeds has also fallen, from 8th to the last place.

The populations of the twenty vary from over a million to 37,000, and the two with the smallest populations, Salisbury and District and Oxford, have the highest collections per head.

Besides these twenty Branches, seven others raised over £500.

Branch.	County.	Population of Branch area.	Collection.	Amount per head.	Position last year.
1 City of London *	London	—	£ 8,972	d. —	1
2 Manchester and Salford . . .	Lancs.	1,258,854	4,131	0-70	3
3 Port of Liverpool	Lancs.	955,000	3,724	0-93	2
4 Glasgow and District	Lanark	1,060,000	2,390	0-54	5
5 Bradford and District	Yorks.	394,700	1,975	1-20	6
6 Edinburgh, Leith and Granton	Edinburgh	512,000	1,615	0-76	7
7 City of Birmingham	Warwickshire	919,438	1,342	0-35	4
8 Bristol	Glos.	377,061	1,200	0-76	10
9 Eastbourne *	Sussex	—	1,022	—	12
10 City of Dublin	Dublin	431,000	926	0-51	14
11 Southampton and District . . .	Hants.	220,000	916	1-0	9
12 Oxford	Oxon.	57,100	907	3-79	11
13 Isle of Wight *	Hants.	—	906	—	15
14 Salisbury and District	Wilts.	37,000	826	5-35	—
15 Poole, Bournemouth, etc.* . . .	Dorset	—	786	—	18
16 Douglas *	Isle of Man	—	740	—	16
17 Margate *	Kent	—	727	—	—
18 Belfast Lough	Antrim	418,000	649	0-37	13
19 Worthing *	Sussex	—	624	—	—
20 Leeds	Yorks.	600,000	599	0-23	8
Hull and District	—	—	—	—	17
Sheffield	—	—	—	—	19
Aberdeen	—	—	—	—	20

* Fluctuating population, so that no calculation per head is possible.

Gifts from Crews.

On 26th October last, the Ramsgate Motor Life-boat rescued the crew of six of the German schooner *Kate Runne*, and also helped to save the vessel. The Crew has given the Institution a donation of £8 18s. 10d. out of the salvage money awarded them.

On 25th November last, the same Life-boat rescued the crew of sixteen of the steam trawler *Jubarte*, of Boulogne, and also saved the vessel. The Crew has given the Institution a donation of £24 0s. 8d. out of the salvage money awarded them.

On 16th February last, the Fraserburgh Motor Life-boat was called out on service three times. Her services were not required on the two first occasions, but on the third she rescued the crew of ten of the steam trawler *Ben Doran*, of Aberdeen, and also saved the vessel. For saving the vessel they have claimed salvage. The rewards for the second launch amounted to £17 18s. 6d., and the Crew have given this sum back to the Institution as a donation.

New Life-boat Engines.

The first Life-boat to be fitted with wireless

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

IN 1922 the Institution, which had then had nearly twenty years of experience with Motor Life-boats, designed an engine to meet the special and very exacting requirements of the Service. This engine was of 76 h.p., and has been installed in a number of Motor Life-boats of the larger types. Three of these, of the 60-foot Barnett type, have two engines each, but in the 46-foot Boats of the Norfolk and Suffolk type, and the 45-foot Boats of the Watson Cabin type, one engine has been installed.

Two years ago it was decided that all the larger types of Motor Life-boat should be built with two engines each, and this made necessary a lighter engine. Two engines, or rather two variants of the one engine, have now been designed. The one has six cylinders giving 60 h.p. and the other four cylinders giving 40 h.p. While all the larger types of Motor Life-boat—those over 40 feet—will for the future have either two 60 h.p. or two 40 h.p. engines, the smaller will have one or other of these two engines, except the 35-foot Motor Life-boat, which can be launched from a carriage. For this specially light type a third and lighter 35 h.p. Halford engine, adapted to the Institution's requirements, is to be used.

The first of these new engines, two of 40 h.p., have been installed in the new Watson Cabin Life-boat for Rosslare Harbour in Ireland, and at the end of March this new boat and her engines were submitted to a very severe test. The engine-room was flooded with fresh water up to the outside water-level, the water weighing 5½ tons, the equivalent of 83 men. In this condition, and with 17 men on board, so that the total weight represented 100 men, the Life-boat was taken to sea—a moderate wind was blowing and the sea was slight—and for two hours she ran at her full speed of 1200 revolutions a minute. The 5½ tons of water in the engine-room was washing heavily over and round the motors and against the bulkheads, but every one on

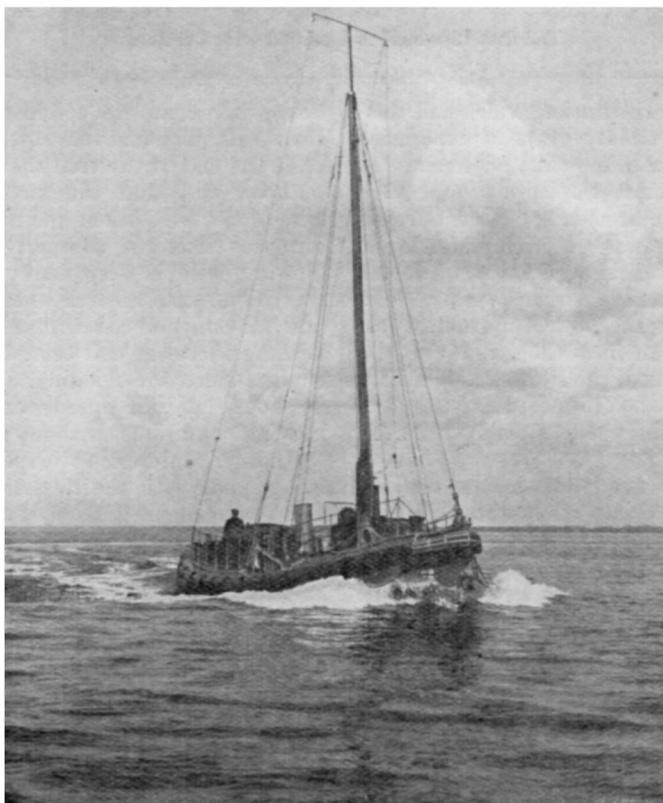
board felt complete confidence in the Boat's stability and sea-worthiness.

At the end of the trial the water was pumped out, and the next day the Life-boat was taken out for her endurance trials. A southerly gale was blowing, with a very heavy sea. She was tried with the sea ahead, on the bow, abeam and astern, and although nothing whatever had been done to her engines since the flooding, she ran for 8½ hours at full speed, under these varying conditions, without a hitch.

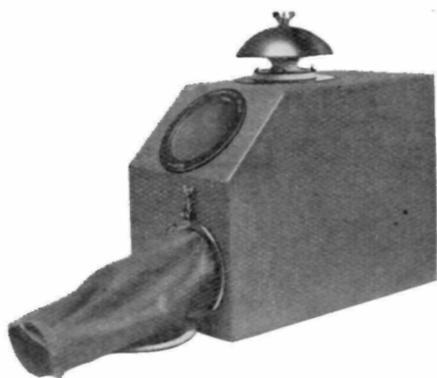
Another interesting experiment is being made with the Rosslare Harbour Life-boat. She is the first of the Watson Cabin type, of which there are already two on the coast, to have twin screws as well as twin engines. Another boat of the same type, with one screw, will shortly be completed for Piel (Barrow) in Lancashire. Very careful comparisons between the two are being made. Films are being taken at Cowes of the two boats in movement, and the Piel boat will be sent to Wexford for a time, so that, under service conditions, the comparison may be continued. This experiment will determine whether future boats of this type shall have one or two screws.

Finally, the Rosslare Harbour boat has the distinction of being the first of the Institution's Life-boats to be fitted with wireless. At the beginning of 1925 the Life-boat Station, which for 66 years had been maintained by the Institution at Wexford, had to be abandoned, as a large part of the promontory known as Rosslare Point, at the end of which the Station was situated, had been swept away by the sea.* It was decided to move the Station to Rosslare Harbour, where a Life-boat had been stationed in 1896, but from which it was withdrawn in 1921 when a Motor Life-boat was sent to Wexford. This Station is as well situated as the old Wexford Station for the outside sea service, but

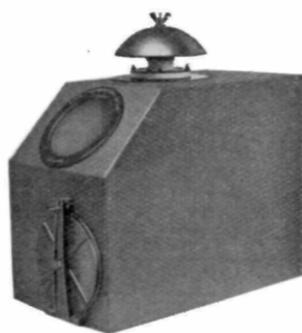
* See *The Lifeboat* for May, 1925.



**THE ROSSLARE HARBOUR MOTOR LIFE-BOAT.
Showing the wireless aerial.**



Open.



Closed.

WIRELESS TRANSMITTER AND RECEIVER.

it is five miles from Wexford Harbour Bar, where many wrecks occur.

That is the reason why the Institution decided to send a boat of the Watson Cabin type to the new Wexford Station and also to fit her with wireless. When bad weather sets in and the Wexford fishing fleet is at sea, she will cruise outside the bar, and at the same time she will be in touch with the shore so that she can be informed at once if the Station has received any call for her help.

The wireless installation, which has been placed in the cabin, is the $\frac{1}{2}$ kilowatt installation designed by the Radio Communication Company for ships' life-boats. The whole of the transmitting and receiving apparatus is enclosed in a water-tight case. As will be seen from the illustration, the operator works through a hole in the case fitted with a waterproof sleeve, and in the

front of the case there is a window, lighted by a small lamp, through which he can see the controls, receiver valves, and writing tablet.

The boat went from the building yard at Cowes to Ireland at the end of April, and the wireless was tested during the trip, getting communication with Niton Wireless Station at a distance of 85 miles. Since then it has communicated with Port Patrick, a distance of 185 miles.

In his report of the trip the District Inspector wrote, "I do not think there is anything of interest to record except perhaps that fried sausages and tea were enjoyed on the passage. The former were cooked in the lid of a biscuit-tin slung over the funnel, and a kettle was boiled in eight minutes by the same method."

Life-boat Wireless Programme.

MR. EDGAR H. JOHNSON, the District Organizing Secretary for the North of England, arranged a special programme for the British Broadcasting Corporation, called "My Life-boat Programme," which, on 4th May, was broadcast from the Manchester Wireless Station to Liverpool, Leeds and Hull. The Blackpool Life-boat Band, conducted by Mr. James Brier, played a number of selections, including March R.N.L.I., composed by the conductor; Mr. C. Lee, a member of the band, played a trombone solo, Brahm's "Death of Nelson"; Miss Clara Parr, niece of the

Blackpool Coxswain, sang several sea-songs, and Mr. Johnson gave an address on "Some epic rescues from the sea," and recited Clement Scott's verses "The Warriors of the Sea," which describe the wreck off the Lancashire coast in 1886 of the German barque *Mexico*, when the shipwrecked crew were rescued by the Lytham Life-boat, but the St. Annes and Southport Life-boats were capsized and wrecked with the loss of the whole of the St. Annes Crew and all but two of the Southport Crew.

Six Penny Stamps.

FOUR years ago a lady living at Wyld Green, near Birmingham, asked the Prince of Wales to give her six penny stamps as capital to start a business on behalf of the Life-boat Service. The Prince sent the stamps, and a flourishing business, known as the "Little Acorn," has been built up out of them. It started with the making of rosettes. Later it developed into the making of woollen socks and gloves, although the

original rosette industry is still continued, and now it has also a doll department. The founder and owner of the business periodically sends a balance sheet and the profits to the Institution, and in four years, out of the six stamps presented to her by the Prince, she has made £4 10s. for the Life-boat Service. She writes that she hopes that the "Little Acorn" will some day develop into a British oak.

New Tractor for Launching.

DURING the past six years the Institution has placed Motor Caterpillar Tractors at a number of Stations, where they have been successfully used, instead of horses, for launching Life-boats off flat sandy beaches, but they are not suitable for launching off shingle or very soft mud.

by a four-cylinder engine of 60 h.p. with a speed of 12 miles an hour, which can be submerged, the carburettor and magneto being enclosed in water-tight housings. The Tractor carries a winding drum with a steel wire rope, and when she has drawn the Life-boat down to the water's edge, and pushed her



By permission of]

[Sports & General.

THE NEW TRACTOR FOR LAUNCHING LIFE-BOATS.

The Institution has now had designed for it, by the Four Wheel Drive Lorry Company, a Tractor, with a Roadless Traction creeper track, which, it is hoped, will be able to launch Life-boats off all types of beach. The carriages of the Life-boats themselves will also be fitted with Roadless Traction creeper tracks. The Tractor will be driven

out until she is in deep enough water to float, the Tractor will, by means of the drum, haul the Life-boat off her carriage into the sea.

Very satisfactory preliminary trials took place at the works of the makers, 9th May, and later on there will be actual launching trials at Dungeness, Boulmer and Hoylake.

A Bicycle for Life-Saving at Sea.

LAST March one of the Institution's contractors forwarded to it a letter inquiring if there were any kind of bicycle "used at summer resorts for saving life," as the writer was "about to invent a bicycle of that kind," either an ordinary or a motor bicycle.

Reference was made in the Press to the proposed invention, and it immediately brought an inquiry from an inventor of an appliance for walking on the sea!

But the Institution is continuing to build Life-boats.

Duke of Northumberland's Prize Life-boat Essay Competition.

THE subject chosen for the seventh Life-boat Essay Competition was "How does the Life-boat Service Help the Cause of Peace between Nations?" A number of schools have written that they have found the subject rather too difficult for the younger children, and in view of this it is intended for next year to choose one less abstract.

Possibly the subject is the reason why, in some districts, a smaller number of schools have taken part in the competition than in 1926, but the fact that nearly 1,500 did take part shows that the schools as a whole have not been deterred by the subject, and in London and the South of England and Wales actually more schools competed than in 1926. It looks, in fact, as if the subject had appealed more to the south than to the north.

The total number competing was 1,492 as compared with 1,508 in 1926. The largest number this year comes from the South of England, with 390 as compared with 349. The North of England is second, with 381 as compared with 502; London is third instead of fifth, with 215 as compared with 147; and the Midlands is fourth instead of third, with 204 as compared with 275. In Ireland, for the first time since the new constitution was established there, the schools of the Irish Free State have taken part, 122 Irish schools altogether competing, as compared with 28 from Northern Ireland last year. In Wales there has been an increase of interest in the competition, and the number of schools has risen from 14 to 35. Altogether 157 Irish and Welsh schools took part. Scotland comes sixth with 145, as compared with 193 last year.

