

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXVI.—No. 292.]

NOVEMBER, 1927.

[PRICE 6d.

October Gales.

Two Gold Medals awarded to Moelfre, Anglesey, and two Silver Medals to St. Mary's, Isles of Scilly.

THE month of October ended with a week of strong winds rising at times to gales, which reached their climax on the 28th and 29th. On those two days it blew a severe gale from the south and west over Southern Ireland, England and Wales, rising in places to hurricane force, gusts of 85 miles an hour being recorded at Holyhead. On land much damage was done by the winds and floods, and a number of lives were lost, and hundreds of people rendered homeless.

At sea, during the eight days from the 22nd to the 29th October, there were seventeen Life-boat launches at different places all round the coast, from Stromness in the Orkneys to St. Mary's in the Isles of Scilly. Of these launches ten took place during the height of the gale on the night of the 28th and the early morning of the 29th.

The two outstanding services of the week, and, so far, of the year, were carried out by the Motor Life-boat at St. Mary's on the night of 27th October, and the Moelfre, Anglesey, Pulling and Sailing Life-boat on the night of the 28th. The very gallant service of the St. Mary's Life-boat, and three other boats, to the Italian steamer *Isabo*, the Institution has recognized by awarding two of its Silver Medals and six of its Bronze Medals, besides lesser awards; and it has marked the fact that the service of the Moelfre Life-boat to the Ketch *Excel* was carried out in the severest of weather, and that skilful seamanship, courage, and devotion to duty were conspicuously shown by all on board in face of the greatest danger,

by awarding two of its Gold Medals, and thirteen Bronze Medals.

These are the first Gold Medals to be awarded since the service to the S.S. *Hopelyn* by the Life-boats at Gorleston and Lowestoft on the East Coast in 1922. During the nine years since the end of the War, five Gold Medals have been awarded for three services, and two of those services have been carried out by Welsh Life-boats—the service of the Fishguard Motor Life-boat to the Dutch Motor Schooner *Hermina* in December, 1920, and now the service of the Moelfre Life-boat.

In the course of these seventeen launches, thirty-one lives were rescued by Life-boats, but unfortunately not without loss among their rescuers. One man of the very gallant Moelfre Crew, William Roberts, died during the service from exposure.

The gales during this last week of October caused a terrible tragedy among the fishing population of the Islands off Co. Mayo and Co. Galway, on the west coast of Ireland, over 50 lives being lost. On this coast the fishermen use either open rowing-boats or canvas coracles. No weather reports are received in these remote islands and villages, and though it was known that a gale was coming, the little fleets had put out on Friday night. An attempt to stop some of them was made by a priest, who had learnt from his wireless of the approaching storm, but he was too late; there were no means of signalling, and in the night the open boats and coracles were overwhelmed.

The Life-boat story of this week of fierce storms, tragedy and magnificent

courage is best told day by day in the order of events.

The first service of the week was on Saturday, the 22nd, when the Llandudno Life-boat went out at eight in the evening, in a strong breeze with a rough sea, to the help of a motor yacht, *Delphor*, of Liverpool. She had anchored in the bay, but dragged her anchors, drifted beneath the pier, breaking her mast, and was then carried on to the rocks of the Great Orme. Here the Life-boat rescued her crew of three, but for two hours the Life-boat had to wait in the bay, until it was considered safe for her to come in. The owner of the yacht gave £5 to be divided among the Life-boat Crew.

Two days later the Lowestoft Motor Life-boat went out in the afternoon to the help of a Dutch sailing lugger, *Johanna Marie*, which had gone aground on the Newcome Sands, and was pounding heavily. There was a strong breeze and a heavy sea, following a N.E. gale the night before. The Dutch skipper asked for immediate help. A tug had also put out, and the Life-boat got a hawser from her to the stranded lugger. By means of this the lugger was towed off the sands, the Life-boat standing by until she and her crew of twelve were safe in harbour.

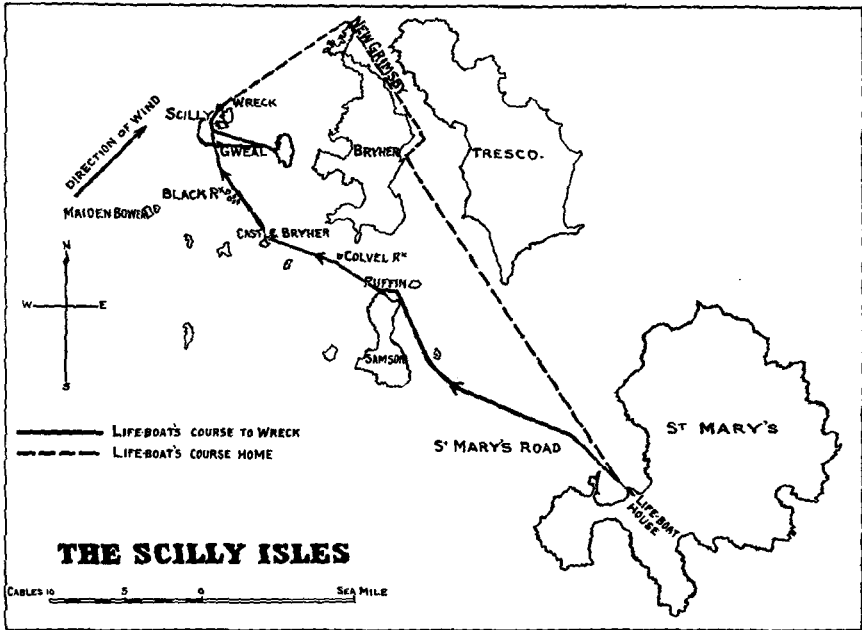
Ten Lives Saved from a Trawler.

The following day the Stromness Motor Life-boat was called out shortly after one in the morning to the help of a steam trawler, *Amethyst* of Hull, which had run ashore on Hoy Head, while on her way home from the Faroe fishing. A strong breeze to moderate gale was blowing from S. to S.W., with a moderate sea, and there was heavy rain. The Life-boat anchored, veered down to the trawler and took off the ten men on board her. The trawler herself became a total wreck. Three years ago, on the 4th October, 1924, the same Life-boat rescued ten men from the steam trawler *Hessonite*, belonging to the same owners, the Kingston Fishing Company, which had been wrecked in a dense fog at Birsay. The Company has sent the Institution £10 in gratitude for the service to the *Amethyst*.

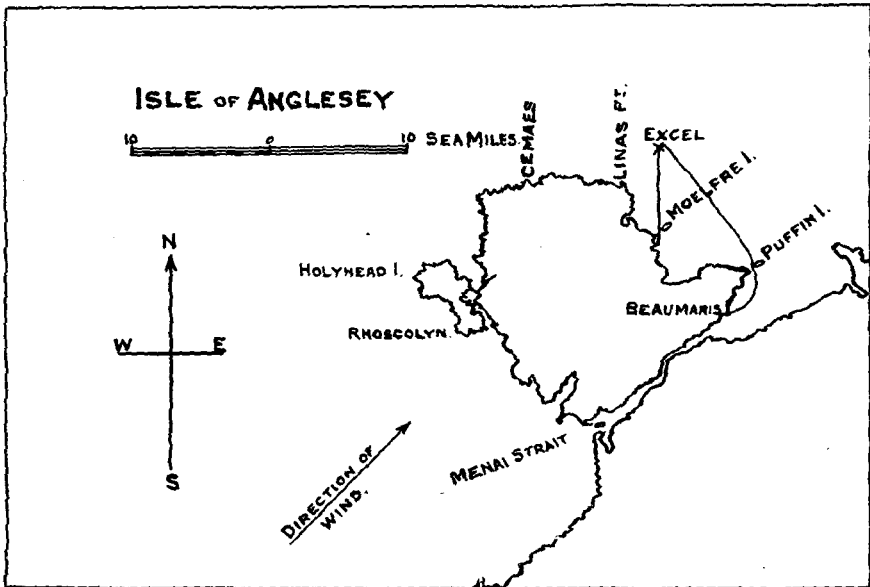
Wreck of the S.S. "Isabo" on the Scilly Rock.

Two days later, on the 27th, came the first of the two great services of this week. At five in the afternoon the Italian steamer *Isabo*, of nearly 7000 tons, with a cargo of wheat, ran ashore in a dense fog on the Scilly Rock to the west of the Island of Bryher in the Isles of Scilly. A moderate breeze was blowing from the south-west, but it increased later to a gale, and all the time the sea was very heavy, accompanied by a south-westerly swell. The steamer's syren was heard through the fog, and the first boats on the scene were three from Bryher—an open boat, the *Czar*, 30 feet long, manned by eight men, and two motor-boats, *Ivy* and *Sunbeam*, each from 20 to 25 feet long, with a 7 h.-p. engine. The gallant work of each of these three boats deserves to be separately described. Mr. William E. Jenkins was in charge of the *Czar*, and the spirit in which he went about the work of rescue can be judged from his remark when the great risk of his attempt was pointed out to him: "I'm going to save those men, if I have to swim for it." On reaching the scene of the wreck, he and his crew found a number of men adrift on floating wreckage, and at very great risk in that heavy sea and in the midst of jagged rocks they succeeded in picking up eleven men. These they transferred to the motor-boat *Ivy*, so as to make room to rescue more, as it was felt that a pulling-boat ran less risk in the broken water than a motor-boat. They continued their search, and three more men were picked up. Then, hearing cries from the ship, they closed in on her and succeeded in getting a line aboard, by means of which another man was hauled through the water. The *St. Mary's* Motor Life-boat had now arrived on the scene, and the *Czar* accordingly made for shore, the darkness, fog, and heavy sea all combining to make her return difficult. After landing the men, Mr. Jenkins and his crew took them to their houses, fed them, and lent them warm clothing.

The *Ivy*, manned by a crew of three,



SCENE OF THE WRECK OF THE S.S. "ISABO."



SCENE OF THE WRECK OF THE "EXCEL."

with Mr. Ernest Jenkins in charge, was the second boat on the scene. She was in grave danger throughout on account of the mass of wreckage among which she had to manœuvre, and the floating wheat from the cargo which threatened to foul the machinery. She was, however, most skilfully handled, and picked up one man out of the water and took over the first eleven men rescued by the *Czar*.

The *Sunbeam*, which carried on her upper deck a dinghy, 9 feet long by 4 feet 6 inches broad, arrived on the scene in growing darkness, to hear cries in the water, but the mass of wreckage made approach impossible. She succeeded, however, in picking up one man by means of a line. Mr. Charles Jenkins, her coxswain, then very gallantly launched the dinghy and set out in her himself, accompanied by a young man, Edward Reginald Jenkins. By means of this tiny boat they rescued three men in succession, each having to be hauled in very carefully over the stern for fear of capsizing her. As it was, she was half-filled with water. Meanwhile the *Sunbeam* herself had picked up another man. Then, hearing cries for help from the westward, the *Sunbeam* went in that direction and found the vessel. Closing down on her port quarter, the *Sunbeam's* crew succeeded in getting a line on board, and by this means were able to haul a further seven men, including the captain, through the sea into their boat.

As most of the men, like those picked up by the other boats, had no clothes, it was imperative to get them ashore quickly if their lives were to be saved. Accordingly, the *Sunbeam* returned ashore and left the Motor Life-boat to complete the rescue.

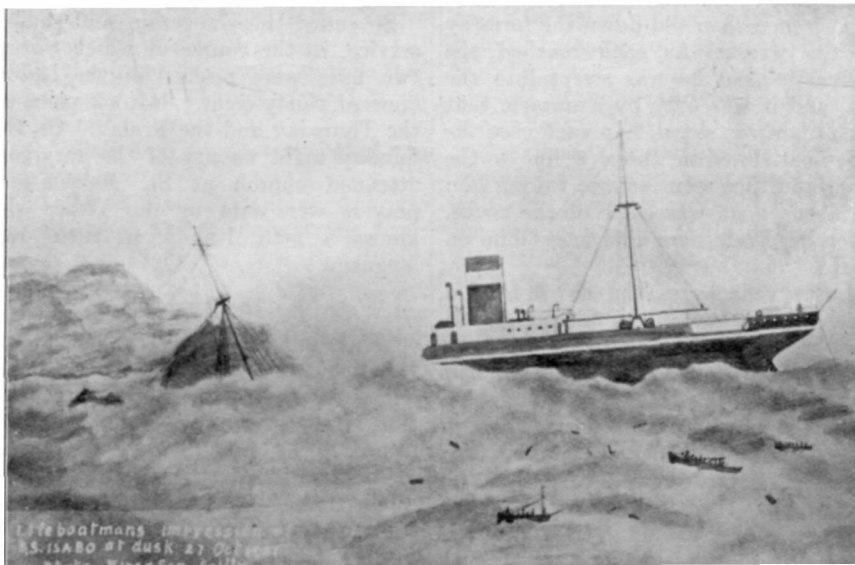
The Motor Life-boat had been called out at 5 p.m., and had left the slipway eight minutes later. She had nearly four miles to travel, threading her way through Samson Flats, and thence from Bar Point past Colvel Rocks to Castle Bryher Island in growing darkness—a difficult and tortuous passage which only a man with a thorough knowledge of the dangers would dare to undertake. When she

reached the Scilly Rock she could see and hear nothing in the dense fog. She therefore went to Gweal Rock, but finding nothing there went back to Scilly Rock. On the way back she met the *Ivy*, and from her obtained news of the wreck and its position. She reached it at about 9 p.m. Cries were heard from the foremast, but the Coxswain was faced with a grave problem. Not only were the seas now breaking right over the steamer, and actually over the men clinging to her rigging, but the wind had increased to gale force. To attempt a rescue in such circumstances was hopeless. It would almost certainly have meant the loss of the Life-boat and her crew, and as a consequence the loss also of the lives which she was trying to save. Some of the Life-boat Crew wanted to make the attempt, and were with difficulty persuaded against it, but Coxswain Lethbridge, a most courageous and experienced Life-boatman, exercised his judgment in deciding that they must wait until dawn. The Life-boat accordingly put in to New Grimsby. There the men landed to get a little food, and then all re-embarked and remained in the boat all night.

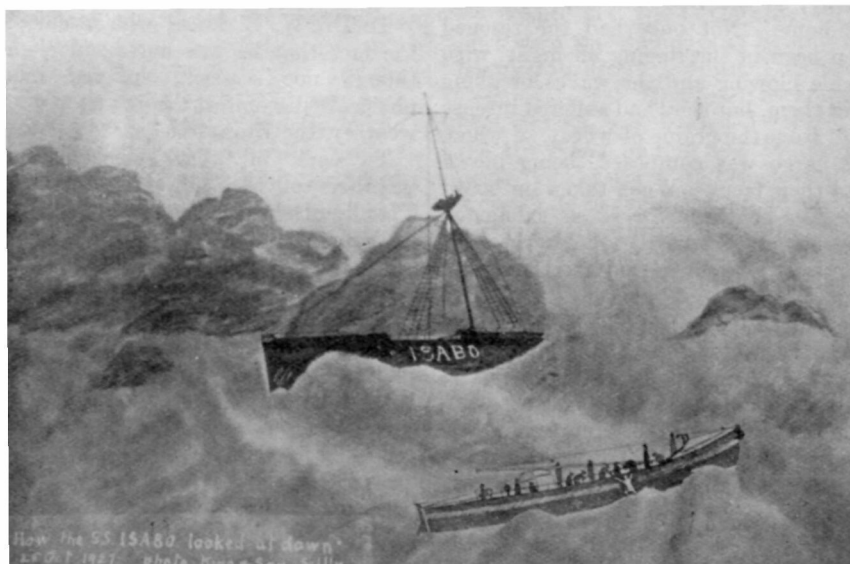
Rescued at Dawn.

