

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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Since the War only three issues of THE LIFEBOAT have been published annually. Owing to the great increase in the amount of matter for publication, particularly in reports of the work of Branches, the Committee have decided to revert to the practice of four issues in the year, dated February, May, August, and November. This is the third number published this year, and it will therefore be followed by another number in November.

The Plymouth Motor Life-boat : Inaugural Ceremony.

THE Inaugural Ceremony, on 12th July, of the Plymouth Motor Life-boat, the third Life-boat to be built of the 60-foot Barnett Twin Screw type, was one of the most successful ever held. It took place in Plymouth's Civic Week, for which seven ships of the Atlantic Fleet visited the port. These ships were the Third Battle Squadron consisting of the *Iron Duke* (Flagship), *Marlborough* and *Emperor of India*, and the Second Cruiser Squadron consisting of the *Curacoa* (Flagship), *Cambrian*, *Canterbury* and *Comus*. The City authorities and the Royal Navy joined whole-heartedly with the Institution in giving this new Life-boat a most impressive and solemn inauguration.

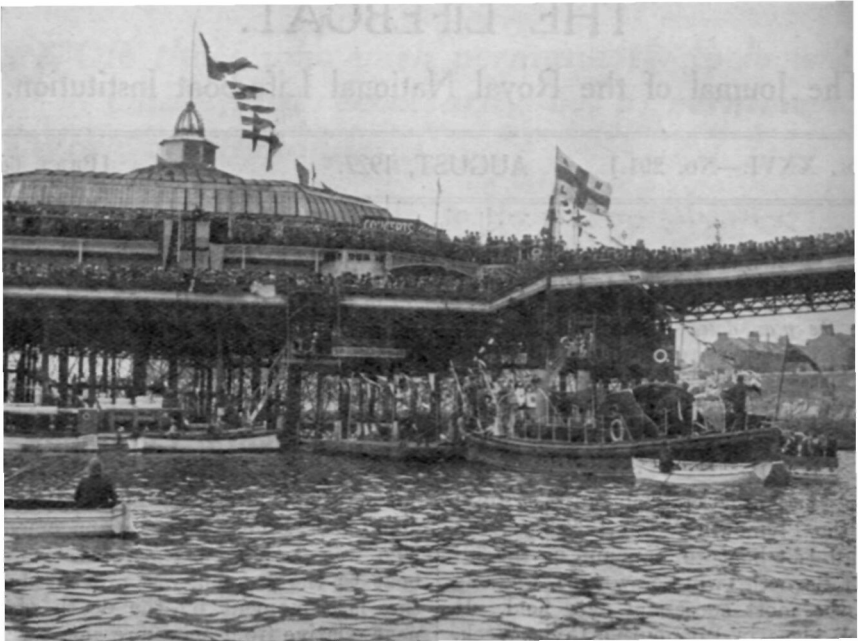
The Mayor of Plymouth, Alderman J. J. Hamlyn Moses, one of the Vice-Presidents of the Branch, presided; the Countess Jellicoe of Scapa performed the naming ceremony, and the Bishop of Exeter, the Rt. Rev. Lord William Gascoyne Cecil, D.D., dedicated the Life-boat. Among those who also took part in the ceremony were Admiral John de M. Hutchison, Chairman of the Branch, Vice-Admiral Sir Rudolf Bentinck, K.C.B., K.C.M.G., Commander-in-Chief at Plymouth, the Viscountess Astor and Sir Arthur Shirley Benn, two of Plymouth's three members of Parliament, Mr. George F. Shee, M.A., Secretary of the Institution, and Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-

boats. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, who was to have presented the Life-boat to the Branch, was prevented at the last moment by the death of a near relative from being present.

The presence of a large number of the officers of the Fleet in uniform made the east side of the Pier, which formed the "platform," a brilliant sight. Moreover, the weather was perfect, a fact which deserves special mention in a summer of phenomenal gloom.

The singing was led by a choir conducted by Mr. David Parkes, Mus. Bac. (Oxon), F.R.C.O., accompanied by the Commander-in-Chief's Band. Thousands of people thronged the Promenade Pier, where the ceremony was held, and the slopes of the Hoe; and the speeches and singing were not only broadcast but also made audible by loud speakers, so that all present were able to take part in the ceremony.

The proceedings were opened by the Mayor in an admirable speech, and Mr. Shee, in the absence of Sir Godfrey Baring, then formally presented the Life-boat to the Branch. She was, he said, one of three Life-boats of the same type, and he had no hesitation in saying that those three were the finest Life-boats in the world. She had been provided out of a legacy which the Institution owed to the generosity of the late Mr. Robert Alexander Beck, of Worthing.



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[The Western Morning News.

THE NAMING CEREMONY OF THE PLYMOUTH LIFE-BOAT.



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[The Western Morning News.

THE BISHOP OF EXETER DEDICATING THE PLYMOUTH LIFE-BOAT.

(Behind him are Lady Jellicoe and the District Inspector of Life-boats.)

In accepting the boat on behalf of the Branch, Admiral Hutchison said that, so far as was humanly possible, she should at all times be ready for service. She had already been well tested in a south-westerly gale and Coxswain and Crew had every confidence in her. The Bishop of Exeter then dedicated the Life-boat to the service of God in eloquent and solemn language.

Captain Rowley gave the following description of the Life-boat. She is 60 feet long with 15 feet beam, draws 4 feet 4 inches and displaces 44 tons of water. She is driven by two 76-h.p. petrol engines, which give her a speed of 9.5 knots. It may not seem a high speed, but such is the engines' reserve of power that the Life-boat can maintain this speed under practically any conditions of weather; whereas, at a higher speed, the crew would simply be swept out of her in bad weather. She is built of two thicknesses of teak and has 15 main and 100 minor watertight compartments, so that even if severely damaged she would remain afloat and be manageable, while her engines would continue to work although otherwise entirely submerged, provided that the air-inlets were above water.

She has two cabins with accommodation for between 50 and 60 people, and in a calm sea could take 300 people on deck. Under the worst conditions of weather she could in safety carry 150 people in addition to her crew. She carries 500 gallons of petrol, which at a cruising speed of 8 knots enable her to travel 500 miles. She is fitted with jets in all compartments, by which an outbreak of fire can be smothered by pyrene fumes, and has oil-sprays in her bows for spraying oil on heavy seas. She carries a line-throwing gun with a range of 80 yards, is lit by electricity, and has an electric searchlight, an electrically driven capstan, and a life-saving net into which the shipwrecked can jump as the Life-boat lies alongside their vessel.

When this description of the Life-boat had been given, Lady Jellicoe named her *Robert and Marcella Beck*, asking God to bless her and all who sailed in her.

It was an inspiring moment when the

Life-boat, named and dedicated, moved out into the harbour to the noise of sirens and hooters from the ships and boats in the Sound and amid the loud cheers of the great crowd. As these sounds died away the voices of the choir were heard singing a sea-chanty.

Mr. Scantlebury then presented to Lady Jellicoe a handsomely bound album of photographs, showing the history and development of the Station, to be completed later with photographs of the ceremony itself.

Mr. Shee, in the absence of Sir Godfrey Baring, presented to Coxswain Henry Hockaday, of the Yealm River Life-boat, the Certificate which, with a pension, had been awarded to him after 30 years' service, on the closing of the Station; and to Mrs. G. H. Philips, of the Plymouth Ladies' Lifeboat Guild, the Framed Photograph of a Life-boat going out to a vessel in distress, which had been awarded her in recognition of long and valuable services.

Sir Arthur Shirley Benn proposed, and Admiral Bentinck seconded, the vote of thanks to Lady Jellicoe; and Mr. Shee proposed, and Lady Astor seconded, the vote of thanks to the Mayor.

After the ceremony the Life-boat took Lady Jellicoe out to the Flagship of the Third Battle Squadron. By a happy coincidence, quite unexpected by her or anyone else, it was the *Iron Duke*, which had been the Flagship of Lord Jellicoe at the *Battle of Jutland*.

In writing of the ceremony afterwards the Mayor said, "It was one of the most thrilling and impressive ceremonies in connexion with the great week which was held at Plymouth and has done more to revive interest in the Life-boat Institution in Plymouth than any happening of recent years."

This account would be incomplete without a warm tribute to the admirable way in which Mr. Scantlebury, the Honorary Secretary, had organised a very splendid and important function, his work having been so complete that everything went off without a hitch from start to finish, the success being of course ensured by the generous and spontaneous help of the Commander-in-Chief and the naval authorities.

The "Princess Victoria" Life-boat Tractor.

It is now six years since the first experiments were made with Motor Caterpillar Tractors for launching Life-boats off flat beaches. Tractors have been placed at a number of Stations, and although the type used has not been suitable for launching off shingle or very soft mud its success on sandy beaches has established the tractor as an essential part of the Service. When, therefore, the first of a new type—which it is hoped will be capable of launching Life-boats off all kinds of flat beach—was completed this summer, it was decided to do what is done in the case of all Life-boats, and inaugurate its work for the rescue of life from shipwreck by a dedication service and naming ceremony.

This ceremony took place, on 10th June, at Slough, at the works of the Four Wheel Drive Lorry Company, the designers and builders of the Tractor, on the Slough Trading Estate. H.R.H. the Princess Victoria performed the naming ceremony, giving the Tractor her own name; the Bishop Suffragan of Buckingham, the Rt. Rev. Philip H. Elliott, D.D., conducted the dedication service; and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided. Some 3,000 people were present. Among them were many children, the schools having been given a half-holiday. Girl Guides formed a guard of honour, Boy Scouts and members of the Boys' Brigade gave their help, music was provided by the Band of the Licensed Victuallers' School, and the singing was led by a voluntary Choir. The main roads and many of the buildings on the Slough Trading Estate were decorated.

Among those present were the Mayor and Mayoress of Windsor (Sir William and Lady Carter), the Dean of Windsor, the Military Attaché to the American Embassy, and Miss M. A. Gaskill, Honorary Secretary of the Slough and Windsor Branch, Mr. George F. Shee, M.A., Secretary of the Institution, Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector

of Life-boats, Commander Stopford C. Douglas, R.N., Deputy-Chief Inspector, Mr. Henry Nyberg and Mr. C. F. Cleaver, directors of the Four Wheel Drive Lorry Company, and Sir William Jones and Lieut.-Col. P. H. Johnson of Roadless Traction, Ltd.

When Princess Victoria had taken her place on the platform, Miss Geraldine Rowley presented her with a bouquet. The factory doors then swung open and the Tractor appeared with a Life-boat, and drew up facing the platform. The Life-boat was dressed rainbow fashion and manned by Life-boatmen from Boulmer, Hoylake and Southend-on-Sea, Coxswain Stephenson, of Boulmer, being in charge.

A Description of the Tractor.

The Bishop of Buckingham then conducted a short religious service. Following this Captain Rowley gave a description of the Tractor. It consists of a Four-Wheel Drive Chassis with Roadless Tracks on the rear axle, and a long single-axle trailer, also mounted on Roadless Tracks, which carries the Life-boat. The Tractor has a 60-h.p. engine, with six changes of gear, four ahead and two astern, and is capable of a speed of from one to twelve miles an hour. The engine has been made waterproof by having the magneto and carburettor enclosed in water-tight covers and the sparking plugs protected. The total weight of Tractor and trailer is 11½ tons.

On a hard surface the Tractor exerts a pressure of about 20 lbs. per square inch, but as soon as it sinks a little this pressure is decreased to 8 lbs., which is less than that of a man's foot. The old design of Life-boat carriage, with a wheel some 6 feet in diameter and a girdle of plates round it, exerts a pressure, when the wheels are standing in the centre of these plates, of 21 lbs. per square inch. When, however, the wheels are in the joints between two plates the pressure is greatly increased and the wheels sink unduly. With the track on the new type of carriage

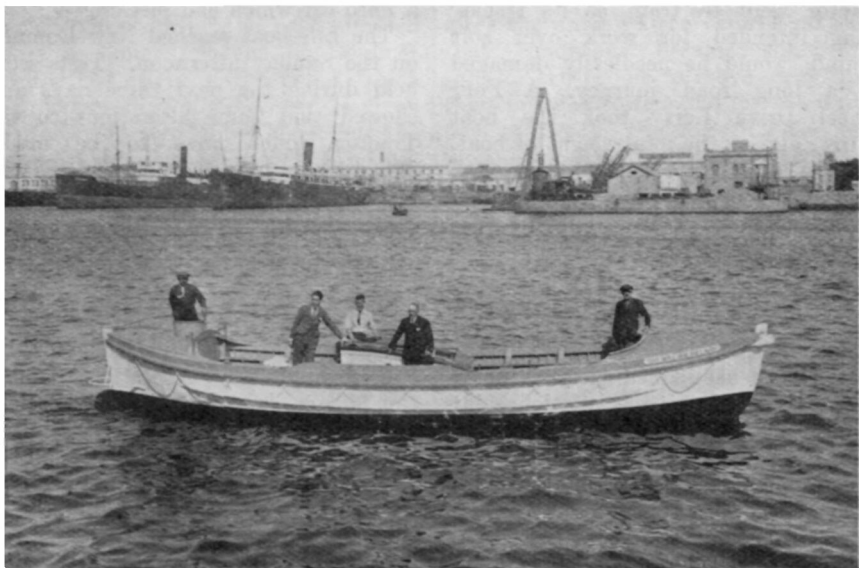


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TRACTOR NAMING CEREMONY.

[Greville's Studios.

In the centre is H.R.H. Princess Victoria, with Sir Godfrey Baring, Bt., Chairman of the Committee of Management, on her left.



THE SPANISH MOTOR LIFE-BOAT, "SIR WILLIAM HILLARY."

the pressure per square inch is only 14 lbs. on all soft surfaces.

The launching process is very simple. The Tractor draws the Life-boat to the water's edge and turning round leaves her with her bow facing seawards. It then goes into reverse and pushes the boat into the water until the trailer's tracks are just submerged. There is a winding-drum on the Tractor, worked by its engine, and by this means the boat is hauled off the trailer into the sea.

When this description of the Tractor had been given, Princess Victoria broke a bottle of champagne over the radiator and named the Tractor "Princess Victoria."

After Sir Godfrey Baring had proposed, and Mr. Shee had seconded, a vote of thanks, the Tractor carried out some evolutions. Then the Life-boat Crew, standing with tossed oars, gave the Princess three cheers.

The Life-boat's Journey to the Coast.

Very early on the following morning (Saturday) the Tractor and Life-boat left Slough for New Romney, in Kent, where the trials were to be held on the very heavy beach of shingle. The Tractor went by train, as its tracks, being intended for work over soft ground, would be needlessly damaged on a long road journey. A Four Wheel Drive Lorry took the boat in tow, and as the total weight of boat, carriage and lorry was 14 tons, the length over 52 feet and the width of the wheel base 11 feet 6 inches, the

journey had its interesting and at times exciting moments for the officer in charge.

A route was followed which had been carefully chosen to minimize the risks from heavy traffic, sharp corners and bridges, and the police gave most willing and courteous help. The good nature and ready help of motorists also deserve to be mentioned. Many of them were compelled to drive their cars into the ditches and even into the fields, and sometimes there was a stream of waiting cars a hundred yards long.

There was but one exception to this courtesy—the owner of a Rolls-Royce—who was very indignant that a Life-boat should have been allowed on the roads during the week-end. One wonders if he would object to being rescued from shipwreck "during the week-end." *En route* the Life-boat was tested, not in a gale of wind but against the parapet of a bridge, where there was only an inch or two to spare. The Life-boat won easily, but it is only fair to add that the bridge was, in the military phrase, "part worn." Also a bystander did his best to exonerate the boat by asserting that the disappearance of the parapet was due to a Ford car which had just crossed.