The quality of the best essays was high, and some of the boldest attempts to tackle a difficult subject came from the younger children. In fact, a girl of ten was a very close second for the prize for the best essay in the whole of Great Britain and Ireland. A good many essayists were content simply to

say that by saving foreign lives the Service contributed to peace, and this done they wrote about its work in general, while a few took refuge in rhetoric. Among those who really dealt with the subject the most noticeable thing was their desire to express the international influence of the Life-boats in concrete terms. Some of them did it in most charming and original ways, although nearly all were inclined to give the Life-boatman too great an influence in international politics. One, for example, wrote: "Peace is what all civilized people wish to bring about between nations. The League of Nations is helping to do this, but the Life-boat Service has a better chance."

Another essayist worked out with praiseworthy care how the influence of a life saved spreads through a country: "When foreigners are rescued they go home to their own countries and tell their friends how they were saved, and who it was that saved them, and eventually this gets into the newspapers; then the English reporter that is in this country sends the news to the English newspapers, and so this goes on till Ambassador gets friendly with Ambassador, and parliament gets friendly with parliament, so that when newspapers get friendly and Ambassadors get friendly, also parliaments friendly, then there will be peace."

Another saw the rescue of a ship having an immediate effect on the relations between two countries. "Perhaps a Belgian ship is wrecked, and the crew who are saved go back to their country and tell their king about the bravery and kindness of the British people. The king is very pleased with this and sends a letter to our king, thanking him for the kindness of his people and telling him that he will do more trade with Britain in future, and also that he will not be willing to go to war with him at any time."

Yet another, an Irish essayist, brought the kings into it in a still more personal way: "If the King of England was in

rebellion against the King of Spain, and he was out rowing one day and his boat began to sink, and a Spanish Life-boat saved him, he would of course draw Peace between the two nations."

Yet another imagined a delightful hospitality awaiting all who go abroad: "If a French boat were saved, and one of the gentlemen went home and told his people what had happened, how do you think his children, when they were grown up, would feel? Why, they would be inclined to give each Briton whom they met a treat in their own home."

But the two most imaginative suggestions came from two essayists in the South of England. One of them saw a war actually being stopped by the Life-boat Service, with the providential help of a storm: "A war may arise, and it may happen that while the enemies are on their way to England they might get wrecked, and the Life-boats might be the cause of saving them, at the same time saving strife."

The other looked forward to so many people being rescued, and their gratitude being so strong, that it would be impossible to raise armies: "Have those on board who are rescued not reason to be thankful to their deliverers? Indeed, they have great reason. . . . When their king seeks a quarrel against the country whose men rescued them, they are unwilling to fight for him. . . . Here, then, we have the life-boats' share in the making of peace—the king tries to raise an army, but can only raise one which he thinks insufficient to attack the enemy's kingdom. Therefore he has to abandon his ideas."

The wish to make it as clear as possible that the Life-boatman is uninfluenced except by a desire to save life, produced some graphic phrases. Some looked at it from the national point of view.

One essayist wrote: "If a man rescued a person from drowning, he could not look at that person's face and, on discovering that he was a foreigner, dump him back again," while another put it in a different way, but with little less emphasis, by saying: "Our Life-

boatmen save people of other nations whether brown, black, white, red or yellow." Others, again, treated it more personally: "If you save a man from drowning and find he is your enemy you would not throw him back into the water." Another puts the unselfish humanity of the Life-boatman still higher: "Never mind if the man or men killed your brother yesterday, it is our duty to save friend or foe—that is the spirit of the Life-boatman."

Others, again, looked at it rather from the moral standpoint: "If the sailors who were on the ship were the lowest type of people our brave Life-boatmen do not hesitate. They go at once to the rescue, never stopping a moment to think if the sailors are worth it."

Several competitors experienced some difficulty in saying that the Institution was founded. One wrote that it was "found out in England," another wrote that it was "issued," but the one we like best wrote that it was "ordained." Yet another described it as founded in a fit of irritation. "In the year 1824, while Lieut.-Colonel Sir William Hillary, Bart., was on holiday in the Isle of Man, there were so many wrecks in one week that his holiday was spoilt."

The following phrases also deserve to be quoted:

"All people who live on an island are bound to suffer from the effects of the waves which are continually beating upon the shore."

"Life-boatmen perform their task with Pith, Power and Promptitude."

"In times of war every country distrusts its neighbours, and in peace all are brothers."

"The Life-boat Society is just like a blessing in disguise."

"England being solely surrounded by water, food for the inhabitants must be brought over the huge expanse of sea. . . . London alone has a population of 6,000,000 people, and these have to be fed twice or three times a day."

"The British Isles appear to be solitary dots on the shiftless sea of existence."

"If every person who professes to be an adherent to any organ for the promotion of peace among living

creatures, made it a periodical habit to contribute to the Life-boat Institution, he would do better than explaining lengthy and ponderous matters in ecstasy of high-flown Rhetoric to a gaping crowd of citizens with a channel connecting both ears."

"When the founder of the Life-boat Service organized this Institution he did not patent it so that no other country could copy him."

"The Life-boatmen have to keep the people who were drowned till they are well again" (not from an Irish school).

"Some people say that the Czar of Germany was the devil let loose, but he was glad when he heard what the Life-boat Institution was doing."

"Well done, the Life-boat Service! You have averted war and saved your country many thousand pounds. Carry on with your good work, and your reward will come later."

No one could read the phrases quoted without feeling that the subject had really roused the interest and stirred the imagination of the writers.

An Irish Victory.

It is, however, to none of those from whom we have quoted that the special prize has been awarded for the best essay sent in from the whole country. That honour goes to Fairy Patterson, of Hall Street National School, Ballybay, Co. Monaghan, Ireland, whose well-thought-out and charmingly written essay we print in full. No hesitation was felt in choosing her essay for the first prize, but it is only fair to say that Mary Goodfellow, of Bedlington Station Council School, Northumberland, who is only ten years old, sent in a really admirable essay for her age. It was, in fact, better than very many of the essays received from boys and girls three and four years older, and with the handicap for age was a very close second to Fairy Patterson's for the special prize.

The competition has now been held seven times, but in 1924 no Irish schools took part. In no fewer than four out of the other six years the special prize has been won by an Irish essayist.

The Shield Winners.

For the third year in succession the Challenge Shields have all been won by schools which have not previously held them. Not only this, but in London a Battersea school has won it for the first time; in the North of England a Northumbrian school for the first time; in the Midlands a Lincolnshire school for the first time; in Scotland an Inverness school for the first time; and in Ireland a school in Co. Monaghan for the first time.

This year is distinctly a girls' year. Four of the Challenge Shields have been won by girls schools; the best essay of the year comes from a girl, and the runner-up is a girl. So far the special prize has been won four times by girls, and three times by boys. Of the remaining 204 prize-winners, however, 114 are boys and 90 are girls. It is also worthy of note that two of the shield-winners, Edith M. Munro, of Fayers Public School, Inverness, and Fanny Smith, of Ingoldmells Council School, Lincolnshire, won certificates in the competition last year, Edith Munro being fourth in Scotland, and Fanny Smith thirty-fifth in the Midlands.

Below is the list of successful competitors, and the essay by Fairy Patterson. She will receive a copy of the five guinea edition of *Britain's Lifeboats*, by Major A. J. Dawson, signed by the Prince of Wales, and a certificate. Each of the other five who head the lists for the districts will receive a copy of the ordinary edition of *Britain's Lifeboats* and a certificate. The remaining 204 boys and girls in the lists will each be presented with a certificate. The name of the winner in each district will be inscribed on the District Challenge Shield, and the school will hold the Shield for a year. Each of these six schools will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. If a shield is won three years running by the same school it becomes the school's property.

The particulars of the next competition will be sent out at the beginning

of 1928, and we hope once again to have the interest and support of the Education Authority and the teachers, for whose invaluable help in this year's competition the Institution is most grateful.

List of Successes in the Essay Competition.

LONDON DISTRICT (County Council Area).

Name.	Age.	School.
Christopher Street	14½	Battersea Central School for Boys, Surrey Lane, S.W. 11.
May Florence Ludford	13½	Credon Road Girls' School, Rotherhithe New Road, S.E. 16.
Dennis Jones	11	Stonhouse Street L.C.C. Boys' School, Clapham, S.W. 4.
Daisy Willson	13½	Ethelburga Street Girls' School, Battersea, S.W. 11.
Edward Waters	13½	Church Street L.C.C. Boys' School, Kennington, S.W.
Doris Flay	13	St. George's Row Senior Girls' School, Ebury Bridge, S.W. 1.
Marjorie Ramsden	12½	Glyn Road L.C.C. School, Clapton Park, E. 5.
Hilda Gaskin	13½	Ethelburga Street Girls' School, Battersea, S.W. 11.
Herbert Alfred Shurety	13½	St. Paul's Bentinck Church of England Boys' School, Rossmore Road, N.W. 1.
Martha Tablinsky	12½	Mile End Central School, Myrdle Street, E. 1.
Hilda Shipp	11	The Lawrence School, Mansford Street, Bethnal Green, E. 2.
S. Hawken	13½	The Wilberforce Church of England Boys' School, Kilburn Lane, Queen's Park, W.
John Noel Poingdestre	14	Royal Hospital School, Greenwich, S.E. 10.
Dorothy Leathers	10½	Kingwood Road Demonstration Girls' School, Fulham, S.W. 6.
Marjorie Levitt	13½	Kingwood Road Demonstration Girls' School, Fulham, S.W. 6.
Jack Isbitsky	13½	Westminster Jews' Free Boys' School, Hanway Place, W. 1.
Hortance Dubois	11½	St. George's Row School, Ebury Bridge, S.W. 11.
Avia Reader	13½	Glyn Road L.C.C. School, Clapton Park, E. 5.
Evelyn Trickey	13½	Bartram's Roman Catholic Girls' School, Haverstock Hill.
John Parker	13½	Battersea Central School for Boys, Surrey Lane, S.W. 11.
J. W. Shearman	13½	Latymer Foundation School, 233, Hammersmith Road, W. 6.
Percy Knibb	13½	Rosebery Avenue L.C.C. School, Holborn, E.C. 1.
A. Joyce	13½	Station Road Boys' School, N. 1.
F. Swanson	14½	Kilburn Lane Central Boys' School, Kendal Rise, W. 10.
Mark Isaaman	13	Stepney Jewish School, 71, Stepney Green, E. 1.
W. Forman	13	St. Paul's Bentinck Church of England Boys' School, Rossmore Road, N.W. 1.
Fred Thorton	13½	Monteith Road L.C.C. School, Bow, E. 3.
William Clarke	13½	Adyr Road L.C.C. School, Peckham, S.E. 15.
Arthur Kemp	10	Scarsdale Road L.C.C. Boys' School, S.E. 5.
Arthur Thomas Kelcey	10½	New King's Road School, Fulham, S.W. 6.
Gertrude Carr	11½	St. James the Less School, Westminster.
George Daly	13	Droop Street L.C.C. Boys' School, North Kensington, W. 10.
Violet Adams	13½	Senior Street Girls' School, Paddington, W. 2.
Arthur Franklin	13½	Rosebery Avenue L.C.C. School, Holborn, E.C. 1.
Katherine Elizabeth Lees	14	Crampton Street Girls' School, Walworth, S.E. 17.

NORTH OF ENGLAND.

Name.	Age.	School.
Mary Goodfellow	10	Bedlington Station Council School, Bedlington, Northumberland.
Joseph H. Canessa	12	Western Boys' School, Penman Street, North Shields, Northumberland.
Eileen Lacey	13	St. Mary's School, Crewe, Cheshire.

LIST OF SUCCESSES—NORTH OF ENGLAND—*continued.*

Name.	Age.	School.
Gordon Ferguson	14	Queen Victoria Boys' School, North Shields, Northumberland.
Doris Roberts	14	Hunter Street School, Chester, Cheshire.
Harry Fildes	14	Wilmslow Council School, Cheshire.
May Glover	14	Pye Bank Girls' Council School, Andover Street, Sheffield.
Robert Windsor	11	Lister Drive School, Stoneycroft, Liverpool.
Harold Andrew	13	Lee Street Undenominational School, Atherton, near Manchester.
Walter E. Clarke	14	Carcroft Park Lane Boys' School, Carcroft, near Doncaster, Yorkshire.
Ida Eastwood	13	Whitewell Bottom Council School, Waterfoot, Rossendale, Lancashire.
Frederick Dutton	14	Balfour Road Senior Boys' School, Runcorn, Cheshire.
John Steel	13	St. Mary's Roman Catholic School, Ulverston, Lancashire.
Stanley Walton	13	Hirst South Boys' Council School, Ashington, Northumberland.
Daniel Kelly	13	St. Vincent's Boys' School, Fulwood, Preston, Lancashire.
Alice Eckersley	13	St. John the Baptist (Blair) School, Bridgewater Street, Little Hulton, Bolton.
Reginald T. Standing . . .	13	Longmoor Lane Council School, Aintree, Liverpool.
George A. Scougall	12	Bedlington Station Council School, Belington, Northumberland.
Frederick D. Bryson	13	Demesne Road School, Douglas, Isle of Man.
Arthur Audsley	14	Victoria Central School, Dewsbury, Yorkshire.
Leslie J. Preston	14	Gladstone Road School, Scarborough, Yorkshire.
Ernest Garbutt	13	Whitwood Mere Council School, Castleford, Yorkshire.
James Bradley	13	Stanley Road Council School, Hollinwood, Oldham, Lancashire.
Harold Dobinson	12	St. John the Baptist (Blair) School, Bridgewater Street, Little Hulton, Bolton.
Samuel Britten	12	Park Lane Boys' School, Carcroft, near Doncaster.
James Lawson	14	St. John's Boys' School, Middlesbrough, Yorks.
Edith A. Heywood	13	Rhodes' Council School, Broad Street, Rhodes, near Manchester.
Rose Stanton	13	Tinsley Council School, Plumpers Road, Tinsley, Sheffield, Yorks.
Daniel Barnes	14	Whitewell Bottom Council School, Waterfoot, Rossendale, Lancashire.
Cecilia Langin	13	Chowbent School, Atherton, Lancashire.
Margaret A. Brocklehurst .	14	Bold Heath Church of England School, near Widnes, Lancashire.
Albert Phillips	13	St. George's Church of England School, Heyworth Street, Everton, Liverpool.
Terrence Walker	13	St. Bede's Roman Catholic Boys' School, South Shields.
Amy Harrison	13	Central Girls' School, Egremont, Cumberland.
Renée Chorlton	13	St. Catherine's Church of England School, Horwich, Bolton, Lancashire.

MIDLANDS.

Name.	Age.	School.
Fanny Smith	13	Ingoldmells Council School, Skegness.
Alice Isaacs	13	Baptist Street Council School, Bristol.
Marion Lynam	13	Horsley Woodhouse Council School, Derby.
Irene Barlow	13	Etruria Girls' Council School, Stoke-on-Trent.
Harold Truman	13	Uxbridge Street Boys' School, Burton-on-Trent.
Eveline Rowley	13	St. Paul's School, Mt. Pleasant, Stoke-on-Trent.
Rita White	13	Barnby Road Council School, Newark-on-Trent, Notts.
James Naylor	12	St. Philip's Roman Catholic School, Mansfield, Notts.