At about 4 next morning the local doctor, Dr. W. E. Ivers, who had come over from St. Mary's in the Duchy of Cornwall motor-launch, offered his services, which were accepted, and once more the Life-boat set out. Dawn was just breaking as she reached the wreck, and the piteous cries for help from the rigging showed that she was still in time to save life. She approached from the lee side—anchoring on the weather side and veering down was out of the question—and the Line-throwing Gun was fired. The first line fired carried away. The second fell right across the ship, but the men aboard her were not able, or were too exhausted, to reach it. A third line was then fired and a direct hit made, but in attempting to secure it one man was washed overboard. The Life-boat dashed into the breakers and was able to save him. Happily he was wearing a life-belt, for he was

THE SERVICE TO THE "ISABO."



THE RESCUERS AT WORK.



GETTING ONE OF THE STEAMER'S CREW ON BOARD THE LIFE-BOAT.

These two pictures are from sketches made by the Bowman of the St. Mary's Motor Life-boat, Mr. Harry Barrett.

unconscious when picked up, but he was brought round after much labour by Dr. Ivers, helped by the Assistant Motor Mechanic.

Two men then slid down the forestay of the wreck. As each reached the fore-castle-head he was swept into the sea, and it was only by a miracle that each man was saved. In each case the Life-boat closed in, threw a line to the man, and then went astern, towing him until the boat was clear of the rocks, when her Crew were able to get him on board.

Lusty yells were then heard from a rock some distance from the ship, and a man was seen clinging to it. He was naked, save for a life-belt. He had been on the rock all night, and, incredible though it seems, he was actually asleep when the Life-boat arrived in the morning, and was awakened by the reports of the Line-throwing Gun! A line was fired at him. In attempting to secure it he was washed off his feet by a wave, but he struck out gallantly towards the Life-boat and was safely picked up. For the present there was nothing more to be done, and it was imperative to get the rescued men ashore, so the Life-boat shaped course for home. Not only had the rescued men been in the rigging all night, with a gale blowing and the waves breaking over them, but they had suffered intense pain from the grains of wheat, of which the cargo was composed, being blown into their faces. When taken on board the Life-boat they were so exhausted and so numb with the cold, that the Life-boat men, after reviving them with rum, had to feed them by hand with chocolate.

As the Life-boat was passing Bryher, Dr. W. B. Addison, the Honorary Secretary, who had come out in a motor-boat, was taken on board. The survivors were landed at 8.30 in the morning, and the Crew went home for a meal and change of clothes. At 9.45 a.m. they set out again, with Dr. Addison on board, to search for more survivors. Finding none, they returned at 12.45 p.m. Six men were missing, and it was believed that three had been drowned in the stokehold when the vessel struck. One

man had died in the rigging, and a fifth had dropped off some time during the night. Of the sixth nothing was known.

So ended this dangerous and gallant service, in the course of which thirty-two lives were rescued of the *Isabo's* crew of thirty-eight. It took place on the Thursday and the Friday. On the Sunday night twenty of the survivors attended church at St. Mary's, and prayers were said by the Vicar, who knows a little Italian, in their own language.

The Awards.

Where all behaved so gallantly, the Institution found it difficult to single out those who deserved special recognition, but it decided to make the following awards:

To Coxswain Matthew Lethbridge, the Silver Medal.

To Second Coxswain James T. Lethbridge, an elder brother of the Coxswain, the Bronze Medal.

To Motor-Mechanic T. H. Rokahr, who handled the engines most ably, particularly when the propeller was fouled by some wreckage, the Bronze Medal.

To Dr. W. E. Ivers, who in spite of the fact that he was not a sailor, and, though not sea-sick, suffered much physical discomfort from the rough weather, the Bronze Medal.

To each of the nine remaining members of the Life-boat Crew, the Thanks of the Institution inscribed on Vellum.

To the Coxswain and Crew extra monetary awards were also given.

To Dr. W. B. Addison, Honorary Secretary of the Branch, the Thanks of the Institution inscribed on vellum, in recognition of his courage in going out in the Life-boat, as he has done on other occasions, where his medical services might be required, in spite of the fact that he suffers from rheumatoid arthritis.

The following awards were made to the men who manned the *Czar*, the *Ivy*, and the *Sunbeam*, for the gallantry which they showed:

To Mr. Charles Jenkins, Coxswain of

the motor-boat *Sunbeam*, who rescued three men in the dinghy, the Silver Medal.

To Mr. Edward Reginald Jenkins, who went in the dinghy with Mr. Charles Jenkins, the Bronze Medal.

To the other four men of the *Sunbeam's* crew, the Thanks of the Institution inscribed on Vellum.

To all six men a monetary award was also made.

To Mr. William E. Jenkins, who was in charge of the open boat the *Czar*, which rescued fifteen lives, the Bronze Medal.

To each of the other seven men in the *Czar*, the Thanks of the Institution inscribed on Vellum.

To all eight men a monetary award was also made.

To Mr. Ernest Jenkins, who was in charge of the motor-boat *Ivy*, which picked up one man and took over the first eleven men rescued by the *Czar*, the Bronze Medal.

To each of the other two men of the *Ivy's* crew, the Thanks of the Institution inscribed on Vellum.

To all three men a special monetary award was also made.

The Institution also made special monetary awards to the crew of four of the Duchy of Cornwall motor-launch, who took Dr. Ivers to Bryher, and made two trips on the following day, in the worst weather, and gratefully acknowledges the help given by Mr. Moat, the Coast-guard Officer, and Mr. Ernest Jenkins, a civilian coastwatchman, who first heard and reported the *Isabo's* signal of distress.

The man who had been asleep on the rock was the second-mate. The story he told when he landed explains his remarkable endurance. He is 24 years old, very strong, and a powerful swimmer:

"As a lad at home I used continually to swim five and six hours daily. During the war, when our little boats were not allowed to fish off shore, my father and I used to swim out two and a half miles with spillers, and unwind the line and hooks from a board as we swam, and later go out and wind the line hooks, and fish up round the board,

and with one hand supporting us swim ashore. I owe my life to these practices. I never feared to drown from the first."

When he got into the water from the wreck he found an oar and floated with it until he came to a big rock. Round this he swam looking for the lowest place to attempt a landing. He found one where a receding wave left the rock exposed for some fifteen feet, and waited for the next wave to carry him on to it; seized it and held on with all his strength until the receding wave allowed him to crawl up it. He walked round to see if any other men had got on to it; hunted for seabirds' eggs, but found none; and then got some shelter in a little cave, where he kept himself warm by exercise and massaging himself.

The Moelfre, Anglesey, Service.

On 28th to 29th October, the night following the service of the St. Mary's Life-boat, the gales reached their worst, striking with special violence on the coast of North Wales and Lancashire.

That night nine Life-boats were launched. Five of them were from Stations in North Wales, and of those five, four were from Anglesey. These nine were the Pulling and Sailing Life-boat at Moelfre, the Motor Life-boat at Beaumaris, the Holyhead Steam Life-boat (which was launched twice), and the Holyhead Pulling and Sailing Life-boat (all Stations in Anglesey), the Motor Life-boat at Porthdinllaen (Carnarvonshire), the Pulling and Sailing Life-boat at Maryport (Cumberland), the Motor Life-boat at Weymouth on the South Coast, and the Motor Life-boat at Cromer and the Pulling and Sailing Life-boat at Sheringham on the East Coast.

The first of the nine to be called out was the Moelfre boat.

At about 3 in the afternoon a message was received from Point Lynas that a vessel was in distress about 3½ miles off the lighthouse. A whole gale was blowing from the S.W. with a very heavy sea, and the weather was very cold. The Coxswain of the Life-boat was away, and the Second Coxswain took charge,

having with him Captain Jones, who, although not a regular member of the Life-boat Crew, as he is otherwise occupied, goes out when he can, and is always ready to put his local knowledge and experience at the service of the Life-boat. A quarter of an hour after the message was received the Life-boat was launched.

After getting a more exact position from pilot vessels sheltering under Point Lynas, she made for the position given, reaching it about 5.30, and there found the auxiliary ketch *Excel* in a helpless condition, made fast to a German steamer, which apparently could do nothing to help her.

As the Life-boat approached them, the steamer cut the tow-rope to the ketch, leaving it to the Lifeboat to rescue her crew. The ketch fell off to leeward, and the Life-boat made an attempt to get alongside.

Life-boat right over the Wreck.

This attempt failed. The ketch was already water-logged. It was obvious that she could not last much longer. If her crew were to be rescued before she sank, they must be rescued without delay. The Second Coxswain and Captain Jones did not hesitate. They chose the desperate course of taking the Life-boat under full sail right over the water-logged wreck. They knew that at the best they must seriously damage the Life-boat, and that the odds were that they would completely wreck her. Their bold and heroic gamble succeeded. The Life-boat was carried by a heavy sea right on top of the upper deck, and was stove in in three places, two on the port side and another, very much larger, on the starboard side. The three men on the ketch were grabbed and hauled aboard, and the Life-boat was swept back by another wave. Shortly afterwards the ketch foundered, and the German steamer went on her way.

In being hauled aboard, one of the three men of the ketch received injuries from which he died. In the pitch dark, with a full gale blowing, no one knew how he received them, or even when he died. All that is known is that he

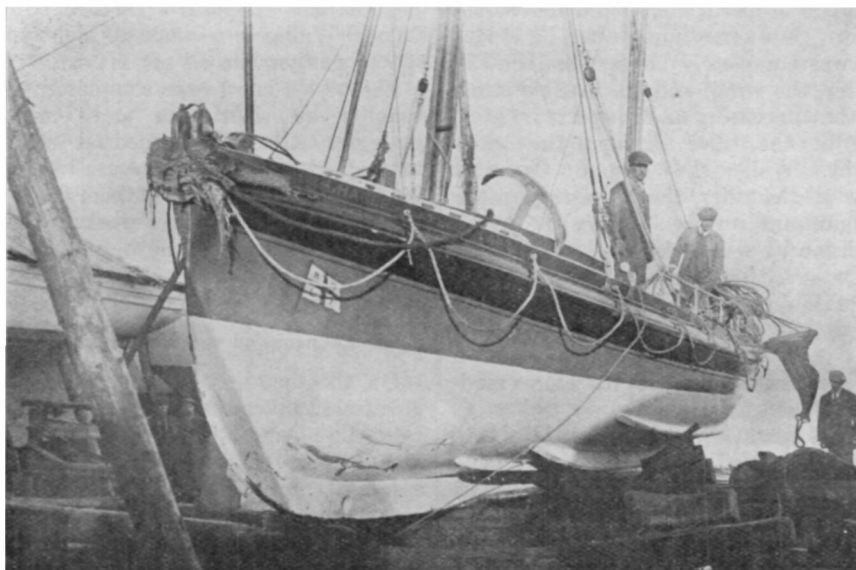
was dead before the Life-boat reached shore.

The Life-boat was still in great difficulties and considerable danger. Her hull had been badly damaged, she was full of water, and instead of rising over the seas, she cut through them. Shortly after she left the wreck her jib was blown into ribands. Her sailing qualities were now seriously impaired, but she struggled towards the Menai Straits, beating against the gale, and reached them at about two o'clock next morning, anchoring by Puffin Island. The distance she actually sailed before reaching the comparative shelter of the Straits must have been 15 to 20 miles. It was during this passage, through the height of the gale, that William Roberts, one of the Life-boat's Crew, collapsed and died of exposure.

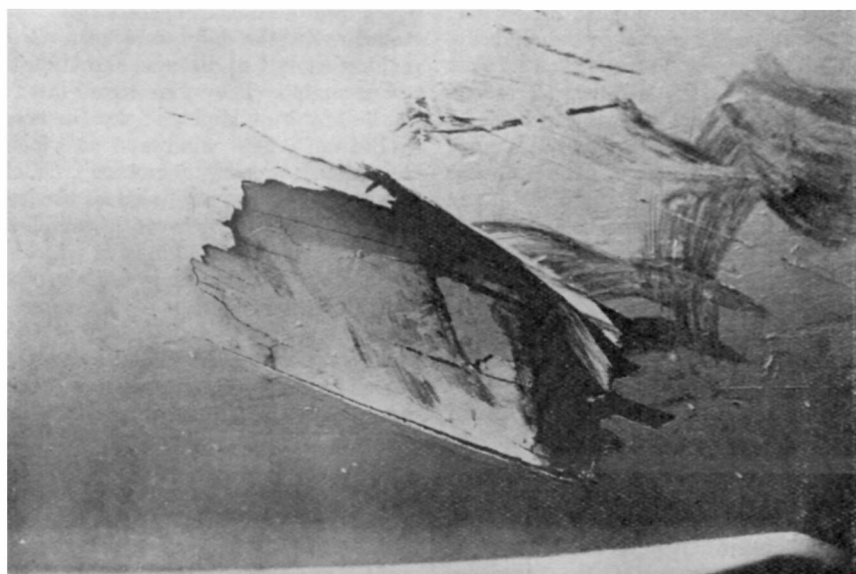
Meanwhile the Beaumaris Station had been notified of the launch of the Moelfre Life-boat, and the Motor Life-boat there was ready in case she was required. Soon after six o'clock the telephone and telegraph both broke down, and the Coxswain was stationed at the Boathouse to watch for signals. Shortly before ten o'clock, signals were seen going up from Penmon, and about the same time a messenger arrived to report that much uneasiness was felt about the Moelfre Life-boat, as she had not returned. Soon after ten o'clock the Beaumaris Motor Life-boat was launched. She made for Lynas Point, cruised towards Moelfre Roads, and then returned to the Menai Straits. Here she sighted the Moelfre Life-boat, near Puffin Island, but, through an unfortunate misunderstanding, believing her to be in no need of help, the Beaumaris Life-boat returned to her Station.

As no help reached her, the Moelfre Life-boat, with her exhausted and practically helpless Crew, remained at anchor in the Straits until daylight, when she was seen, and the Motor Life-boat again came out, took her in tow, and brought her into Beaumaris, which was reached at 8.30 in the morning. There the Crew were taken up to the Bulkeley Arms, where they were received and cared for with

THE MOELFRE LIFE-BOAT.



A photograph taken after the service on 28th October, showing the damage on the port side.