The Life-boat reached New Romney on the Sunday afternoon. Tests were held during the next three days and showed that some alterations to the Tractor would have to be made. When these have been completed the trials will be continued at different Stations.

Sir William Hillary : "A Son of all Countries."

THE Spanish Society for Saving the Shipwrecked has named the new Motor Life-boat which it has stationed at Malaga, near Gibraltar, the *Sir William Hillary*, after the founder of the Institution, Colonel Sir William Hillary, Bt., who published his appeal for the formation of a national Life-boat Service in 1823, and who himself took part in the rescue of over 300 lives at Douglas, Isle of Man, being three times awarded

the Institution's Gold Medal for his gallantry. In its resolution naming the Malaga boat the Spanish Society says, "To Sir William Hillary's initiative and sacrifice humanity owes all the Institutions which are unselfishly helping ships in danger. He must rightly be considered a son of all the countries carrying on this International Service, and he deserves that his memory should be venerated with deep gratitude."

Life-boat Families.

The Stantons and Stephenson's of Boulmer, Northumberland.

By Hugh Stephenson, Honorary Secretary of the Boulmer Branch, and a member of the Society of Antiquaries of Newcastle-on-Tyne.

THERE are thirty-four houses in the village of Boulmer. Nine are occupied by Stephenson's and nine by Stantons. There are twenty-three men, two of them being the signalmen, from among whom the Life-boat is manned. Ten of them are Stephenson's and seven are Stantons. Of the remaining six, only three are not connected with either of the two families.

Both families are very old. The Stantons are the older of the two, being of Saxon origin. The Stephenson's are of Norse descent, and in the Parish Registers the name often appears as Steanson. Only two miles to the north is an old Norse settlement Ho-vik, now called Howick; and it is noticeable, even at the present day, that the family is above the average in stamina and physique. In fact, a number of Stephenson's who visited the Fisheries Exhibition some years ago attracted considerable attention by reason of their size.

Since the families are so old, I should like to preface the record of their Life-boat services during the past hundred years by some account of Boulmer itself. The origin of the name, which is pronounced locally Boomer, is given as Bull's Mere or Bow Mere, but the second is more probably right, and has come from the shape of the water in the haven which is enclosed by the reefs of rocks in the shape of a bow. The haven itself is known as the Mer-Mouth, pronounced locally as Marmoothe.

Boulmer lies midway between the Tyne and the Tweed in the red segment of the Coquet Island Light. It is considered by mariners as one of the most dangerous points on the Northumbrian coast, and in the days of sailing-ships its shore was continually strewn with wreckage. It is on record that in 1785 twenty-six vessels were wrecked in the six miles between Coquet Island and Boulmer, besides those that had foundered. Then, in

1825, the year after the founding of the Institution itself, a Life-boat was stationed at Boulmer. Sixteen years later, the placing of the light on Coquet Island, and still later the installation of the fog-signal, did much to diminish the number of wrecks, but it remains a dangerous coast in spite of what has been done to direct and warn shipping.

Border Raids.

In the early days Boulmer had other dangers to face besides the sea. The village of Longhoughton, which lies a mile and a half inland, was the original home of the fishing industry, each fishing-boat with its crew of four having allotted to it a certain amount of land to cultivate, and each boat paying so much to the vicar. This village was gathered round the Church with its fortified tower, which was the place of refuge for all its inhabitants in those sudden and frequent raids which for centuries made life so exciting and dangerous in all this border-country. It was probably after the union of the Crowns in 1603, that conditions became sufficiently safe for the people to move away from their fortified towers and for the fishermen to live on the coast. They first moved to Seaton, a little to the south of Boulmer, and later to Boulmer itself, with its more commodious haven, but in 1624, more than twenty years after the union, a plan of it shows only one house.

Fishing is still the industry of Boulmer, and the fishing season is divided into three periods—crab and lobster in the spring, salmon in the summer, and white fish in the "back end" until the crabbing begins again. The herring industry is long since dead. So also is the burning of sea-weed, known, after it was dried, as kelp. It was burnt either in brick-kilns or shallow trenches. From the ashes, sodium carbonate, potash and iodine were obtained. The two kinds of laminaria were the



EX-COXSWAIN WILLIAM STEPHENSON AND THE LATE MRS. STEPHENSON.



LAUNCHING THE BOULMER LIFE-BOAT.

most valuable sea-weed. They grew below low-water mark, and after heavy storms was harvest-time. There is still a kelp-house at Boulmer, but it is now used as a store for fish, and the word kelp means nothing to the new generation.

Dead, too, alas! is the more lucrative smuggling. For many generations "Boomer and its gin" were famous all over the borderland. The ruined refuge tower on Coquet Island and the cells of its vanished monks were the favourite rendezvous for the "free traders," of whom Isaac Addison (the name will appear again when we come to the Life-boat Crew) was the great hero, and many tales are told of his dexterity and effrontery. There were rhymes, too, about Boulmer's gin.

Jimmy Turner of Ford
Didna' think it a sin
To saddle his horse on Sundays
To ride to Bommer for gin.

And

Blind Wull Bawmer of Jethart,
His grips no guid to come in,
He felled a' the gaugers of Jethart
When coming frae Boomer wi' gin.

Jethart, it may be mentioned, is the famous Jedburgh, and a Jethart stave was used in border warfare.

Like other fishing villages, Boulmer has its tradition of wealth coming to a household in a single night, and stories are still told round the winter fireside of the wreck of the *Priscilla* and of Queen Mary's treasure ship in 1565, when £2000 came as his share to the Lord of the Manor.

Old Superstitions.

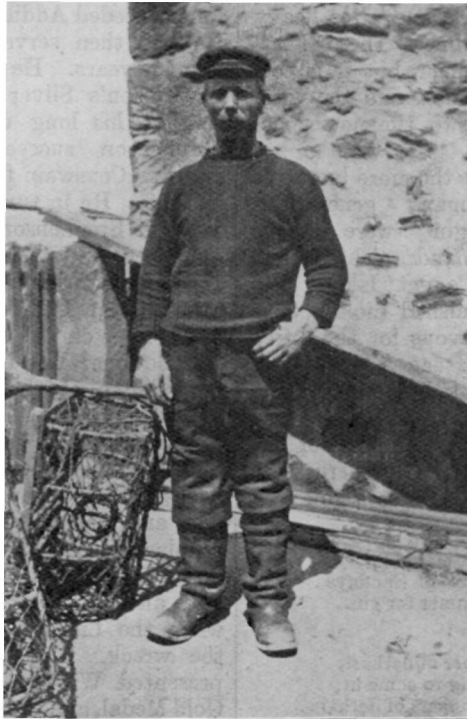
Those days are long since gone. Vanished with them is the old superstition that it was sacrilege to attempt to save a drowning sailor, because that was to rob the sea of its appointed toll of victims. For a century Boulmer men (and women too) have given to the Life-boat Service the daring, energy, and knowledge of the sea which in earlier times were turned to other uses.

The first Coxswain of the Life-boat was James Addison—his sister married a Stephenson—but the succeeding four Coxswains have all been

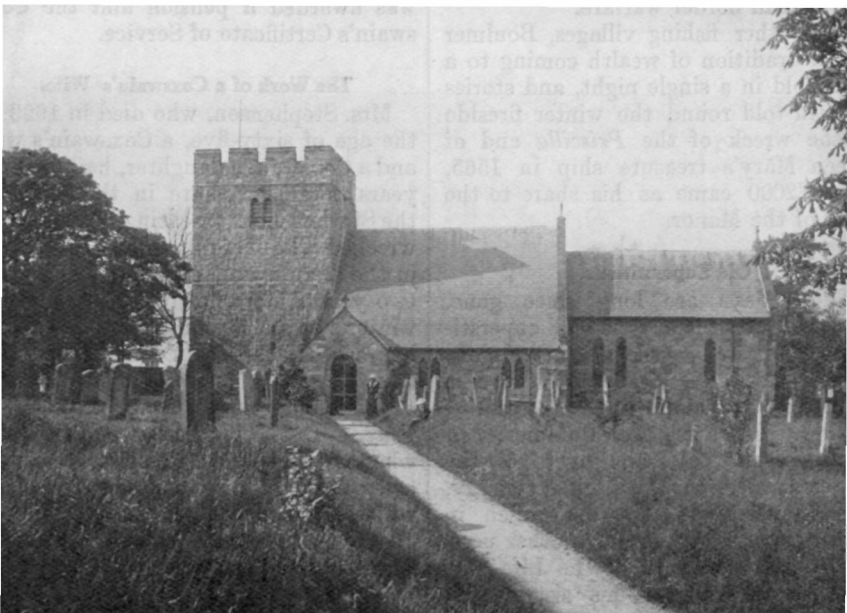
Stephensons. Bartholomew Stephenson succeeded Addison, retiring in 1866. He had then served in the Life-boat for 40 years. He was awarded the Institution's Silver Medal in recognition of his long services. Penment Stephenson succeeded Bartholomew, and was Coxswain for 32 years, retiring in 1898. He in turn was succeeded by William Stephenson, who married his daughter, and who was Coxswain for 24½ years, retiring in 1922. William was awarded the Institution's Silver Medal in 1913 for one of the finest services of the Boulmer Life-boats, the rescue of twenty-five of the crew of thirty of the steam trawler, *Tadorne* of Boulogne. The trawler had gone ashore in a fog. She lay surrounded by rocks, with her decks awash, heavy seas rolling over her, and the crew in the rigging so numbed with the cold that they could do little to help themselves (two, in fact, had already died of exposure) even when the Life-boat had got alongside the wreck. The French Government presented William Stephenson with a Gold Medal, and the Société des Hospitaliers Sauveteurs Bretons with its medal, in gratitude for this service. When he retired after 32 years' service in all he was awarded a pension and the Coxswain's Certificate of Service.

The Work of a Coxswain's Wife.

Mrs. Stephenson, who died in 1923 at the age of sixty-five, a Coxswain's wife and a Coxswain's daughter, had for fifty years taken her share in the work of the Station, both in caring for the shipwrecked who were brought ashore and in the sterner work of launching. Only two years before her death, on a bitter winter's day, she was in the sea for two hours with the other launchers struggling to get the boat afloat, to the help of the Craster motor fishing-boat *Mayflower*. But her worst experience was when the Life-boat carriage was washed away after the Boat had been launched, while the Boat herself had to ride at anchor all night, for the sea and tide were so high that she could not have made the shore, even had she tried, and the wind was so fierce that her Crew could not use the oars. When



SECOND COXSWAIN B. STANTON OF BOULMER.



FORTIFIED CHURCH TOWER, LONGHOUGHTON.

day broke, Mrs. Stephenson, whose father and husband were both in the Life-boat, saw part of the carriage sticking out of the sea, and thought that it was a piece of the wrecked Boat and that all her Crew had perished.

The present Coxswain is Robert Stephenson, nephew of Penment Stephenson. On his appointment in 1922 he had been Second Coxswain for six years. The Bowman, Edward Stephenson, is his cousin, and he has a nephew and a second cousin among the Crew.

There are three other Stephensons in the Crew who are brothers. Their father has just retired, and a fourth brother is one of the signalmen. Another member of the Crew is their uncle, and another is their cousin, making the total of Stephensons up to ten; while of the six Life-boatmen whose names are neither Stephenson

nor Stanton, one is a Stephenson on his mother's side, and another is brother-in-law to one of the Stephensons in the Crew.

The Second Coxswain is Barty Stanton, and one of the Crew is his brother. There are two other brothers in the Crew, both Stantons, and two other members of it are their nephews. The seventh Stanton in the present Crew has a brother who has just retired, and one of the six who are neither Stephenson nor Stanton is the son-in-law of one of the Stantons in the Crew.

Such is the Life-boat record of these two old Northumbrian families, which for centuries have earned their livelihood on this dangerous coast, and though there has been no actual loss of life, there is no doubt that the lives both of men and women have been shortened by the hardship and exposure of Life-boat service.

Life-boat Conferences.

Midlands : London : Dumfries.

LIFE-BOAT Week at Bristol this year included a most successful and well organised Life-boat Day on Thursday, 16th June, and an assembly from 11 Branches in the Midlands District for a Conference which was held on Saturday, 18th June. In spite of generally unfavourable weather this appears to have been found stimulating and enjoyable by all those who attended. Branches represented were: Birmingham, Bristol, Cheltenham, Cleethorpes, Lichfield, Leicester, Nottingham, Retford, Smethwick, Spilsby, and Sutton Coldfield.

The Lord Mayor of Bristol gave his patronage, as President of the Bristol Branch, and would, no doubt, have been able to give more time to the Conference had the Assizes not been in progress in the city. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, addressed the Conference, but Mr. George F. Shee, the Secretary, was unfortunately prevented by ill-health from making the journey to Bristol. His place was

taken by Major C. R. Satterthwaite, the Deputy-Secretary.

The proceedings opened on Friday evening, 17th June, with a reception for the delegates at the beautiful house of Mr. F. O. Wills, Chairman of the Bristol Branch, at Clifton Down. The Lord Mayor attended and welcomed the delegates with a most cordial speech. Mrs. Horace Walker, President of the Bristol Ladies' Life-boat Guild, and Mr. Herbert Major, Vice-Chairman of the Bristol Branch, and Mr. and Mrs. Hartly Hodder, Honorary Secretaries respectively of the Branch and Guild, were present, together with many members of the Bristol Branch Committee and the Guild.

The Conference itself was held in the Bristol Branch of the Royal Colonial Institute. The Lord Mayor was prevented from attending by important civic business, and Mr. F. O. Wills, Chairman of the Branch, welcomed the delegates and expressed appreciation of the work of the Bristol ladies.

Sir Godfrey Baring, in his opening

address, declared that such Conferences had always been uniformly successful. He referred particularly to the valuable work of the ladies to whose agency at least two-thirds of the money collected for the Institution was due, and he emphasised the value of small regular subscriptions. He gave an account of the Institution's programme for the building of Motor Life-boats, and stated that the total cost of that programme would be over half a million pounds. He referred to the vague charges of extravagant administration which are sometimes thoughtlessly levelled against the Institution, and mentioned that the administrative expenses were under 5 per cent. of the whole expenditure. He declared that if the Life-boats were handed over to the State the Service would lose a great deal of its elasticity in administration and that red-tape methods would creep in.

Need for New Branches.

Major Satterthwaite, after conveying the Secretary's apologies and regrets for his absence, referred to the general state of the Midlands District, and to the large number of towns where no Branch exists. He appealed to those present to put the District Organising Secretary in touch with any persons of either sex in such towns who might be ready to assist in forming Branches. He referred in some detail to the number of rescues in recent years, and concluded by an appeal for regular subscriptions, particularly asking that members of the Local Committee should ensure that their own names appeared yearly as subscribers.

Mrs. Horace Walker, President of the Bristol Ladies' Life-boat Guild, referred to the work of the Bristol ladies, and said that although the local Guild had only been in existence for three and a half years it had fully justified its existence. She stated that Life-boat Days were really the only way of getting into touch with the people who could afford to give only small sums, and mentioned that the result of the Life-boat Day in Bristol on the 16th June would be over £300.

She concluded with an appeal to Bristol to do even better than that in the future.

Captain F. T. Winter, the District Organising Secretary for the Midlands, then read a report on the general condition of the Midlands District. He mentioned that of the 111 Branches in the District there were 59 which did not possess a working Committee, and very many towns of considerable importance where no Branch existed at all. He drew special attention to the value of the Works Collection, and gave details showing the considerable increase which had resulted from it in recent years.