LIST OF SUCCESSES—MIDLANDS—*continued.*

Name.	Age.	School.
V. Parsons	13	Knowle Boys' School, Bristol.
William Nicholls	13	Boys' Central School, Bilston, Staffs.
Lena Barnes	12	Cannon Street Girls' School, Hanley, Staffs.
Annie E. Yorke	13	Goldenhill Council School, Mixed Department, Goldenhill, Stoke-on-Trent.
Maynard Duggan	13	Greenbank Council School, Bristol.
May Blaxter	14	Hazel Street Council School, Leicester.
Kenneth William Stone	14	Leek Wootton Church of England School, Leek, Staffs.
Mary Sylvia Mould	14	Sefton Park Senior School, Ashley Down, Bristol.
Arthur Catley	13	Bamby Road Council School, Newark-on-Trent, Notts.
Maurice Clarkson	13	Endowed Church of England School, Cowbit, Spalding, Lincs.
Alice Marwood	12	Withern Church of England School, Withern, Alford, Lincs.
Joseph Allen Caplis	14	Corby Council School, Kettering, Northants.
Elsie Castledine	13	Rufford School, Ollerton, Newark, Notts.
Albert Dawson	13	Mixed School, Awworth, Notts.
Leonard Andrews	12	Wesleyan School, Newark-on-Trent, Notts.
A. Victor Williams	13	Lower Grammar School, Risley, Derby.
Ivy Donaldson	13	Happfield Council School, Stoke-on-Trent.
Margaret Cox	14	Council School (Senior Girls' Department), Hinckley, Leicestershire.
John Barraclough	13	St. John's Boys' School, Worksop, Notts.
Josephine Clay	13	Alderwasley Church of England School, Derbyshire.
Alfred Griffiths	11	Emmanuel Mixed School, St. Philip's, Bristol.
Maurice King	14	Kenilworth Church of England Central School, Warwickshire.
Cicely Salt	14	Florence Council Girls' School, Longton, Stoke-on-Trent.
Ronald Fawkes	12	Twyning Council School, Tewkesbury, Gloucestershire.
Maisie Jones	14	City Road Council School, Birmingham.
Laura Scandrett	13	Cottisford Council School, Cottisford, Brackley, Northants.
Ernest P. Goodyear	14	Nettleham Church of England Mixed School, Lindsey, Lincoln.
Fred Hall	14	Kent Bank School, Buxton, Derbyshire.

SOUTH OF ENGLAND.

Name.	Age.	School.
Leslie G. Brown	13	Stamshaw Boys' School, Portsmouth.
Edwin Jones	14	St. Mary's Boys' School, Twickenham.
James H. Wilks	14	Reedham Orphanage School, Purley, Surrey.
Albert E. Robson	14	North Walthamstow Central School, Greenleaf Road, Walthamstow, E. 17.
Pauline Hosier	10	Heston Mixed School, Heston, Middlesex.
Walter Crancher	14	St. Luke's Church of England School, Southsea, Portsmouth.
Nellie Fraser	14	Ludlow Road Girls' School, Itchen, Southampton.
Constance Lennox	14	Church Street Girls' School, Portsmouth.
Dorothy Cray	13	Portsea Free School, Portsmouth.
Kathleen Parker	13	Wood Street Girls' School, Walthamstow, E. 17.
Eric Mills	14	Drayton Road Council School, Boys' Department, Portsmouth.
James Dimmock	13	Alexandra Senior Mixed School, Watford, Herts.
George S. Robinson	13	Ash Common Church of England School, Ash, Surrey.
Ivy Boothy	11	Byng Road Council School, Barnet.
Gladys Welch	14	St. John's School, Lemsford, Hatfield, Herts.
Lilian Adkins	14	Dudden Hill Girls' School, Willesden, N.W. 10.
Rodney Campkin	10	Shenley Council Boys' School, Shenley, Herts.
Frederick Harding	14	Fratton School, Portsmouth.

LIST OF SUCCESSES—SOUTH OF ENGLAND—*continued.*

Name.	Age.	School.
Phyllis Hagger	14	Forest Road Girl's School, Walthamstow, E. 17.
Kathleen Pratt	13	Northchurch Church of England School, Herts.
John Hellier	12	Ladysmith Road Boy's School, Exeter.
Roy Cambrill	13	Church of England (Boys') School, Birchington, Kent.
Leslie Nuldnnett	14	St. Andrew's Church of England School, Worthing.
Richard Dodd	14	St. George's School, Raglan Road, Walthamstow, E. 17.
Grace P. Irons	14	Shaftesbury Road Girls' School, Forest Gate, E. 7.
Phyllis Old	13	Goodmayes Girls' School, Castleton Road, Goodmayes, Ilford.
Hubert Bawden	12	Council School, Boys' Department, Stony Stratford, Bucks.
Lucy Keech	13	Grove Road Girls' Council School, Gosport, Hants.
Ronald Giles	14	Cowley Boys' Church of England School, Cowley, Oxon.
Cyril Hall	13	New Road Boys' Council School, New Road, Portsmouth.
Frances Niesel	14	Pound Lane Council School, Willesden Green, N.W. 10.
Arthur Weller	13	Midhurst Church of England Mixed School, Petersfield Road, Midhurst, Sussex, Girls' Department.
Doris Gayton	13	Council School, Girls' Department, Stony Stratford, Bucks.
R. Austin	14	South Harringay Upper School, Mattison Road, N. 4.

SCOTTISH DISTRICT.

Name.	Age.	School.
Edith M. Munro	13	Foyers Public School, Inverness, Scotland.
William A. Abbott	14	Uphall Public School, West Lothian, Scotland.
Tom Kyle	14	Stronord Public School, Painure, Newton-Stewart, Wigtownshire, Scotland.
Hellen Scott	13	Burness Public School, Sanday, Orkney.
Agnes Brown	13	Lullom Public School, Shetland, Scotland.
Ethel Scott	13	Burghead Public School, Burghead, Morayshire, Scotland.
David Baillie	14	Stobswell Central School, Dundee, Scotland.
Margaret MacLeod	14	Altandhu School, Achiltibuie by Garve, Ross-shire, Scotland.
Hugh M. Ross	14	Rothes Higher Grade Public School, Morayshire, Scotland.
Nan Fitzpatrick	14	Stobswell Central School, Dundee, Scotland.
Robert Phin Robertson	13	Ollaberry Mixed Public School, Shetland.
Stanley Smith	13	West End School, Elgin, Scotland.
Marion K. Balfour	14	Readall Public School, Orkney.
Robert Brown	13	Newmilns Higher Grade School, Ayrshire, Scotland.
Annie I. Ward	14	Rothes Higher Grade Public School, Morayshire, Scotland.
Agnes D. W. Russell	12	Lamington Public School, Lanarkshire, Scotland.
David Clark	14	Gallowflat School, Rutherglen, Scotland.
Marjorie Ross	12	Dunnikier Public School, Kirkcaldy, Fifeshire, Scotland.
Robert Crowe	12	St. Mary's Episcopal School, Dunblane, Perthshire, Scotland.
Martha A. Thomason	14	Laxfirth Public School, Brettaber, Shetland.
Ella Murray	13	Bonnington Road Public School, Leith, Scotland.
John Buchan	12	Peterhead Central School, Peterhead, Scotland.
James Medde	13	Aberuthven Public School, Auchterarder, Perthshire, Scotland.
John Seatter	13	Rendall Public School, Orkney.
Arthur Brown	14	Mid-Yell Public School, Shetland.
Mary Crandles	11	Sciennes Public School, Edinburgh, Scotland.
Archie McDonald	14	Baillieston Primary School, Lanarkshire, Scotland.
Billy Harper	11	Pulteneytown Academy, Wick, Caithness-shire, Scotland.
William Sharp	11	Sciennes Public School, Edinburgh, Scotland.
Alan White	13	Public School, Kelso, Roxburghshire, Scotland.
Jenny Burnside	14	Stablestone Primary School.

LIST OF SUCCESSES—SCOTTISH DISTRICT—*continued.*

Name.	Age.	School.
Henrietta McLeod	13	Altandhu School, Achiltibuie by Garve, Ross-shire, Scotland.
Margaret Fotheringham . .	12	North Links Public School, Montrose, Forfarshire, Scotland.
Betty Forbes	12	Pulteneytown Academy, Wick, Caithness-shire, Scotland.
Robert Shearer	13	Inverbervie Public School, Kincardineshire, Scotland.

IRELAND AND WALES.

Name.	Age.	School.
*Fairy Patterson	14	Hall Street National School, Ballybay, Co. Monaghan.
Gladys May Lewis	11	Lakefield Road Girls' School, Llanelly, Carmarthenshire.
Nat Moore	14	Baden Powell Public Elementary School, Belfast.
Lilias Martin	12	Baden Powell Public Elementary School, Belfast.
Jessie M. McCracken	14	Annalong Public Elementary School, Annalong, Co. Down, Ireland.
Thomas Burden	14	Annalong Public Elementary School, Annalong, Co. Down, Ireland.
Vincent O'Sullivan	14	Union Boys' School, Cork, Ireland.
William Jenkins	13	Craig-yr-Eos Boys' School, Penycraig, Rhondda.
Agnes Mullen	13	Knockminna National School, Ballymote, Sligo.
Islwyn Jones	8	Trealaw Boys' School, Trealaw, Rhondda.
Harold Newman	14	The Boys' Model School, Cliftonville, Belfast.
Mollie Tivenan	12	Kiltycreighton National School, Boyle, Co. Roscommon, Ireland.
John Burraston	13	Whitbourne School, near Worcester, Worcestershire.
James MacNicholas	12	Carrowmore National School, Lavagh, Co. Sligo.
William N. Emery	14	Cathedral Boys' School, Londonderry.
Ceinwen Jones	13	Cathedine School, Bwlch S. O., Brecon.
Robert Ferguson	12	Killanghey Public Elementary School, Millisle, Co. Down.
Kathleen Lavelle	13	Lislackagh Girls' School, Swinford, Co. Mayo, Ireland.
Edward Millington	12	St. Andrew's National School, Dolphin's Barn, Dublin.
Sadie Cleland	14	Killinchy Woods Public Elementary School, Crossgar, Co. Down.
Annie Clarke	13	Kilcurley Girls' National School, Kilcurley, Dundalk.
Susan McCully	13	The Viscount Bangor Public Elementary School, Killough, Co. Down, Ulster.
Philip Gaffney	12	Cloughjordan Boys' National School, Co. Tipperary.
Lilian E. Stark	13	Marloes National Provided School, Milford Haven.
Irene Davidson	13	Wood Street Council School, Cardiff.
James Anderson	13	McQuiston Institute Public Elementary School, Castle-reagh Road, Belfast.
Florence L. Miller	12	Cwmpadarn Council School, Llanbadarn, Aberystwyth, Cardigan.
William O'Riordan	13	Fota Island National School, Cobh, Co. Cork.
Margaret E. Whyte	14	Orritor Public Elementary School, Cookstown, Co. Tyrone.
William J. F. Steele	14	Orritor Public Elementary School, Cookstown, Co. Tyrone.
Dan McNeill	14	Hon. Irish Society's School, Coleraine, Co. Londonderry.
Olive Clampett	12	Newport Road School, Westport, Co. Mayor.
Brian McLoughlin	14	Inishark Bilingual School, Cleggan, P.O., Co. Galway.
Maureen Morrison	13	The Model School, Coleraine, Co. Londonderry.
Phyllis Lemon	13	Ninian Park Girls' Council School, Cardiff.

* The best essay in Great Britain and Ireland.

The Best Essay in the Competition.

By FAIRY PATTERSON, of Hall Street National School, Ballybay, Co. Monaghan.

How does the Life-boat Service Help the Cause of Peace between Nations?

EVERYTHING that serves to promote peace and goodwill, amongst the nations of the world, ought to be encouraged and helped by all right-thinking people.

It was never God's intention that the nations of the world should be at strife one with another, or that they should spend so many millions every year on war material, that could be used for much better purposes.

The scripture precept, "Whatsoever ye would that men should do to you, do ye even so to them," if it were thoroughly obeyed, would put an end to all such strife, and surely there could be no greater bond of sympathy between the nations than that the people of one should risk their lives in heroic efforts to save those of another who are in serious danger of being lost at sea. While the earth remains, the sea must be used as a means of world-wide communication, and but for those who "go down to the sea in ships, and do business in the great waters," carrying goods of all kinds from one country to another, many of the comforts and necessities of life would be sadly missed.

On many a wild night, while we on land are sleeping safely in our beds, what terror men and women and children must experience on sea, if they know that their vessel is in danger of being lost with all hands.

How anxiously they look for help from some quarter, and with what joy they hail the appearance of the life-

boat, from the shore, or some other ship forging its way through the storm to bring them to safety.

It does not matter what colour, or creed, or nationality they be, they are human souls in danger, and every effort must be made to rescue them. Can any one think that they who are thus rescued by brave men and women of another country will ever harbour an evil thought against them, or will wish to see them under shot or shell or bomb, at the whim or fancy of those who for selfish ends or material gains blindly rush into war? As in small communities, they who would live at peace and goodwill with their neighbours are ever willing and ready to show their sympathy and give their help to those who are in need, so seafaring men of all nationalities know and understand each other's trials and difficulties, and whether around their own coasts, or far away by other lands, they all know that when their vessel, if in danger, sends out its S.O.S. signal, from all parts others will hasten to help them, and, wherever possible, the life-boat will be the first on the scene. The founder of the life-boat service, Sir William Hilary, and those associated with him, wrought a greater work than they knew, and until the day comes when there shall be no more sea, the institution thus founded will continue to enlarge its influence for peace and goodwill amongst the nations of the earth, and is indeed worthy of the support of all peoples and every government.

Ireland's Influence.

IRELAND succeeds in making even her visitors Irish. We have had a report from Ireland from one of our organisers, who is not an Irishman, which begins: "In reply to my letter addressed to the old Honorary Treasurer (who had not reported that he was dead or had resigned) . . ." It is only fair to add that the Institution has had a report

from one of its Scottish Stations, in which it is stated that the only difficulty experienced by the crew when out in a heavy gale was from the heavy spend-thrift coming aboard. Needless to say, this alien and obese intruder, so foreign to the bracing air of Scotland, was instantly removed. He must have been carried up by a Southerly gale.

London Life-boat Day and Life-boat Matinée.