The hole, 13 inches by 7 inches, on the starboard side.

the greatest kindness by Mr. and Mrs. Musgrave. They had then been out for over seventeen hours. During the whole service the Second Coxswain, William Roberts, had remained at the tiller. For some hours after he landed he was completely blind, from the salt water, the wind, and the terrible strain of that unceasing and unrelaxed watching at the tiller through the whole night. While the Second Coxswain was at the tiller, the leadership in this magnificent service, and in the heroic decision by which the crew of the ketch were saved, was shared with him by Captain Jones.

The Awards.

The Institution has therefore made the following awards:—

To Second Coxswain William Roberts, the Gold Medal, the highest honour which it can bestow, and which it gives only in recognition of great courage and leadership in face of very grave danger.

To Captain Jones, the Gold Medal.

To each of the other members of the Crew, the Bronze Medal.

To the widow of William Roberts, the Bronze Medal. She will also receive a pension, as her husband died on service, and an allowance for a grandchild dependent on her.

In addition to the Medals, the Institution has made the following awards:

To Colonel Lawrence Williams, Honorary Secretary of the Moelfre Branch, an inscribed barometer in recognition of his unremitting exertions to keep in touch with his boat and to keep up such communication as was possible, most of the telegraph and telephone wires having been blown down. He was out all night in his motor-car, had some narrow escapes from falling trees, visited many places in the course of the night that are considered dangerous for a car even in daylight, and did not return home until he knew his boat was safe.

To Captain R. R. Davies, the Honorary Secretary of the Anglesey local committee, an inscribed barometer in recognition of the prompt steps he took to try and keep communication

open when the telephone wires were blown down, and for his work in meeting the Moelfre Life-boat and arranging for the accommodation of the crew at Beaumaris. Captain Davies, like Colonel Williams, was out all night and spared neither himself nor his car.

The whole crew were completely exhausted by their long and terrible struggle. All needed medical attention, and were unable to return to work for a week, while some of them did not recover for two and three weeks.

A letter of thanks has been received from the owners of the *Excel*.

Other Launches on the Night of the 28th.

On the opposite side of Anglesey to Moelfre and Beaumaris, the two Holyhead Life-boats were also out for the greater part of the night, the Steam Life-boat being launched twice, the second time in search of the Pulling and Sailing Life-boat. No lives, however, were rescued. In one case the vessel only required a pilot, while the crew of the other vessel, which had driven ashore in shallow water, were able to land unaided.

Meanwhile, at Porthdinllaen, on the other side of Carnarvon Bay, two steamers in the bay were seen to be making signals of distress, shortly after ten at night. They were found later to be the *Matje* of Hull and the *Dunvegan* of Preston. The wind was so violent that the Honorary Secretary and the Coxswain had to crawl part of the way to the Boathouse for fear of being blown right over the cliff. The tide was high and the sea was running right into the Boathouse. It had even torn some of the rollers on the slipway out of their sockets and washed them away. To launch in such circumstances would have been dangerous if not impossible, and it was decided to wait until the tide had ebbed a little, especially as it could be seen that the steamers were dragging out to sea, and were in no immediate peril. The Life-boat waited until midnight, and was then launched, the Honorary Secretary, Captain Owen Evans, going with her, as he frequently does.

Both steamers were found to be holding their own, but the Life-boat followed them to be ready in case of need. About three in the morning the wind took off, the sea moderated, and both steamers were able to get back into the roads, one anchoring there, while the other, having lost her anchor, steamed right on to the sandy beach. The Life-boat kept with them until they were safe, and it was not until eight in the morning that she was once more inside the breakwater. Extra monetary awards have been made to the Coxswain and Crew, and Letters of Appreciation have been sent to the Honorary Secretary, and to Mr. T. Hooper, the foreman in charge of certain shore Engineering work now being carried out at the Station, who also went out as a member of the Crew. This is not the first occasion on which he has done this, and on the last he was presented with an inscribed barometer. A Letter of Thanks has been received from the Captain of the S.S. *Matje*.

Farther north, on the Cumberland coast, the Maryport Life-boat was launched to an unknown vessel, reported to be drifting in the Solway Firth. A whole gale was blowing here from the W.N.W., bringing so heavy a sea right into the harbour that the Honorary Secretary doubted if it would be possible to go, but the Coxswain replied at once, "I'm going." The Life-boat made the most gallant attempts to clear the harbour, but was finally blown against the North Pier and slightly damaged. As there was no definite news of the vessel, the Life-boat was recalled and the Crew stood by in readiness. An extra monetary award was made for this launch.

On the South and East Coasts.

On the south coast the Weymouth Motor Life-boat was out for nearly six hours, from 6.30 in the evening until after midnight, in response to the S.O.S. of the steam-tanker *M. Arnus* of Barcelona, but the tanker got safely into Portland Roads under her own steam.

On the East Coast the Cromer Motor Life-boat and the Sheringham Pulling and Sailing Life-boat were both out for half the night searching for a missing motor fishing boat. They both passed

within a few yards of her in the darkness, but she had no means of signalling, and the matches of her crew were soaked through. The Life-boats returned without having found her, but in spite of the fact that her engine had broken down she succeeded in making the shore, her crew taking to the oars.

Later in the day, two more Life-boats, both on the Welsh Coast, the Motor Life-boat from Mumbles and the Pulling and Sailing Life-boat from Ferryside, were out searching for a small boat, reported to be capsized with a man clinging to her, but nothing could be found, and it was discovered later that what had appeared to be a boat was a buoy which had broken adrift.

So ended these eight days of storm. There have been weeks in which more lives have been rescued, but in the violence of the gales, the dangers faced and overcome, and the gallantry and endurance of the crews, this last week of October, 1927, may rank with the greatest weeks in the history of the Service.

There is one other fact of interest to be added to the summary of the week given at the beginning of this article. There were seventeen launches of Life-boats, and the total number of lives rescued, including those rescued by the three shore boats from Bryher, was sixty. In awards to the Life-boatmen and other rescuers who took part in these services, and to the launchers of the Life-boats, and in compensation to the Moelfre Crew who were incapacitated by their long and terrible struggle, the Institution has paid over £800. In addition to this the pension granted to the widow of the Moelfre Life-boatman who died of exposure, would, if purchased as an immediate annuity, cost some £700. This sum may be fairly added to the capital cost of the gales, and makes a total of about £1500. It includes nothing in respect of the other expenses of those services, such as the repair of the damaged Moelfre Life-boat. It consists simply of the awards, monetary and other, which have been made to those who took part in the work of rescue during this one week of gales.

Buy a Life-boat Calendar !

THE Institution is again issuing a Life-boat Calendar. It feels that there is no better way of keeping the work of the Life-boat Service continually before the public from the first day of the year to the last, and it hopes that many readers of *The Lifeboat* will buy this Calendar not only for themselves but to send to their friends.

Calendars are becoming each year a more popular form of gift, and those who use the Life-boat Calendar may

of Northumberland, who had placed a Life-boat, built by Greathead, at North Shields, and presented another to Oporto, Portugal. The engraving from which the Calendar has been reproduced was presented to the Institution by Mr. O. G. Berry, who was a member of its staff from 1893 to 1923.

The Calendars will be 11½ inches long by 9 inches wide, and they can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a



THE LIFE-BOAT CALENDAR, 1928.

A Life-boat Rescue near Tynemouth Castle.

(Painted and engraved by W. Elmes, and published in 1803 by Henry Greathead, builder of the first Life-boat.)

feel that they are making it do a double service. They will be sending their friends a beautiful calendar and they will be helping the Institution.

The Calendar will have a reproduction in colours of a picture painted and engraved by W. Elmes, and published in 1803, by Henry Greathead, the builder, though not the inventor, of the first Life-boat launched at Tynemouth in 1789. It shows a Life-boat service off Tynemouth Castle. The original engraving was inscribed to the Duke

dozen, this price including an envelope with each Calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, with the envelope open, for 1d.

Those who wish to order Calendars should apply as soon as possible to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and should enclose with their order a postal order or stamps. Only such orders can be dealt with.

Accident with a Maroon.

A MOST unfortunate accident, resulting in the death of the Coxswain, occurred at Port St. Mary, Isle of Man, on 6th August, on which day Life-boat Day and a Road Practice of the Life-boat were to be held. Coxswain Kneen, in firing the maroon to call out the Crew, was struck by it on the forehead and died shortly afterwards.

Coxswain Kneen, who was 58 years old, was a specially good Coxswain, taking the greatest interest and pride in the Life-boat and Boat-house. He had been appointed Bowman in 1896, Second Coxswain in 1902, and Coxswain in 1916. He left a widow and an unmarried grown-up daughter. The Institution, following its custom of pensioning the widows and dependent children of all Life-boatmen who lose their lives at service, have given Mrs. Kneen a pension.

A careful inquiry was held into the accident, and it was suggested that it would not have occurred had the mortar been placed on a post above the level of the firer's head. The advisability of doing this was considered before the mortars and maroons were introduced, in place of the socket distress signal, two years ago. It was then decided that it was better to adhere to the practice, approved by the Home Office,

of burying the mortar, the reason being that if the mortar were to explode there would be no risk to those standing round being struck by pieces of flying metal. At some Stations, however, it is not possible to bury the mortar, and at these it is mounted on a portable base, strict instructions being given that no one shall be allowed to stand near when the maroon is fired. The Institution has issued sand-bags to all Stations which use the portable base, with instructions that these are to be filled and packed round the mortar. Meanwhile the Board of Trade is carrying out further experiments.

In order to prevent a repetition of the accident at Port St. Mary with the buried mortars, a memorandum was sent to all Stations concerned, drawing their attention to the printed instructions issued to every Station where the mortar is used, and printed on each maroon, that the firer should stand as far away from the mortar as possible when striking the fuse. This memorandum was followed by a poster-card with two photographs illustrating the right and the wrong way of standing. Where the right way is adopted, there should be no risk to the firer, even if there should be a premature explosion of the maroon.

A Summer Service.

What it feels like to be Rescued.

ON the afternoon of 12th August a message was received at the Yarmouth, Isle of Wight, Station, that a sailing-boat had capsized about a mile and a half from the shore, off Fort Victoria. A moderate gale was blowing, and the sea was rough. Within five minutes the Motor Life-boat was launched, the Honorary Secretary going with her, as neither the Coxswain nor Second Coxswain was immediately available, and within fifteen minutes she had reached the wreck and picked up two men and two ladies who had been on board her. One of the ladies has sent us the following account of the rescue :

"On Friday, 12th August, 1927, the promptness and efficiency of our Life-boat Service were brought home to us in a very forcible manner. We have often read and heard of the gallant deeds performed by our Life-boatmen and have perhaps subscribed to the funds, little thinking that we ourselves might one day need its aid. [As Sir William Hillary said in his appeal, "From the calamity of shipwreck no one can say that he may at all times remain free, and whilst he is now providing only for the safety of others, a day may come which will render the cause his own."]

"On a rough and stormy night it is no wonder that the men should be on alert for the Life-boat call, but on a fine August day with a not-too-rough sea, who would expect a disaster? So the rapidity with which the Life-boat came to our aid speaks well for the splendid organization.

"It was a beautiful day for sailing, a good stiff breeze and the sea just rough enough to make it exciting. We were racing along, heeled well over, when without warning a sudden gust caught us, and at the same moment an extra large wave hit us and submerged the sail, which was almost on the water. Rapidly the yacht filled, and we felt ourselves slipping into the sea. The boat then turned upside down, and we were left to swim round it and hold on if possible, while large waves broke over us.

"It was not long before we heard the

rocket go up from the shore, and we knew help would soon be at hand. Although we were all fairly good swimmers, I doubt if we could have made the shore if no help had come. Anxiously we watched the far distant harbour for a sign of rescue, and in a very short time we saw the dark blue launch tearing towards us. Some other boats also set out, including the Southern Railway's steamer *Freshwater*, but it was the Life-boat that won the race.

"We were thrown life-belts, and eager hands helped us on board. Warmed without by oilskins borrowed from the Crew, and within by generous rations of rum, we were soon back at the pier, greeted by cheering crowds.

"Thanks to the Royal Life-boat Institute, thus ended what had been to us a really thrilling adventure, and not, as might so easily have been the case, a dismal tragedy."

Life-boat as Ambulance.

It has happened on a number of occasions that a Life-boat has acted as ambulance in bringing injured men to shore. Another service of this kind was performed by the Appledore Motor Life-boat on the 10th October. A wireless message was received that the s.s. *Copeman* of London, on her way home from Algeria, was putting in to Appledore as her boatswain, a Norwegian, had been seriously injured in the head by falling tackle. A tug went out to meet the steamer and took the injured man on board, but she could

make no headway against the strong current, so the Motor Life-boat was launched.

With the Life-boat went the Vicar of Appledore, the Rev. H. C. A. S. Muller, a member of the Life-boat Committee, who could speak Norwegian, and the man was safely landed. Dr. W. A. Valentine, another member of the Life-boat Committee, and a St. John's Ambulance were waiting for him, and he was taken at once to the Bideford Hospital, where Mr. Valentine sewed up his wound.

Twelve Hours in a Whole Gale.

ON August 22nd the Clacton Motor Life-boat was out for over twelve hours in a whole gale with a very heavy sea, and went to the help of two vessels. The first was a small yacht with two people on board, which had become unmanageable four miles away. Two members of the Life-boat Crew were put on board her and brought her safely

into Harwich. Then on the way back, the Life-boat found a ship's boat, with one man on board, helplessly drifting, with her sails in ribbons. The man and the boat were both saved. The Life-boat, which had been launched at 11.30 in the morning, did not get back to her moorings until midnight. The Coxswain and Crew were given extra awards.

Inaugural Ceremonies of Motor Life-boats.

Porthdinllaen, Caernarvonshire, and Aberdeen.

THE new Porthdinllaen Motor Life-boat was named on 12th August by Dame Margaret Lloyd George, D.B.E., J.P., President of the South Caernarvonshire Branch of the Ladies' Life-boat Guild; and the Aberdeen Motor Life-boat on September 17th by the Lady Maud Carnegie (H.H. Princess Maud).

There has been a Life-boat Station at Porthdinllaen since 1864, and it has a record of 187 lives rescued from shipwreck. The new Motor Life-boat is of the Watson Cabin type, 45 feet by 12 feet 6 inches, with a 76 h.p. engine, of which type there are now thirteen on the coast. She has been built out of a number of legacies which, with the consent of the trustees, have been amalgamated. These legacies were received from Miss J. S. Manby, of Middlesex; Mr. William Gates, of Shepperton, Middlesex; Mr. F. W. N. Lloyd, of Bromley, Kent, and the Misses J. C. and J. L. Owen, of Bodowen, Caernarvon.

The High Sheriff of Caernarvonshire, Mr. G. Hughes Roberts, presided. Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., a Vice-President of the Institution, was to have presented the Life-boat to the Branch, on behalf of the Institution, and Mr. J. E. Greaves, Lord-Lieutenant of Caernarvonshire and Chairman of the Branch, was to have received her. Unfortunately they were both prevented at the last moment from being present, and their places were taken by Captain H. G. Innes, R.N., District Inspector of Life-boats, and Mr. Arthur Owen, Vice-Chairman of the Branch. The Ceremony took place in glorious weather in the presence of some 4000 people, among these present being members of the family of two of the donors, the Misses Owen.