Value of the Ladies' Life-boat Guild.

A general discussion on matters of publicity and propaganda followed. Mr. Hartly Hodder emphasised the value of the personal note in appeals, and urged that every member of a Branch or Guild ought to make it a point of honour to secure at least one fresh subscriber each year. The value of the Ladies' Life-boat Guild was referred to by a number of delegates, and it is hoped that some Branches where no Guild exists will be enabled to form one as a result of the discussion. Captain Crookes, of the Sir John Franklin (Spilsby) Branch, called attention to the fact that Branches in the Midlands District had few chances of seeing actual Life-boat Stations, and asked whether arrangements could be made to notify inland Branches when practice launches of Life-boats on the coast were taking place.

On the subject of the Works Collections discussion took place as to the advisability of issuing these locally, and the general opinion was undoubtedly in favour of this. The proceedings terminated with a vote of thanks, proposed by Mr. Hartly Hodder, and seconded by Mr. George Ward, Vice-Chairman of the Birmingham Branch. The Conference broke up shortly before 1 o'clock, and it was felt that had time permitted it might well have been continued for a longer period.

In the afternoon the delegates were enabled to inspect the Institution's Padstow steam tug *Helen Peele*, which

was moored at St. Augustine's Bridge. Captain H. G. Innes, the Western District Inspector, was in charge of the tug, and the delegates were much struck by the beautiful condition of the vessel. After the inspection the delegates were taken for a motor drive in various private cars provided by the members of the Bristol Branch, and were finally taken to Mrs. Horace Walker's house at Yate, where a Garden Party was held. Unfortunately the weather was unfavourable, but all those present enjoyed Mrs. Walker's hospitality. On Sunday, 19th June, an Organ Recital took place at St. Mary Redcliffe, and the delegates were able to inspect this beautiful church.

Too much praise cannot be given to Mr. and Mrs. Hartly Hodder for the enormous amount of work which they did in arranging the Conference and the other items of entertainment which were so much enjoyed by the delegates. The Institution is deeply grateful also to Mrs. Walker and Mr. F. O. Wills for their hospitality. It is hoped that these Conferences will become an annual affair and that next year possibly two Conferences may be arranged for the Midlands District—one in the eastern part of the area and one in the west. By this means delegates from more Branches should be able to attend, and there is little doubt that it will be advisable for such Conferences to sit in the afternoon as well as the morning so as to give more time for a general discussion.

The London Conference.

The Annual Conference of Honorary Secretaries of Branches in Greater London was held at the City Hall, Westminster, where the delegates were welcomed by the Mayor, who said that while the City of London was the birthplace of the Life-boat Service, the City of Westminster had been the home of its headquarters for many years, and that he was very glad to have an opportunity of showing his pleasure in the close association between Westminster and the Service.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided,

supported by Lady Florence Pery, Honorary Secretary of the Ladies' Life-boat Guild, and Mr. George F. Shee, M.A., Secretary of the Institution, and Captain the Hon. R. S. Mansfield, O.B.E., Organising Secretary for Greater London. There were present the Honorary Secretaries of Bexley, Bexley Heath, Fulham, New Malden, Pinner, St. Albans, Tottenham, West Norwood, Barking, Woodford and Epping, Roehampton and Putney.

Sir Godfrey Baring thanked the Life-boat workers of London for the great efforts which they had made on Life-boat Day. The results never quite came up to expectations, but it was becoming more and more difficult to organise such appeals, and in the ten days before Life-boat Day this year no fewer than four other Flag Days had been held.

An effort must be made next year to get an earlier date, for street appeals were the only means of reaching every class of the community. The Chairman also emphasised the importance of getting more regular subscribers in London. There were districts with 30,000 and 40,000 inhabitants where the subscription list was almost nothing.

Mr. Shee then spoke on some of the methods of appeals which the Institution asked its workers to use, and their suitability for the different types of district. The first was the postal circular. It was less suitable to London than to other towns, but there were boroughs of London, such as Kensington and Paddington, where its use should certainly be considered. To be of value, however, it was important that the Branch should get it signed by some one of real local influence, that it should be addressed to the right class of house, and that it should be so worded as to show the particular claim of the Life-boat Service on the Borough in which it was issued.

The House-to-House Envelope Appeal, again, while it would be useless in the West End, might be used with great effect in the suburbs. It entailed heavy work on the ladies carrying it out, for the essence of the appeal was that they should *personally* leave the envelopes,

and *personally* call for them two days later.

The small drawing-room meeting, at which the *hostess* collected no more than five or six of her friends, might be of great value, if widely used, in enlisting new workers.

The collecting card was a very simple way of helping the Institution, especially for ladies who might feel shy of speaking or collecting in the streets. One lady had collected £15 with one card and then £11 with a second one. Mr. Shee hoped that every member of the Guild would undertake to get at least three 5s. subscribers.

On the subject of Life-boat Day, Mr. Shee said that a Committee was to be set up which would take London borough by borough, with the object of setting up a good organisation in each.

A discussion followed, principally on the most suitable date for Life-boat Day, and the best type of badge. The majority were in favour of holding the day in April. They were also in favour of having only the house-flag and the small paper badge in the form of a Life-boat, being unanimous against adopting a flower or having two types of badge, one to be given in return for copper and the other for silver.

The Dumfries Conference.

At the Conference of all the Scottish Branches, held in Edinburgh last January, it was decided that from time

to time area conferences should be arranged by the Scottish Council. The first of these Conferences was held at Dumfries on April 28th, Provost O'Brien taking the chair. The Duke of Montrose, Chairman of the Scottish Council, was present, and the following Branches were represented: Dumfries, Annan, Kirkcudbright, Port Logan, Stranraer, and Newton Stewart. Addresses were given by the Duke of Montrose, the Rev. Robert Primrose, V.D., the District Inspector, and the District Organising Secretary. The Duke of Montrose pointed out that the basis of representation on the Scottish Council was that every Branch raising £100 was entitled to send one representative, Branches raising £200 two, and Edinburgh and Glasgow three each. It was a matter for great regret that out of 105 Scottish Branches only 18 were entitled to be represented on the Council. He also pointed out that £18,000 a year was required simply to maintain the Scottish Life-boats and at present Scotland raised only £11,000. They ought, he thought, to have sufficient national pride to provide the money for maintaining their own Life-boats.

Reports were received from the Branches, and the District Organising Secretary reported that new Branches had been formed at Lockerbie and Newton Stewart, and asked for the names of those who might help in forming Branches in Moffat, Ecclefechan, Dalbeattie, Castle Douglas, and Ballantrae.

Practice Launches.

At the Conference of Life-boat Workers held at Bristol on June 18th, of which a report appears on page 485, one of the speakers pointed out how much it would interest the workers of inland Branches to see Life-boats afloat, and he asked if it would not be possible for such Branches to be notified when the nearest Station was holding a practice launch. The simplest way of doing this would be by getting the date published in advance in the Press, and we hope that Honorary Secretaries of

Stations will arrange for such announcements to appear, as long as possible before the date, not only in their local papers but in the principal paper in the county so that as many as possible of the workers of neighbouring inland Branches may see it. It is not suggested that the date should be advertised, for this expense would not be justified, but we feel sure that the Press will always be ready to publish the dates of launches—a number of papers in fact already do so—as items of news.

Honours for Honorary Workers.

Miss Alice Marshall, of Oxford ; Major H. E. Burton, O.B.E., R.E., of Tynemouth.

THE Committee of Management at their meeting last June elected Miss Alice Marshall, the retiring Honorary Secretary of its Oxford Branch, a Vice-President of the Institution. She is the first lady to receive this, the highest honour which the Institution can give to one of its honorary workers. Miss Marshall, who has been compelled to give up her Life-boat work on account of ill-health, has been Honorary Secretary of the Oxford Branch since 1911. Before that she had been an Honorary Collector for the Life-boat Saturday Fund and was Honorary Treasurer of the Ladies' Auxiliary of that Fund from 1905 to 1910. In 1914 she was awarded the Institution's Gold Brooch, and in 1922 elected the first Honorary Life-Governor. During the sixteen years that she has been Honorary Secretary of the Branch, Miss Marshall has collected for the Life-boat Service over £13,500, and has made Oxford, by its generous and regular support, one of the outstanding Branches of the Institution. An account of Miss Marshall's work appeared in *The Lifeboat* for February, 1921.

At their meeting in July the Committee elected Major H. E. Burton, O.B.E., R.E., retiring Honorary Superintendent of the Tynemouth Motor Life-boat, an Honorary Life Governor. An officer in the Royal Engineers, and a yachtsman holding a Board of Trade Master's Certificate, Major Burton brought exceptional qualifications and experience to Life-boat work when he became Honorary Superintendent of

the Motor Life-boat at Tynemouth. It was, in fact, the prospect of having his help which decided the Institution to place at Tynemouth, in 1905, its first experimental Motor Life-boat, a converted Pulling and Sailing Life-boat with a 9-h.p. engine. The difficulties which Major Burton faced and overcame may be judged by the fact that such was the distrust of local fishermen that for eight months he manned the new Life-boat with a crew of his own sappers. During this time he carried out a rescue for which the Institution awarded him Binoculars.

Major Barton's work for the Life-boat Service has brought him many other and deserved honours. In 1913 he received the Institution's Silver Medal for his part in the service to the S.S. *Dunelm*. In 1914 he won the Gold Medal for the service to the Hospital Ship *Rohilla*, and was presented by the United States of America with its Gold Cross of Honour; and in 1924, with the other Gold Medallists of the Institution, he was decorated by the King with the Medal of the Order of the British Empire. Major Burton has now given up his work for the Institution only because he is leaving Tynemouth. An account of Major Burton's work appeared in *The Lifeboat* for March, 1923.

It is a pleasure to extend to both these devoted and brilliantly successful workers on behalf of the Life-boat Service the hearty congratulations of the Institution, and to wish them happiness in the leisure which they have so well earned.

The Fishwives of Cullercoats.

FOR the sixth year running the fishwives of Cullercoats have held their collection for the Institution on the occasion of the August road exercise and Launch of the Life-boat in Whitley Bay, and although, for the first time, they have not succeeded in beating their record—and they could hardly continue to

do it indefinitely—they have collected the splendid sum of £114. Altogether in six years they have collected £615. Mrs. Polly Dankin has again done what seemed almost impossible and increased her collection. Last year it was £28; this year it is actually four pounds more.

The Helen Peele's Summer Cruise : 1927.

By Captain H. G. Innes, R.N., Inspector of Life-boats for the Western District.

[Each summer the Institution's steam-tug, Helen Peele, which is stationed at Padstow, Cornwall, for the purpose of taking the two Padstow Life-boats out to wrecks, does a fortnight's cruise, partly as an exercise and partly to give the public an opportunity of seeing her. This year's cruise was across the Bristol Channel to Tenby, and then to Swansea and up the Channel to Bristol. It is one of the last cruises the Helen Peele will make, as a Motor Life-boat of the largest type is to be built for Padstow.]

Thursday, 9th June.—The Helen Peele left Padstow at 1 p.m. on her Summer Cruise. We waited till this rather late hour to start the trip to Tenby as we had a faint hope that our President might pay us a visit, especially as we had placed our little ship right under the window of His Royal Highness' room at the Metropole Hotel. Perhaps, as he was on a holiday, he thought the tug looked too much like "work." Anyhow, he went to play golf, and the most I can say is that he cast an (I hope) admiring glance or two in our direction.

And so to sea, as the great diarist might have said, and a very fine trip we had to Tenby, passing quite close to Lundy Island. The sea was smooth and the visibility very markedly high—foretelling rain.

We anchored at Tenby about 8.30 p.m., and here the Honorary Secretary gave me the welcome news that his Life-boat was "on service" again—had, as a fact, been out that very morning on what proved a successful motor trial.

Although the weather was fine, with occasional showers, there is always something of a swell here, and we rolled about most of the night.

Friday, 10th June.—At 10 a.m. we weighed and proceeded for Swansea. Weather moderate with a fresh breeze. Close under the Worms Head we saw eight Brixham sailing trawlers at work, as pretty a sight as uncommon now-a-days in the Bristol Channel, where we

are more used to the Swansea or Milford steam trawlers: fine craft, but certainly no things of beauty.

On to the Mumbles, and while waiting here for the tide many schools of mackerel were seen, darkening the sea in all directions. Hooks and lines were over the stern quickly—we are Padstow men with sea-fishing in our bones—but no luck. It was predicted by one of the crew, and an ancient fisherman, that, "Them don't take when they'm schooling," and so we found.

We entered the South Dock about 4 p.m., and secured astern of a fine Brixham sailing trawler, one of the larger type and vulgarly known as a "Tosher"—why, I could not ascertain. She had just sold her catch. Our skipper is an ex-Brixham fisherman, having been brought up in that rough school from quite early boyhood; so we soon had visitors on board. Later in the evening the tug was open to the Swansea townfolk, but, as it was a damp evening, there were not many who took an interest in us. Quite a number of our fishing friends came on board, however.

At Swansea.

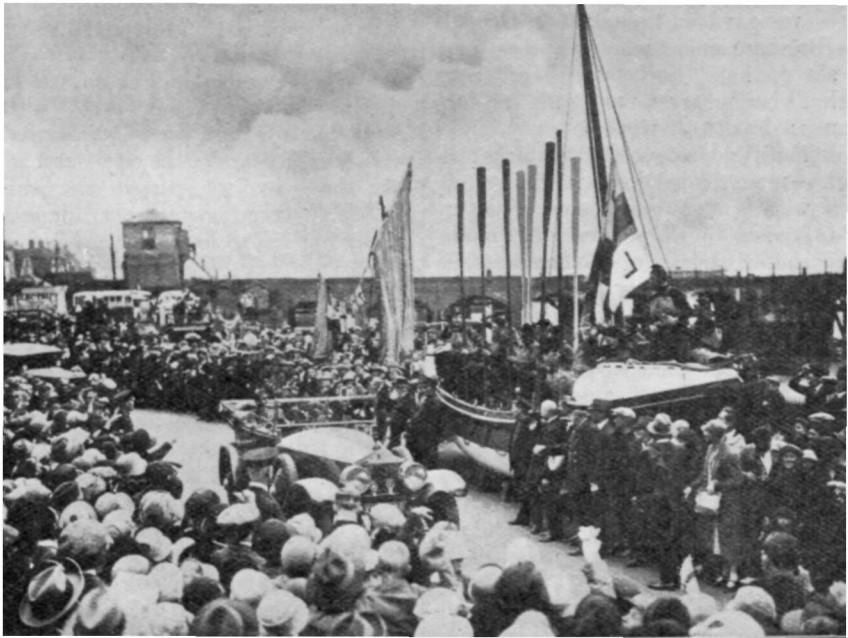
Saturday, 11th June.—The tug was open to visitors as usual. Some came on board in the morning, but the counter attraction of a sea trip in a "Campbell's Steamer" to Ilfracombe somewhat spoiled our market in the afternoon.

Sunday, 12th June.—We kept "ourselves to ourselves," it being the Sabbath. As a fact, the Swansea citizens and citizenesses really got a better view of the Helen Peele from the dockside than one got by coming on board, and perhaps the thoughts of possible damage to their Sunday best may have kept them at arm's (or rather "leg's," as it was a good step over the gangway) length. This afternoon I went over to Cardiff to be ready for a Barry Dock inspection on Monday.