LAST year Life-boat Day in Greater London fell on the first day of the General Strike. Over £2,700 was collected, a large sum in such exceptionally difficult circumstances, but not half what it had been hoped to raise. This year a special effort was made by the Central London Women's Committee of the Ladies' Life-boat Guild, in order to make up for the disappointment of last year, and in addition to the Day, on 10th May, a Life-boat Matinée was given on 3rd May. A preliminary meeting of London Life-boat workers was held in April at the house of Sir Philip Sassoon, Bt.

The Matinée was held at the Lyceum Theatre, which had been lent to the Institution by Messrs. Walter and Frederick Melville, and it was attended by H.R.H. Princess Mary, Viscountess Lascelles. A variety programme was given, among those who took part in it being, Miss Gwen Ffrangcon Davies and Mr. John Gielgud, in the Balcony Scene from "Romeo and Juliet"; Mlle. Alice Delysia, Miss Marie Dainton, Mr. Billy Bennett, the Savoy Orpheans, Mrs. Edna Leslie, Mr. Fred Dixon and Miss Wendy Toye, Miss Marjorie Clarke-Jervoise, Miss Ula Sharon, Miss Alice Naylor and Miss Irene Mawer and Miss Ruby Ginner, in a mime called "A Miracle of Santa Caterina," written and produced by Miss Mawer. In the interval, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, thanked Princess Mary for her presence, and the artistes and theatre staff, all of whom had given their services. The Matinée raised over £475 nett, and it is hoped to make it an annual event.

Life-boat Day was carried out with the help of the Lord Mayor of London and the Mayors of many of the London Boroughs. In the City itself the Day was organized by the Duchess of Sutherland, President of the Ladies' Life-boat Guild, Lady Bertie of Thame, Chairman of the Central London Women's Committee of the Guild, and Mrs. Alington. There were altogether, throughout Greater London, some 150 depots and some 4,000 collectors. In addition to

the lady collectors a number of men collected, dressed as Life-boatmen.

Life-boats were stationed at the Southwark Town Hall, and in Lambeth and Finchley. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Mr. George F. Shee, Secretary of the Institution, made a tour of the depots. The Day raised over £4,300.

Five Stories.

Here are five stories of the Day.

A collector in Charing Cross Road received a penny from an old woman who was selling matches.

A collector in Central London was much touched to see an apparently homeless old man come up to put a penny in her box, and it was with the greatest pleasure that she fastened a paper Life-boat in his tattered coat. A similar incident happened to the same collector last year.

A collector near Sloane Street was approached by a lady who had stepped out of a Rolls-Royce car, and who said, "I would like to put something in the life-boat." She opened her bag and produced—two pennies. She then went into a shop, and while she was there her chauffeur left the car, came up to the collector and put in—half a crown!

A depot-holder near one of the big shops was approached by a lady who said: "I am afraid you must feel very cold sitting there. You look cold. You ought to go in and buy one of those little cardigan jumpers." The depot-holder said that it was true she was feeling very cold, but that she could not leave the depot with all the boxes. The lady, a complete stranger to her, then went away only to return with a cardigan jumper which she gave to her saying, "Please put this on. It is quite cheap." The depot-holder thanked her and begged to know her name, but all the stranger would say was, "Just nobody."

A few days after the Day a member of the London Women's Committee received ten shillings from a lady who wrote that she felt that she "did not give enough on Life-boat Day."

The Help of Shipowners.

THE following is the list of effective services carried out during the first four months of 1927, with the names of vessels and the subscriptions or special donations received from the owners. The list does not include any services where salvage has been paid to the Life-boat Crew.

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
1927.					
Jan. 5	Holy Island No. 1 (Motor).	Motor yawl <i>Provider</i> , of Holy Island.	Robert Lilburn.	—	—
„ 19	Aldeburgh No. 2	Boat of S.S. <i>Hilton</i> , of Middlesbrough.	Messrs. Coombes (Middlesbrough), Ltd., Prudential Chambers, Middlesbrough.	—	£31/3/6
„ 20	Great Yarmouth and Gorleston (Motor).	S.S. <i>Braywood</i> , of London.	Messrs. W. France, Fenwick & Co., Ltd., Fenchurch House, 5, Fenchurch St., E.C. 3.	£10	—
„ 26	Newbiggin-by-the-Sea.	The fishing fleet of Newbiggin.	No information.	—	—
„ 26	Port Erin (Motor)	Fishing boat <i>Cissie</i> , of Port Erin.	Henry Walterson.	—	—
„ 26	Montrose No. 1 (Motor).	Four motor fishing boats of Montrose.	No information.	—	—
„ 26	Gourdon . . .	The fishing fleet of Gourdon.	No information.	—	—
„ 26	Bridlington . .	Four motor fishing boats, of Bridlington.	Messrs. R. Crawford, J. Crawford, W. Newby, and C. Newby.	—	—
„ 26	Angle	Ketch <i>Crystal</i> , of Milford Haven.	Harry Beer.	—	—
„ 26	Arbroath . . .	The fishing fleet of Arbroath.	No information.	—	—
„ 26	Helvick Head .	Motor schooner <i>Elizabeth Ellen Fisher</i> , of Dublin.	Laurence O'Toole, Main St., Arklow.	—	—
„ 29	Torbay (Motor) .	French trawler <i>Etoile</i> .	No information.	—	—
Feb. 12	Sheringham . .	S.S. <i>Helmsman</i> , of Newcastle.	Messrs. C. Rowbotham & Sons, 19, St. Dunstan's Hill, London, E.C.3.	—	—
„ 13	Dungeness No. 1 .	S.S. <i>Framnas</i> , of Kristinehamn.	S. G. Janson, Gothenburg, Sweden (Ångbåto Aktieb. Förm.)	—	—
		S.S. <i>Bryntawe</i> , of Swansea.	Times S.S. Co., Ltd., 46, Stuart St., Cardiff.	—	—
„ 17	The Humber (Motor).	Steam trawler <i>Pomona</i> , of Hull.	Hull Steam Fishing & Ice Co., Ltd., Hull.	—	—
„ 24	Dungeness No. 2 .	Barge <i>Cambria</i> , of London.	Messrs. F. T. Everard & Sons, Ltd., 22-23 Great Tower St., London, E.C.3.	—	—
„ 27	Buckie (Motor) .	Steam trawler <i>Merleton</i> , of Granton.	A. G. Brown, Edinburgh.	—	—
Mar. 24	Yarmouth, Isle of Wight (Motor)	S.S. <i>Yapalaga</i> , of Philadelphia.	United States Lines.	—	£5

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
Mar. 24	North Sunderland	Eleven fishing cobles, of North Sunderland.	No information.	—	—
„ 24	Holy Island No. 1 (Motor).	Motor yawls <i>Victory,</i> <i>Isabella,</i> <i>Breadwinner,</i> and <i>Provider,</i> of Holy Island.	T. Stephenson. G. Douglas. J. Wilson. R. Lilburn.	— — — —	— — — —
„ 25	Yarmouth, Isle of Wight (Motor).	Motor yawl <i>Edith Cavell</i> of Seahouses.	R. Allen.	—	—
„ 26	Whitby (Motor) .	Schooner <i>Annemarie,</i> of Hamburg.	Detlef Schmidt, Adol- -strasse 5, Rends- -burg, Germany.	—	—
„ 28	Dungeness No. 1	Fishing cobles <i>John Ray,</i> <i>Unity</i> and <i>Mary,</i> of Whitby.	— Mirfield. J. Douglas. T. Wale.	— — —	— — —
„ 30	Beaumaris (Motor)	S.S. <i>Fulmar,</i> of Liver- -pool.	British and Continen- -tal S.S. Co., 24, Chapel St., Liver- -pool.	£3/3/-	—
„ 30	Beaumaris (Motor)	Motor ketch <i>Tryfan,</i> of -Liverpool.	Dinoiban Quarry Co.	—	—
April 5	Seaham (Motor) .	A motor boat and two -small boats.	John Bewley, Clee- -thorpes.	—	—
„ 9	Swanage . . .	French ketch <i>Kelloch.</i>	No information.	—	—
„ 16	Scarborough (Motor) . . .	Coble <i>Reliance II.,</i> of -Scarborough.	C. Plummer.	—	—
„ 27	Porthdinllaen (Motor). . .	A small boat.	No information.	—	—
„ 27	Kilmore . . .	Steam drifter <i>Cluny,</i> -of Milford Haven.	E. C. Edwards, Mil- -ford Haven.	—	—

Thus it will be seen that there were 29 services in which, apart from the fishing fleets of Newbiggin, Gourdon, and Arbroath, over 50 boats and vessels were involved. In only two cases were

the owners, so far as can be traced, contributors to the Institution, and in only two cases were donations received afterwards from them in gratitude for the service.

The Prince of Wales and the Hastings Life-boat.

WHEN the Prince of Wales visited Hastings on 6th April to open the White Rock Pavilion and the new Promenade, he went aboard the Life-boat which was drawn up outside the Life-boat House. Beside the House the fishermen had built a remarkable arch of boats, barrels and fishing-nets on a base of blocks of ice into which fish were frozen.

The Prince was first made a member of the Winkle Club, being presented with a gold winkle by the oldest working fisherman. He was then presented with a replica in silver and ivory of the ancient oar mace, now in

the museum at Hastings, which was carried by the Water Bailiff in the early eighteenth century, as his badge of authority, when he boarded vessels suspected of carrying contraband.

After these presentations the Prince went aboard the Life-boat, being received by the Honorary Secretary, Mr. H. Samson, and the District Organizing Secretary. He talked to the Coxswain, S. W. Plummer, and noticing a medal which the Bowman was wearing, called him aft and shook hands with him. The Crew then crowded round him crying, "Give us a shake, sir," and he shook hands with them all.



By permission of]

[L.N.A.

THE PRINCE OF WALES AND THE HASTINGS LIFE-BOAT.

In the background is the Life-boat House and Fishermen's Arch, on the right the Life-boat with the Crew at attention.



A LIFE-BOAT BAND.

This Amateur Orchestra, consisting of Mr. and Mrs. O'Brien, of Altrincham, Manchester, and their eight sons, has helped the Institution on many occasions at dances and garden parties. Mr. O'Brien has also been for several years District Superintendent at Altrincham on Manchester Life-boat Day.

Honorary Workers of the Institution.

No. 11.—Mr. James Hartley Burton, Honorary Secretary of the Beaumaris Life-boat Station.

MR. JAMES HARTLEY BURTON has been Honorary Secretary of a Life-boat Station, first at Penmon in Anglesey—the Station was closed in 1915—and then at Beaumaris, for over 20 years. He has brought to the work a life-long interest in the sea, for he has spent many years of his life afloat in small vessels besides having sailed on most of the oceans of the world in his own yachts.

Nowhere has the Institution a more active and thorough Honorary Secretary, and one more trusted and esteemed by the Crew; yet Mr. Burton carries on his Life-boat work in the midst of many other public duties. He is an Alderman of the County Council of Anglesey, Chairman of its Road and Bridge Committee, and an Alderman of the Borough Council of Beaumaris. In addition he has been Mayor for 13 years in all.

In spite of these many claims upon him he has found time not only to administer the Station but on many occasions to go out on service with the Crew. His tribute to them is also, unconsciously, the best tribute to his own work: "We have been fortunate throughout in being able to obtain the services of a capable crew, with whom during the entire period there have been no misunderstandings or troubles at any time—always ready for service at any hour of the night or day regardless of con-

ditions." One knows what manner of man an Honorary Secretary must be, when there is a Crew like that.

On one occasion when Mr. Burton was out on service the wind and spray were so severe that on his return he found that his face was bleeding freely, but the most arduous of the launches in which he has taken part was the launch of the Penmon Life-boat on October 26th, 1909, to the help of the ketch *William* of Liverpool. A gale from E.N.E. was blowing, with a heavy sea, when, just after six in the evening, the Life-boat was launched. She found the ketch, with her sails blown away, riding at anchor close inshore. With great difficulty communication was made between them, but though the gale was increasing, and the Life-boat warned them of their danger, the crew refused to leave the ketch. The Life-boat stood by, still maintaining com-



MR. JAMES HARTLEY BURTON.

Honorary Secretary at Beaumaris, Anglesey.

munication, with the gale continually increasing, until, about two in the morning, the ketch's anchor started, and she drove towards the shore. No signals were seen nor did her crew appear on deck, although the Life-boatmen shouted to warn them of their danger. Then the Life-boat followed her into the surf, and next sighted her aground and smothered in foam. No one was on deck or in the rigging. The Life-boat passed close by

her, but it was out of the question to attempt to make fast alongside, and impossible to approach her by anchoring to windward, as the ketch was still driving up on the flat sandy beach with a rising tide as fast as the Life-boat. Eventually the Life-boat herself was driven on shore. When day broke the ketch was seen to be a wreck, and the three men on board her were drowned. It was nine in the morning, fifteen hours

after she had been launched, when the Life-boat came ashore. For this gallant but unsuccessful attempt to save the lives of the three men of the ketch's crew, Mr. Burton and the Coxswain both received the Institution's Silver Medal. In 1918 Mr. Burton was presented with an inscribed Aneroid Barometer, as a small mark of the Institution's gratitude for his long and valuable help.

Life-boat as Ambulance.

ON two successive days the Motor Life-boat at Yarmouth, Isle of Wight, was launched to take doctors out to sick men on board vessels. On 24th March, an American steamer, the *Yapalaga* of Philadelphia, was seen approaching from the Needles flying the urgent signal "Accident, require surgeon." The Red Cross Ambulance was informed, the Life-boat Crew assembled, and as soon as the doctor arrived took him out to the steamer, where it was found that one of the crew had fallen down the ship's hold and was suffering from concussion and internal injuries. He was brought ashore in the Life-boat.

The following day the Coast Guard

informed the Life-boat Station that a German three-masted schooner, *Annemarie* of Hamburg, which was lying in the Solent, had sent a boat ashore for a doctor. Meanwhile wind and sea had both been increasing, and it was now blowing a strong gale. It was impossible for the ship's boat to take the doctor out, and the Life-boat was launched. She took the doctor to the steamer, and when he had attended to the sick man and left instructions for his care with the Captain, she brought him ashore again.

The United States Lines, to which the *Yapalaga* belongs, have sent a donation of £5 to the Yarmouth Branch.

A Dutch Life-boat Service.

THOSE who were in London during the centenary celebrations of the Institution in July, 1924, will remember seeing on the Thames the Dutch Twin-screw Motor Life-boat *Brandaris*, which is just two inches longer than our largest type—the 60-foot Barnett Twin-screw. They will read with interest the following account of a difficult service by this Life-boat last autumn. It has been summarised from the report in *De Reddingboot*, the journal of the North and South Holland Life-boat Society.