In opening the proceedings, the High Sheriff appealed to the inhabitants of South Caernarvonshire to be generous in their support of the four Life-boats which the Institution had placed on their coast, and which, between them, had rescued over 500 lives.

Captain Innes then gave particulars of the new Life-boat and of the legacies out of which she had been built, and said that the Station had a Crew of which it has every reason to be proud, and that it was fortunate in having in Captain Owen Evans an Honorary Secretary who was an experienced master-mariner and had himself been out in the Life-boat on service. Mr. Arthur Owen, in accepting the Boat, said that she would be ready at any time of day or night to answer the call.

The dedication service was conducted by the Rev. H. Williams, Vicar of Nevin, and the Rev. John Hughes, Calvinistic Methodist Minister of Edeyrn. Dame Margaret Lloyd George then named the new Life-boat M.O.Y.E., these being the initials of the names desired by the donors, while the full names are inscribed on a plate inside the Boat. As soon as she had been named the Boat was launched. After a Vote of Thanks to Dame Margaret had been proposed by Mr. William Thomas, J.P., and seconded by Captain Watkin Williams, J.P., Dame Margaret presented to ex-Coxswain Evan Hughes, of Criccieth, the Certificate of Service which had been awarded to him by the Institution on his retirement after serving 26 years as Coxswain, 10 years as Second Coxswain, and 10 years as a member of the Criccieth Crew. Captain Garro Jones, M.P., proposed, and Mr. Rees Thomas, J.P. seconded, a Vote of Thanks to the High Sheriff.

The day before the Ceremony, a Garden Fête was given for the South Caernarvonshire Ladies' Life-boat Guild by Mrs. Wynne Finch, one of its Vice-Presidents. At this fête a meeting of the Guild was held, Dame Margaret Lloyd George presiding, and the officers were re-elected.

Gift from Mr. Lloyd George.

Since the Ceremony the Institution has received from the Right Hon. David Lloyd George, O.M., M.P., a gift of £15 to provide the Line-throwing Gun for the Boat.

Aberdeen.

There has been a Life-boat Station at Aberdeen for over 70 years, but until 1925 it was maintained by the Harbour Commissioners. At the beginning of that year, at their request, it was taken over by the Institution, the Station consisting of two Life-boats and a Rocket Apparatus. Both boat-houses and other buildings were handed over to the Institution, and the Harbour Commissioners agreed to contribute annually £500 towards the maintenance of the Station.

The Institution at once decided to lay down for the Station a Motor Life-boat of the largest type, the 60-foot Barnett Twin Screw, costing over £14,000, and meanwhile sent two Pulling and Sailing Life-boats to the Station. The new boat was completed in October of last year, and an account of her journey of 565 miles from the building yard at Cowes to Aberdeen, against heavy head gales all the way, appeared in *The Lifeboat* for last February. She has been built out of a legacy from the late Mr. John Mackie, of York.

At the Ceremony on 17th September, on the River Dee, Lord Provost Lewis, President of the Branch, presided; Lady Maud Carnegie named the Boat, being accompanied by Lord Carnegie; and the Institution was represented by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Duke of Montrose, Chairman of the Scottish Council, Lady Findlay, Honorary Secretary of the Council, Mr. George F. Shee, M.A., Secretary of the Institution, and Commander E. D. Drury, O.B.E., R.D., R.N.R., District Inspector of Life-boats. Among those present were the Lady Provost, the Marquis of Aberdeen and Temair, P.C., K.T., G.C.M.G., G.C.V.O., Lord-Lieutenant of Aberdeenshire and a Vice-President of the Institution; the Very Rev. Sir George Adam Smith, Principal and Vice-Chancellor of Aberdeen University, Lady Smith, Sir John H. Irvin, K.B.E., and Lady Irvin.

The religious service was conducted by the Rev. J. Esslemont Adams, D.S.O., M.C., B.D., Minister of the West United Free Church, Aberdeen, and the

Rev. A. W. Scudamore Forbes, B.D., Minister of the West Parish Church, Aberdeen; a musical programme was played by the band of the 4th Gordon Highlanders, a barge anchored in the river being its bandstand; the singing was led by the Fisher Girls' Choir, conducted by Councillor Allenby; and a detachment of Girl Guides formed a guard of honour. It was estimated that besides the 500 invited guests there were over 10,000 people present on both sides of the river and in boats. The speeches and singing were broadcast, and were made audible to the great audience by means of amplifiers placed up and down the river bank.

In handing the Life-boat to the Branch in the name of the donor, Mr. John Mackie, and of the Institution, Sir Godfrey Baring said that the Institution recognized the great importance of the Aberdeen Station, and as soon as this Station was placed in its charge, the Institution decided to provide it with a Motor Life-boat of the largest and most powerful type. He had no doubt that the Aberdeen Crew, with this magnificent instrument for saving life, would worthily carry on the great traditions of Scottish Life-boatmen. Crew and Life-boat, in fact, had already proved themselves in the service to the trawler *Ben Torc* only a few days before.

The Rev. A. W. Scudamore Forbes then dedicated the Life-boat to the service of God, and Commander Drury gave a full description of her.*

In accepting the Lifeboat, Lord Provost Lewis said that Aberdeen deeply appreciated the generosity of the Institution and the courage and foresight with which it faced its great responsibilities. None knew better than they in Aberdeen what the Life-boat Service meant to the seafaring community.

Lord Provost Lewis then pointed out that a fifth of the whole Life-boat Fleet was stationed on the coasts of Scotland. If Scotland was to do its duty and preserve the independence of

* A full description of the sister life-boat at Plymouth appeared in the last issue of *The Lifeboat*.



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[Liverpool Courier and Express

LAUNCH OF THE PORTHDINLLAEN MOTOR LIFE-BOAT.



By permission of]

[Pelman, Aberdeen.

WRECK OF THE "BEN TORC" NEAR ABERDEEN.



By permission of]

[Pelman, Aberdeen.

THE NAMING CEREMONY OF THE ABERDEEN MOTOR LIFE-BOAT.



By permission of]

[Pelman, Aberdeen.

LADY MAUD CARNEGIE NAMING THE BOAT.

Left to right : Lord Provost Lewis, Lord Carnegie, Lady Maud Carnegie, Sir Godfrey Baring, Commander Drury. On the extreme right : the Duke of Montrose.

which it boasted, then it should contribute a fifth of the total of £250,000 annually needed to provide and maintain the Service. Instead of £11,000, the sum at present contributed, it must raise £50,000. Aberdeen, for its part, must raise to the last penny its proportionate share of that sum of £50,000. It could not do less. It ought to do more.

The Lord Provost then introduced Lady Maud Carnegie, who, stepping forward, pulled a ribbon which released the bottle of champagne. As it broke over the bow of the Life-boat she named her Emma Constance and wished her God-speed.

A Vote of Thanks to Lady Maud Carnegie was proposed by the Duke of Montrose, who pointed out that for every ship lost at sea ten or twelve were lost on shore, and appealed to rich and poor to support the Service. The Vote was seconded by Sir John Irvin and supported by the Marquis of Aberdeen and Temair. In replying on behalf of Lady Maud Carnegie, Lord Carnegie said that Lady Maud had come that afternoon to the Dee to name the new Life-boat, not as a stranger to the river, but as one who had known it from near its source all her life.

Lady Findlay proposed a Vote of Thanks to the Lord Provost. In

seconding this Vote, Mr. Shee described the arrangement which was made between the Harbour Commissioners and the Institution, and paid a tribute to the work of the Ladies' Life-boat Guild of Aberdeen which that day was holding a Life-boat Day.

At the end of the Ceremony the Life-boat made a trip up and down the river with visitors on board, and with Line-throwing Gun and breeches buoy gave a demonstration of Life-saving.

Service to the "Ben Torc."

Eleven days before the Inaugural Ceremony, on 6th September, the Aberdeen Motor Life-boat was called out at 10-30 at night to the help of the Aberdeen steam-trawler *Ben Torc* which had gone ashore on the rocks in a dense fog. There was a breeze with a moderate swell, which was breaking heavily on the rocks. Using the searchlight to find her way among the partially submerged rocks, the Life-boat got close enough to the trawler for her crew of six to jump on board. All landed safely except the skipper, who fell into the sea but was safely hauled aboard the Life-boat. The Life-boat then backed out from among the rocks, and reached her Station again just an hour after she had left it.

Having it Both Ways.

THE District Organizing Secretary in the North of England reports that he recently had an interview with a prominent Newcastle shipowner who made various criticisms of the Institution, the principal one being that it

never published its annual report. The District Organizing Secretary at once handed him the full annual report for 1926. The shipowner replied that "it was too big to wade through"!

1 lb. of Tobacco a Year for the Life-boats.

THE Glasgow Branch has received ten guineas from the Captain and Crew of the motor-ship *Cape York* of the Lyle Shipping Company of Glasgow. Before passing round the Institution's collecting-book the Captain wrote in it a special appeal in which he

said, "Perhaps some of you with wives and families to support feel you cannot afford a subscription, but what about doing without say one pound of tobacco in one year, and subscribing the equivalent in cash?" The result shows what a good appeal this was.

The New Station at Galway.

It was decided last year to open a new Life-boat Station at Kilonan, Aran Islands, at the entrance to Galway Bay on the west coast of Ireland. A Motor Life-boat of the Watson Cabin type is to be laid down for this Station, and until the new boat is ready, the *William Evans*, a Watson Motor Life-boat, built in 1921, and stationed at Wexford until replaced this year by a Watson Cabin Life-boat, will be the Galway Life-boat.

She reached the Station on the 6th July last, and on the 8th September she visited Galway, where the new Station was formally inaugurated. Mr. Martin McDonogh, T.D., Chairman of the Harbour Commissioners and President of the Galway Bay Branch, was in the chair, and the Free State Government was represented by Deputy Martin Roddy, Parliamentary Secretary to the Department of Fisheries.

In his opening speech Mr. Martin McDonogh pointed out that Ireland was still contributing to the Life-boat Service only half the sum spent annually in maintaining the Irish Stations, and heartily seconded the appeal of the Governor-General for more generous support.

Irish Free State and the Institution.

Deputy Martin Roddy then proposed a resolution thanking the Institution in the name of Galway, and pledging the county to use every means to secure an annual income sufficient at least to defray the cost of maintaining the Galway Motor Life-boat Station at Kilonan. Mr. Roddy gave an account of the arrangements which had been made on the coasts of Southern Ireland for saving life from shipwreck since the Free State was established. The Marine Section of the Department of Industry and Commerce had taken over the Coast Life-saving Service, formerly maintained by the Board of Trade, and now had 53 Stations, manned partly by the Coast-guard and partly by volunteers. The Life-boat Stations continued to be maintained by the Royal National

Life-boat Institution, without any financial contribution being made to it by the Free State Government. The Government, however, provided the telephones free of charge, and every Life-boat Station and every Station of the Coast Life-saving Service was now connected with the telephone service. Mr. Roddy went on to say: "The relations between the Government and the Life-boat Institution have, since the establishment of the Saorstát, been of a most friendly character. The Government is glad to see the Institution continuing its activities in the Saorstát, and desires to extend to the work every facility in its power. It recognizes that the work is of supreme importance, and deserving of every encouragement. The establishment of this new Station in Galway Bay is due largely to representations made to the Institution by the Department of Industry and Commerce; and I desire on behalf of that Department, as well as of the Government, to thank the Institution for the careful and speedy manner in which they looked into the case when it was put to them, and for the very satisfactory way in which they have met the needs of Galway Bay for protection." Mr. Roddy ended his speech with a tribute to "the wonderful record" of the Institution, and an appeal to Galway to make the new Station self-supporting.

The resolution was seconded by the Very Rev. Canon A. J. Nestor, P.P., V.F.

Mr. T. J. W. Kenny moved, and Captain Tierney, the Harbour Master, seconded a vote of thanks to Mr. Roddy.

Mr. Herbert G. Solomon, the District Organizing Secretary for Ireland and Wales, then formally handed the Life-boat to the Galway Bay Branch. She was received by Mr. J. O'Kelly-Lynch, the Honorary Treasurer, who said that the Galway Chamber of Commerce was the first to take up the question of a Galway Station, and thanked the Institution for the way in which the request had been met.

Mr. O'Kelly-Lynch then handed the

Life-boat to Father Hopkins, C.C., Honorary Secretary of the new Station, who, in receiving her, said that the men of Aran, who had a hard struggle for existence on the sea, would not be found wanting when called on to go to the rescue of their fellow men. During his short experience as Honorary Secretary of the Station, he had learnt the

importance of efficiency in every detail, and he promised that, although the new Life-boat might not be called upon often, she should always be ready.

Mr. Sean Ford, D.J., proposed, and the Rev. John Nash, Rector of St. Nicholas, seconded a vote of thanks to the Chairman, the Harbour Commissioners, and the Harbour Master.

Descendants of Lukin and Hillary.

THE records of Life-boat families which have been appearing in *The Lifeboat* show how strong a part the influence of heredity plays in the manning of the Institution's boats. It is of interest, too, to record that the new Honorary Secretary of the Ladies' Life-boat Guild at Winchester, Miss Bostock, is a descendant of Lionel Lukin, the London coach-builder who in 1786

converted a coble into the first Life-boat stationed on our coasts, at Bamburgh, Northumberland, and who built the first Sailing Life-boat in 1807; that at Ardrishaig, in Argyllshire, a great-grand-niece of Sir William Hillary, the Institution's founder, has joined the Guild, and that a great-granddaughter of Hillary has offered to help in forming a Branch at Hertford.

An Inland School and the Life-boats.

THE District Organizing Secretary in the Midlands recently visited the school at Alderwasley, in Derbyshire, to present a certificate won by a pupil of the school in this year's essay competition; it is a remote village of a few hundred inhabitants, and some of the children walk eight miles to and from school.

He arrived in the morning, in pouring rain, to find the playground decorated with flags, and was received with loud cheers. He was surprised to find how

much the children knew about the Service in this Midlands village, so far from the sea that only one or two of them had ever seen it. Then he found that the headmistress came from Southport, and that she was greatly interested in the Institution's work. He presented the Certificate and then was begged to stay and lecture on the Life-boats in the afternoon. This he willingly did, and it was not until several hours later that he was able to get away.

Bedridden Girl's Life-boat Bazaars.

A FRAMED picture of a Life-boat going out to a vessel in distress has been presented to Miss Ruby Snow, of Bideford, in gratitude for her work for the Life-boat Service. Although Miss Snow, who is seventeen years old, has been bedridden for years, she has on three occasions held bazaars in aid of the Life-boats. The first of these was in 1923, and the second and third were

this year. At the third bazaar, for which she had been working for the past six months, she had a fancy-stall, a vegetable stall, a sweet-stall and a dip. She made £8 10s. 10d., and the expenses were about five shillings. Altogether Miss Snow has sent over £13 to the Institution, and "has made up her mind that as long as she is able she will work for it."