Monday, 13th June.—The tug open to visitors and a few on board, but as it was Monday, and "work while there



THE PADSTOW LIFE-BOAT TUG, "HELEN PEELE."



H.R.H. PRINCE HENRY INSPECTS THE FOLKESTONE LIFE-BOAT ON 13TH JULY.

(The photograph is reproduced by permission of Messrs. Rolls Royce, Ltd., one of whose cars Prince Henry uses.)

is any going" is the Swansea motto, only the fair sex was represented. I got back in the afternoon to find half a dozen steam trawlers in from "S.W. of the Smalls," with good catches. Generous souls, too; no sooner had they made fast than round they came with parcels (as the city men say) of fresh fish—soles, whiting, magram (often skinned and palmed off for soles on the unwary), gurnet, etc.—all free gratis and for nothing, and promises of more next morning. No town or seaside dweller knows the taste of a Dover sole fresh from the trawl. The former as it only comes to them via Billingsgate and the fishmonger's shop; and the latter—well, because no one gets fresh fish at the seaside, it all goes to Billingsgate!

On the way to Bristol.

Tuesday, 14th June.—6 a.m. under weigh, but not so early but one of our "hands" has been twice to the good ship *Oystermouth Castle*—once for a generous "fry" of fish (about three stone!) and the second time for some "fat" to fry them in! At the dock gates we gave a "pluck" to *Gem*, a fine Brixham smack who was proceeding to sea on her "lawful occasion," now with all her pretty tanned sails set, but minus a breath of wind so early. We took her right down to the Mumbles Light—much to her joy—where we left *Gem* with a fine breeze springing up to take her to the westward. *Helen Peele* shaped course for the Scarweather Lightship, on our way to King Road and Bristol City. As we got near the vessel the idea was conceived to give her some papers and surplus fish, and, better still, some "squid" as bait. A hail soon brought the Lightship's men alongside in their "small boat," and the fish and a big bundle of papers and magazines were soon transhipped.

She was blowing her fog-horn, and we were glad to leave such a noisy craft astern.

By 5 p.m. we were up at King Road looking out for our pilot. With him on board and a young flood under our keel we were soon steaming up the Avon. Past Avonmouth with its oil-

tanks and liners. Past "Hangman's Dock," where pirates are said to have been executed in the good old days. Past "Adam and Eve," badly in need of a coat of paint—two heroic figures, one each side of an ancient gateway, "Sea Mills" from whose creek or "pill" John Cabot is said to have set sail to find Newfoundland, or Terra Nova as it was called then. Up a tree-lined reach where, in the old "clipper" days, the top-gallant and royal yards of the vessels used to brush the boughs of the oaks in passing. Under "Cook's Folly," a wonderful house perched high above our port side. The river now running alongside the magnificent "Portway," we had a good view of this new road from Bristol to Avonmouth, the finest road in the Kingdom. Under Clifton Bridge, hanging above us in the haze like a giant spider's web spun from cliff to cliff.

Arrived at the Cumberland Basin our pilot leaves us. He had rendered us his services most kindly free of charge, and had added to our obligations by his lively descriptions of all the sights on the way up, from the banana ships at Avonmouth to the tobacco warehouses at Bristol City. From the Cumberland Basin we were our own pilots to our berth at St. Augustine's Bridge, where we secured—right in the heart of the city—at 7 p.m. On the way we passed the smart R.N.V.R. training-ship, not forgetting to dip our red to her white ensign.

Over a Thousand Visitors.

From 15th-19th June.—We lay at Bristol, the occasion of our visit being the Bristol City Life-boat Day on the 16th, and the delegates' visit in connection with the Life-boat Conference on the 18th.

I should not like to guess at the number of visitors who came on board here, it probably runs into four figures. On the Day we dressed ship "rainbow fashion" and tried to look our smartest, an effort rather spoiled by heavy showers, each longer than the last. Our boxes were kept busy—the two we had on board—by their collectors, but I wish the public had been busier with their

money. A very active A.B. of the Bristol Division R.N.V.R. shook one box, one of our crew the other. We could not claim any of the collections for the tug, of course. Mr. Hartly Hodder, the very energetic Honorary Secretary of the Bristol Branch, saw to that.

I should like here to pay a tribute to the very good work which Mr. and Mrs. Hartly Hodder, and all their helpers did that day, in spite of rain. It was 10 p.m. and later before all the money was safely banked. The workers—quite an army of them—must have been dead beat.

On the Saturday afternoon Mr. Hodder had arranged for motor drives into the surrounding country for the delegates. He most kindly included me, and my charming hostess for the afternoon took me a very enjoyable round before "casting anchor" at Mrs. Horace Walker's "At Home."

We went along "Portway," even more wonderful than it looked from the river, to Shirehamptom, and Aust, where in the old days, before the Severn tunnel was made, travellers from the Welsh coast landed for their ten-mile drive to Bristol, and from all accounts the ferry from South Wales to Aust was not to be lightly undertaken. Iron Acton we visited, much prettier than its name. Altogether, and in spite of rain, a lovely run.

On Sunday Mr. Hodder provided an organ recital at St. Mary Redcliffe—pronounced by experts to be the finest parish church in England. It certainly has a wonderful organ and organist. Early on Monday we were under weigh again, steaming through the basins and locks and down the river now full of craft coming and going. Quite exciting navigation, too—passing the big ones—knowing as we did that a touch on the bank would probably mean the end

of *Helen Peele*! At noon we entered the docks at Portishead and secured the tug. The afternoon was spent in removing some of the Bristol mud and cleaning the ship generally.

Tuesday, 21st June.—Lying at Portishead the tug was open to visitors as usual, but there were very few about.

Wednesday, 22nd June.—We left the docks at 11 a.m. and proceeded down channel for Clovelly. We had the ebb tide with us but also a westerly wind against us, which latter we could have very well done without. As it was it sent up a short high sea which suited the tug's "pitching period" admirably.

By the time we had got half-way across Barnstaple Bay there was quite a sea on, and as Clovelly did not look like much shelter we pushed on for Hartland and home (Padstow). The tide had now turned against us and it was a tedious "plug" to Tintagel, dark and forbidding in the twilight, and needing little imagination to see Merlin at his incantations. Thence to Pentire, 10.30 p.m. and cold. No lights to guide us, but our skipper knows his way and we are soon over the Doom Bar—past the buoys—and alongside by 11 p.m.—a good day's run for a 26-year-old.

Thursday, 23rd June.—The day was spent coaling and later cleaning, the inevitable sequel, and so ended the cruise. On the whole, I think it aroused interest in what visitors there were, and it kept the Institution before the eyes of the South Wales and Bristol public.

Rain spoiled a good many of our days, and if a great deal of money was not collected—and we did not do so badly at Bristol—the "bad times" must be borne in mind.

As regards the tug and her equipment, no fault could be found, and the conduct of the crew was, as usual, excellent.

Forthcoming Articles.

In the next number of *The Lifeboat* will appear accounts of the naming of the new Porthdinllaen Motor Life-boat by Dame Margaret Lloyd George, and

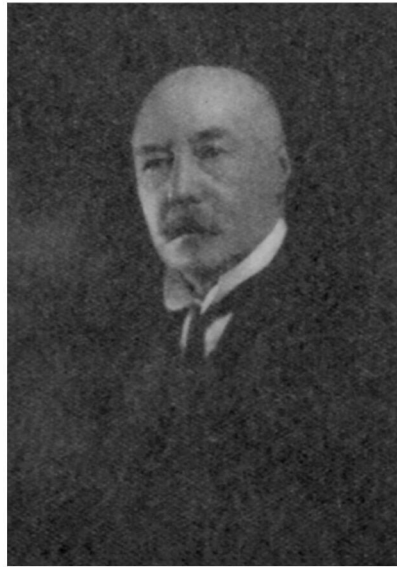
of the visit of the Margate Motor Life-boat to Calais for the unveiling of a memorial to distinguished Calais Life-boatmen.

Honorary Workers of the Institution.

No. 12.—Mr. W. J. Burden, Honorary Secretary and Treasurer of the Teignmouth Life-boat Station.

THERE has been a Life-boat of the Institution at Teignmouth, in South Devon, for 76 years, and for well over half that time Mr. W. J. Burden (who is one of three honorary Life-boat workers of the same name) has been its Honorary Secretary and Treasurer. For many years also he has been the Chairman of the Teignmouth Harbour Commissioners and he is a Sub-Commissioner of Pilotage under Trinity House. Thus he brings special knowledge and experience to his Life-boat work. He is, moreover, one of those Honorary Secretaries who not only take the closest interest in the Station, but share with the Life-boat Crew their hardships and dangers. He was appointed in April, 1885. During the forty-three years of his Honorary Secretaryship the Teignmouth Lifeboat has rescued 70 lives, and on practically every service, as well as every exercise, Mr. Burden has gone out in the Life-boat.

Of the many services in which he has taken part the most arduous and dangerous was the service to a three-masted schooner from Riga, the *Tehwija*, which on the afternoon of October 10th, 1907, in a strong S.S.W. gale, with a very heavy sea, was driven ashore on the outer part of the Pole Sands. When the Teignmouth Life-boat was launched it was nearly low water, and on the harbour bar, and for half a mile to seaward, there was nothing



MR. W. J. BURDEN.

Honorary Secretary and Treasurer at Teignmouth, Devon.

to be seen but a smother of broken water. Through this the Life-boat was taken. At times she was completely enveloped, and one heavy sea, breaking right into her, knocked over every man of the Crew, carried every oar overboard, and swept the boat herself back towards the harbour. Her Crew got her under control again, and when

she was beyond the breakers, although the seas were very heavy, sail could be set. When she reached the wreck she found her with the seas breaking clean over her, her crew in the rigging, and the sea all round covered with wreckage and the timber which she had been carrying as a deck cargo. To get near to her in a sea so heavy and so strewn with timber was very difficult and dangerous, but the Life-boat, very skilfully handled, was brought near enough for a rope to be passed be-

tween the two, and the eight men of the schooner's crew were safely hauled through the breaking seas into the Life-boat. They were only just in time. Fifteen minutes later the three masts went by the board, and all that remained of the *Tehwija* was wreckage.

In this gallant service Mr. Burden took a distinguished part, and himself steered the Life-boat at the critical time when she was crossing the bar, so that the Coxswain and Second Coxswain might be free to help in double-banking the oars. Both Mr. Burden and the Coxswain were awarded the

Institution's Silver Medal for their gallantry.

On the financial side of the Branch's work Mr. Burden has also given the Institution valuable help. Teignmouth was one of the first places to hold a Life-boat Day, nearly 40 years ago, and its record year was in 1920 when Life-boat Day collected £163 and the

Branch raised altogether £209. During the past 10 years it has raised nearly £1,200.

In addition to the Silver Medal, Mr. Burden was presented by the Institution with Binoculars in 1896, and in 1907 he received the Decoration (now the Gold Badge), which is given only for long and distinguished services.

On the High Seas.

ALTHOUGH the work of the Institution is to succour those in peril from shipwreck round our coasts, it is well that we should never forget the perils of those on the high seas, the gallant rescues performed there, and the long suffering which may come to those shipwrecked or adrift in mid-ocean even in these days of wireless. There have been several cases during the past summer to remind us that in spite of modern inventions those perils remain.

On June 27th two men from a Newfoundland fishing schooner, the *Donald H. Creaser*, were lost in a fog. They were then 150 miles from land. For eleven days they were adrift in mid-ocean, losing three of their four oars. During that time they had only a few dozen biscuits, and for drink, pieces of ice which they had broken off an iceberg. When they were picked up they had drifted between 400 and 500 miles. The steamer which found them brought them to this country, and from here they were sent home to Newfoundland.

Two French fishermen nearly lost their lives in the same way. They got adrift in a dory from the *Theresa*, of Granville, France, in a thick fog on the Newfoundland fishing banks, and were adrift for eight days. For three days the weather was rough and they were constantly baling. They, too, had only a few biscuits on board and a little water, both of which were finished several days before they were picked up by a steamer.

Several awards have also been made during the summer by foreign governments to British seamen for gallantry on the high seas in rescuing lives from sinking vessels.

Compulsory Insurance of Passengers.

A matter of great importance to seafarers has been under discussion—the compulsory insurance of passengers by the shipping companies. It has twice before been discussed by the *Comité International Maritime* and it again came before the *Comité* at its meeting at Amsterdam at the beginning of August, after having been discussed by a sub-committee since the last full conference. The two countries advocating this very important scheme are Great Britain and Italy, and it has the support generally of British shipowners. In one or two countries opinion is divided, but the majority are at present opposed to the idea, the feeling being that the scheme asks shipowners to undertake a new and undetermined expense. The English view was put by Sir Norman Hill, Bt., Chairman of the Board of Trade Advisory Committee on Merchant Shipping, who pointed out how widespread was the desire for some such scheme among passengers, and also among those responsible for emigrants. It was on his suggestion that the *Comité* asked the Sub-Committee to continue its work on the scheme, and decided to call a special conference of the *Comité* to consider the question when the Sub-Committee had reported.

Distress Signals at Sea.

As long ago as 1919 the possibility was considered of inventing an automatic device for the purpose of registering distress signals received on board ship, and since then experiments have been going on. The first apparatus designed was not found to be sufficiently reliable

and the experiments were continued, with the result that the Radio Communication Company and the Marconi Company have now both designed apparatus which have passed the tests of the Admiralty, Post Office, and Board of Trade, as able to maintain a safe watch under the most adverse conditions and have been officially approved for use on British ships.

The use of the apparatus has been made compulsory by the Board of Trade on all vessels which have to carry

two wireless operators, and these vessels will now only have to carry one operator. On the larger vessels with three operators, and the smaller with only one, its use is optional.

There seems no doubt that this new invention will make still more certain that appeals for help will be heard. Thus, although the perils of the sea remain, and will always remain, each year brings new inventions both on our coasts and on the high seas for defending seafarers against them.

Review.

The Book of the Sea. By T. C. BRIDGES. (George G. Harrap & Co. 7s. 6d. net.)

IN this book of 280 odd pages of large print, admirably illustrated, Mr. Bridges has succeeded in compressing an extraordinary number of facts, almost bewildering in their variety, but very interesting not only to the amateur but even to the professional sailor. The sea, Mr. Bridges tells us, is the Mother of Life, and then he goes on to give an account of its movements. Those who feel that they have already learnt all that they want to know on that subject on cross-Channel steamers will possibly pass on with relief to the next chapter on *Sea versus Land*, with its account of

the endless changing of our coast-lines through the action of the sea. Those who are familiar with the Institution's work on the coast know the great difficulties which these changes sometimes cause it in the construction of boathouses and slipways. After this chapter Mr. Bridges takes us on a rapid tour among Pirates and Privateers, Floating Cities, Ships of Pleasure, Sea Fish and Sea Food, Sea Serpents, and Lighthouses, and ends a most readable and entertaining book with a short but excellent account—with eight illustrations—of our Life-boat Service.

Gifts from Crews.

ON the 8th October, 1926, the Aberdovey Life-boat rescued the crew of four of the ketch *Madge*, of Chester, and saved the vessel. Out of the salvage money received the Crew have given £5 11s. to the Institution.

On December 13th of the same year, the Ramsgate Life-boat went out to the help of the S.S. *Goldoni*, of Fiume, which had stranded on the Goodwin Sands. With her help the steamer was refloated. Out of the salvage money received for this service the Crew have given £16 10s. 4d. to the Institution.

On the 23rd July of this year, the Lowestoft Motor Life-boat rescued the crew of four of the Belgian motor trawler *Yolande* and helped to save the vessel. Out of the salvage money received the Life-boat Crew have given a donation of £3 16s. 8d. to the Institution.