The *Brandaris* was called out in the morning of 10th October. A north-westerly gale was blowing, and the tide was so high that the jetties were two feet under water. The vessel flying signals of distress was an 800-ton steamer, the

Wisla. She was found adrift, and at first did not want the Life-boat's help, hoping that tugs would be able to get her clear. No tugs were available, and she went aground. She listed badly when she struck, and the seas were breaking over her. The *Brandaris* went through the breakers alongside and took off the crew of 16, including the captain's wife. *De Reddingboot* describes it as a rescue "under difficult conditions." It must indeed have been difficult for a Life-boat of the *Brandaris*'s size (she draws 5 feet 6 inches, as compared with the 4 feet 6 inches of our 60-foot Life-boats) to get alongside a vessel in shoal water, and the service shows the skill of her Coxswain and the courage of her Crew.

A CONTRAST.



By permission of]

[Topical Press Agency.

THE LAUNCHERS AT CRESSWELL, NORTHUMBERLAND.



By permission of]

NEWNHAM COLLEGE EIGHT.

[Keystone View Co.

A Life-boat Film in Australia.

In the *Yarmouth Mercury* on 5th March last, under the heading "Yarmouth and Gorleston Motor Life-boat's Fame in Australia," a letter was published which had been received by a Gorleston man from his son in Australia. He was in a cinema when a picture of "the latest Life-boat in England" was announced. He wondered if by any chance it might be Gorleston, and "sure enough it was the new Motor Life-boat, *Meiklam* I think they call it. I could see plainly Coxswain Fleming and other members of the crew, whose faces were very familiar to me but whose names just now I forget. Just imagine me seeing dear old Gorleston and the Life-boat crew 11,000 miles away from home."

Probably it was a film of the Naming Ceremony last August.

This is not the first time such a thing has happened.

The late Honorary Secretary of the Cresswell Branch, Mr. H. S. Hunter, who

resigned the Honorary Secretaryship at the end of 1921, wrote from Rangoon, on 22nd February, 1922 :

"It may interest you to know that the 'Royal' Cinema, Rangoon, has this week a big placard put up in front of the theatre having the inscription, 'A Second Grace Darling of seventy-four Launches Life-boat.' I went to the show last night, and I must confess it made a lump come into my throat to see the Cresswell Life-boat *Martha* launched (on the screen) by all my dear old friends the crew and helpers. Several of my Chinese and Burman friends who were with me were delighted with it when I explained the idea of a Life-boat to them."

The "Second Grace Darling of seventy-four" was Mrs. Margaret Armstrong, of Cresswell, an account of whose work for the Life-boat Service, written by Mr. Hunter, appeared in *The Lifeboat* for February 1922.

Obituary.

Henry Britton, ex-Coxswain at Walton-on-the-Naze, Essex; Robert Burgon, ex-Coxswain at Berwick-on-Tweed; Mr. W. Fortescue Barratt, Honorary Secretary of the Civil Service Life-boat Fund; the Lord Brownlow and Mr. Henry Fergus, members of the Committee of Management.

Henry Britton.

HENRY BRITTON, for 50 years Coxswain of the Life-boat at Walton-on-the-Naze, died on March 20th last, at the age of 79. He was appointed Coxswain in 1884, when the Station was established, and retired in 1914. During that time the Life-boat rescued 150 lives. Britton took part in a number of notable services, of which one of the finest was the first in which the Walton-on-the-Naze Life-boat saved life, the service to a German vessel, the *Deike Rickmers* of Bremerhaven, which was wrecked on Christmas Day 1884. The Life-boat, *Honourable Artillery Company*, was launched in the evening and had to travel 18 miles to the wreck, which was on the Long Sands. The whole crew of 25 was rescued, and also a large dog,

and the Life-boat, returning with 40 men altogether on board, was in great danger crossing the Sands, which were in a ferment of broken water, but she reached her Station safely, having been out 25 hours. In recognition of this and other fine services Henry Britton was awarded the Institution's Silver Medal in 1902. Since he retired thirteen years ago he has been in receipt of a pension from the Institution.

Robert Burgon.

Robert Burgon, at one time Coxswain of the Berwick-on-Tweed Station, was drowned, on the morning of 24th March, with two other men in a motor fishing-boat which was swamped by heavy seas and sank when crossing the bar on

their way home. Born in 1852, and a fisherman by trade, Robert Burgon was Second Coxswain of the Berwick-on-Tweed Life-boat from 1900 to 1905, and Coxswain from 1905 to 1919. In that year he retired and was awarded a Coxswain's Certificate of Service and a pension. During the 19 years in which he was Second Coxswain and Coxswain the Life-boat rescued 64 lives. Her outstanding service during that time was to the Swedish barque *Jacob Rauers* which had stranded on the night of 29th March, 1913. The night was pitch dark, a heavy sea was sweeping right over the wreck, and she lay among rocks. To add to the dangers of the rescue, the cargo was washing out of the vessel. Robert Burgon, however, manœuvred the Life-boat with great skill, and the crew of eleven of the *Jacob Rauers* was rescued without mishap. For this fine service he was awarded the Institution's Silver Medal, and a Silver Medal from the Swedish Government. He was one of the four Life-boatmen chosen to represent England at the Centenary Thanksgiving Service in London on 14th December, 1924.

Mr. Fortescue Barratt.

Mr. W. Fortescue Barratt, the Honorary Secretary of the Civil Service Life-boat Fund, died suddenly on March 26th last, at the age of 73. He had spent the greater part of his life as a civil servant in the Exchequer and Audit Department of the Admiralty, retiring in 1915 but being re-engaged for the remainder of the war. He found time also to take part in many philanthropic works, including the Drury Lane Working Girls' Home, the Waifs and Strays Society, and the Civil Service Benevolent Fund, as well as the work of the London Diocesan Council. Last, but not least, he was for thirteen years the Honorary Secretary of the Civil Service Life-boat Fund. He undertook the work early in 1914, and it remained one of his chief interests up to the day of his death. To this work he devoted that scrupulous attention to every detail of what he did, which was so characteristic of him as a civil servant and as a man.

The Fund was started in 1866, and by the end of last year it had contributed over £74,000, out of which seven Life-boats have been built and endowed. During Mr. Fortescue Barratt's thirteen years as its Honorary Secretary, over £20,000 was contributed for the maintenance of the Civil Service Life-boats, and in addition enough was raised to build a new Motor Life-boat, making a total of just over £29,000. This Motor Life-boat is stationed at Margate, and is named *The Lord Southborough* after the Chairman of the Fund. The Naming Ceremony took place in September, 1925, and this was one of the last Life-boat functions which Mr. Fortescue Barratt attended. At the funeral Mr. George F. Shee, the Secretary, represented the Institution, which will gratefully remember Mr. Fortescue Barratt's thirteen years of devoted and fruitful work for the Life-boat Service.

Lord Brownlow.

The Institution has been so unfortunate as to lose two of its members by death within a few days of one another, Lord Brownlow and Mr. Henry Fergus.

Lord Brownlow, who became a member of the Committee in 1924, died on 19th April last in his 60th year. His connection with the Institution went back many years earlier to the time when, as Major Cockayne Cust, he was the Organizing Secretary for Greater London.

Educated at Eton, he entered the Army in 1888, served in the Somerset Light Infantry, and retired in 1908. He was for a time an organizer and speaker for the National Service League, when Mr. George F. Shee, the present Secretary of the Institution, was Secretary of the League, and in 1911 he entered the service of the Institution.

He did not resign from it until November, 1918, but his Life-boat work actually ceased when, on the outbreak of war, he again joined the Army, serving in France and Belgium. After the War he worked for two years in the Board of Agriculture and Fisheries, and on the death of his cousin the Earl Brownlow in 1921, he

succeeded to the Barony, the Earldom becoming extinct. He brought to the work of organizing the Institution's appeals in London great energy, exceptional gifts as a speaker, and a breeziness of manner which were characteristic of all that he did, and which will always be a very pleasant memory to his colleagues on the Committee and Staff. The Institution was represented at the memorial service, held in London, by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and (in the absence of Mr. George F. Shee, the Secretary, who was abroad) by Major C. R. Satterthwaite, O.B.E., the Deputy Secretary.

Mr. Henry Fargus.

Mr. Henry Fargus died on 26th April at the age of 77. He was for many years a partner in the firm of Messrs. Clayton, Sons and Fargus, the Institution's solicitors, and was the member

of the firm who dealt with the Institution's work. As such his help and advice were always at the Institution's disposal, and the deep interest which he came to feel in the Life-boat Service was continued, after his retirement from the firm, when, in 1915, he became a member of the Committee of Management. He served on a number of Sub-Committees and, until in the last few years he was compelled to winter abroad, attended meetings regularly and took the closest interest in their work. The quiet and unostentatious service which he did for the Institution during the twelve years of his membership of the Committee, and the many years when he was its legal adviser, will be gratefully remembered by all his colleagues. The Institution was represented at the funeral by Sir John Cumming, K.C.I.E., C.S.I., and the Secretary, Mr. George F. Shee.

Summary of Meetings of the Committee of Management.

Thursday, 20th January, 1927.

Sir GODFREY BARING, Bt., in the Chair.
Co-opted Commodore Sir Bertram F. Hayes, K.C.M.G., D.S.O., R.N.R. (retd.) as a Member of the Committee of Management.

Approved the formation of a Scottish Council to promote and further the Life-boat Cause in Scotland.

Decided to close the Yealm River Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
King George's Fund for Sailors (additional donation)	1000	-	-
Mrs. C. A. ALLEN (additional donation)	100	-	-
Mr. A. W. YOUNG (additional donation)	50	-	-
White Star Steamers' Charity Account (additional donation)	50	-	-
Mr. ALFRED BARRETT, J.P. (additional donation)	26	5	-
Mrs. DYSON (donation)	21	-	-
Mr. HERBERT E. CORBETT (additional donation)	21	-	-
"A Derbeian" (additional donation)	20	-	-
Mr. A. KINGFISHER (donation)	20	-	-

—To be thanked.

Paid £15,094 15s. 10d. 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 £176 10s. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives Rescued.
Filey	Eight fishing cobles of Filey. Stood by cobles.	
Flamborough No. 1	The fishing fleet of Flamborough. Stood by fleet.	
Holy Island No. 1 (Motor)	Motor yawl <i>Provider</i> , of Holy Island. Escorted boat into harbour.	
Newbiggin	Fishing coble <i>Lily Brown</i> , of Cresswell. Saved coble and rescued	4
Runswick	Five fishing cobles of Runswick. Stood by cobles.	
Scarborough (Motor)	Fishing coble <i>Donald</i> , of Scarborough	3
""	Fishing boats of Scarborough and Filey. Stood by boats.	
Southwold (Motor)	Ketch <i>G. L. Munro</i> , of Yarmouth. Stood by vessel and rendered assistance.	
Whitby (Motor)	Fishing coble <i>Francis</i> , of Whitby. Escorted coble into harbour.	
""	Fishing boat <i>Pilot Me</i> , of Whitby. Stood by boat.	
Whitby No. 2	Nine motor fishing boats of Whitby. Stood by boats.	

The Ramsgate (Motor) Life-boat rendered assistance to the S.S. *Goldoni*, of Fiume; and the Walton-on-the-Naze (Motor) Life-boat saved the fishing smack *Charlotte Ellen*, of Colchester, and rescued from shipwreck her crew of four.

Also voted £378 4s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blyth (Motor), Caister, Caister No. 2, Eastbourne (Motor), Holyhead No. 1 (Steam), Newhaven (Motor), New Quay (Card.), North Deal, Palling No. 1, Palling No. 2, Plymouth (Motor), Scarborough, Selsey and Bognor (Motor), Whitby, and Yarmouth, Isle of Wight (Motor).

Granted £54 11s. to persons for injury in the Life-boat Service at Cardigan, Filey, Margate, Montrose, New Quay (Card.), Port Logan, and Ramsgate.

Granted a small compassionate allowance to the widow of Thomas Kew, of Wells, who is now old and in very poor circumstances. Kew distinguished himself on the occasion of the Wells Life-boat Disaster in 1880.

Voted a compassionate grant of £10 to Andrew Young, Second Coxswain of the Cloughy Life-boat, who is in very poor circumstances.

Awarded the Thanks of the Institution, inscribed on vellum and framed, together with the sum of £5, to Joseph Curtis, of Polperro, Cornwall, for his gallantry in rescuing a shipwrecked man by climbing down the cliffs to him. The rescue took place on the night of the 12th November, when the Danish schooner *I. M. Nielsen*, of Svendborg, ran on the rocks under the cliffs and went to pieces in a few minutes. (An account of this service appeared in *The Lifeboat* for February, 1927.)

Voted £2 14s. to eight men, three of whom rescued the only occupant of a small boat at Llandudno on the 13th November, during a S.W. gale, while the others also put out to the rescue.

Voted £3 to six men for standing by the fishing coble *The Brethren* when entering the harbour at Staithes, on the 14th December, in a whole N.E. gale.

Voted £1 14s. to six men for putting off in two motor cibles from Newbiggin and rescuing the three occupants of the motor coble *Princess Mary*, on the 16th December, in a westerly gale. Also granted 4s. for petrol consumed.

Granted £7 for division amongst twenty-three men who, on the night of the 25th October, took part in the work of landing the crew, thirteen in number, of the Liverpool Hopper No. 18, which stranded, at Llanddulas, when caught in a squall during a N.W. gale while loading at a landing-stage.

Thursday, 17th February, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Decided that, in accordance with the wish of the London Women's Committee, the

designation of the Committee be amended to The Central London Women's Committee of the Ladies' Life-boat Guild.

Decided to close the Cambois Life-boat Station.

Paid £13,043 17s. 2d. 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 £223 18s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Aldeburgh . . . No. 2	Boat of S.S. <i>Bilton</i> , of Middlesbrough.	3
Angle . . .	Ketch <i>Crystal</i> , of Milford Haven. Landed 1.	
Arbroath . . .	The fishing fleet of Arbroath. Stood by fleet.	
Bridlington . . .	Four motor fishing boats of Bridlington. Stood by boats.	
Great Yarmouth and Gorleston (Motor)	S.S. <i>Braywood</i> , of London. Stood by vessel.	
Gourdon . . .	The fishing fleet of Gourdon. Stood by fleet.	
Helvick Head	Motor schooner <i>Elizabeth Ellen Fisher</i> , of Dublin. Landed 5.	
Montrose . . . No. 1 (Motor)	Four fishing boats of Montrose. Stood by boats.	
Newbiggin-by-the-Sea	The fishing fleet of Newbiggin. Stood by fleet.	
Port Erin (Motor)	Fishing boat <i>Cissie</i> , of Port Erin. Saved boat and rescued	2
Torbay . . . (Motor)	French trawler <i>Etoile</i> . Stood by vessel.	

The Wexford (Motor) Life-boat saved the yacht *Nereda*, of Wexford.