“S.O.S.”: A Life-boat Duologue.

By Commander Stopford C. Douglas, R.N., Deputy-Chief Inspector of Life-boats.

Broadcast by Sir Gerald du Maurier and Miss Mabel Terry-Lewis.

[This duologue was broadcast by the British Broadcasting Corporation from London on Sunday 11th September as “The Week’s Good Cause.”]

PRELIMINARY announcement by B.B.C. Announcer :

I want you to come with me to a small house overlooking the sea in a small fishing village on the iron coast of Cornwall. If it were daylight you would see out of the window—on your left a small harbour suitable only for fishing vessels ; on your right a life-boat house with a long concrete slipway. It is in an exposed position, but it is in the best place possible under the circumstances, a rocky promontory giving it some shelter from the prevalent south-westerly winds. It being 10 p.m. on a winter’s night, you see nothing but a few flickering lights from the harbour. The houses are mostly in darkness. In these parts the country folk—with none of the distractions of a large city—go to bed early, unless duty compels them to venture out of doors. And it sometimes does, as you shall hear. I want you to imagine a young couple in the small house I have just referred to. He is an ex-Army man minus a leg, she his devoted wife. Their day is ended, and he is just putting down his book in readiness for bed. She has gone to look out of the window. She is speaking. Listen :

SHE : Jack, what an awful night. Just listen to the wind and the sound of the waves. I’d hate to be at sea on a night like this, wouldn’t you ?

HE : I shouldn’t know much about it, as I should be deadly ill for one thing, but sailors probably don’t mind—they think it is much safer than being on land with chimney pots flying about.

SHE : But I never remember a storm like this. Listen ! Oh, what awful lightning !

HE : I shouldn’t stand so close to

the window, darling. That was a bad one.

SHE : Just imagine how frightened one would be on board ship—the anxiety and responsibility of the Captain and officers.

HE : Pretty awful, I agree. Who wouldn’t sell a farm and go to sea ?

SHE : Hulloa, what’s that tiny light over there, do you see ? (*Sharply*) Jack ! it’s getting bigger ; it can’t be a steamer’s light, it’s a regular flare. Jack ! I believe it’s a ship in distress !

HE : Steady, darling. Let’s have a look. By gad, I believe you’re right ! Rockets ! Have the Coastguards seen her, I wonder ? We’d better do something. Ring ’em up. Tell the police. Let the Life-boat people know. Phyllis, ring up the Coastguards, quick ! Tell ’em there’s a ship in distress ! (*Pause.*) Hurry up, darling ! Polruan 24.

SHE : (*Telephones Coastguard.*) It’s all right, Jack, they’ve seen her already and are calling out the Life-boat. (*Two maroons are heard.*) What’s that ? Hulloa, there’s a shot !

HE : No, darling. It’s a maroon. There they go. That’s the signal for calling out the Life-boat. But there’s not much need for it. The men have been hanging round the Life-boat House all day on the chance of something turning up.

SHE : Look ! You can see the people running. The Life-boat House is all lit up. See the slipway ! We’ll be able to see her launch.

HE : I might be able to do something if it weren’t for my infernal leg. I’m no sailor, but dash it all, I could do something to make myself useful—anyhow, I could give those—what do you call ’em ?—stout fellows a cheer.

SHE : Look ! There she goes ! She's afloat ! Hurrah ! Jack, they'll be all right now. Those men won't leave them to drown, I know.

HE : You bet they won't. What magnificent men they are ! It's lucky they've a motor in their boat, for it's a dead beat to windward. Even so it will take them most of the night to reach her, and I don't suppose they'll be able to get the men off until daybreak.

SHE : Well, Jack dear, it's no good your waiting up, then ?

HE : Well, I'm certainly not going to bed. When they come back we'll get some hot grog, and you can make some of your wonderful coffee, and fry some eggs and bacon. Yes, that's a good idea. (*Thoughtfully.*) You know, the Life-boat Institution is a wonderful concern. All run by voluntary contributions too. It's time I sent them a cheque. It's only a night like this that makes one realize the work they're doing.

SHE : Yes, do let's send them something. Send them a cheque to-morrow.

HE : No, I'll do it at once. Where does one send it to ?

SHE : I think the address is 22, Charing Cross Road, W.C.2.

HE : Oh, Lord, how do I remember all that—(*slowly*) 22, Charing Cross Road—I know. 22 is twice eleven, that is two cricket teams ; that means good discipline, good training, good team work. That's necessary for Life-boatmen too (*laughing*). There's good Pelmanism for you. Now how do we remember Charing Cross Road ?

SHE : I think I can help you there, Jack. The Cross. What does it stand for ? An act of sacrifice—self-sacrifice. "Greater love hath no man than this, that he lay down his life for his friend." Isn't that the spirit of the Life-boat service ?

HE : You're right. It is. And, by Jove, I've just remembered. There's a better address which gives us the right word—Life-boat House, Charing Cross Road. Yes, I remember that

now all right. I'll write my cheque now, and we'll start collecting to-morrow for the Institution.

This appeal was helped by another and unexpected appeal which was made immediately before it. The evening service at St. Martin's-in-the-Field was broadcast the same evening, and the Life-boat Duologue was given as soon as the service was over. The service was conducted by the Rev. H. R. L. Sheppard, and at the end of it he said : "I am bound to refer to to-night's collection which is to be devoted to the Girls' Club of St. Martin's, but I do not make any appeal to my listeners, as I know that Sir Gerald du Maurier, later in the evening, is making a very special appeal on behalf of one of the finest institutions in the country, the Royal National Life-boat Institution. We want your sympathy, but I hope that your financial support will go to the Life-boat Institution."

The Response to the Appeal.

Responses to this appeal continued to come in for the following three weeks. Altogether 420 were received, the total sum contributed being £376 17s. 2d. The contributions varied from ten guineas to sixpence. They came from all over Great Britain, from Inverness to Exeter, and four came from Antwerp. Among those who responded were "An old soldier in his eighty-fifth year," "An old sailor living in Belgium," "A sailor's wife," "A sailor's widow," and "A poor woman."

Two other Life-boat Broadcasts.

On 16th September, Mr. Edgar Johnson, the District Organizing Secretary for the North of England, gave a talk from the Newcastle-on-Tyne Station, called "The Sea-Fighters of Northumbria," and on 1st October, Captain A. S. Balfour, O.B.E., late of the Royal Indian Marines and a member of the Edinburgh Committee, gave a talk from Edinburgh, on "Shipwrecks on the Scottish Coasts."

Life-boat Families.

The Cables of Aldeburgh, Suffolk.

By Walter Riggs, Hon. Secretary of the Aldeburgh Branch.

THERE has been a Life-boat Station at Aldeburgh in Suffolk for over a century. The earliest record of it which the Institution has, is that in 1824, the year in which the Institution itself was founded, the Suffolk Shipwreck Association ordered a Life-boat to be built and placed at Sizewell. In 1851 the Station was moved to Aldeburgh, five miles farther south, and since 1905 it has had two Life-boats.

Few Stations have as fine a record. The Aldeburgh Life-boats have rescued 413 lives.

In this record the most conspicuous part has been played by the Cable family, which, for five generations, has served in the Life-boat. Two of its members have lost their own lives in attempting to save life from shipwreck, and four—three of them brothers—were killed in the War.

Two Cables Drowned on Service.

The first of the Life-boat Cables was Thomas Cable, who served for some thirty-five years, from the time when the first Life-boat was placed at Sizewell in 1824 until he lost his life on service, at the age of fifty-eight, on the 21st December, 1859.

The weather was bitterly cold that day and a strong south-west gale was blowing. The Life-boat *Pascoe* was launched to the help of a Whitby brig, *Unity*, but when she was crossing the shoal a heavy sea struck her and she capsized. She righted herself, with one man still in the boat and others clinging to the life-lines. Four of these men succeeded with his help in getting aboard her, and she drifted northwards for a mile and a half and then came ashore. The remainder swam for shore, but three of them, among them Thomas Cable, were drowned.

Four years before, his son Thomas, who was then 35 years old and for fifteen years had been a member of the Crew, was drowned, not when out in

the Life-boat, but in a very gallant attempt to swim out to a wreck. This was on 3rd November, 1855. A Swedish brig, *Vesta*, had been driven ashore in a very heavy gale. A number of men went through the surf to the rescue of the brig's crew, with lines round their bodies. Among them was the Honorary Secretary of the Branch, Mr. Newson Garrett, who was awarded the Thanks of the Institution inscribed on Vellum for his gallantry on this day.* Mr. Garrett was swept off his feet and rescued by Thomas Cable. Cable—who, as the Institution recorded at the time, had “on several occasions distinguished himself by his courage”—then attempted to swim out to the brig, and the line which he took with him was got on board her by means of a grapnel, but the part which he was holding broke, and though seven of the nine men of the brig were saved, he himself was seen no more.

The first Thomas had two other sons, one of whom, William, went to Australia as a farmer, while the other, Robert, served in the Life-boat for about 30 years, and was one of the crew of the *Pascoe* who succeeded in swimming ashore when she capsized. Thus, of these first four Cables, three served in the Life-boat, their total length of service being some 80 years, and two of the three lost their lives on service.

We come now to the third generation. The second Thomas had two sons and three daughters, and it was James Cable, one of his sons, who had the most distinguished career of all the Life-boat members of the family. He was Coxswain for 30 years, from 1888 to 1917, and was three times awarded the Silver Medal of the Institution. The first time was in December, 1891, in recognition of several gallant services

* An account of this service was quoted in *The Lifeboat* for February, 1925, from the reminiscences of Dame Millicent Fawcett, Mr. Newson Garrett's daughter.

and in particular the rescue of seventeen men from a Norwegian barque, *Winnifred*, which, on 11th November of that year, in a whole S.S.W. gale, had lost her main and mizzen masts, struck a sand-bank and filled with water. A very heavy sea was breaking on the shoal, and it was only with great difficulty that the 17 men were rescued, some being taken from the jib boom and others hauled through the surf. For this service James Cable was also awarded a Medal by the Norwegian Government.

Three Services in One Day.

Just three years later, in December 1894, he was awarded a Clasp to his Silver Medal "for his continued gallant services." This award followed three fine services by the Aldeburgh Life-boat in the previous month, all on the one day. During a violent storm the Life-boat was launched to a vessel which had lost her masts and appeared to be water-logged. She was a Finnish barque, the *Venscapen*. The Life-boat got under her lee and took off the fourteen men on board. Ten minutes later the derelict struck on the outer shoals and went to pieces. As the sea on the shoals was so heavy the Life-boat did not attempt to return to Aldeburgh, but ran for Harwich. On the way she fell in with the pilot-cutter *Fox*, of Hull, with seven men on board, her sails, boat and anchors gone, and her pumps broken. The Life-boat took her into Harwich. A little later, at 5 in the afternoon, the Life-boat was again launched, and she was out until midnight searching for a vessel reported in distress, but she found nothing except a large quantity of wreckage. For the service to the *Venscapen* James Cable was presented with a cup by the Finnish Government.

James Cable's Second Clasp was awarded him in 1900 for two services that year. At 10 o'clock on the night of 15th February the Life-boat was launched in a heavy S.W. gale with a tremendous sea, and crossed the shoals, but could find no vessel. She anchored and burned lights, but it was not until 4 in the morning that these signals

were answered and she found the s.s. *Hylton*, of London, riding at anchor, with 21 men on board. Her rudder and propeller had gone, the hatches had been washed off and one of her boats smashed by the seas which were breaking clean over her. As the weather was moderating the Life-boat put two men on board, and went to Lowestoft for tugs, returning with them. The steamer was then towed into safety.

The second service was on 4th October, when a German barque, *Antares*, went aground on the Shipwash Sands in a southerly gale. It was very difficult and dangerous to get alongside as there was no shelter for the Life-boat and the waves were breaking right over the barque, but at the third attempt James Cable took the Life-boat right through the breakers and got near enough for the crew of the barque to jump into her. Besides the Clasp to his Silver Medal, James Cable was presented with a Silver Watch by the German Emperor for this service.

James Cables's Many Awards.

In addition to the awards already mentioned, James Cable was presented by the Mayor and Corporation with a Silver Tobacco Box for going out in his own boat and rescuing four men, and his record for saving life from drowning is only less remarkable than his Life-boat record. He holds the Royal Humane Society's Medal for saving life from the shore, and has three times received its Vote of Thanks on Vellum for similar services, while among his other awards is a Silver Cigarette Case presented by a lady, three of whose daughters he saved, at various times, from drowning. An account of his services would not be complete without reference to the fact that in 1891 he was one of four Coxswains chosen as judges in the trials of the Institution's different types of Sailing Life-boat which were carried out at Lowestoft in 1892, and lasted over two months.

One of the most noteworthy feats of the Aldeburgh Life-boat during James Cable's Coxswainship was on the occasion of the wreck of the barque

Indian Chief, on the Long Sands, in an E.N.E. gale on January 5th, 1881. The Aldeburgh Life-boat, as well as the boats at Harwich and Clacton, was called out, but she reached the sands to find that the survivors of the crew had already been rescued by the Ramsgate Life-boat, which had been towed out to the sands.

The Aldeburgh boat then ran for Harwich, but shortly after her arrival news was received of a vessel ashore on the Maplin Sands. She put out again at once and reached the Maplins to find that the Clacton boat had rescued the crew, so she returned to Harwich. It is not always the successful services which are the greatest. The Aldeburgh boat had saved no lives, but in a winter gale and bitterly cold weather she had travelled in the hope of saving them, something like ninety miles. Of the crew who manned her that day, James Cable, the Coxswain, and five others are still alive, one of them being Tom Cable, a cousin of James Cable. Of the Ramsgate Crew which, in that memorable gale, rescued the survivors of the *Indian Chief*, four also are still alive.

Robert Cable, the second son of the first Thomas, had two sons and eleven daughters. One of his sons, Tom, has just been mentioned, the other, Bob, was also in the Crew, and for many years Bowman, retiring only last year. Born in September, 1855, he first went to sea at the age of twelve, in a fishing-smack. He joined the Life-boat Crew in 1881 and was

appointed Bowman in 1905, so that when he retired last year he had done 45½ years' service. In that time he helped to rescue over 170 lives.

It was the fourth generation of Cables which was of military age when the War came. Of Bob Cable's five sons, three were killed serving in the Army, and of James Cable's three sons, one was killed. Two of these four Cables who lost their lives were members of the Life-boat Crew. Of those who remain of the fourth generation, one of Bob Cable's two surviving sons is in the Crew and both of James Cable's. Already one of the fifth generation, one of James Cable's three grandsons, is serving, and another, twelve years of age, is only waiting until he is old enough. Thus there are four Cables in the Crew to-day, while ex-Coxswain James Cable, and ex-Bowman Bob Cable, though too old to go afloat, still serve the Life-boat, the one as head launcher and a member of the Committee, the other as a launcher.