On 21st May last, the Ramsgate Motor Life-boat helped the motor launch *Vanitie*, of Wivenhoe, which was disabled by engine trouble when near the Edinburgh Light-vessel. Out of the salvage money received for this service the Life-boat Crew have given £2 0s. 6d. to the Institution.

Awards to Coxswains and Life-boatmen.

- To WILLIAM MILLER, on his retirement, after serving 26 years as Coxswain of the Eye-mouth Life-boat, a Certificate of Service and a Pension.
- To ALFRED BINDING, on his retirement, after serving 24 years as Coxswain of the Watchet Life-boat, a Certificate of Service and a commuted Pension.
- To GEORGE MCEACHRAN, on his retirement, after serving 26½ years as Coxswain and previously 2½ years as Bowman of the Campbeltown Life-boat, a Certificate of Service and a Pension.
- To NEIL MCKENZIE, on his retirement, after serving 10 years as Second Coxswain and previously 16 years as Bowman of the Campbeltown Life-boat, a Life-boatman's Certificate of Service and a Pension.
- To JOHN DAWSON, on his retirement on the closing of the Cambois Station, after serving 17 years as a member of the Life-boat crew, latterly as Coxswain and previously as Second Coxswain, a Life-boatman's Certificate of Service.
- To THOMAS FOX, on his retirement on the closing of the Cambois Station, after serving 15 years as a member of the Life-boat crew, latterly as Second Coxswain and previously as Bowman, a Life-boatman's Certificate of Service.
- To ROBERT WILLIAMSON, on his retirement on the closing of the Cambois Station, after

servng 19 years as a member of the Life-boat crew, latterly as Bowman, a Life-boatman's Certificate of Service.

To JOHN GATR, on his retirement on the closing of the Station, after serving nearly 20 years as Signalman and previously 7 years as a member of the crew of the Cambois Life-boat, a Life-boatman's Certificate of Service and a Pension.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired on the closing of the Cambois Life-boat Station, the figures after their names being their years of service :—

ISAIAH HYDE (13).
 GEORGE RICHARDSON (11).
 THOMAS HENRY KENNEDY (10).
 ROBERT CRAFT (19).
 MATTHEW WATSON (28).
 EMMANUEL SIMMONS (37).
 JOHN WATSON (29).
 CUTHBERT DUNN (10).
 JOHN JONES (35).
 WILLIAM WADE (33).
 HENRY WHITE (15).
 WILLIAM TODD (15).
 GEORGE WILSON (14).

To JAMES STEPHEN, of Montrose, on his retirement, after 49 years as a member of the Life-boat crew, a Life-boatman's Certificate of Service.

Awards to Honorary Workers.

The election of Miss ALICE MARSHALL, of Oxford, a Vice-President of the Institution, and of Major H. E. BURTON, of Tynemouth, an Honorary Life-Governor, is recorded elsewhere in this issue. The following awards have also been made :—

To Mr. DANIEL MCBRIDE, B.L., upon his retirement after sixteen years as Honorary Secretary of the Dumbarton Branch, previous to which he had for many years worked for the Life-boat Saturday Fund, being a member of the Central Committee of the Fund, the Gold Pendant and the Record of Thanks.

To Mr. CHARLES A. HAY, on his retirement, after 23 years' service as Honorary Secretary of the Lossiemouth Branch, the Thanks of the Institution inscribed on vellum and framed.

To Mr. JAMES STEVEN, on his retirement, after 6 years' service as Honorary Secretary of the Wick and Ackergill Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mrs. G. H. PHILLIPS, of the Plymouth Branch, in recognition of her many years work, a Framed Photograph of a Life-boat going out to a vessel in distress.
 In recognition of the services which they

gave at the Royal Life-boat Matinee at the Lyceum Theatre, London, on the 3rd May, 1927, Records of Thanks were awarded to the following :—

Miss GWEN FFRANGCON-DAVIES.
 Mr. JOHN GIELGUD.
 Miss ALICE NAYLER.
 Mr. BILLY BENNETT.
 Miss MARE DAINTON.
 Miss WENDY TOYE.
 Miss EDNA LESLIE.
 Mr. FRED DIXON.
 THE SAVOY ORPHEANS.
 Mlle. DELYSIA.
 Miss MARJORIE CLARKE-JERVOISE.
 Miss ULA SHARON.
 Miss IRENE MAWER.
 Miss RUBY GINNER.
 Miss KATHLEEN SIMPSON, L.R.A.M.

To Mr. G. MCWILLIAM, on his retirement, after upwards of 40 years' service as Honorary Treasurer of the Bournemouth Section of the Poole, Bournemouth, Wimborne and Christchurch Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mrs. G. MCWILLIAM, in recognition of her valuable co-operation, the Gold Brooch and the Record of Thanks.

Obituary.

Ex-Coxswain John Hayter, of Brooke, Isle of Wight.

MR. JOHN HAYTER, who was for 32 years Coxswain of the Life-boat at Brooke, Isle of Wight, died on 17th July, at the age of 91. He was appointed Coxswain when the Station was opened in 1860 and retired in 1892. He was four times awarded the Institution's Silver Medal. The first occasion was in 1886, when he received it for good services extending over twenty-six years. Two years later he won the Second Service Clasp when the *Sirenica*, of Glasgow, stranded on the reef of rocks known as the Atherfield Ledge in a thick fog, her crew being rescued by the Brighstone Grange Life-boat. The Brooke Life-boat was also launched, and was struck by a very heavy breaker when close to the vessel. Three of the Crew were washed out of her, one of them, the Second Coxswain, losing his life. In attempting to rescue him the Life-boat was carried away from the wreck, but her Crew continued their efforts to get back to her until a number of their oars had been broken by the

waves and they themselves were exhausted. Four years later, in February, 1892, Coxswain Hayter received the Third Service Clasp when the Life-boats at Brooke, Atherfield, and Brighstone Grange went out to the help of the S.S. *Eider*, of Bremen, bound for Southampton and Bremen from New York. She, like the *Sirenica*, had stranded on the Atherfield Ledge in a thick fog. The weather was stormy and a very rough sea was running. Between them the three Life-boats made forty-one journeys to the *Eider* and brought ashore 379 persons, mails and specie. The three Coxswains, besides receiving the Institution's Silver Medal, were each presented with a Gold Watch by the German Emperor. In November of the same year Coxswain Hayter retired and was awarded a fourth Clasp to his Silver Medal and a gratuity. In the thirty-two years during which he had been Coxswain the Brooke Life-boat had rescued from shipwreck 222 lives.

Summary of the Meetings of the Committee of Management.

Thursday, 28th April, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Reported the death of the Lord Brownlow, and also of Mr. Henry R. Fergus, Members of the Committee of Management.

Decided to close the Grimsby Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
J. J. CROSFIELD, Esq. (donation, interest to cover annual subscription)	200	—	—
Miss PANTING (additional donation)	50	—	—
LEO. M. TOBIN, Esq. (additional donation)	30	—	—
ALAN C. HARRIS, Esq. (additional donation)	25	—	—

—To be thanked.

Paid £22,594 3s. 11d. 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 £130 13s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Beaumaris (Motor).	Motor ketch <i>Tryfan</i> , of Liverpool. Landed 3.	
Dungeness No. 1	S.S. <i>Fulmar</i> , of Liverpool. Rendered assistance.	
Holy Island No. 1 (Motor)	Motor yawls <i>Victory</i> , <i>Isabella</i> , <i>Breadwinner</i> , and <i>Provider</i> , of Holy Island, and <i>Edith Cavell</i> , of Seahouses. Stood by fishing boats.	
North Sunderland	Eleven fishing cibles of North Sunderland. Stood by fishing cibles.	
Scarborough (Motor)	Coble <i>Reliance II.</i> , of Scarborough. Escorted cable into harbour.	

Life-boat.	Vessel.	Lives rescued.
Seaham (Motor)	A motor boat and two small boats. Saved three boats and .	1
Swanage. . . .	French ketch <i>Hellock</i> . Stood by vessel.	
Whitby (Motor)	Fishing cibles <i>John Ray, Unity, and Mary</i> , of Whitby. Stood by cibles.	
Yarmouth, I. of W. (Motor)	S.S. <i>Yapalaga</i> , of Philadelphia. Landed an injured man.	
Yarmouth, I. of W. (Motor)	Schooner <i>Anne-marie</i> , of Hamburg. Rendered assistance.	

The Angle Life-boat saved the tug *Wrestler*, of Glasgow.

Also voted £218 5s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Angle, Caister, Caister No. 2, Berwick-on-Tweed, Brightstone, Great Yarmouth and Gorleston (Motor), Holyhead, Looe, New Brighton, Penlee (Motor), Ramsgate, Walmer, Wells and Whitby.

Granted £68 15s. to persons for injury in the Life-boat service at Blackpool, Blakeney, Cardigan, Lyme Regis, Moelfre, Ramsey, Scarborough, and Walton-on-the-Naze.

Granted a special pension to THOMAS G. HEARD, Coxswain at Walmer, who was partially disabled by breaking his thigh when transferring the Life-boat from Kingsdown on the 8th January, 1927.

Voted a grant of £5 to JOHN MACKENZIE, who after serving as Bowman and Second Coxswain of the Machrihanish Life-boat for several years resigned in order to emigrate.

Voted £4 to the Coxswain of the Yarmouth, Isle of Wight, Motor Life-boat and three other men for rescuing a woman and two men who were thrown into the water when their boat—the dinghy of the yacht *Lurline*—was capsized off Yarmouth, on the night of 17th April. Their cries were heard, and the four men put off at once in a boat and found them clinging to the overturned dinghy. A strong flood tide was running with a moderate westerly wind and had it not been for the promptness of the rescuers they would, in all probability, have been drowned. A reward was also given to the four men by the three rescued persons.

Voted £3 to ROBERT TAIT, Skipper, and £2 each to the other three men of the fishing boat *Margery*, who by their promptitude and seamanship rescued one of the crew of the motor yawl *Lerwick*, which was swamped when crossing the bar at Berwick-on-Tweed, on the 24th March. The other three members of the *Lerwick's* crew were drowned, one of them being Robert Burgon, ex-Coxswain of

the Berwick-on-Tweed Life-boat and holder of the Institution's Silver Medal. The accident happened as the boats were returning from fishing, and the *Margery*, which was safely over the bar, immediately put about. Careful search was made, but only one survivor could be found. The salvors incurred a certain amount of risk, and it was only the handling of the boat by Robert Tait which prevented it being swamped like the *Lerwick*.

Voted £6 to four men for rescuing the four men of a salmon yawl who were washed out of her by heavy seas when fishing off Youghal, on the 17th March, in a strong S.E. gale. Fortunately they were able to cling to their boat until the salvors, who were also out fishing, were able to reach them. With some risk and difficulty the rescuers were able to get the four men into their boat, and also saved the disabled yawl.

Decided that a Letter of Thanks be addressed to Captain JOHN CRAGIE, of the S.S. *Orcadia*, and voted £2 to the Boatswain and £1 10s. to four other members of the crew, for rescuing the three men of the ketch *Royal Exchange*, of Wick, which was wrecked on the Holm of Spurrness on the 15th November. The ketch, which was on passage from Wick to Caithness, lost her staysail during a strong squall from the N.W. and became unmanageable. Both anchors were dropped, but the cables parted, and the crew launched their small boat and succeeded in reaching some rocks. They were out of range of the life-saving apparatus, and the *Orcadia* went to their help and after two attempts her ship's boat was successful in rescuing the three men.

Thursday, 26th May, 1927.

The Hon. GEORGE COLVILLE in the Chair.

Reported the death of HIS GRACE THE DUKE OF LEEDS, a Vice-President of the Institution.

Reported the receipt of the following special contributions:—

	£	s.	d.
Messrs. SANDON & Co., Ltd. (donation)	52	10	-
Anonymous (additional donation)	50	-	-
"A. W." (donation)	30	-	-
"A. W." (subscription)	5	-	-
PERCY E. HURST, Esq., per Philip G. Peabody, Esq.	26	5	-
Mrs. P. E. HURST, per Philip G. Peabody, Esq.	26	5	-
Miss LUCIA PEABODY, per Philip G. Peabody, Esq.	26	5	-
Miss LOUISA SNOW, per Philip G. Peabody, Esq.	26	5	-
The Hon. and Rev. EDWARD V. R. POWYS (additional donation)	26	5	-
The late Miss ADELA HUNT (donation)	25	-	-

—To be thanked.

Paid £18,695 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 £36 ls. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
The Humber (Motor)	Steam trawler <i>Rigolotto</i> , of Grimsby. Stood by vessel.	
Kilmore	Steam drifter <i>Cluny</i> , of Milford Haven. Stood by vessel and rescued	8
Porthdinllaen (Motor)	A small boat. Stood by boat.	

The Ramsgate (Motor) Life-boat rendered assistance to the motor launch *Vanitie*, of Wivenhoe, and the *Walton-on-the-Naze* (Motor) Life-boat salvaged the Army Pontoon A. 17.

Also voted £63 16s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Caister, Fraserburgh (Motor), Margate No. 2 (Motor), Poolbeg, Skegness, and Sunderland (Motor).

Granted £53 18s. 6d. to men for injury in the Life-boat service at Cresswell, Lyme Regis, Walmer, and Winterton.

Voted a further sum of £100 for the benefit of the men of the Ramsgate Life-boat, who took part in the rescue of the *Indian Chief* in 1881, and authorized an increase in the allowances being made to them.

Granted an additional reward to the crew of the Skegness Life-boat for an arduous service launch on the 14th May.

Directed that a Letter of Appreciation be addressed to Capt. W. J. OLIVER, M.C., Honorary Secretary at Sunderland, who went out in the Life-boat on service on the 7th May.

Voted a framed Record of Thanks, and a framed Photograph of the Life-boat going out to a vessel in distress bearing a suitable inscription, to the 1st Port of Dublin Sea Scouts for rescuing three men at Ringsend, on the 21st May. While out for rowing practice in a choppy sea with a strong N.W. breeze, a racing gig, with a crew of five, capsized when turning near the Block Lighthouse. Seeing the accident from their Headquarters, the Scoutmaster and four Scouts immediately manned the nearest boat and went to the rescue. Four men were picked up, but the other man could not be found. One of the men picked up was unconscious and unfortunately could not be revived, although every effort was made. No great risk was incurred by the rescuers, but their promptness and skill were the means of saving the lives of the three men.

Voted £3 to two men for rescuing the two occupants of the sailing coble *Jean and Alice*, of Whitby, on the 5th May. Also granted 2s. 6d. for petrol used. While hauling crab pots the coble was struck by a heavy squall

and dismasted and drifted towards the rocks near Saltwick Bay. The motor coble *Gratitude* saw the signal for help, took the coble in tow and brought her safely to land.

Thursday, 23rd June, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Reported the death of Engineer Rear-Admiral CHARLES RUDD, a Member of the Committee of Management.

Appointed Miss ALICE MARSHALL, retiring Honorary Secretary of the Oxford Branch, a Vice-President of the Institution.

Appointed Major R. J. P. WYATT, M.C., Organizing Secretary for the South Eastern District, vice Major A. G. WADE, M.C., retired.

Paid £17,930 3s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £75 10s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Aldeburgh No. 1.	Ketch <i>G. L. Munro</i> , of Yarmouth. Stood by vessel.	
Kingstown (Motor)	Small yacht <i>Gem</i> , of Dublin. Stood by yacht.	
Whitby No. 2	Fishing coble <i>Mary Elizabeth</i> , of Whitby. Stood by coble.	