Also voted £445 2s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Arbroath, Barry Dock (Motor), Broughty Ferry (Motor), Caister, Douglas (Motor), Dunbar, Holyhead, Moelfre, Montrose No. 1 (Motor), The Mumbles (Motor), New Brighton, Newhaven (Motor), North Deal, Peel, Port Logan, Portrush (Motor), Ramsey, Scarborough (Motor), Troon, Weston-super-Mare, and Wexford (Motor).

Granted £12 7s. to persons for injury in the Life-boat service at Runswick, and Walmer.

Voted a compassionate grant of £5 to John Coull, Bowman, at Montrose, who resigned on account of ill-health, stated to have been contracted in the Life-boat on service, and who was in poor circumstances with a family to support.

Voted a compassionate grant of £5 to Wm. Salmon, who was at one time Coxswain

of the Clacton-on-Sea Life-boat and is now very old and in poor circumstances.

Granted the sum of £2 towards a fund raised at Gorleston to defray the funeral expenses of J. Giles, a Life-boatman.

Granted the sum of £10 towards the funeral expenses of the late Coxswain at Youghal, M. Hannagan, who died in poor circumstances after a long illness.

Awarded the Thanks of the Institution, inscribed on vellum and framed, to the women of Newbiggin-by-the-Sea, in recognition of their courage, tenacity and devotion when, on the 26th January, in the face of a whole S.E. gale, they helped to launch the Life-boat in order that she might stand by the local fishing fleet which had been overtaken by the storm and was making for harbour. Also directed that a Letter of Appreciation be addressed to the Life-boat crew and the men helpers for their services on this occasion. (An account of this service appeared in *The Lifeboat* for February, 1927.)

Voted £9 to nine men who rescued four men, at Dundalk, on the afternoon of the 28th January. Also granted £4 for the use of the boat by which the rescue was effected. While engaged in their duty of lighting the lamps on the harbour beacons the men were overtaken by a sudden storm. Their boat was swamped and they were compelled to cling to a beacon for three hours before, by waving some of their clothing, they attracted the attention of the Station Master. Michael Gray, a pilot, together with eight other men, then manned a motor-boat, and after a hard battle against a strong flood tide and head wind rescued the marooned men.

Voted £1 10s. to the Coxswain and four other Life-boatmen who went to the help of the S.S. *Robrix*, which stranded close to the Life-boat Station at Broughty Ferry on the 26th January.

Voted £4 10s. to three men who saved the motor fishing coble *Laura*, of Whitby, when she broke down in a strong S.W. breeze, and rescued her crew of three on the 30th January. Also granted 5s. for petrol used.

Addressed a letter to the Imperial Merchant Service Guild expressing appreciation of the services rendered by Captain G. Johnstone and Mr. A. E. N. Williams on the 9th October, when the S.S. *Jura* stranded at Murkle Bay, Caithness-shire, in bad weather, and the crew got ashore by an improvised breeches buoy.

Granted £2 5s. to the crew of a motor boat, at Ilracombe, for going to the help of the ketch *Olive Branch*, which was in distress in a strong E. wind on the 5th December, 1925.

Thursday, 17th March, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation of Mr. J. J. Crossfield from the Committee of Management.

Reported the receipt of the following special contribution:—

	£	s.	d.
H.M.S. Hood (collection)	39	2	11
—To be thanked.			

Paid £14,986 14s. 2d. 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 £170 11s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Buckie (Motor)	Steam trawler <i>Merleton</i> , of Granton. Rendered assistance.	
Dungeness No. 1	S.S. <i>Franmas</i> , of Christinehamn, and S.S. <i>Bryntace</i> , of Swansea. Stood by vessels.	
Dungeness No. 2	Barge <i>Cambria</i> , of London	3
The Humber (Motor)	Steam trawler <i>Pomona</i> , of Hull. Stood by vessel.	
Sheringham	S.S. <i>Helmsman</i> , of Newcastle. Stood by vessel.	

The Fraserburgh (Motor) Life-boat saved the trawler *Ben Doran*, of Aberdeen, and rescued from shipwreck her crew of ten.

Also voted £420 18s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews etc., with a view to assisting persons on vessels in distress:—Donaghadee (Motor), Dungeness No. 1, Easington, Eastbourne (Motor), Flamborough No. 1, Fraserburgh (Motor), Hope Cove, Hythe, Johnshaven, Lowestoft (Motor), Montrose No. 1 (Motor), Palling No. 1, Penlee (Motor), Peterhead No. 2 (Motor), Portrush, Pwllheli, Ramsgate (Motor), Rhoscolyn, St. Mary's (Motor), Walton-on-the-Naze (Motor), Wells, and Wexford (Motor).

Granted £59 3s. to men for injury in the Life-boat service at Fleetwood, Scarborough, and Walmer.

Granted £5 towards the funeral expenses of James Mitchell, ex-Life-boatman at Fraserburgh, who died in poor circumstances.

Decided that a weekly allowance, plus the rent of her cottage, which had previously been paid by the local Disaster Fund, now exhausted, be continued to Mrs. Munt, widow of the Coxswain of the Brightstone Grange Life-boat. Coxswain Munt was drowned while out on service with the Life-boat in 1888.

Reported the receipt of a letter from the Italian Ambassador conveying the thanks of the Italian Ministry of Communications to the Torbay and Hope Cove Life-boat crews for services rendered to the S.S. *Liberta*, of Genoa, which stranded at Bolt Head, on the 15th February, 1926.

Directed that a Letter of Thanks be addressed to Mr. J. WALLACE TARRAS, *Honorary Secretary* at Fraserburgh, who went out in the Life-boat on service on the 16th February.

Directed that a Letter of Thanks be addressed to the DUNGENESS STATION and that the Crew and helpers of the No. 2 Life-boat, among whom were a number of women, be granted an additional monetary reward for an arduous service launch on the 24th February.

Granted additional rewards to the crews of the St. Mary's and Portrush Life-boats in recognition of arduous service launches on the 5th and 12th March respectively.

Voted £23 2s. 6d. to eleven Life-boatmen of Sennen Cove who manned a boat and rescued the crew, sixteen in number, of the S.S.

Beechtree, of London, which had stranded near Lands End, on the 2nd March, and to ten others who helped to launch the boat.

Voted £16 10s. to eleven Life-boatmen at Cromarty who landed a man from and rendered help to the steam trawler *Merleton*, of Granton, which had gone ashore off Findhorn Bar, on the 27th-28th February. Also granted 10s. for petrol used.

Directed that Letters of Thanks be sent to Mr. A. S. GIRVAN and to another man, also voted £1 to a mechanic, all of whom put off in a motor-boat from Girvan, on the 4th February and rescued the three occupants of the motor fishing boat *Clarinda*, which had broken down. Also granted £1 for oil consumed.

Awards to Honorary Workers.

To SIR FREDERICK W. MONEYPENNY, C.V.O., C.B.E., of the Belfast Lough Branch Committee, in recognition of his valuable co-operation for many years, the Gold Pendant and Record of Thanks.

To Mr. HENRY BURDEN, on his retirement after 22 years' service as *Honorary Secretary* and 12 years as *Chairman* of the Poole, Bournemouth, Wimborne and Christchurch Branch, the Thanks of the Institution inscribed on Vellum and Framed.

To Mr. C. STACEY HALL, on his retirement, after 33 years' service as *Honorary Secretary* of the Bournemouth Section of the Poole, Bournemouth, Wimborne and Christchurch Branch, the Thanks of the Institution inscribed on Vellum.

To the Rev. H. W. CORRY, who has since died, on his retirement, after 37 years' service as *Honorary Secretary* of the Porthleven Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. W. P. WOOLLEY, on his retirement, after 8 years' service as *Honorary Secretary*

of the Burnham Life-boat Station, a mounted Aneroid Barometer.

In recognition of long and valuable co-operation, Binoculars have been awarded to the following *Honorary Secretaries* of Life-boat Stations:—

Mr. MURDO GRANT (Cromarty).
Mr. WILLIAM ROBINSON (Donna Nook).
Capt. FRANCIS S. SYMONS (Ramsgate).

In recognition of long and valuable co-operation, Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following *Honorary Secretaries* of Financial Branches:—

Mr. ANDREW BROWN (Johnstone).
Mr. D. C. DAVIES (Llandrindod Wells).
Mr. H. P. F. DONEGAN (Cork and District).
Mrs. DOULTON (Dulwich).
Dr. J. R. JULYAN GEORGE (Paignton).
Mr. BEN KILLINGWORTH (Boston).
Mr. E. W. LATHORN, J.P. (Gosport).
Mr. SHOLTO F. MIDDLETON, M.A. (Seaford).
Mr. J. W. NETHERY, J.P. (Whitehead, Ballycarry and Island Magee).
Miss WILKINSON (Barnet).

Awards to Coxswains and Life-boatmen.

To JOHN JAGO, on his retirement, after serving 35 years as *Signalman* and previously 16 years as a member of the crew of the Rye Harbour Life-boat, a Pension.

To ALEXANDER SINCLAIR, on his retirement, after serving 11 years as *Coxswain* and previously 10 years as a member of the crew of the Huna Life-boat, a Certificate of Service and a Pension.

To EVAN HUGHES, on his retirement, after serving 26 years as *Coxswain*, 10 years as *Second Coxswain*, and previously 10 years as a member of the crew of the Criccieth Life-boat, a Certificate of Service and a Pension.

To W. SUTTON, on his retirement, on the closing of the Station, after serving 28 years as *Signalman* of the Kingsdown Life-boat, a Pension.

To WILLIAM G. SUTTON, on his retirement, on the closing of the Station, after serving over 6 years as *Coxswain*, over 10 years as *Second Coxswain*, and previously 36 years as a member of the crew of the Kingsdown Life-boat, a Life-boatman's Certificate of Service and a Pension.

To WILLIAM BIRCH LAMING, on his retirement, on the closing of the Station, after serving over 6 years as *Second Coxswain* and previously 30 years as a member of

the crew of the Kingsdown Life-boat, a Life-boatman's Certificate of Service and a Gratuity.

To ROBERT H. CABLE, on his retirement, after serving 22 years as Bowman and previously 24 years as a member of the crew of the Aldeburgh Life-boat, a Life-boatman's Certificate of Service and a Pension.

To HENRY HOCKADAY, on his retirement, on the closing of the Station, after serving 28 years as Coxswain and 2 years as Second

Coxswain of the Yealm River Life-boat, a Certificate of Service and a Pension.

To JOSEPH WILLIAMS, on his retirement, on the closing of the Station, after serving 8 years as Second Coxswain of the Yealm River Life-boat, a Gratuity.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired, the figure after their names being their years of service:—Hugh Jones (11), Bull Bay; George MacKay (48), Thurso; and David Kennedy (40), Huna.

News from the Branches.

Annual Meetings : Station Branches.

BLYTH (NORTHUMBERLAND).—On 1st March, Alderman George E. Tynemouth, 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 £281 had been collected as compared with £317 in the previous year. There had been a considerable fall in contributions from ships. Now that there were more ships coming in, the Chairman hoped that the Branch would be able to meet its expenses, without drawing on the general funds of the Institution, but he would still like to see more subscribers. Mrs. Elliott gave an account of the work of the Ladies' Life-boat Guild, which now has a membership of about 40.

CROMER (NORFOLK).—On 2nd November, Mr. D. Davison, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the No. 1 Motor Life-boat had been out on service on two occasions, and that £465 had been collected as compared with £405 in the previous year. Of this sum £107 was raised by Life-boat Day, a record for the Day. Nearly £60 was collected at the old Life-boat House, where the Caretaker sold 2,235 Life-boat postcards and 368 Life-boat books, and the record amount of over £150 was collected in the new Life-boat House on the Pier, where 3,748 picture postcards and 16 books were sold. In moving the adoption of the report, the Chairman paid a tribute to the splendid services of the

Honorary Secretary of the Station, Mr. F. H. Barclay.

ISLE OF WIGHT.—On 12th February, at Newport, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., President, in the chair. The reports from the three Life-boat Stations in the Island showed that the Brooke Life-boat had been out on service once, the Bembridge Life-boat once, and the Yarmouth Life-boat on five occasions. The Financial Statement presented by the Honorary Treasurer, Mr. P. W. Day, showed that £906 had been collected as compared with £869 in the previous year. The Committee was re-elected with the addition of Admiral of the Fleet the Hon. Sir Arthur G. Gough Calthorpe, G.C.B., G.C.M.G., C.V.O., and Captain Betts, Divisional Inspector of the Coastguard. Mr. Aubrey Wykeham was re-elected Honorary Secretary, the Chairman paying a tribute to the work which he had done for many years.

MINEHEAD (SOMERSETSHIRE).—On 3rd February, Mr. A. F. Luttrell, President of the Branch, in the chair. The report for the year ending 30th September, 1926, showed that £116 had been collected as compared with £113 in the previous year.

NEWQUAY (CORNWALL).—On 22nd February, Mr. A. Bond, in the chair. The report for the year ending 30th September, 1926, showed that £232 had been collected as compared with £225 in the previous year. Out of this sum all the expenses of the Station had been paid and £100 sent to the general

funds of the Institution. The Chairman congratulated the Branch on what he considered an excellent report, and said that he would like to see more ladies on the Committee and taking a part in the work of the Branch. Votes of Thanks were passed to the Honorary Treasurer, Mr. F. L. Nicholas, and Mr. H. P. Thomas, the Honorary Secretary.

RHYL (FLINTSHIRE).—On 16th February, Mr. Robert Lowe presiding. Among those present were Mrs. J. Pierce-Lewis, President of the Ladies' Life-boat Guild, and Mr. Ernest Jones, the Honorary Secretary. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on one occasion, and that £242 had been collected as compared with £282 in the previous year. Subscriptions amounted to only £8, but visitors to the Boathouse had contributed £116. The Officers and Committee were re-elected, and it was decided that several members of the Committee who did not attend regularly should be asked if they wished to continue to serve.

SOUTHEND-ON-SEA (ESSEX).—On 27th January, Sir John Francis, Chairman, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once, and that £225 had been collected as compared with £496 in the previous year. Sir John Francis pointed out that the Station was to be provided with a Motor Life-boat which would be more costly to maintain, and that the least that the Branch could do was to increase the number of subscribers. He thought that they might ask for larger contributions from the Yacht Clubs.

WICK AND ACKERGILL (CAITHNESS-SHIRE).—On 11th February, Mr. James Stevens presiding. The report for the year ending 30th September, 1926, showed that the Wick Life-boat had been out on service once, and that £178 had been collected as compared with £85 in the previous year. Reference was made to the great loss to the Branch in the death of Colonel Henderson, who had been its Chairman for 29 years.

The Provost presented the certificate won by a boy of Thrumster Public School in the Life-boat Essay Competition last year.