Such is the long and splendid record, a record still not finished, of the Cable family. One interesting thing in this record still remains to be pointed out—the number of foreign vessels from which the Cables have helped to rescue lives. The second Thomas lost his life on a service to a Swedish brig. Of the six vessels for services to which James Cable was decorated, three were foreign. Of the 37 services in which Bob Cable took part, no fewer than 15 were to foreign vessels.

The Oldest Life-boat Collector.

By the death of Mr. Webster Hoare, of St. Albans, on 20th October, the Institution has lost its oldest collector. Mr. Hoare was nearly 87, and for nearly 30 years had collected for the Institution. On these occasions he always wore oilskins and sou'wester. Our Honorary Secretary at St. Albans writes that on Centenary Life-boat Day, "he was one of the first collectors in the field, as keen and active

as ever, and worked all day long in complete Life-boat rig, oilskins and all! He was quite exhausted with the weight, but would struggle on." That was three years ago, when Mr. Hoare was 83. Less than a month before his death, he was again collecting on St. Albans' Life-boat Day. As on earlier occasions, he was in oilskins, and "before breakfast, had collected 3 lbs. 2 ozs. of coppers!"



JAMES CABLE.

Coxswain at Aldeburgh 1888 to 1917. Three times awarded the Institution's Silver Medal for gallantry in rescuing life from shipwreck. Holder of the Royal Humane Society's Silver Medal, and three times awarded its Thanks on Vellum, for saving drowning persons from the shore.

Centenary of the Padstow Station.

THE Life-boat Station at Padstow has celebrated its Centenary this year.

The first mention of it in the records of the Institution appears under the date, 24th January, 1827, when it was decided to make a grant of £10 towards the provision of a Life-boat for Padstow. The total cost of the boat was estimated at about £40, and the remainder of this sum was raised by subscriptions. The Life-boat was 22 feet long by 6 feet 6 inches broad, and 2 feet 6 inches deep, and pulled four oars single banked. She was further described as having "both ends alike so as to row out against a sea and return without turning her, thus avoiding the risk of being upset."

The boat remained at the station until 1856, when the Institution replaced her with a self-righting Life-boat, and with the sending of this new boat took over full control of the station. Since that date there have been six Life-boats at Padstow, and the total number of lives rescued by the station from 1856 to the present day is 365. The Institution's Silver Medal has been awarded five times to Padstow Life-boatmen. The first was won by William Giles in 1833, when he went out with seven volunteers in the original Padstow Life-boat and saved four out of five of the crew of a brig, wrecked in a violent gale. The second medal was won by Coxswain William Hills in December, 1865, when he and his crew with great difficulty succeeded in rescuing the crew of seventeen of the barque *Juliet* of Greenock, which had anchored at the entrance to the harbour near Hell Bay, with a strong W.S.W. gale blowing. Some hours after her crew were taken off, the sea was making a clean breach over her, and in the end she was carried into Hell Bay and became a total wreck. On his retirement, eleven years later, Coxswain Hills was awarded a Clasp to his Medal.

Coxswain William Webb was awarded the Medal on his retirement in 1883, and Coxswain W. H. Baker, for the service to the *Angèle* in November,

1911. It was a service in which the Coxswain's personal courage and leadership were conspicuously shown. A W.N.W. gale was blowing, with a heavy sea, and two ships, the schooner *Island Maid* of Belfast and the brigantine *Angèle* of Brest, struck on the Doom Bar. The Life-boat rescued the schooner's crew of five, and it was when she was returning with them that the *Angèle* was wrecked. The Life-boat at once put out again, but in the gathering darkness and the terrible sea she failed to reach the wreck and returned. Her Crew were exhausted, but Coxswain Baker immediately called for volunteers.

It was not unnatural that at first they should hesitate to come forward, but the Coxswain's perseverance, and the example of his courage, at last collected a crew, and the Life-boat went out to find the brigantine completely submerged and one man in the rigging. Him she rescued. The other four had been washed away shortly after the brigantine had struck the bar.

Two Disasters.

These 365 lives were not rescued, and these honours won, without loss of life. There have been two disasters in the history of the Station. In 1867 the *Albert Edward*, the second Padstow Life-boat of that name, was capsized when going out to the help of an American schooner, wrecked on the Doom Bar, and five of her crew of thirteen were drowned. The second and greater disaster, in which two Life-boats were wrecked, occurred in 1900, two years after the Institution had stationed at Padstow a steam Life-boat, *James Stevens No. 4*, in addition to the Pulling and Sailing Life-boat. On the evening of 11th April, with a strong W.N.W. wind blowing, the ketch *Peace and Plenty*, of Lowestoft, struck on the Greenaway Rocks. Five of her crew were rescued by the Trebetherick Rocket Brigade, and three were drowned. Meanwhile, at about 8.30 p.m., the Pulling Life-boat, *Arab*, was launched, and when

about 20 fathoms from the *Peace and Plenty*, anchored in order to veer down to her. While at anchor she was struck by a tremendous sea which completely buried the boat, washed eight of the crew overboard and broke her ten oars. The eight men were got safely into the Life-boat again, but she was helpless without her oars, and after remaining at anchor about an hour, and burning handlights as signals of distress, the Coxswain decided, as no help came, to attempt to reach the shore. By keeping the boat head to the sea, and veering with the cable, he succeeded in getting her beyond the heaviest breakers and then into a creek. The crew jumped for the shore, and the Life-boat herself was dashed against the rocks, becoming a total wreck. The Steam Life-boat was launched after the Pulling Boat, and as she was leaving the harbour, about 9.30, a heavy swell rolled up on the port quarter, broke as it struck her, and completely turned her over. The Second Coxswain, Oscar French, was at the wheel. He had no idea that the boat had turned over, but thought that she was passing through the sea. He held on to the wheel, but finding that he was suffering from want of breath he let go, and on coming to the surface found the Life-boat bottom up, with her propeller still revolving. He and two other members of the crew were the only survivors. The other eight were drowned.

In the following year the *Arab* was replaced by another and larger self-righting Life-boat, of the same name, and a second and still larger self-righter, the *Edmund Harvey*, was sent to the

station in place of the Steam Life-boat. These two Life-boats are still at Padstow—the *Arab* with a record of 57 lives rescued, and the *Edmund Harvey* with 78.

The special conditions of this dangerous coast required a large deep-draught vessel capable of keeping the sea; and as the disaster had shown that she must be more powerful than the Steam Life-boat which had been wrecked, it was decided to build a tug to take out the Pulling and Sailing Life-boats. She was specially designed by the Institution's Consulting Naval Architect, Mr. G. L. Watson, designer of the famous Watson type of Life-boat.

The "Helen Peele."

This tug, the *Helen Peele*, was, and still is, the only tug in the Institution's Fleet. The *Helen Peele* has taken part in many rescues, working principally with the *Edmund Harvey*, but now her service is coming to an end, and shortly after the Padstow Station enters on its second century, the Tug and the two Pulling and Sailing Life-boats will be replaced by two Motor Life-boats, one of them a light Motor Life-boat which can be launched from a carriage, the other one of the largest type—the 60-foot Barnett Twin Screw.

With these two types of Motor Life-boat, one able to carry out deep-water services, and having a radius of action of 250 miles, and the other for work on the bar, this dangerous piece of coast will be better protected than ever before in the history of the Padstow Life-boats.

A Life-boat Day in Floods.

LIFE-BOAT DAY in Chippenham, Wilts., was held on September 16th, and in spite of the fact that the River Avon was ten feet above its normal level, and the centre of the town flooded, the collectors went about their work undismayed and collected £13 14s. As this was only £3 10s. less than last year,

and as, owing to the flood, the market was cancelled and fewer people were in the town than had been expected, it certainly looks as if the weather conditions, in the words of one of the local papers, "brought vividly before the townspeople the peril of those who earn their livelihood on the water."

PADSTOW.



THE LATE COXSWAIN WILLIAM HENRY BAKER.
Coxswain 1904 to 1923.



THE WRECKED LIFE-BOAT "ARAB."
In the background is the wreck of the "Peace and Plenty."

An Ill-Fated Ship.

IN the last number of *The Lifeboat* was published an article on the Stantons and Stephensons of Boulmer, the two families in that little fishing village from which are drawn the greater part of the Crew of the Boulmer Life-boat. There has been a Life-boat Station there since 1825, and in that time over 160 lives have been rescued. The present boat, a Pulling and Sailing Life-boat of the Self-righting type, was built in 1911, out of a legacy which the Institution had received in 1909 from Mr. G. R. Dawes, of Brockley, London. The Life-boat is named *Arthur R. Dawes* in memory of his son, who was serving in the ship *Jason* as an apprentice when she was wrecked near Cape Cod, Massachusetts, on 5th December, 1893, all her crew of twenty-seven being drowned but one.

In the letter which accompanied the legacy, Mr. George Dawes described the last voyage and the wreck of the *Jason*—"the event which," so he wrote, "influenced my father largely to make his bequest." It is such a strange story of persistent ill-fortune, ending in complete tragedy, that we think that all who read the article on the Stantons and Stephensons, will be interested to read also this story of wreck which led to the Boulmer Life-boat being named "Arthur R. Dawes."

"The *Jason*, a large sailing-ship, sailed from Middlesbrough on her last voyage in ballast for Cardiff, where she took in a cargo of coal for Calcutta. She sailed on a Friday, and on the following Sunday was cut down to the water's edge in a collision off the south coast of Ireland. She lay in Cork Harbour several months for repairs, eventually reaching Calcutta, where she lay several months waiting for a cargo. One of the apprentices was lost here. He was found in the river, and is supposed to have been murdered by natives. The *Jason* sailed from Calcutta for Boston, U.S.A., with a cargo of jute, and was caught in the Indian Ocean in a hurricane and dismasted, the crew and captain and officers, also the captain's wife, losing

nearly all their clothes, and the captain having one leg broken in two places. The ship arrived eventually at Mauritius without having sighted a single vessel able to assist. Some of the officers, who lived ashore while the ship was being refitted, lost all they had saved from the ship in a fire which destroyed part of the town, and here they lost another apprentice, killed through falling out of the rigging. The owners entirely refitted the ship here and sent out a fresh captain to replace the one invalidated home. The ship sailed from Mauritius for Boston, U.S.A., when completed, and was not heard of again until news arrived of her loss off Cape Cod. I give you the above particulars relating to the last voyage of the *Jason*, as it was through the wreck and loss of my brother that my father decided to present the Life-boat Institution with a Boat to commemorate his name."

Of the wreck itself this account was given in a private letter quoted in a Cape Cod paper :

"The night of 5th December, 1893, was very dark, a terrific storm raging and hurricane blowing. The life-saving crews were all on the alert; a ship, which proved to be the *Jason*, came in sight of the Cape Cod Light-ship. She was being driven at a terrific speed along the bay. She struck upon the reefs of Wellfleet, where she was broken in two by the heavy sea; it was impossible for the Life-boats to go out—it would have been madness to attempt it. Wellfleet is only a small city, and as soon as any person mentions the name "Jason" they can get the history of the wreck from any man, woman, boy or girl, so terrible was the night that it cannot be forgotten."

It was because of this wreck off the coast of Massachusetts in 1893 that, eighteen years later, a Life-boat bearing the name of one of the *Jason's* apprentices was stationed at Boulmer, Northumberland, over 4,000 miles away from that spot where he and his twenty-five shipmates were drowned.

The Margate Motor Life-boat at Calais.

ON the invitation of the Mayor of Calais a party representing the Life-boat Stations on the Kentish coast crossed to Calais on Sunday, 14th August, in the Margate Motor Life-boat *Lord Southborough*, to be present at the unveiling, on the Monument to the Calais Life-boat men, of the names of those of them who have been decorated by the Legion of Honour. This is the second visit which the Margate Life-boat has paid to France, for she was present two years ago at the centenary celebrations of the Boulogne Life-saving Society. The party was in charge of Mr. T. W. Gomm, the Honorary Secretary at Margate.

The Life-boat left Margate at nine o'clock on the morning of 14th August. On board were Mr. Gomm, Mrs. Gomm (who during the past two years has done such splendid work in interesting visitors at the Margate Life-boat House), Mr. G. Boulting of the Margate Committee, Coxswain Alfred Jones of Margate, ex-Coxswain S. Clayson of Margate, Coxswain Thomas Reed of Ramsgate, the Motor Mechanic, the Assistant Mechanic, and two Life-boatmen. The Mayor of Margate, Mrs. Hatfield, who had been unable to accept the invitation of the Mayor of Calais, saw the Life-boat off and sent by it a bouquet to the Mayoress of Calais. A big crowd of people watched her go.

A Stormy Passage.

The Life-boat called at Deal, which was reached in two hours and three-quarters, and there took on board Mr. John Prior, Honorary Secretary of the Goodwin Sands and Downs Branch, Coxswain Hoile of Deal, Coxswain Baker of Folkestone, Coxswain Griggs of Hythe, the Mayor of Deal (Mr. John Arnold, J.P.), whose father was a Life-boatman, the Town Clerk, and the Town Sergeant. At Deal, as at Margate, the Boat was seen off by a big crowd. She reached Calais in three hours and ten minutes after a very rough crossing, having to face a S.S.W. gale, with a heavy sea and storms of rain.

On the evening of their arrival the principal members of the party were entertained to dinner by the Mayor of Calais (M. Léon Vincent) and the Mayoress, to whom Mrs. Gomm presented the bouquet of carnations, tied with red, white and blue ribbon, from the Mayor of Margate. Among those present were Commander Chollet, one of the Inspectors of the French Life-boat Society, and during the evening sea-shanties were sung by boys from the Scarborough training ship *Maisie Graham*, under the command of Lieut. H. Heather, R.N.V.R.

On the following day the Mayor and Corporation held a reception at the Town Hall, at which the Mayor of Calais welcomed his English guests, speaking first in English and then in French, and the Mayor of Deal replied. The whole party then signed the "Golden Book of the Town of Calais." It may be mentioned that when the Deputy-Chairman of the Institution, the Hon. George Colville, after attending the annual meeting of the French Life-boat Society in 1925, visited Calais to see a launch of its Motor Life-boat, he was told by the Mayor that he was the first foreigner to be received in the new Town Hall.

Following the reception, the whole Kentish party were present at a luncheon at the Casino. The Mayor again presided, and there were a number of speeches, all of which the Mayor translated from French into English or from English into French, as the case might be. As *Le Petit Calaisien* feelingly said in reporting the luncheon, "What a task!"

Commander Chollet spoke of the friendship existing between the French and British Life-boat Services, and Mr. Gomm replied, saying how much the British Service admired the work of the French Life-boatmen. On either side of the sea which separated the two countries there were Life-boatmen of whom it could be said that they were equally brave in facing the perils of that sea in their task of saving life.



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[Photo Press.

THE MARGATE MOTOR LIFE-BOAT ON HER WAY TO CALAIS.

(Left to right : Mr. T. W. Gomm, Honorary Secretary ; Mrs. Gomm ; the Mayor of Deal ; the Town Clerk of Deal.)



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[Photo Press.

THE MAYOR OF CALAIS AT THE MONUMENT DES SAUVETEURS.