Also voted £210 10s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blackrock, Burnham, Caister, Exmouth, Fraserburgh (Motor), Holyhead No. 1 (Steam), Johnshaven, Margate No. 1, Newbiggin, Palling No. 1, Plymouth (Motor), Porthdinllaen (Motor), Rhoscolyn, Teesmouth (Motor), and Torbay (Motor).

The Redcar Life-boat launched to the S.S. *Holywell*, of Sunderland.

Voted a compassionate grant of £5 to F. W. PARRY, ex-Bowman of the Llandudno Life-boat, who is now unable to work owing to illness due to some extent to his Life-boat service.

Granted an additional reward to the crew of the Burnham Life-boat in recognition of an arduous service launch on the night of the 5th June. Also directed that a Letter of Appreciation be sent to Mr. DOUGLAS RIDD, who rendered assistance on this occasion.

Addressed a Letter of Appreciation to the Porthdinllaen Life-boat Crew, and to the Honorary Secretary, Capt. OWEN EVANS, who accompanied them, for an arduous service launch on the 16th June.

Voted £8 to four men who rescued the only occupant of a small boat off Wicklow, on the 5th June, which had been overtaken by a squall from the N.N.W., with a rough sea, and was being rapidly carried out to sea. The promptness with which the salvors put out in a boat to the rescue probably saved the man's life.

Voted 10s. to two men who, with the Life-boat's Chief Motor Mechanic, put off, on the 4th June, from New Brighton, in a motor boat to the help of a small boat, the occupants of which were reported to be waving a flag to attract attention. It was found that the boat contained soldiers who were signalling to a battery ashore.

Voted 15s. to two men who, with the Life-boat's Chief Motor Mechanic, manned a motor boat and searched for a small vessel reported to be in difficulties off New Brighton, on the 16th June. No casualty could be found nor was one afterwards reported.

Directed that Letters of Appreciation be addressed to Messrs. ROBINSON, SCOTT, and GARBUT, Coxswain, Chief Motor Mechanic, and Second Motor Mechanic, respectively, of the New Brighton Life-boat, for their prompt rescue of a man who had fallen from the landing stage, on the 11th June. The rescuers, who were returning in a dinghy from the Life-boat, were just in time to save him, as he was exhausted.

Thursday, 21st July, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Co-opted Sir FREDERICK T. HOPKINSON, K.B.E., a Member of the Committee of Management.

Elected Major H. E. BURTON, O.B.E., R.E., retiring Hon. Superintendent of the Tyne-mouth Motor Life-boat, an Honorary Life Governor.

Decided to close the Peterhead No. 1 Life-boat Station.

Reported the re-opening of the Rosslare Harbour Life-boat Station and the closing of the Wexford Station. Also reported the opening of the new Station at Galway Bay.

Appointed Mr. ROBERT W. ASCROFT, M.B.E., Organizing Secretary for the Midlands District, *vice* Captain F. T. WINTER retired.

Reported the receipt of the following special contribution:—

	£	s.	d.
White Star Steamers' Charity Account (additional donation)	50	—	—
—To be thanked.			

Paid £21,757 19s. 3d. 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 £110 18s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Cullercoats	S.S. <i>Homewood</i> , of Middlesbrough. Stood by vessel.	
Holy Island No. 1 (Motor)	Motor yawl <i>Sarah Brigham</i> , of Holy Island. Saved vessel and rescued	3
Margate (Motor).	Yacht <i>Smew</i> , of Woodbridge. Saved yacht and rescued	1
New Brighton No. 2 (Birkehead) (Motor)	The <i>Formby Light-vessel</i> . Stood by vessel.	
Ramsey	Steam trawler <i>Cevic</i> , of Fleetwood	6
Scarborough (Motor)	Motor coble <i>Morning Star</i> , of Scarborough. Rendered assistance.	
Whitby (Motor)	Motor fishing coble <i>Francis</i> , of Whitby. Escorted coble into harbour.	
Yarmouth I. of W. (Motor)	Ketch <i>Nelly</i> , of Ports-mouth. Landed 1.	

The Cromer (Motor) Life-boat saved the steam trawler *Anson*, of Grimsby, and rescued her crew of nine; and the Rosslare Harbour (Motor) Life-boat saved the lugger *Mona*, of Wexford, and rescued her four hands.

Also voted £196 2s. 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:—Brightstone Grange, Brighton, Caister No. 2, Dunbar, Eastbourne, Great Yarmouth and Gorleston (Motor), Hoylake, New Brighton, Falling No 2, Porthdinllaen (Motor), Portrush (Motor), Rhoscolyn, Seaham (Motor), Selsey and Bognor (Motor), Whitby, Wells, and Wicklow (Motor).

Voted a special gratuity of £20 to WILLIAM WALSH, in recognition of his services in the Wexford Life-boat, on his retirement after many years as a member of the crew.

Voted a special grant of £2 to ELLIS DOYLE, of Penmon, in recognition of his services as Signalman and Night Watchman.

Granted an additional reward to the Crew of the Margate (Motor) Life-boat for an arduous service on the 26th June, when the yacht *Smew* was saved and her only occupant rescued.

Granted additional rewards to the Crew and helpers of the Ramsey Life-boat for an arduous service on the 26th June, when six men were rescued from the steam trawler *Cevic*, of Fleetwood.

Voted £2 to four men for rescuing the four occupants of a small pleasure boat which was in danger of being carried out to sea at Blackrock, on the 19th June. Also granted 5s. to the owner of the boat used by the rescuers.

Voted £1 to four men for putting out in a

motor boat to the rescue of a bather at Blackpool, on the 1st July. Also granted 2s. 6d. for fuel consumed. The bather was being carried out to sea by the ebbing tide and an off-shore breeze, and the prompt action of the rescuers undoubtedly saved his life.

Voted £2 to two men for rescuing the crew, five in number, of the schooner *Western Lass*, of Plymouth, on the 13th July. During a very thick fog the vessel had struck the Brissons Rock, near Cape Cornwall, and foundered. Her crew took to the ship's boat in an endeavour to reach land. They were sighted by the two men, who were going out fishing, and who picked them up and landed them at Sennen. No risk was incurred by the salvors, but their knowledge of the coast probably saved the lives of the five men, who had intended to land at a spot where their boat could not have lived.

Voted £2 to four men for landing six soldiers who had got into difficulties while bathing from an open boat near Tenby, on the 9th July. Also granted 7s. 6d. for petrol used.

Voted £7 10s. to ten men who put out from Newcastle, Co. Down, on the 25th June, to help the occupant of a small boat which was in distress. A boat from H.M.S. *Hood*, which was lying in the bay, rescued the man just before the motor boat reached him. Owing to the wind and sea the motor boat had a rough journey back and did not arrive until midnight, with her crew suffering from cold and exposure, having been out since about 8 p.m.

Voted £6 17s. 6d. to the Coxswain of the Blakeney Life-boat and ten other men for putting off, in a motor boat, to the help of two motor boats which had run ashore at Blakeney Point, on the 26th June. Also granted £1 to the owner of the motor boat used. As the Blakeney Life-boat was under overhaul, the boat went out in response to a signal hoisted by the bird-watcher at the Point. Just before she reached the position the signal was hauled down as the occupants of the boats had landed safely.

Protect your Car in Stormy Weather.

THE Prince of Wales, President of the Institution, the Duke of York, Prince Henry, Prince George, Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, and Princess Victoria, have all accepted for use on their cars the Institution's Motor Mascot in the form of a Life-boatman. This mascot is a reproduction of the figure of the Life-boatman which stands on the memorial at Margate to nine Life-

boatmen who lost their lives in 1897, when going out in a surf-boat to a vessel in distress, and there is a life-size reproduction on the outside of Life-boat House, London. The mascot is made in two sizes, and a photograph of it appeared in *The Lifeboat* for September last year. It is hoped that all Life-boat workers with cars will follow the royal example and help the Institution by using it.

A Big Increase in the World's Shipping.

THE new volumes of Lloyd's Register of Shipping which have just been published record the very interesting fact that during the past year the total tonnage of the world has been increased by 408,540 tons, nearly three times as big an increase as in the previous year.

This is the result partly of new building and partly of a falling off in the breaking up of old tonnage. Shipowners find cause for congratulation in the fact that freights have been found for so many additional ships. To the Life-boats it may mean more calls on their services.

"Leave Me To Drown."

AN Irishman who was asked to help the Life-boat Service to form a Branch has replied that he has so many other things to subscribe to that he can do no more, and adds, "the only way the Life-boat can retaliate is when they see me drown-

ing in a storm to leave me there." It is quite a safe thing to say. The Coxswains of the Life-boats never ask the shipwrecked to produce receipts showing that they are subscribers to the Institution before rescuing them.

News from the Branches.

Since the War only three issues of THE LIFEBOAT have been published annually. Owing to the great increase in the amount of matter for publication, particularly in reports of the work of Branches, the Committee have decided to revert to the practice of four issues in the year, dated February, May, August, and November. This is the third number published this year and it will therefore be followed by another number in November.

Annual Meetings : Station Branches.

BLACKPOOL (LANCASHIRE).—On 22nd March, Mr. C. H. Turver, Chairman, presiding in the absence of the Mayor. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once and that £501 had been collected as compared with £371 in the previous year. In presenting the report, Mr. L. H. Franceys, the Honorary Treasurer, said that the subscriptions amounted only to £34, and though this was an increase of £12 they were altogether inadequate for a town of the size of Blackpool.

CLACTON-ON-SEA (ESSEX).—On 21st April, Dr. J. Coxhead Cook, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once, and that £259 had been collected as compared with £291 in the previous year. Of this sum nearly £69 was raised by annual subscriptions, £41 by Life-boat Sunday, over £96 by Life-boat Day, and nearly £22 by a Concert, while the crew had collected over £10. The Officers were re-elected.

DUBLIN (CO. DUBLIN).—On 7th March, Senator Andrew Jameson, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that the Kingstown Life-boat had been out on service on two occasions, and that £926 has been collected as compared with £938 in the previous year. It was also pointed out that while the maintenance of the Irish Life-boat Stations had cost £8,150 during the year, the amount collected in Ireland amounted to only £4,450. In moving the adoption of the report, Senator Jameson said that they would like in Ireland to raise enough to pay for the upkeep of the Life-boats on their own

coasts. He also appealed to the Civil Service in the Free State to follow the example of the Civil Service in Great Britain which in the past sixty years had raised over £70,000 for the Life-boat Service, and start a similar fund. He felt sure that such a fund would have its support. The Meeting thanked the Officers and Committee of the Branch, and the Ladies' Life-boat Guild.

DUNDEE (FORFARSHIRE).—On 22nd April, Mr. J. M. Hunter Mitchell, J.P., President, in the chair, supported by Lord Provost High. The report for the year ending 30th September, 1926, showed that £384 had been collected as compared with £381 in the previous year. Of this sum over £283 had been contributed by the Ladies' Life-boat Guild. Lord Provost High and other speakers expressed the feeling that Dundee was not giving the Life-boat Service the support which it had a right to expect.

DUN LAOGHAIRE (KINGSTOWN, CO. DUBLIN).—On 4th May, Mr. H. R. Tweedy, 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 two occasions, and that £179 had been collected as compared with £200 in the previous year. In moving the adoption of the report, the Chairman said that the maintenance of the Station had cost a good deal more than the money collected, and that the deficit had been made up from headquarters. He hoped, however, that the local income would steadily increase until the Branch became self-supporting. He paid a tribute to the work of the Ladies' Life-boat Guilds, which had raised £83 out of the total income.

EXMOUTH AND BUDLEIGH SALTERTON (DEVONSHIRE).—On 19th March, Captain



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EASTBOURNE LIFE-BOAT DAY: THE R.A.F. BAND LEADING THE PROCESSION.

[Eastbourne Gazette.

This Day raised the record sum of over £724.



By permission of]

THE BELFAST ANNUAL MEETING.

[The Belfast Newsletter.

Front row, left to right:—Mr. Joseph Devlin, M.P., Lady Dixon, O.B.E., the Lady Mayoress, the Lord Mayor, Lady Burke, and Mr. S. A. Robinson, Joint Honorary Secretary. Among those behind are the Viscountess Charlemont, Lady Keithley, the Hon. Lady Kennedy, Lady Coates, and the Rev. David Steen, B.A.

A. B. Grenfell, R.N., Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £202 had been collected as compared with £116 in the previous year.

HASTINGS (SUSSEX).—On 6th May, the Mayor (Councillor T. S. Dymond) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management. The report for the year ending 30th September, 1926, showed that £85 had been collected as compared with £83 in the previous year. The report also pointed out that the money raised was not sufficient to maintain the Station, and that one would expect that a town which prided itself on being the first of the Cinque Ports would be able not only to maintain its own Life-boat, but, in addition, to make a substantial contribution to the funds of the Institution. Sir Godfrey Baring appealed in particular for an increase in the number of annual subscriptions, which in the previous year contributed only £35. Both he and the Mayor referred to the fact that the Board of Trade had established a Look-out on the Fire Hills, which the Corporation had just acquired as an open space, and from which a wonderful view could be obtained of the Channel. They felt that this would be of great help to the Hastings Life-boat, for the Service was largely dependent for its opportunities to save life on information received from the Coastguard.

HOWTH (CO. DUBLIN).—On 4th April, Commander J. C. Gaisford St. Lawrence, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £107 had been collected as compared with £109 in the previous year, and of this sum £82 was raised by the Ladies' Life-boat Guild.

LYTHAM (LANCASHIRE).—On 29th April, Mr. E. Mellor, Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £167 had been collected as compared with £355 in the previous year.

NEW BRIGHTON (LIVERPOOL).—On 7th April. The report for the year ending 30th September, 1926, showed that the Life-boats had been out on service on four occasions, and that £23 had been collected as compared with £53 in the previous year. Following the meeting, the Committee of the Branch entertained the Crew to their annual "Hot Pot" Supper, Mr. Jerrett, Chairman of the Committee, presiding. Captain F. W. Mace, O.B.E., R.N.R., Marine Surveyor of the Mersey Docks and Harbour Board, in proposing the toast of "The New Brighton Coxswain and Crew," said that one of the greatest problems which the Life-boat Service had to face was the decline each year in the number of fishermen, the men from whom the Life-boat Crews were drawn. He was very glad to see so many young men present, and he hoped that they would carry on the great traditions of the Mersey Life-boat Service.

NEWCASTLE (DUNDRUM, CO. DOWN).—The Rev. Otway Woodward, 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 one occasion, and that £94 had been collected as compared with £71 in the previous year. Of this sum £35 was annual subscriptions.