WORTHING (SUSSEX).—On 4th March, the Mayor (Councillor G. B. Cook) presiding, supported by the Lady Louisa Cecil, Chairman of the Ladies' Committee, Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, and Lieut.-Colonel A. F. Randolph, C.M.G., D.S.O., Chairman of the Branch. The report for the year ending 30th September, 1926, showed that £624 had been collected as compared with £361 in the previous year. This was a record sum for the Branch, and included £167 from the Triennial Sunday collections and £109 from the Life-boat Day organized by the Ladies' Life-boat Guild. In addition to this, a legacy of £250 was received from the late Major Elsdale Molson, J.P. Colonel Randolph, in moving the adoption of the report, referred to the loss to the Branch in the death of its Assistant Secretary, Mr. T. Watts, R.N. Sir Maurice Cameron gave an address on the work of the Institution, and said that Worthing was recognized as one of the best and most energetic of the Institution's Branches.

Annual Meetings: Financial Branches and Guilds.

BIRMINGHAM (WARWICKSHIRE).—On 24th February, S. E. Short, Esq., J.P., presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ending 30th September last showed that £1,342 had been collected, as compared with £1,045 in the previous year. In moving the adoption of the report, the Chairman said that there was just as much obligation for those who lived in the great inland cities to support the Life-boat Service as for those who lived on the coast. This appeal was endorsed by Sir Godfrey Baring, who said that the annual subscriptions, amounting to £281, were hardly worthy of such a City as Birmingham, and one so well-known for its generosity to every good cause.

BRADFORD (YORKSHIRE).—On 25th January, the Lord Mayor (Alderman R. Johnson), President of the Branch, in the chair. The report for the year ending 30th September last showed that £1,974 had been collected, as compared with £2,376 in the previous year. In moving the adoption of the report, the Lord Mayor said that whatever were the trade conditions, the people of Bradford would not be deterred from supporting Life-boat Service, and when prosperity returned, he believed that Bradford would again stand about the third City on the list of Life-boat supporters.

CARLISLE (CUMBERLAND).—On 28th February, the Mayor (Mr. A. Creighton) presiding. The report for the year ending 30th September last showed that £236 had been collected, as compared with £220 in the previous year. The report pointed out that the Branch had not been granted a Flag Day, and strenuous efforts had been made in other directions to prevent the Branch contribution from suffering in consequence. The Ladies' Life-boat Guild organized an American Sale, Whist Drive, and collections in the neighbouring villages, producing £78, £24 and £11 11s. respectively. The Collecting Boxes in shops and private houses raised £7 more than in the previous year, while subscriptions had been increased from £70 to £80.

LANCASTER (LANCASHIRE).—The Mayor (Alderman I. J. Curwen) presided at the Annual Meeting of the Ladies' Life-boat Guild on 8th February. The report for the year ending 30th September, 1926, showed that £107 had been collected, as compared with £113 in the previous year.

LISBURN (COS. DOWN AND ANTRIM).—On 4th March, the Rev. Dr. R. W. Hamilton presiding in the absence of the President of the Branch, Senator M. Barbour. The report for the year ending 30th September, 1926, the Branch's first year, showed that £121 had been collected. The Chairman said that he thought the Branch had done remarkably well, and hoped it would maintain the high standard which it had set for itself.

NORTHAMPTON (NORTHANTS).—On 25th January, the Mayor (Councillor James Peach), President of the Branch, in the chair, supported by the Mayoress, and by the Right Hon. F. O. Roberts, M.P., Honorary Secretary of the Branch, and a member of the Committee of Management. The report for the year ending 30th September last showed that £392 had been collected as compared with £33 in the previous year. Mr. Roberts pointed out that only a tenth of the sum of £10,000 which they had hoped to raise in the county as a Centenary gift to the Institution, had been obtained, and it had been decided to ask the Institution to use this sum towards the cost of a Motor Life-boat, or, if this were impossible, to transfer it to its general funds.

OLDHAM (LANCASHIRE).—On 2nd March, the Mayor (Alderman H. Frith, J.P.), President of the Branch, in the chair. A vote of sympathy was passed with the relatives of the late Mr. Edwin Schofield, J.P., the oldest subscriber in Oldham, and of the late Miss Bagley, Honorary Secretary of the Ladies' Life-boat Guild. The report for the year ending 30th September last showed that £315 had been collected, as compared with £297 in the previous year. It was announced that Mrs. Eastwood had succeeded Miss Bagley as Honorary Secretary of the Guild, and that Mrs. C. Hardman had taken the place of Mrs. Schofield, who had resigned the Guild Honorary Treasurership.

OXFORD (OXFORDSHIRE).—On 11th February, in the Hall of Christ Church, the Rev. R. L. Ottley, D.D., Canon of Christ Church, presiding, supported by the Mayor and Mayoress, Admiral Sir William E. Goodenough, K.C.B., M.V.O., Commander-in-Chief at the Nore, Mr. C. G. Ammon, M.P., late Parliamentary Secretary to the Admiralty and a member of the Committee of Management, the Rev. W. D. Brownrigg, S.C., Mr. H. A. Baker, a member of the Committee of Management, and many representatives of the University and City. Miss Alice Marshall, the Honorary Secretary, presented the report for the year ending 30th Septem-

ber last, which showed that £907 had been collected as compared with £1,063 in the previous year. Life-boat Day, which had been organized by Miss Vellacott, had raised £133. Admiral Goodenough said that the interest taken in the Institution by Oxford showed that Oxford was not forgetful of the sea, and of the great benefits which belong to all who lived in a country surrounded by the sea. Mr. Ammon paid a tribute to Miss Marshall's work, and pointed out that there were only ten towns in Britain which had contributed more than Oxford, and that of these ten the smallest had a population twice as large. Mr. Brownrigg said that Oxford was the City of thought and intellectual progress, but it must also be a place of action, and he hoped that all who were not regular subscribers would become so at once to the greatest philanthropic cause in England.

PETERBOROUGH (NORTHAMPTONSHIRE).—On 3rd February, Mrs. J. J. Bryant in the Chair, supported by the Mayoress (Mrs. Warren). The report for the year ending 30th September, 1926, showed that £170 had been raised, as compared with £94 in the previous year.

PORTSMOUTH (HAMPSHIRE).—On 27th January, the Mayor (Councillor F. J. Privett, J.P.) presiding, supported by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Lord Lieutenant of the County and a member of the Committee of Management of the Institution. The report for the year ending 30th September, 1926, showed that £248 had been collected as compared with £258 in the previous year. Alderman Sir Harold Pink, J.P., in moving the adoption of the report, said that the sum raised was still very small for a city of such importance, and General Seely reminded the meeting that Portsmouth, the newest city in the Empire, was its most ancient port, and the first naval port in the whole world. He hoped that it would soon awake to a sense of its responsibility to the Life-boat Service. He also referred to the interest

taken in Life-boat work by the present Mayor, and by Sir Harold Pink and Sir John Timpson during their years of Mayoral office. The Mayor also spoke of the smallness of Portsmouth's contribution. During the meeting the Mayoress presented the prizes won by Portsmouth boys and girls in the Life-boat Essay Competition last year.

PRESTON (LANCASHIRE).—On 24th February, the Annual Meeting of the Branch and the Guild was held in the Town Hall, the Mayor (Councillor J. Hunt) presiding. There was a large attendance. The report for the year ending 30th September, 1926, showed that £486 had been collected, as compared with £437 in the previous year. The Life-boat Day had raised the record sum of £336, an increase on 1925 of nearly £40. Reference was made to the splendid work of Miss Cross, the Honorary Secretary of the Guild, and her workers, and also to the loss which the Branch had suffered by the death of Mr. John Toulmin, J.P., for many years its Honorary Treasurer.

ST. ALBANS (HERTFORDSHIRE).—On 9th February, the Mayor (Sir Edgar Wigram), President of the Branch, in the Chair. The report for the year ending 30th September, 1926, showed that £197 had been collected, as compared with £116 in the previous year. Of this sum £170 was raised by the Life-boat Day, a record sum for the Branch, £17 by a garden meeting, and £4 5s. by subscriptions. The Mayoress was elected President of the Branch, the Countess of Verulam President of the Guild, and Lady Peake the Guild Chairman. On the same day the Annual Meeting of the Guild was held, Lady Peake presiding.

ST. ANNES (LANCASHIRE).—On 8th February, Sir George Mellor, J.P., Vice-Chairman, presiding. The report for the year ending 30th September, 1926, showed that £150 had been collected, as compared with £186 in the previous year. The Life-boat Station having been closed, St. Annes is now a financial Branch, but the Boat-house with the Life-boat will be open in the

summer for exhibition to visitors, and Sir George Mellor undertook to meet the expense of a caretaker.

SOUTHAMPTON (HAMPSHIRE).—On 28th January, Mr. C. J. Sharp, J.P., Chairman, presiding, supported by the Mayor (Alderman Bowyer), President of the Branch, and the Mayoress. The report for the year ending 30th September, 1926, showed that £916 had been collected, as compared with £1,119 in the previous year. The decline was due to the fact that there had been no concerts or sale of work, but some new subscribers had been obtained, and it was hoped to have two entertainments in 1927. The meeting thanked the Honorary Secretary, Mrs. Walters, Councillor and Mrs. J. E. Silvevan, for their work on Life-boat Day, and Mr. L. T. Wilkins, who, by collecting on the steamers of the Southampton and Isle of Wight Steam Packet Company, had raised £258. The Mayor presented a certificate won by a Southampton girl in the Life-boat Essay Competition.

RUGELEY (STAFFORDSHIRE).—The first Annual Meeting was held on 3rd February, and the report for the year ending 30th September, 1926, showed that over £11 had been collected. The officers and a strong executive committee were elected.

New Branches and Guilds.

ASHTON-UNDER-LYNE (LANCASHIRE).—A Ladies' Life-boat Guild was formed at a meeting held in the Mayor's Parlour on 19th January, and the following Officers were appointed: President, the Mayoress; Vice-Presidents, Mrs. Broadbent and Councillor Mrs. Wild; Honorary Treasurer, Mrs. Ernest Postle; Honorary Secretary, Mrs. H. Ashworth.

BRIERCLIFFE (LANCASHIRE).—A Branch of the Institution was formed at a meeting held on 23rd February, Mr. and Mrs. Hartley Taylor being elected joint Presidents; Mr. and Mrs. W. Graves, Vice-Presidents; Miss L. Halstead, Honorary Treasurer, and Miss Bradshaw, Honorary Secretary.

CROSTON (LANCASHIRE).—The Reverend E. Geary presided at a meeting, at which an address was given by the District Organizing Secretary, and it was decided to form a Guild, Mrs. Bramall being appointed President, and Miss Morris, Honorary Secretary.

HOLMES CHAPEL, GOOSTREY, CHELFORD AND DISTRICT (CHESHIRE).—Sir Edwin Stockton, J.P., Honorary Secretary of the Manchester, Salford and District Branch, presided at a largely attended meeting on 22nd February, at which it was decided to form a Ladies' Life-boat Guild for Holmes Chapel, Goostrey, Chelford and District, Lady Stockton being elected President, Mrs. Frank Donner Vice-President, Mrs. Shepard Honorary Treasurer, and the Misses H. Stockton and Betty Armitage joint Honorary Secretaries.

LARNE (CO. ANTRIM).—A meeting was held on 28th April, 1926, Mr. Samuel Nagill, Chairman of the Urban Council, presiding, at which, on the proposal of Brigadier-General Johnston, C.B., it was decided to form a Larne Branch, Larne having previously been part of the Belfast Lough Branch. Mr. Nagill was elected President, Miss Lehan Narrow, Honorary Secretary, and Mr. J. L. Joye, Honorary Treasurer.

ROCHDALE (LANCASHIRE).—On 22nd February, Sir William Milligan, a Vice-President of the Institution and Chairman of the Manchester, Salford and District Branch, addressed a largely attended meeting in the Town Hall, which had been summoned at the invitation of the Mayor, and it was decided to form a Rochdale Ladies' Life-boat Guild. The Mayor and Mayoress were elected Presidents; Mrs. Kay-Menzies, Miss Jones and Mrs. Dearden, Vice-Presidents; Mr. J. H. Booth, Honorary Treasurer, and Mrs. Buchanan-Smith and Mrs. Austin Pilling, Honorary Secretaries.

Special Meetings.

BIRMINGHAM (WARWICKSHIRE).—On 6th March, at a Sunday Evening meeting arranged by the Birmingham Temperance Society at the Elite

Theatre, Bordesley Green, an address was given by the Right Hon. F. O. Roberts, M.P., a member of the Committee of Management.

PINNER (MIDDLESEX). A special general appeal has been issued by Mrs. Mathews, the new Honorary Secretary of the Branch. (The decorated car which took part in the Walton-on-the-Naze Life-boat Day Procession last August, and of which a picture appeared in the February number of *The Lifeboat*, was Mr. and Mrs. Mathews' car, which they had decorated as a Life-boat for the occasion.)

TWICKENHAM (MIDDLESEX).—On 9th February a special meeting was held at the house of the Mayor and Mayoress (Dr. and Mrs. Leeson). The Vicar, the Reverend W. P. Cole-Sheane, presided, supported by the Mayoress, Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Prebendary and Mrs. Osborne. Sir Godfrey Baring gave an address on the work of the Institution, and appealed to those present to join in forming a Ladies' Life-boat Guild in Twickenham. A number of members were enrolled after the meeting.

TORQUAY (DEVONSHIRE).—On 18th January a special meeting was held in the Torquay Pavilion, at which the Mayor (Mr. J. Marnham, J.P.) presided, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Mr. George F. Shee, Secretary of the Institution, spoke. The Mayor said that a permanent institution like the Life-boat Service must be continually appealing for new help. Each year it was bound to lose by death some of its old friends, and if the work was to go on others must be found to fill their places. Sir Godfrey Baring appealed for increased help for the Motor Life-boat Scheme, and Mr. Shee paid a tribute to the generous way in which Torquay had contributed to the Service in the past. After the speeches a number of Life-boat films were shown.

Concerts, Dances, Whist Drives, etc.

PORT LOGAN (WIGTOWNSHIRE).—A dance was held on 11th February,

organized by Mrs. B. M'Bryde, and the members of her handicraft classes, which raised £40. Mr. G. H. Love, at one time Honorary Secretary of the Station, presided, and paid a tribute to the Coxswain and his Crew of dairymen, cattlemen and postmen.

STOCKPORT (CHESHIRE).—A dance and whist drive was held on 10th February. The Mayor (Councillor J. Greenhalgh, J.P.), President of the Branch, the Mayoress and the deputy-Mayor and other members of the Town Council, were among those present. During the evening Mr. R. J. Bailey was presented with the Gold Pendant and Record of Thanks awarded to him by the Institution in recognition of his services for 30 years as Chairman and Honorary Treasurer of the Branch.