In front of him are the Life-boatmen of Calais.

In the afternoon came the chief ceremony. The names on the Monument to those who died in the wreck of the *Pluviose* were first unveiled, and following this the procession marched to the Life-boatmen's Memorial on which have been inscribed the names of the Life-boatmen of Calais who have been decorated by the Legion of Honour. Here the Mayor of Calais read out the names and records of the men, and Commander Chollet recalled the history of the Calais Station. Established in 1867, its Life-boats had been out on service eighty-eight times and had rescued 299 lives. He recalled also that the first Calais Life-boat had been a gift from the Queen of England and had been named *Prince of Wales*, and said how proud he was to see

before him the gallant Life-boatmen of their own coast and the English coast joining together in this tribute to the Life-boatmen of Calais. The French and British national anthems brought the ceremony to an end.

In the evening the Mayor of Deal entertained the Mayor and Mayoress of Calais and the representatives of the Institution to dinner; and on the following day the Life-boat sailed for home. She left Calais at 3 o'clock in the afternoon, piloted by the Calais Life-boat, and after calling at Deal and Ramsgate, reached Margate at 7.30.

So ended a visit in which the greatest kindness and hospitality were shown by the people of Calais and the French Life-boat Service to the representatives of the British Service.

From the Foreign Life-boat Societies.

The Use of Oil on a Heavy Sea.

THE annual report of the North and South Holland Life-saving Society for 1926 contains the following account of an arduous service by the new Motor Life-boat *Brandaris* stationed at Terschelling:

"On receipt of a communication from the coast-guard that rockets were being fired W.N.W. of the Eierland light-house, the *Brandaris* left on Wednesday, 16th March, at 5.30 a.m. during a storm from the N.N.W. In spite of the immensely high sea the *Brandaris* behaved splendidly. In the Stortemelk (Spilt Milk), however, she shipped a heavy sea as a result of which the Master's platform was set back. The distorted stanchions were straightened again as far as possible, after which the vessel rounded the west until the Eierland tower was bearing south-east, after which the Eierland grounds were observed. The vessel then proceeded in a more westerly direction to the position indicated, namely, tower E.S.E. Not observing anything there, the *Brandaris*, proceeding E.N.E. and through the Stortemelk and right over the Boomkensdiep, and through the Schuitengat, returning to the harbour,

where she arrived at 3 p.m. During her progress through the Stortemelk, with the sea aft, oil was employed to abate the fury of the waves. In view of the exceptionally high seas during this very heavy storm a great deal was accomplished by the crew during this trip. It lasted 9½ hours, during which time the motors ran splendidly. The consumption of oil was 198 litres. Although no rescue could be accomplished, yet it was possible to confirm that the *Brandaris*, with her reliable Kromhout Motors, showed herself suitable under very difficult conditions for the work that is to be expected from her."

Establishing Communication by Aeroplane.

The following is an extract from the report for 1926, of the South Holland Society for Saving the Shipwrecked:

"The Society gave its co-operation in conjunction with the Military Air Service, the Municipal Medical Service of Rotterdam, and the Voluntary First Aid Brigade of Hook of Holland, in organizing a demonstration of life-saving on the Dutch Coast, on the 10th

September, at Hook of Holland, for the members of the Third International Congress of Life-Saving and First Aid in case of accidents. To the great interest of the numerous members of the Congress, among whom were many foreigners, the beach Life-boat *Emile Robin* was launched, and it was shown how, by means of the line-throwing mortar, communication is established between shore and ship, for which purpose a mast with rigging had been erected on the foreshore.

"This demonstration was also used for carrying out an experiment in order to ascertain how far it is possible to establish such communication with the help of an aeroplane. After having been warned by telephone, an aeroplane of the Military Air Service left the flying grounds at Waalhaven and within a few minutes reached the scene of the wreck, represented by two rowing-boats anchored at sea at a distance of 300 metres from the coast. A line 500 metres in length had been paid out from the aeroplane, provided at its end with a 'manche' (air bag) which kept the line taut. Having arrived above the wreck, the aeroplane, which had, in the meantime, descended to a height of about 50 metres, released the attached end of the line which was provided with a float. The line, dropping down practically taut, established communication between the ship and the shore on which the air bag dropped. Owing to the splendid manœuvring of the pilot of the aeroplane, the experiment, which was carried out under favourable weather conditions, was entirely successful."

Germany's Record: Methods of Collecting.

THE following are extracts from the report for the year 1926-1927 of the German Life-boat Society.

"Our Stations came to the rescue in the case of 14 wrecks and rescued 50 persons, thus bringing up the total of the number saved by the Society since its foundation in 1865 to 5,084.

"Our Stations in the year under review were 118, of which 77 were on the eastern sea and 41 on the North Sea.

61 are double Stations, provided with a Life-boat and Rocket Apparatus, 42 are Life-boat Stations only, and 15 are Rocket Stations only. We have 10 open boats provided with motors and 8 decked Motor Life-boats, including the three new Motor Life-boats, the *Hindenburg*, with twin screws, and the *Bremen* and *Hamburg* with a single screw. These three boats have been placed respectively at Borkum, Norderney and Friedrichskoog.

"We are glad to be able to report a very satisfactory increase in the amount collected by means of our Life-boat Collecting-Boxes, and we gladly accept the suggestion of the Oldenberg Branch to recommend to all our workers to develop the use of these collecting-boxes as widely as possible, and especially to have them placed at suitable hotels and inns with the request that the managers should draw the attention of visitors to the collecting-boxes and ask for support. The best and safest foundation for our financial strength is, however, the regular subscription list, even if the amount subscribed is small. For even the small contribution links a subscriber in a permanent way with our important work. We therefore strongly recommend this means for the strengthening of our financial organization and the furtherance of our national work.

"The propagandist film, which has been mentioned several times in our Annual Report, has been notably improved, and it is held at the disposal of our workers. A very valuable publicity effect may be expected from the presence of our models, charts and pictures in the Shipbuilding Hall of the German Museum at Munich. A splendid position has been allotted to our Society through the kindness of the President of the Museum, and the distinguished marine painter Herr Claus Bergen has most generously presented us with a large painting descriptive of a rescue by a Life-boat. This picture is placed in a prominent position above our exhibits." (Supporters of the Institution may be reminded that Mr. W. L. Wyllie, R.A., one of the most distinguished of our marine painters,

has many times placed his great talents at the service of the Institution, which holds several pictures from his brush and owes to him the beautiful drawing

of the House Flag of the Institution which replaced the dreadful beer-bottle badge which used to disfigure our boats!—EDITOR, *The Lifeboat*).

Special Gifts.

"All my Pocket-Money."

ONE shilling and threepence has been received from a little boy of Greenford, Middlesex, with a letter saying, "This is all my pocket-money; best wishes."

No Tips!

A cook-housekeeper working in Richmond has sent a donation with a letter in which she said that she did not care to take tips, and when these were offered her she accepted them not for herself but for the Life-boat Service.

Ten Shillings from an Infants' School.

A gift of ten shillings has been received from the children of the "Forster" Infants' School, Holloway, London. The children are all between four and eight years old, and this is the second year in which they have sent ten shillings.

A Gift from the Montrose Crews.

The Crews of the two Life-boats stationed at Montrose carried out their usual exercise on 20th August, the same day on which Montrose held its Life-boat Day. They returned to the Institution, as a gift, the sum of £6 10s. which they had received from it in payment for this exercise.

A 1½d. Stamp.

We give the following letter in full: "Mummy gave me a stamp to put on a letter to Daddy but I put it in the box without and am sending it for the Life-boatmen as Daddy said he was so brave and did not get enough. With love from Mary."

Although, since our letter, as well as Daddy's, was unstamped, it is the General Post Office which has principally benefited by this donation, we are none the less grateful!

Gift to Sir William Hillary.

Two pounds has been received, addressed to Sir William Hillary—who founded the Institution 104 years ago!

From an "Old Blind Lady."

A woollen scarf has been sent anonymously with the message, "For one of the Life-boatmen, knitted by an old blind lady."

A Weighing Machine's Contribution.

A London chemist has sent twenty-five shillings, being the proceeds of his weighing machine, all of which he puts in a Life-boat box.

From the R.R.S. "Discovery."

When the R.R.S. *Discovery* reached the Thames after her two years' cruise in the Antarctic, investigating the life of whales, her wardroom officers sent the Institution a donation of over £7.

The Right Response.

When one of the officials of the Institution was going home, just after receiving the first account of the gallant service, on the 28th October, of the *Moelfre* Life-boat, he showed a copy of the account to a travelling acquaintance. The acquaintance read it through and, saying "I think that is worth a donation," handed him a pound note.

From the Fishwives of Cullercoats.

Every August the fishwives of Cullercoats in Northumberland make a collection for the Life-boat Service when their Life-boat is launched for its exercise. They have now done this

for six years, and this year the amount raised was £114, Mrs. Polly Donkin, their star collector, beating her previous year's record by nearly £4. She collected £32, a larger sum than many towns contribute in the whole year. In the six years the fishwives of Cullercoats have collected over £600.

A Gift from the St. Abbs Crew.

The Crew of the Motor Life-boat at St. Abbs, Berwickshire, which, like other Motor Life-boats, does an exercise each month, have returned, as a gift to the Institution, the pay which they received for their exercises in July and August.

An American's Fifth Gift.

In the February issue it was recorded that an American who has crossed the Atlantic over 100 times, and whose English ancestors went to America five years after the *Mayflower* sailed, had made three separate gifts in admiration of the Institution's work, amounting to £102 10s., in the names of himself, his son, and daughter, that they might be enrolled as Honorary Vice-Presidents of the Institution. He has now made a fourth gift of a hundred guineas in the names of four of his friends that they also may become Honorary Vice-Presidents, and a fifth gift of fifty guineas in the name of two more friends, making a total of £260.

The Scottish Life-boat Council.

THE Scottish Life-boat Council which was set up at the Conference held in Edinburgh last January, and which it was decided should meet twice a year, held its first and preliminary meeting, at which it elected its officers, in Edinburgh on the 15th February. An account of this meeting appeared in the *Lifeboat* for last February. The first meeting of the fully constituted Council was held in Glasgow on the 17th May, the Duke of Montrose, C.B., C.V.O., V.D., Chairman, presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management; Lady Findlay, Honorary Secretary of the Scottish Council; and Mr. George F. Shee, M.A., Secretary of the Institution. The Organizing Secretary presented a report of the work of the Scottish District for the previous three months. She also reported that the first of the Area Conferences which it had been decided at the preliminary meeting should be held from time to time, had taken place at Dumfries on the 28th April, and that as a result two new Branches had been formed. From the experience gained at the Conference it was decided that future Area Conferences should be confined to single counties.

Honorary Secretaries of a number of Branches presented reports, and Sir

Godfrey Baring, on behalf of the Committee of Management, congratulated the Council on the progress which it was making.

The second half-yearly meeting was held in Edinburgh on 27th October, the Duke of Montrose, Chairman, presiding.

The District Organizing Secretary reported that four new Branches had been formed and that special attention was being directed to the formation of Ladies' Life-boat Guilds. In this connexion the Chairman reported that arrangements were being made to hold a Reception on board the Anchor Liner *Transylvania* at Glasgow on the 22nd November, when the Duchess of Sutherland, President of the Ladies' Life-boat Guild, had promised to inaugurate the Guild which was to be formed in Glasgow.

Reports were made by Branch delegates, many of these reports showing an increase in contributions over those of last year.

The Council received with very great regret the resignation, on account of ill-health, of Lieut.-Col. Sir James Wishart Thomson, K.B.E., its Vice-President, and it was decided to leave the nomination of his successor until the next meeting.

Summary of the Meetings of the Committee of Management.

Thursday, 15th September, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Civil Service Life-boat Fund (per Mr. H. A. Clark) in respect of expenditure incurred for the Civil Service Life-boats in 1926	2,436	9	3
Lloyd's, Members and Subscribers of (Collection).	1,467	10	—

—To be thanked.

Paid £15,118 2s. 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 £225 18s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.		Lives Rescued.
Aberdeen No. 1 (Motor)	Steam trawler <i>Ben Torc</i> , of Aberdeen .	6	
Clacton-on-Sea (Motor)	Steam tug <i>Sun IX</i> , of London. Stood by vessel.	2	
"	Yacht <i>Moirra</i> , of Rochford. Saved vessel and rescued	1	
Cullercoats . . .	Steam trawler <i>Island Prince</i> , of North Shields	9	
Dunbar	S.S. <i>Eldervater</i> , of Newcastle-on-Tyne. Stood by vessel.		
Fraserburgh . . . (Motor)	Steam drifter <i>Verdure</i> , of Fraserburgh. Rendered assistance.		
"	Steam trawler <i>John Dupuis</i> , of Grimsby. Stood by vessel.		
"	Steam drifter <i>Albatross</i> , of Fraserburgh; Motor drifter <i>Jennie Noble</i> , of Fraserburgh; Steam drifter <i>Emblem</i> , of Lowestoft; Motor boat <i>Comfort</i> , of Fraserburgh; Steam drifter <i>Buchan</i> , of Fraserburgh. Stood by vessels.		
Kilmore	A fishing boat of Bannow. Rendered assistance.		
Porthdinllaen (Motor)	A fishing boat of Porthdinllaen	3	

Life-boat.	Vessel.		Lives Rescued.
Porthoustock . . .	S.S. <i>Gweniland</i> , of Newport. Stood by vessel and rendered assistance.		
Robin Hood's Bay	S.S. <i>Ben Read</i> , of Bristol. Stood by vessel.		
Rosslare Harbour (Motor)	Motor vessel <i>Harparees</i> , of Gloucester. Stood by vessel.		
St. Mary's, Scilly (Motor)	Motor fishing boat <i>Henrietta</i> , of St. Mary's. Saved boat and rescued	3	
Torbay (Motor) . . .	Motor boat <i>Fishergirl</i> , of Teignmouth. Landed 2.		
"	S.S. <i>Branksea</i> , of Southampton. Stood by vessel.		
Yarmouth, I. of W. (Motor)	Paddle Steamer <i>Queen</i> , of Southampton. Stood by vessel.		
"	Sailing boat <i>Jean</i> , of Yarmouth	4	

The Lowestoft (Motor) Life-boat assisted to save the Belgian motor trawler *Yolande*, and rescued from shipwreck her crew of four.

Also voted £307 13s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aberdeen No. 1 (Motor), Aberdeen (Torry Life-saving Apparatus), Bembridge (Motor), Brighton, Caister, Clacton-on-Sea (Motor), Coverack, Eastbourne, Falmouth, Fraserburgh (Motor), Great Yarmouth and Gorleston (Motor), Holyhead, Johnshaven, North Deal, Porthdinllaen (Motor), Ramsgate (Motor), Rhoscolyn, Rye Harbour, Sennen Cove (Motor), Skateraw, Southwold (Motor), and Wells.

Granted £22 to men for injury in the Life-boat service at Appledore, Cardigan, Walmer, and Winterton.