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH (DORSETSHIRE).—On 29th April, the Mayor (Alderman H. J. Thwaites) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1926, presented by the Honorary Secretary of the Bournemouth section of the Branch, Mr. Stacey Hall, showed that the Poole Life-boat had been out on service once, and that £785 had been collected as compared with £715 in the previous year. Mr. Hall concluded the report by saying that he could not present his 33rd and last Annual Report without expressing his appreciation of the uniform kindness which

had been extended to him by all the Institution's officials in London. The report of the Ladies' Life-boat Guild showed that the Guild had collected £635 as compared with £617 in the previous year. Sir Godfrey Baring thanked the Branch for the generous support which it gave the Institution, and at the same time pointed out that the combined population of the districts in the Branch area came to nearly 150,000 people, so that the actual collection amounted to 1*d.* per head of the population. He appealed particularly to the Ladies' Life-boat Guild to extend their work, saying how extraordinarily successful the Guild had been in all parts of the country. Mr. Shee also spoke on the work of the Institution. Sir Godfrey Baring then presented the Thanks of the Institution inscribed on Vellum to Mr. Stacey Hall on his retirement after 33 years' service for the Branch, and to Mr. Henry Burden, after 22 years' service as Honorary Secretary, and 12 years as Chairman of the Branch. Mr. Henry Burden, in returning thanks, said that since the first Life-boat was stationed at Poole in 1865 not a single life had been lost from shipwreck in Bournemouth Bay and 172 had been saved. If they capitalized that according to an able seaman's value it would amount to a sum equal to half the rateable value of Bournemouth. He recalled that when in 1898 three vessels were in danger in the Bay, the Coxswain of the Life-boat, Mr. John Hughes, although over 70 years of age, remained in charge of the Life-boat for 48 hours, almost without a break. Sir Godfrey Baring also proposed a very hearty vote of thanks to Mr. and Mrs. G. McWilliam, which was carried with acclamation. On page 497 will be found the record of the awards which the Institution has just made to Mr. and Mrs. McWilliam in recognition of their long and valued services. The Mayor was elected President of the Branch, and the Mayoress President of the Ladies' Life-boat Guild. Mr. K. H. Mooring Aldridge and Mr. William Fox were elected Honorary Treasurer and Honorary Secretary, respectively.

A fortnight later a meeting of the Committee and friends was held, the chair being taken by Alderman Mate, the Deputy-Mayor, supported by the Mayor and Mayoress. Mr. William Fox, the new Honorary Secretary, appealed for more organizers for the House-to-House Collection, there being vacancies in a number of districts. He also pointed out that the Ladies' Life-boat Guild had a membership of 120, and he hoped that this would be increased. Mr. Henry Burden said that if every family in Bournemouth were to subscribe only 2*s.* 6*d.* a year between £3,000 and £4,000 would be raised.

PORT OF LIVERPOOL (LANCASHIRE).—On 28th March, the Mayor, Mr. G. W. Hope, President of the Branch, in the Chair, supported by the Lady Mayoress, and the Hon. George Colville, Deputy-Chairman of the Committee of Management. The report for the year ending 30th September, 1926, showed that £4,724 had been raised, as compared with £5,324 in the previous year. This sum included the annual contribution of £1,000 from the Mersey Docks and Harbour Board, and £1,611 collected by the Ladies' Life-boat Guild, which was specially congratulated by the Mayor on its splendid work. An address was given by Mr. Colville, in the course of which he suggested that Liverpool should have a Life-boat Day. The Lord Mayor replied that at one time Liverpool had had a Day, and he hoped that it would be revived.

RAMSEY (ISLE OF MAN).—On 3rd May. The Chairman's seat was left unoccupied. The Honorary Secretary, Mr. A. H. Teare, first paid a tribute to the work of the late Chairman, Mr. T. H. Midwood, J.P., and the Rev. M. W. Harrison, M.A., was then elected Chairman. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service once, and that £129 had been collected as compared with £125 in the previous year. This included £34 which was collected at the Life-boat House, a record sum. The Honorary Secretary thought that, with a little more energy,

it would be possible to increase the annual subscriptions, which amounted to under £19.

SUNDERLAND AND DISTRICT (DURHAM).—On 11th April, the Mayor (Alderman D. Cairns), who was accompanied by the Mayoress, presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management. The report for the year ending 30th September, 1926, showed that the Life-boat had been out on service on two occasions, and that £516 had been collected as compared with £549 in the previous year. Sir Godfrey Baring, in moving the adoption of the report, warmly congratulated the Branch on its work, and said that the Institution was very anxious to see the number of annual subscribers increased.

Annual Meetings : Financial Branches and Guilds.

ALLOA (CLACKMANNANSHIRE).—On 3rd June, Ex-Provost Duncanson presiding. The report for the year ending 30th September, 1926, showed that £205 had been collected as compared with £238 in the previous year. The District Organizing Secretary pointed out that in spite of the excellent work being done by such Branches as Alloa it had been a reproach to Scotland for some time that she was not contributing her share to the cost of the Life-boat Service. The annual maintenance of the Life-boats on the Scottish coasts, apart from the cost of providing them, would shortly amount to something like £18,000 a year, and towards this the Scottish Branches were contributing only £11,000.

BARNSELEY (YORKS).—The Annual Meeting of the Guild was held on 30th March, at the house of the Mayoress (Mrs. Foulstone), President of the Guild. The report for the year ending 30th September last showed that £131 had been collected, as compared with £75 in the previous year. About 40 members of the Guild were present.

BELFAST LOUGH (Co. ANTRIM).—On 25th April, the Lord Mayor, Sir William Turner, accompanied by the Lady Mayoress, presiding. The report for the

year ending 30th September, 1926, showed that £671 had been collected as compared with £962 in the previous year. In moving the adoption of the report, the Lord Mayor said that during the year separate Branches had been formed at Bangor and Larne, which had previously formed part of the Belfast Lough Branch. The amount of £671 raised in this reduced area could not compare very favourably with the City of Dublin's collection of £926. On the other hand, it was gratifying to see the increase in the collections made in offices, works and factories, and he cordially congratulated the contributors to this collection on the splendid support which they were giving to the Service. The Lord Mayor pointed out that Ireland raised little more than half the sum required to maintain the Life-boats on the Irish coasts, leaving out of account the large capital expenditure on the provision of Motor Life-boats. This meant that the subscribers to the Institution in England, Scotland and Wales were contributing many thousands of pounds a year to enable the Service on the Irish coasts to be carried on. He was sure it was not too much to ask the Irish people to raise annually the £8,000 required to maintain the Irish Life-boats, and at the same time to contribute towards the capital expenditure. In seconding the adoption of the report, Mr. John Devlin, M.P., said that at such a meeting there could be no religious, political or racial distinctions, and that in a sea-girt country like Ireland the claims of such a Service as the Life-boats must be obvious to all Christian citizens. He did not think it was to the national credit that Ireland should have to look to other countries to help to provide the money needed for the Irish Life-boats. The Lord Mayor was re-elected President, and the other Officers were also re-elected. A Ladies' Life-boat Guild was formed with the Marchioness of Londonderry as President and an influential Committee.

BRIDLINGTON (YORKSHIRE).—The Annual Meeting of the Guild was held in the Town Hall on 7th March, the

Mayor, supported by the Mayoress, presiding. The meeting was so well attended that every seat in the large Committee room was occupied. Mrs. Gray, the Honorary Secretary of the Guild, gave an account of its activities since last November, which had included a Whist Drive and a Sunday Concert, while twenty-four members of the Guild, at the invitation of the Mayor, had walked in the procession on Fishermen's Sunday. Mrs. Gray also reported to the Guild on the visit which she and Miss Walker had made to London to attend the first meeting of the General Council. Miss Walker presented the report for the previous year, the details of which were given in *The Lifeboat* for last February in the report of the Annual Meeting of the Branch. The Mayor congratulated the Guild on its untiring efforts, and said that he wished he had such a Committee in connexion with the Town Council.

BURY (LANCASHIRE).—On 31st March, the Mayor (Councillor J. Hill) presiding, supported by the Mayoress, President of the Ladies' Life-boat Guild. The report for the year ending 30th September, 1926, showed that £182 had been collected, as compared with £95 in the previous year. Of this sum over £50 consisted of subscriptions, while over £110 had been collected on Life-boat Day.

CHESTER (CHESHIRE).—On 9th April, the acting Mayoress (Mrs. C. C. Taylor) presiding, in the absence of the Mayor. The report for the year ending 30th September, 1926, showed that £255 had been collected as compared with £318 in the previous year. Of this sum nearly £9 had been obtained by the collecting box which, with the permission of the Dean, had been placed in the Sailors' Chapel of the Cathedral. Miss Hewitt, the Honorary Secretary, welcomed the Countess of Stamford, who had accepted the Presidency of the Ladies' Life-boat Guild for the county of Cheshire.

CITY OF LONDON BRANCH.—On 11th March, Mr. Sheriff Percy Shepherd presiding, in the absence of the Lord Mayor, supported by the Hon. George

Colville, Deputy-Chairman of the Committee of Management, Admiral T. P. H. Beamish, M.P., a member of the Committee of Management, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1926, showed that £8,972 had been collected, as compared with £9,729 in the previous year. Alderman J. G. Howell, Chairman of the Branch, in moving the adoption of the report, said that he would like to see the subscriptions of the City considerably increased. He appealed in particular to the textile trade to respond. Captain F. E. D. Acland seconded the motion, and Mr. Percy G. Mackinnon, Chairman of Lloyd's, the Hon. George Colville, Admiral Beamish, and Mr. Shee also spoke.

DARLINGTON (DURHAM).—On 18th March, the Mayor, Councillor J. G. Snaith, accompanied by the Mayoress, presiding. The report for the year ending the 30th September, 1926, showed that £131 had been collected as compared with £175 in the previous year. It was announced that the Marchioness of Londonderry had accepted the office of President of the Guild for the county of Durham, and hoped to hold a conference of Ladies' Life-boat Guilds in the autumn.

DURHAM (DURHAM).—On 18th March, the Mayor presiding. The report for the year ending 30th September, 1926, showed that £84 had been collected. In the previous year no work had been done by the Branch. It was disappointing that the sum raised was so small, but this was partly due to the fact that Life-boat Day had had to be abandoned owing to the coal stoppage.

EXETER (DEVONSHIRE).—At a meeting held on 9th March, over which the Mayor (Dr. Ransom Pickard) presided, supported by the Mayoress, the Sheriff and Mrs. Michelmore, it was decided to form a Ladies' Life-boat Guild. The Mayoress consented to be the first Patron, Mrs. A. S. Reed was elected President, and Mrs. P. Frost, Honorary Secretary. Within two months of this meeting the Guild had raised nearly £400.

GLASGOW (RENFREWSHIRE).—On 9th June, Mr. Fred Bedford presiding. The report for the year ending 30th September, 1926, showed that £2,391 had been collected as compared with £2,660 in the previous year. In presenting the report, Mr. Leonard Gow, the Honorary Secretary and Treasurer, pointed out that the deficit was almost entirely due to the coal stoppage. The appeal to Captains and Crews of Clyde-owned vessels was meeting with increased success, and £375 had been received as compared with £328 in the previous year. Mr. Gow also pointed out that with the greatly increased cost of the Service, due to the provision of Motor Life-boats, Scotland was contributing much less than the cost of the Life-boat Stations round her coasts. Instead of the £11,000 a year which was actually subscribed she should raise £30,000 a year if she was to pay for the provision and maintenance of her own Life-boats. He hoped that when these facts were realized there would be an increased response by the people of Scotland's great sea-port. Mr. Leonard Gow was elected Chairman, Mr. Fred Bedford, Honorary Secretary, and Mr. William Henderson, Honorary Treasurer.

ILFORD (ESSEX).—On 4th March, Councillor J. H. Shipman, Vice-Chairman, presiding. The report for the year ending 30th September, 1926, the first year's work of the Branch, showed that nearly £14 had been collected. It was announced that the Mayor had promised his support, and he was elected President, Sir Frederick Wise, M.P., being elected a Patron, and Councillor J. H. Shipman, Chairman. It was hoped greatly to increase the Branch's contribution.

KEIGHLEY (YORKSHIRE).—On 27th May, Mrs. Percy Clough, Vice-President of the Ladies' Life-boat Guild, presiding. The report for the year ending 30th September, 1926, showed that £356 had been collected as compared with £393 in the previous year. Reference was made to the very fine work done by the Ladies' Life-boat Guild.

KENDAL (WESTMORLAND).—The Annual Meeting of the Ladies' Life-boat Guild was held on 18th April, Mrs. C. H. Whitaker, President, in the chair. The report for the first year of the Guild's work showed that £96 had been raised, of which sum over £51 came from Life-boat Day, nearly £20 from collecting cards, and £22 from subscriptions and donations. In moving the adoption of the report the District Organizing Secretary pointed out that this sum had actually been raised within four months and congratulated the Guild on the excellent start which it had made.

LARNE (CO. ANTRIM).—On 28th April, Mr. Samuel Magill, Chairman of the Urban District Council and President of the Branch, in the chair. The report for the first year of the Branch's work showed that £63 had been contributed, an increase on what Larne raised in previous years when part of the Belfast Lough Branch. Special reference was made to the work which Miss Morrow had done as Honorary Secretary. Mr. Magill was re-elected President, Miss Morrow, Honorary Secretary, and Mr. J. L. Joyce, Honorary Treasurer.

MACCLESFIELD (CHESHIRE).—On 18th March, Mr. Robert Brown, J.P., presiding in the absence of the Mayor. The report for the year ending 30th September, 1926, showed that £120 had been collected as compared with £180 in the previous year.

MANCHESTER, SALFORD AND DISTRICT (LANCASHIRE).—On 28th March, Sir William Milligan, J.P., Chairman of the Branch, and a Vice-President of the Institution, in the chair, supported by the Hon. George Colville, Deputy-Chairman of the Committee of Management. The report for the year ending 30th September, 1926, showed that £4,132 had been collected, as compared with £4,234 in the previous year. An address was given by Mr. Colville, who congratulated Manchester on the success both of its Life-boat Day and its total contribution to the Institution, and referred to the legacy of £20,000 recently received from the late Mrs. Ann Russell, of Cheetham, near Manchester, which

would provide two Motor Life-boats. Such legacies were the return which the Institution received for its work and expenditure on propaganda and advertising.

MIDDLESBROUGH (YORKSHIRE).—On 12th April, the Mayor (Councillor A. Weathered) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Sir Christopher Furniss. The report for the year ending 30th September, 1926, showed that £211 had been collected as compared with £380 in the previous year. The report referred to the splendid work being done by the Ladies' Life-boat Guild, which, since its formation in 1920, had raised over £1,000. Sir Godfrey Baring said that the Institution was deeply grateful for the work which was being done at Middlesbrough, and he thought that the Branch should be warmly congratulated on having raised so much at a time of such industrial depression. Sir Christopher Furniss said that he took a great interest in the Service not only as a shipowner but as a yachtsman.

NEWPORT (MONMOUTHSHIRE).—The Mayor (Councillor A. T. W. James), supported by the Mayoress and members of the Branch, presided at a meeting on 22nd March, at which it was decided to form a Guild. The Mayor referred to the work which had already been done for the Institution by the ladies in Newport, and congratulated them on having Mrs. Claude Martyn as their President and Mrs. Rees as Chairman and Honorary Organizer. Mrs. Rees thanked the Mayoress for becoming a Patroness of the Guild.

PETERBOROUGH (NORTHAMPTONSHIRE).—On 6th April, Lady Winfrey, President of the Branch, in the chair. The report for the year ending 30th September, 1926, showed that £170 had been collected as compared with £95 in the previous year, £66 resulting from a House-to-House Collection, £63 from Life-boat Day, and £26 from a Whist Drive. Lady Winfrey appealed for more collectors, and a tribute was paid to the work of Mrs. Dickenson, who, after thirty years, had been compelled

to give up the work. Lady Winfrey also spoke of the enthusiasm for the Service which was shown in Peterborough, which she thought was very fine for an inland town. An address on the work of the Institution was given by Major Shipley Ellis.

REDCAR (YORKSHIRE).—Mrs. B. O. Davies, J.P., presided at the Annual Meeting of the Guild on 14th March. Notwithstanding the coal stoppage and bad trade in 1926, the Guild had increased its contributions from £85 to £103. An address was given on the work of the Institution by the District Organizing Secretary.