WALTHAMSTOW (ESSEX).—The Branch organized four concerts in each of the four corners of its area for the purpose of calling attention to its work. One was held in December last, two in January, and one in February. Silver collections were made at each concert, and at the first the certificate won by a Walthamstow boy in the Life-boat Essay Competition was presented.

The following Branches and Guilds have held concerts in aid of Branch Funds: Bolton (Lancashire); Bridlington (Yorkshire); Driffield (Yorkshire); Ealing (Middlesex), and Newbiggin (Northumberland). A concert was organized by the Golden Lion Shooting Club, Hanley, which has been unable to hold the Annual Shooting Competition in aid of the funds of the Institution.

The following Branches and Ladies' Life-boat Guilds have held dances and whist drives or dances in aid of the Institution: Barnes (Surrey); Blackpool (Lancashire); Bridlington (Yorkshire); Cowes (Isle of Wight); Carlisle (Cumberland); Crediton (Devonshire); Deal (Kent); Stoke-on-Trent (Staffordshire); Lancaster (Lancashire); Middlesbrough (Yorkshire); Padiham (Lancashire); Peterborough (Northamptonshire); Rugby (Warwickshire); Rugeley (Staffordshire); Seaford

(Sussex); Sennen (Cornwall); Sowerby Bridge and Stockport (Cheshire); Hackney (London).

Entertainment of Life-Boat Crews.

BERWICK-ON-TWEED (NORTHUMBERLAND).—The Annual Supper was given to the Life-boat Crew on 19th February. The Mayor, Alderman A. Darling, J.P., in the chair, supported by Councillor W. J. Dixon, Chairman of the Committee, and Captain Gibsone, Honorary Secretary.

MARGATE (KENT).—The Mayor, Councillor Mrs. M. Hatfield, J.P., entertained the members of the Crews to dinner on 21st January. Forty-one Life-boatmen were present, and the Mayor was supported by Colonel E. O. Skey, J.P., Chairman of the Committee, Alderman E. Coleman, and Mr. T. W. Gomm, the Honorary Secretary.

SWANAGE (DORSET).—Mr. and Mrs. F. W. Pond entertained the Swanage Crew and members of the Life Saving Apparatus to dinner on 20th January. Over 100 guests were present.

BROOKE (ISLE OF WIGHT).—Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Lord Lieutenant of Hampshire, a member of the Committee of Management and a member of the Brooke Life-boat Crew, gave his annual supper to his fellow-members of the Crew and to the Brooke Launchers on 4th February.

ST. ABBS (BERWICKSHIRE).—On 17th January the Annual Supper to the Life-boat Crew and their wives was given by Miss Isabel Cowe, and the opportunity was taken to present her with the Gold Brooch and Record of Thanks awarded to her by the Institution. The presentation was made by the Inspector of Life-boats for the Northern District.

Religious Services.

MAIDSTONE (KENT).—Life-boat Sunday was celebrated at the Congregational Church on 16th January, an address being given by Captain Basil Hall, R.N., late District Inspector of

Life-boats, in the absence of Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

Life-Boat Matinées.

HULL AND DISTRICT (YORKSHIRE).—On 10th February a Matinée was held at the Palace Theatre, organized by the Lady Mayoress (Mrs. Watson Bayes), the programme being arranged by Mr. J. C. Challons, the manager of the Theatre. Many artistes appearing at the local theatres gave their services. Among those present were the Lord Mayor and Lady Mayoress, the deputy Lord Mayor and the Sheriff.

LEEDS (YORKSHIRE).—On 19th January a Matinée was held, organized by the Lady Mayoress (Mrs. Hugh Lupton), a Patroness of the Ladies' Life-boat Guild. A number of actors and music-hall artistes appearing in Leeds during the week gave their services, and presented a three hours' programme to a large audience. Over £180 was realized. During the interval, the Chairman of the Branch, Sir Charles Wilson, M.P., supported by the Lady Mayoress, made an earnest appeal for funds, and thanked Mr. Gillispie, of Moss Empires, Ltd., the owners of the theatre.

SOUTHAMPTON (HAMPSHIRE).—Performances of "The Admiral Crichton" were given by the Above Bar Amateur Operatic and Dramatic Society in aid of the Branch, and raised over £66.

Addresses to Rotary Clubs.

Life-boat addresses were given during January and February to the Rotary Clubs at the following places: Sir Godfrey Baring, Bt., Chairman of the Committee of Management, spoke at the Norwich Club on 26th January. Major General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management, spoke at the Portsmouth Club on 27th January. Captain Basil Hall, R.N., late District Inspector, spoke at the Oxted (Surrey) Club on 6th January.

Income and Expenditure for 1926.

EXPENDITURE.		£	s.	d.	£	s.	d.
LIFE-BOATS :—							
New Life-boats for the following stations :—On account—							
Aberdeen, Eastbourne, Longhope, Montrose, New Brighton,							
Piel (Barrow), Plymouth, Porthdinllaen, Ramsgate, South-							
wold, Stromness, Wexford, etc.							
	45,477	4	1				
Alterations and Repairs of other Life-boats, etc.							
	5,855	10	4				
Payments on Maintenance of Steam Life-boat and Tug							
	1,365	6	1				
Consulting Naval Architect							
	250	16	1				
Salaries and allowances of Inspectors and Surveyors of							
Machinery, Surveyors of Life-boats, Assistant Surveyors,							
Draughtsmen, and Clerks (29 persons)							
	9,469	2	1				
Travelling Expenses							
	2,068	10	11				
Pensions and gratuity							
	469	19	3				
				64,956	8	10	
LIFE-BOAT CARRIAGES AND TRACTORS, VIZ. :—							
New Carriages							
	133	12	0				
New Tractors, etc.							
	640	17	9				
Repairs to Tractors							
	157	14	1				
Alterations and Repairs of Life-boat Carriages							
	158	5	9				
Salary and allowances of Assistant Surveyor of Life-boat							
Carriages							
	305	0	0				
Travelling Expenses							
	105	1	0				
				1,500	10	7	
LIFE-BOAT HOUSES AND SLIPWAYS, including Engineers' charges .							
				33,772	8	11	
LIFE-BOAT STORES							
				15,528	11	9	
LIFE-BOAT STOREYARD AT POPLAR, including Taxes, Insurance							
and Repairs							
	2,550	11	6				
Salaries and allowances of Deputy Chief Inspector for Stores,							
Storekeeper and Clerks (15 persons), and Wages of Manual							
Workers (47 persons)							
	11,527	9	8				
Pensions and gratuity							
	269	0	0				
Storeyard Extension Works							
	3,368	12	10				
				17,715	14	0	
PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS, such as							
Repainting and other Small Repairs to Life-boats, Life-							
boat Carriages, and Life-boat Houses, done locally, Con-							
veyance of Boats, Carriages, Stores, Postages, etc.							
	9,321	17	3				
Salaries of Assistant Secretaries, etc., of Stations (19 persons)							
	267	5	0				
				9,589	2	3	
LIFE-BOAT INSPECTORS, COXSWAINS, MOTOR MECHANICS, BOWMEN,							
SIGNALMEN AND CREWS, ETC., VIZ. :—							
Cost of Wreck Services, including Rewards to Life-boat Crews							
and others, Special Rewards and Recognitions, Medals and							
Vellums							
	6,321	18	7				
Grants to men injured in the Life-boat service							
	284	11	6				
Fees of Coxswains, Bowmen and Signalmen, Wages of							
Motor Mechanics, etc.							
	19,960	8	0				
Payments to Life-boat Crews and Launchers for exercises, etc.							
	6,840	8	7				
Payments to permanent Crews of Steam Life-boat and Tug							
	2,061	3	2				
Pensions and Retiring Allowances to Coxswains, Bowmen							
and Signalmen							
	3,239	8	11				
Pensions and Grants to Relatives of deceased Life-boat men							
and others							
	564	19	3				
Pensions to permanent Crews of Steam Life-boats							
	448	12	0				
				39,721	10	0	
Salaries and allowances of Inspectors of Life-boats, and Clerks							
(15 persons)							
	6,579	2	3				
Travelling Expenses of Inspectors							
	1,958	15	3				
Pensions							
	744	0	0				
				9,281	17	6	
Carried forward							
				£192,066	3	10	

INCOME.

SUBSCRIPTIONS, DONATIONS, ETC. :—

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters	5,370	13	4			
" " through Station Branches	5,931	11	10			
" " through Financial Branches	15,782	14	8			
" Donations to Headquarters	11,142	9	10			
" " through Station Branches	17,871	18	6			
" " through Financial Branches	41,259	14	8			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations	1,737	18	4			
Contribution Boxes (Headquarters)	409	13	7			
" " (Station Branches)	2,765	17	11			
" " (Financial Branches)	772	8	4			
				103,045	1	0

LIFE-BOAT FUNDS :—

Civil Service Life-boat Fund, per W. Fortescue Barratt, Esq., in respect of the following Life-boat Establishments— Kingstown, Margate No. 2, Maryport, North Deal and Montrose No. 1 (additional)	1,568	10	7			
North Deal—Bevan Reward Fund (per the Charity Com- missioners)	208	5	0			
Covent Garden Life-boat Fund, per Bert J. Monro, Esq. (additional)	138	1	9			
Northrepps Mariners' Fund, for Norfolk Life-boat Stations	12	10	0			
				1,927	7	4

INCOME FROM INVESTMENTS :—

Dividends and Interest on Investments	44,690	18	10			
Less Income Tax deducted	4,481	11	5			
	40,209	7	5			

Special Purposes Trust Fund Income Account	1,630	9	0			
Less Transfer to Special Purposes Trust Fund	447	6	1			
	1,183	2	11			
Less Transfers to Station Branch Contribu- tions, and Financial Branch Contribu- tions	17	12	10			
	1,165	10	1			

Income Tax recovered	3,992	13	3			
	45,367	10	9			

SUNDRY RECEIPTS :—

Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc.	2,111	11	10			
Sale of <i>The Lifeboat Journal</i> , Advertisements, etc.	110	19	8			
Sale of <i>Britain's Life-boats</i>	7	13	9			
	2,230	5	3			

ORDINARY INCOME	152,570	4	4			
LEGACIES FOR GENERAL PURPOSES	49,847	14	8			

Carried forward 202,417 19 0

EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward				192,066	3	10
ADMINISTRATION :—						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General), and Clerical Staff (26 persons)	4,283	12	2			
	£	s.	d.			
Rent, Rates, Taxes, Lighting, Heating, Insurance, etc.	1,370	13	10			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts	557	12	6			
Commissionaires and Messenger (3 persons)	538	16	8			
Telephone, Postages and Parcels	688	3	11			
	3,155	6	11			
Less estimated amount chargeable to Publicity	1,500	0	0			
	1,655	6	11			
Pension		49	13	0		
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc.	1,552	4	10			
Auditors' Fee	236	5	0			
Law Expenses	326	0	2			
Repairs and improvements to the House of the Institution	373	0	9			
		8,476	2	10		
PUBLICITY AT HEADQUARTERS AND 922 BRANCHES :—						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General) and Clerical Staff (as above), and Salaries and allowances of Assistant Secretary (Publicity) and Typist	5,160	2	5			
Salaries and allowances of District Organizing Secretaries, Clerks, etc. (26 persons)	6,180	17	9			
Travelling allowances of District Organizing Secretaries	2,053	1	11			
Annual General Meeting	44	3	5			
Advertising and Appeals	6,789	14	9			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc.	7,571	16	10			
Printing and Binding the Annual Report and <i>The Lifeboat Journal</i>	2,061	5	11			
Payments in connexion with purchase and distribution of <i>Britain's Life-boats</i>		2	15	0		
Salaries and Commissions of Assistant Secretaries, etc., of Branches (102 persons)	3,061	2	3			
Estimated proportion of Administration Expenses as above.	1,500	0	0			
		34,425	0	3		
		£234,967	6	11		

		INCOME.			
		£	s. d.	£	s. d.
Brought forward				202,417	19 0
GIFTS AND LEGACIES FOR SPECIAL PURPOSES :—					
Legacies :—		£	s. d.		
Income only available				589	10 6
Special Gifts :—					
Capital available				9,621	14 10
Legacies :—					
Capital available				39,136	19 11
				<u>49,348</u>	<u>5 3</u>
Less :—					
Transferred to Permanent Endowment Trust Fund				589	10 6
Do. Special Purposes Trust Fund				48,758	14 9
				<u>49,348</u>	<u>5 3</u>
TRANSFERRED FROM SPECIAL PURPOSES TRUST FUND for Life-boats, etc., included in Expenditure defrayed during the year by Special Legacies and Donations				9,546	0 9
				<u>£211,963</u>	<u>19 9</u>
DEFICIT CHARGED TO GENERAL PURPOSES FUND				23,003	7 2

£234,967 6 11

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1926, and of the Branches for the year to 30th September, 1926.

Notice.

*The next number of THE LIFEBOAT will be published in
September, 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?

FORM OF BEQUEST

FOR those who wish permanently to benefit what must necessarily be a permanent Work of Humanity.

I give and bequeath to the Royal National Life-boat Institution for the Preservation of Life from Shipwreck, London, Incorporated by Royal Charter, the sum of £ , for the use of the said Institution, and I declare that the said Legacy shall be paid free from Legacy Duty, and that the receipt of the Treasurer of the said Institution shall be a sufficient discharge for the same.

Motor Life-boat.	Estimated Cost of Boat and Equipment.	Estimated Annual Upkeep.	Estimated Cost of Maintenance for 20 years or for the Life of the Boat.
	£	£	£
60 ft. Barnett Twin Screw	14,000	1,000	13,600
51 ft. Barnett Twin Screw	11,000	750	10,200
45 ft. Watson Cabin, or 48 ft. Ramsgate Type	10,000	650	8,850
40 ft. Norfolk and Suffolk Type	7,000	500	6,800
35 ft. Self-righting Type	4,500	400	5,450
Concrete Slipway	costs £ 6,000 to £ 10,000 to construct		
Motor Life-boat House		1,800	3,000
Motor Life-boat Engine {	80 h.p.	1,500	"
	60 h.p.	800	"
	40 h.p.	600	"
Motor Caterpillar Tractor		1,800	"
Winch and Engine		750	"
Life-boat Carriage		600	"
Power-driven Capstan for Motor Life-boats (for hauling on ropes and heaving in anchor)		80	"
Line-throwing Gun		15	"

A Life-boat can be named after the donor, or receive the name which the donor chooses, and in the other cases, such as Boathouses, a tablet is affixed recording the gift. Bequests for any of these purposes are always most gratefully received by the Committee of Management; but the most acceptable of all is a **general bequest**, which leaves the Committee free to apply it in any way which they, with full knowledge of all the requirements of the Life-boat Service, consider will be of most value to that Service.

GEORGE F. SHEE, M.A., *Secretary.*

22, Charing Cross Road,
London. W.C.2.