ROTHERHAM (YORKSHIRE).—On 13th May, Councillor J. Dickson, J.P., Chairman of the Branch, presiding. The report for the year ending 30th September, 1926, showed that £174 had been collected as compared with £212 in the previous year. It was decided to ask the Mayor and Mayoress to become Patrons of the Branch.

SALISBURY (WILTSHIRE).—On 30th March, the Mayor (Mr. J. C. Hudson), Chairman of the Committee, presiding, supported by the Mayor of Wilton, and Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management. The report for the year ending 30th September, 1926, showed that £826 had been raised as compared with £334 in the previous year. Of this sum £19 was from annual subscriptions, £263 from donations and collections, £425 from the Fête held in the grounds of the Bishop of Salisbury's Palace, £105 from Life-boat Day, and £11 from Dances. In presenting the report, Major Rawlence, D.S.O., one of the joint Honorary Secretaries, paid a tribute to the energy of 108 collectors who worked for the Branch. Sir Maurice Cameron cordially thanked the Branch in the name of the Institution.

SALTBURN (YORKSHIRE).—On 14th March, with Mrs. Marshall, J.P., Vice-President of the Branch in the Chair, the first Annual Meeting was held. The report for the year ending 30th September, 1926, showed that £69 had been collected.

SEAHAM (DURHAM).—On 13th April, the Annual Meeting of the Ladies' Life-boat Guild was held. The report for the year ending 30th September, 1926, showed that £22 had been collected as compared with £24 in the previous year. The Marchioness of Londonderry was elected President, Mrs. T. Turner, Vice-President, and Mrs. John Adamson, Honorary Secretary.

SHEFFIELD (YORKSHIRE).—On 17th June, the Lord Mayor (Alderman J. G. Graves) presiding, supported by the Lady Mayoress, and the Master and Mistress Cutler (Mr. and Mrs. David Flather). The report for the year ending 30th September, 1926, showed that £554 had been collected as compared with £614 in the previous year. The Lord Mayor said that the time had now arrived when they should cease thinking so much of bad trade and difficult industrial conditions as reasons for keeping in the background their duty towards such organizations as the Life-boat Service. It was time now to consider the Service's claims and to work harder for it and increase its subscription list. Mr. J. W. Iliff said that while Sheffield raised a fair sum by street collections, its subscription list was not as high as it should be, and the Master Cutler pointed out that while Sheffield was the fifth city in the Kingdom in population it was only nineteenth* in the Institution's list of Branches. Although it was an inland town it had wide association with the sea, and its place in the Life-boat lists should be much higher.

SHREWSBURY (SHROPSHIRE). — On 15th March, the Viscountess Sandon, President, in the chair. The report for the year ending 30th September, 1926, showed that £176 had been collected as compared with £175 in the previous year. Of this sum £28 was in the form of annual subscriptions and £121 was raised by the House-to-House Collection. Lady Sandon said that they had all heard with great regret of

the illness of Miss Moser, who, for so many years, had been Honorary Secretary of the Branch, and had given the Life-boat Cause not only great personal service, but very generous financial support. They must do all in their power to carry on the good work which she had done. A resolution was passed expressing the gratitude of the Branch to Miss Moser for her inspiring efforts during 30 years. In moving this resolution, Lieut.-Colonel Donaldson said that he was sure that among the ladies who helped Miss Moser one would be found who would take charge of the House-to-House Collection, and he suggested that they should aim at getting an annual sum equivalent to 2*d.* a head of the population of the county. Admiral Sir Cecil Thursby, at one time Admiral Commanding the Coastguard and Reserves, also paid a tribute to Miss Moser; and Mr. P. B. Moser said that the best thanks which they could give his sister would be to carry on the work.

SOUTHPORT (LANCASHIRE).—On 24th March, the Mayor (Councillor Hibbott) presiding, supported by the Mayoress. The report for the year ending 30th September, 1926, showed that £581 had been collected, as compared with £540 in the previous year. Of this sum £215 was the result of the Mayoress's Appeal, and £273 of Life-boat Day. A meeting of the Ladies' Life-boat Guild was held the same afternoon, at which the Mayoress, as President, promised again to issue an appeal.

SWANSEA (GLAMORGANSHIRE). — On 10th May, the Mayor (Councillor D. J. Bassett) presiding. The report for the year ending 30th September, 1926, showed that £222 had been collected as compared with £225 in the previous year. In moving the adoption of the report, the Mayor said that it was a great reproach to Glamorganshire that it had only raised £8,000 out of the £20,000 which it had been intended to collect in order to pay for the Motor Life-boats stationed by the Institution at Barry Dock and The Mumbles, as a gift to the Prince of Wales. He hoped that the fund would soon be completed.

* This was Sheffield's position in 1924-1925. Unfortunately in 1925-1926 it just failed to be among the first twenty Branches.

THAME (OXFORDSHIRE).—On 21st March, Captain W. Bruce, C.B.E., R.D., R.N., presiding, supported by Mrs. R. O. Lee, President, and the Viscountess Bertie of Thame, Chairman of the Central London Committee of the Ladies' Life-boat Guild. The report for the year ending 30th September, 1926, showed that £90 had been collected. An address was given by Captain Basil Hall, R.N., late District Inspector of Life-boats, and a number of Life-boat films were shown, after which there was a concert. Lady Bertie proposed, and Admiral Sir Nelson Ommaney, C.B.E., C.B., seconded, a vote of thanks to Captain Hall.

WARRINGTON (LANCASHIRE).—On 31st March, the Mayor (Alderman Arthur Bennett) presiding. The report for the year ending 30th September, 1926, showed that £160 had been collected as compared with £137 in the previous year. In moving the adoption of the report, the Mayor said that the work of the Life-boats deserved all the support which they could give it, and Mr. F. A. Frost, in seconding, said that he would like to see a Warrington Motor Life-boat on the coast. He looked forward to the time when they could raise the money needed to provide it.

New Branches and Guilds.

ARBROATH (FORFARSHIRE).—At a meeting convened by Provost and Mrs. Robertson on 21st April it was unanimously decided to form a Ladies' Life-boat Guild, Mrs. Lindsay Carnegie being elected Honorary President, Mrs. A. Maclaren Robertson, President, and Mrs. J. D. Gilruth, Honorary Secretary.

HALIFAX (YORKSHIRE).—The Mayor (Councillor A. H. Gledhill), accompanied by the Mayoress, presided at a meeting on 1st April, for the purpose of forming a Ladies' Life-boat Guild. The Mayor pointed out that before the war there had been a Branch of the Institution at Halifax, but that this had been allowed to lapse and that only £34 9s. had been collected for the Institution during the past year, whereas Bradford subscribed over £2,000 annually. He

proposed, and it was unanimously decided, to form a Ladies' Life-boat Guild, the Mayor being elected President, Mrs. Hume, Vice-President, Mr. E. S. Latchmore, Treasurer, and Mrs. H. Ollerenshaw and Mrs. G. Gledhill, Honorary Secretaries.

HARTLEPOOL (DURHAM).—The Mayor (Alderman A. Hyde), accompanied by the Mayoress, presided at a meeting on 13th April for the purpose of forming a Ladies' Life-boat Guild, among those present being Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, a number of former Mayoresses and a number of Life-boatmen. After Sir Godfrey had given an address on the work of the Institution, the Mayoress proposed the formation of a Guild, and this was seconded by Mr. Alfred Belk, Honorary Secretary of the Branch, who said that the Institution had spent on the Hartlepool Station, established in 1875, over £30,000. The resolution was unanimously adopted, the Mayoress being elected President, Mrs. J. W. Wilson, Vice-President, Mrs. B. R. Kendal, Honorary Treasurer, and Miss A. D. Hyde, Honorary Secretary.

HINDLEY (LANCASHIRE).—At a meeting held on 29th April it was decided to form a Ladies' Life-boat Guild, Mrs. W. Taylor being elected President, Miss Helen Southworth, Honorary Treasurer, and Mrs. J. W. Hurst, Honorary Secretary. Guild Badges, Certificates of Membership and collecting cards were distributed, and it was decided to adopt the following methods of raising funds: Life-boat Day, American Teas, Whist Drives and Dances, and Collections in Churches and places of amusement.

HONLEY (YORKSHIRE).—A meeting was held on 22nd June at which it was decided to form a Ladies' Life-boat Guild, Mrs. R. Rippon being elected President, Mrs. T. G. Oldham and Mrs. C. E. Thornton, Vice-Presidents, Mrs. Martin, Honorary Treasurer, and Mrs. J. S. Garside, Honorary Secretary. Three weeks later a House-to-House Collection was held which raised over £20.

KIRKHEATON (YORKSHIRE).—At a meeting held on 28th June it was decided to form a Ladies' Life-boat Guild, Mrs. E. M. Johnson being elected President, Mrs. Taylor, Vice-President, Mrs. Broughton, Honorary Secretary, and Mrs. Whittell, Honorary Treasurer. It was decided to organize a House-to-House Collection, and also later on to hold a social event of some kind.

LONDONDERRY (Co. LONDONDERRY).—Mrs. Gilbert Magee, ex-Mayoress, presided at a meeting on 13th June at which it was decided to form a Ladies' Life-boat Guild, Mrs. Magee being elected President, and Mrs. Dunn, Honorary Secretary. It was decided to hold a Life-boat Day on the day of the Regatta.

WORSBOROUGH BRIDGE (YORKSHIRE).—At a meeting held on 16th June, it was decided to form a Branch and Ladies' Life-boat Guild, Councillor A. Holling being elected President, Mr. G. H. Watkins, Vice-President, Mr. John Taylor, Honorary Secretary, and Mr. Ronald Green, Honorary Treasurer.

WORSTHORNE (LANCASHIRE).—A meeting was held on 8th March at which the Vicar, the Reverend H. Stones, M.A., presided, and an address was given by the District Organizing Secretary. It was decided to form a Branch of the Institution, the Rev. H. Stones being elected President, Mr. J. C. Holgate, Vice-President, and Mrs. J. C. Holgate, Honorary Secretary. A strong Committee was also elected.

Special Meetings.

BERWICK (NORTHUMBERLAND).—Mrs. Lillingston presided at a special meeting of the Ladies' Life-boat Guild on 23rd May in the unavoidable absence of the President, Lady Frances Osborne, who was prevented by bereavement from being present. Mr. George F. Shee, M.A., Secretary of the Institution, gave an address on the work of the Service. He described the Motor Life-boat which is to be built for Berwick out of the Westmorland Motor Life-boat Fund, and referred to the splendid work being done by the Ladies' Life-boat Guilds. Commander E. D. Drury, O.B.E.,

R.D., R.N.R., District Inspector of Life-boats, spoke about the work on the coast.

CALNE (WILTSHIRE).—A special meeting was held at the Palace Theatre, lent by Mr. Albany Ward, on 14th March, at which Colonel Earl presided in the absence of the Mayor (Councillor J. F. Bodinna), President of the Branch. The meeting was organized by the Ladies' Committee in order to bring the newly-formed Branch to the notice of the public. Captain Basil Hall, R.N., late Inspector of Life-boats, gave an address, Life-boat films were shown, and a collection was made to be given to Mr. Albany Ward's fund for the Weymouth Life-boat House.

ISLINGTON (LONDON).—A special meeting was held on 28th April, the Mayoress, Mrs. Harrold, who is Chairman of the Branch, presiding, to hear an address by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The Mayoress was supported by the Dowager Lady Raglan and a number of Councillors. After Sir Godfrey's address an appeal was made for workers to help on Life-boat Day.

PRESTON (LANCASHIRE).—The annual House-to-House and Street Collections were held on 18th June, and during the day, at the suggestion of the Honorary Secretary of the Ladies' Life-boat Guild, Miss Cross, the Mayor and Mayoress, accompanied by members of the Branch Committee and Guild, with the St. Vincent's Boys' Band, and a detachment of Sea Cadets forming a Guard of Honour, walked in procession from the Town Hall to the War Memorial, where the Mayor laid a wreath in the shape of an anchor. The wreath bore the inscription, "To the men of the Royal National Life-boat Service and men of the British Navy who gave their lives in service to King and Country, 1914-1918. From the Preston Ladies' Life-boat Guild."

Whist Drives, Concerts, Dances, Garden Parties and Sales.

BEXLEY HEATH (KENT).—On 18th April an exhibition game of Push Ball

was played in aid of this Branch on the ground of the Bexley Heath Town Football Club. The game was started by the Countess of Limerick, attended by Mr. F. J. L. Fish, President of the Branch.

EDINBURGH. — A Grand Carnival Benefit Night was held on 28th April realizing £28, and this was followed later by two very successful Whist Drives realizing £23. Over 200 people were present at these two Drives, and an address on Life-boat work was given and Life-boat literature distributed at each of them.

HUDDERSFIELD (YORKSHIRE).—An American Tea and Sale was held in the Mayor's Reception Room on 26th March, the chair being taken by the Mayor (Mr. Rowland Mitchell). There was a musical programme, and the sale realized £25.

The following Branches and Ladies' Life-boat Guilds have held dances and whist drives, or dances, in aid of the Institution: Alwrick (Northumberland); Carmarthen (Carmarthenshire); Eastbourne (Sussex), the second Ball this year; Edgware (Middlesex); Goole (Yorkshire); Holy Island (Northumberland); Ledbury (Herefordshire); Palmers Green (London); Ringwood (Hampshire); Teddington (Surrey); Wakefield (Yorkshire), and Wigan (Lancashire).

The following Branches and Guilds have held concerts in aid of Branch Funds: Leeds (Yorkshire); Ilkeston (Derbyshire), and Bowness (Westmorland).

Garden Parties were organized, in aid of the Institution, by the following Branches and Guilds: Barrow (Lancashire); Epping (Essex); Gourock (Renfrewshire); Macclesfield and Holmes Chapel, Goostrey and Chelford (Cheshire); Maryport (Cumberland); Newport (Monmouthshire), and Redcar (Yorkshire).

A very successful Jumble Sale was

held by the Exeter Ladies' Life-boat Guild on 27th April.

Entertainment of Crews.

WALTON-ON-NAZE (ESSEX). — The Annual Dinner given to the Crew by the Life-boat Committee took place on 1st April, Mr. R. H. Palmer, O.B.E., presiding, supported by members of the Committee, and by the Chairmen of the Walton and Clacton Urban District Councils.

Religious Services.

HASTINGS (KENT).—The annual ceremony of Blessing the Sea on Rogation Sunday was held on the shore on 25th May before a congregation of over 1,000 people. The service was conducted from the Life-boat by the lay-preacher of the Fishermen's Church of St. Nicholas, Mr. J. W. E. Chubb, and an address was given by the Rev. W. Charles Bown, of St. Andrew's Waterside Mission. A collection in aid of the Life-boat Service realized the record sum of nearly £18.

HAYLING ISLAND (HAMPSHIRE).—Life-boat Sunday was celebrated by the North Hayling Brotherhood on 27th March. Mr. Henry West, J.P., Honorary Secretary of the Hayling Island Branch, presided and conducted the service.

Addresses to Rotary Clubs.

Life-boat addresses have been given to the following Rotary Clubs: Braintree (Essex) by Captain Basil Hall, R.N., on 13th April; Brentford and Chiswick (Middlesex) by the District Organizing Secretary for Greater London on 19th April; Hastings (Sussex) by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, on 6th May; Great Yarmouth (Norfolk) by Captain Basil Hall, R.N., on 10th May; and Finchley (Middlesex) by the District Organizing Secretary for Greater London on 29th June.

Notice.

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