Granted a pension to the widow of Edward Kneen, Coxswain of the Port St. Mary Life-boat, who was accidentally killed while engaged in firing the mortar in connexion with Life-boat Day, on 6th August, 1927.

Voted a compassionate grant of £5 to the widow of Ben Jones, who was left in very poor circumstances. Jones had been a Life-boatman at Ilfracombe for about 40 years.

Voted a special gratuity of £5, in addition to a pension and a Life-boatman's Certificate, to George S. Griffiths, who was a member of the Tenby Life-boat crew for 33 years and afterwards Signalman for 22 years.

Granted an additional reward to the crew

of the Clacton-on-Sea (Motor) Life-boat for two arduous services on the 22nd August.

Directed that a letter be addressed to the Chief Constable of the Aberdeenshire County Constabulary expressing appreciation of the services rendered by Constables Brooks and Robertson, of Fraserburgh, on the occasion of the wreck of the motor yawls *Robin* and *Lead Me* on the 11th August.

Addressed a letter of appreciation to Lieut. A. Smith, R.N.R., Honorary Secretary of the Yarmouth, Isle of Wight, Life-boat Station, who took charge of the Life-boat on service on the 12th August when she rescued the four occupants of the sailing boat *Jean*; also commended the Life-boat Crew for their promptness on this occasion.

Voted a Framed Photograph of a Life-boat going out to a vessel in distress, and addressed a Letter of Thanks, to Police Inspector W. H. Williams, and voted £1 each to four other men, and £1 each to the owners of the two motor boats used by these salvors, on the 1st June, when five persons were rescued at Southern-down. They were visitors who had been cut off by the tide while walking along the coast. Information of their perilous position was telephoned to the Porthcawl Police, and Inspector Williams at once obtained two motor boats and himself went out with them. A moderate S.W. breeze was blowing with a heavy ground swell, and the rescue was attended with a certain amount of risk, one of the boats being slightly damaged.

Voted £3 to three men for rescuing a bather, who had got into difficulties, and a bathing attendant who had gone to his help, at Whitby, on the 15th August. The men were out salmon fishing when the bather shouted for help. Cutting their net, the men pulled to the rescue. Meanwhile the bathing attendant had reached the man. By the time the coble reached them the bather was unconscious and the attendant exhausted. Both were taken into the coble and artificial respiration had to be used to restore them.

Voted 10s. to the Life-boat Coxswain who, with the Chief Motor Mechanic, put off, on the 1st August, from New Brighton, in a motor boat to a vessel reported to be burning flares. It was found that the flares arose from a small fire on a boat in which men were working, and no help was required.

Voted £2 to the owner of a motor boat, and £2 to the two men of the crew for rescuing at Penzance, on the 10th August, two boys who were in an open sailing boat which had been disabled and was in danger of going on to the rocks. The motor boat which saved them was an old converted Life-boat.

Voted £2 10s. to four men who manned two motor boats which put out from Kilmore on the 23rd August to the help of a fishing boat from Bannow which had been dismasted by a squall. One of the two motor boats towed out the Kilmore Life-boat, and another motor boat also went out to the rescue. A strong S.W. breeze was blowing and the sea

was rough. Of the two men on board the fishing boat one was rescued, but the other was drowned. The owner of the motor boat which towed the Life-boat has been thanked.

Thursday, 20th October, 1927.

Sir GODFREY BARING, Bt., in the Chair.

Co-opted Colonel the Master of Sempill, Mr. Algernon Maudsley, C.B.E., and Mr. H. Tansley Witt, Members of the Committee of Management.

Reported the receipt of the following special contributions:—

	£	s.	d.
H.R.H. The Princess Louise, Duchess of Argyll, to "The Ladies' Life-boat Guild" (donation)	15	15	-
ANONYMOUS (donation)	100	-	-
ANCIENT ORDER OF FORESTERS FRIENDLY SOCIETY (additional donation)	60	-	-
White Star Steamers' Charity Account (additional donation)	50	-	-
Miss A. HALL (additional donation)	50	-	-
Mr. GEORGE BAUDRY, M.D. (donation)	26	5	-
Mrs. GEORGE BAUDRY (donation)	26	5	-
The Rt. Hon. DAVID LLOYD GEORGE, O.M., M.P., for a Line-throwing Gun for the Porthdinllaen Life-boat	15	-	-

—To be thanked.

Paid £22,033 10s. 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 £81 6s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Abersoch	Ketch <i>Emily Barret</i> , of Barrow. Stood by vessel.	
Appledore (Motor)	S.S. <i>Copeman</i> , of London. Landed one injured man.	
Great Yarmouth and Gorleston (Motor)	Barge <i>Lady Maud</i> , of London. Stood by vessel.	
Margate (Motor)	Boat <i>Mary</i> , of Margate. Saved boat and rescued	2
Mevagissey	Ketch <i>Amazon</i> , of Bideford	2
Newbiggin	Seven fishing cobbles of Newbiggin. Stood by cobbles.	
Ramsgate (Motor)	Yacht <i>Silver Hind</i> , of Dover. Rendered assistance.	

The Great Yarmouth and Gorleston (Motor) Life-boat saved the S.S. *Jolly Kate*, of London, and rescued from shipwreck her crew of twelve; the same Life-boat assisted to save

the steam drifter *Cedron*, of Banff, and rescue from shipwreck her crew of nine; and the *Porthdinllaen* (Motor) Life-boat saved the French yacht *Rose Marine* and rescued from shipwreck her three occupants.

Also voted £228 9s. 9d. 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, Caister, Caister No. 1, Great Yarmouth and Gorleston (Motor), Lowestoft (Motor), New Brighton No. 1, New Brighton No. 2 (Motor), North Deal, Poole and Bournemouth, Port St. Mary, Selsey and Bognor (Motor), Southend-on-Sea, Walmer, Wells, Whitby, and Yarmouth, Isle of Wight (Motor).

Granted £72 11s. to men for injury in the Life-boat service at Blackpool, Blakeney, Brooke, Cardigan, Moelfre, North Deal and Sennen Cove.

Voted a compassionate grant of £5 to the widow of John Hughes who was old and in poor circumstances. Hughes had been a Life-boatman both at Cemaes and Moelfre.

Directed that a Letter of Appreciation be addressed to the Wallasey Corporation thanking them for placing their ferry steamer *Snowdrop* at the disposal of the New Brighton Pulling and Sailing Life-boat when she was called out for service on the 5th October. Also granted the sum of £5 to the crew of the *Snowdrop*.

Granted an additional reward to the crew

of the Lowestoft Motor Life-boat for an arduous service on the night of the 2nd October.

Directed that Coxswain George Craner be notified that he committed an error of judgment in not launching the Appledore Motor Life-boat when flares were reported on the 9th September. These it transpired were from the schooner *Mary Sinclair* which was ashore.

Voted £10 for division among nine men for rescuing the two occupants of a small motor boat off Broadstairs, on the 25th September, in a strong westerly wind, with a heavy sea. The boat's engine had broken down and she was being carried out to sea. While the two men were rescued, it was found impossible to save their boat, the tow-line parting twice in the heavy seas.

Voted £2 to two men for rescuing two other men who had gone out of Weymouth Harbour in a small sailing boat when it was blowing a gale and were unable to get back. When their difficulty was seen, the Superintendent of the Great Western Railway sent out one of the Company's boats which was at the mouth of the harbour. She brought the distressed boat into safety, but was herself nearly swept by the seas while returning.

Voted £1 2s. 6d. to the Life-boat Coxswain at Ardrossan and two other men for rescuing four persons, whose rowing boat was caught by a southerly wind and stranded on the 10th August.

Awards to Coxswains and Life-boatmen.

To DAVID CRASKE, on his retirement on the closing of the Station, after serving 20 years as Bowman, and previously 5 years as a member of the Crew of the Grimsby Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN MERRICK, on his retirement, after serving 16½ years as Bowman of the Cromarty Life-boat, a Pension.

To ALFRED MOON, on his retirement, after serving 25 years as Bowman, and previously 13 years as a member of the Crew of the Hastings Life-boat, a Life-boatman's Certificate of Service and a Pension.

To WILLIAM COOK, on his retirement, after serving 6 years as Second Coxswain and previously 21 years as a member of the

Crew of the Huna Life-boat, a Life-boatman's Certificate of Service and a Gratuity.

To THOMAS PASHBY, on his retirement, after serving 11 years as Second Coxswain, and previously 4 years as Bowman, of the Scarborough Life-boat, a Pension.

To GEORGE S. GRIFFITHS, on his retirement, after serving 22 years as Signalman, and previously 33 years as a member of the Crew, of the Tenby Life-boat, a Life-boatman's Certificate, a Pension, and a Gratuity.

To CHARLES W. CHILVERS, on his retirement, after serving 5 years as Bowman, and previously 26 years as a member of the Crew, of the Gorleston Life-boat, a Life-boatman's Certificate of Service.

Awards to Honorary Workers.

To MRS. FARMER, who was at one time Honorary Secretary of the Gloucester Branch, and who has helped the Institution for 20 years, the Gold Brooch and the Record of Thanks.

To the following ladies who have worked in

connexion with the Gloucester Branch for several years, the Record of Thanks:—

Mrs. G. BAILEY.
Miss CLIFF.
Miss HEWLETT.
Mrs. H. PITT.

To Capt. W. H. TAYLOR, R.N., on his retirement, after 13 years' service as Honorary Secretary of the Exmouth and Budleigh Salterton Branch, the Thanks of the Institution inscribed on Vellum and framed.

To Miss RUBY SNOW, in recognition of her valuable assistance at Bideford, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. C. H. MAJOR, of Skegness, in recognition of his valuable assistance in connexion with Life-boat Days for many years, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. JOHN BAIRD, on his retirement, after ten years' service as Honorary Secretary of the Donaghadee Branch, the Thanks of the Institution inscribed on Vellum and framed.

To Mrs. P. COLEMAN, J.P., in recognition of her valuable co-operation for many years at Clacton-on-Sea, the Gold Brooch and the Record of Thanks.

To Mrs. H. B. BOOTHBY, in recognition of her valuable assistance at Grimsby, a Framed Photograph of the Life-boat going out to a vessel in distress.

News from the Branches.

Annual Meetings: Financial Branches and Guilds.

CHELTENHAM.—On 18th July, Mrs. Richard Davies, Chairman, presiding. The report for the year ending 30th September, 1926, showed that £59 had been collected as compared with £270 in the previous year, the previous year's sum including the results of two Life-boat Days, since that held in 1925 was on 30th September, the last day of the financial year. Miss Wanklyn, the Honorary Secretary, spoke of the efforts which had been made to form a Ladies' Life-boat Guild in Cheltenham, and invited ladies to serve on its Committee. The meeting was followed by a concert.

DRIFFIELD (Yorkshire).—The annual meeting of the Ladies' Life-boat Guild was held on 8th July, Mrs. E. Clements, President, in the chair. The report on the year's work showed that £27 had been collected. Mrs. Blakeston, the Honorary Secretary, pointed out that the year began with a membership of 18, and this had now been increased to 60. After the meeting the President entertained the members of the Guild to tea, whist, and tennis.

DUNDEE.—The annual meeting of the Guild was held on 9th October, Mrs. William Longair, President, in the Chair, supported by ex-Lord Provost Longair. The report for the year ending 30th September, 1927, showed that £88 had been collected as compared with £290 in the previous year, this

decline being due to the fact that the bulk of the collections for 1927 were made after the end of financial year. Mr. B. L. Nairn, Vice-President of the Dundee Branch, thanked the Guild on behalf of the Institution, for their generous and sustained help.

GATESHEAD.—On 16th September, Colonel A. Henderson presiding in the absence of the Mayor. The report for the year ending 30th September, 1927, showed that £48 had been collected as compared with £141 in the previous year. The Chairman said that those who lived on the Tyneside should do all they could for the Life-boat Service, both because they were dependent on shipping and because it was at Tyne-mouth that the first Life-boat Station had been established.

GREAT YARMOUTH AND GORLESTON.—The annual meeting of the Ladies' Life-boat Guild was held on 4th July, Mrs. E. Leach presiding. The report for the year ending 30th September, 1926, showed that £440 had been collected as compared with £303 in 1925. Mrs. Leach, the retiring Chairman, was thanked for her services, and Lady Vincent was elected Chairman for the ensuing year. It was pointed out that both the Reserve Boathouse at Yarmouth and the Service Boathouse at Gorleston were open to the public, in charge of Guild members, for the purpose of selling Life-boat souvenirs.

LARGS (Ayrshire).—On 4th August,

the Reverend Robert Oswald, B.D., Chairman, presiding. The report for the year ending 30th September, 1926, showed that £130 had been collected as compared with £127 in the previous year. The Chairman referred to the great loss to the Branch in the death of Mr. Robert Wood, who had from the beginning been its Honorary Secretary. Mr. Robert Pettigrew was elected to succeed him. It was stated that the Life-boat Day, as usual, would be held on the day of the local Regatta, and that it would be followed by a Fancy Dress Parade the day after, again organized by the Tennis Club, to whose services to the Branch the Chairman paid tribute. An address was given by the District Organizing Secretary.

LEEDS.—On 26th September, the Lord Mayor (Alderman Hugh Lupton) presiding, supported by Sir Charles Wilson, M.P., Chairman of the Branch, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1927, showed that £1,105 had been collected as compared with £599 in the previous year. In presenting the report Sir Charles Wilson said that the result of Life-boat Day—£410—was very satisfactory in view of the always limited number of workers. If more workers could be got, he was convinced that it would be quite easy to raise at least £1,000 a year by the Life-boat Day. He also pointed out that a little time ago a promise of £1,000 had been received, provided ten other donors of the same amount could be found. He hoped that they would come forward so that Leeds, like Bradford and other cities, might have a Life-boat bearing her name. Mr. George F. Shee gave an address on the work of the Institution. Mr. J. H. Henderson was elected Honorary Secretary in place of Mr. E. Warwick Broadbent, who was warmly thanked for his services.

NEWCASTLE - ON - TYNE.—On 26th July, the Lord Mayor (Councillor A. W. Lambert) in the Chair. The report for the year ending 30th September, 1926, showed that £144 had been collected as compared with £362 in the previous

year, the decline being due to the fact that no Life-boat Day was held in 1926. On the motion of the Lord Mayor, it was resolved that those present should be constituted a Branch Committee, and an Executive Committee was also elected. The Duke and Duchess of Northumberland were re-elected Patrons of the Branch. Mr. F. J. Crawley, the Chief Constable, was re-elected Honorary Secretary, and Captain H. J. Armstrong, F.C.A., was elected Honorary Treasurer.

PERTH AND DISTRICT.—On 5th September, the Reverend P. R. Landreth, Chairman, presiding, supported among others by Mr. A. N. Skelton, M.P. for Perth. The report for the year ending 30th September showed that £408 had been collected as compared with £382 in the previous year, and in spite of industrial distress the Branch had still further extended its operations, holding Life-boat Days in 39 districts in the county. These days had raised £325. In moving the adoption of the report, Mr. Skelton congratulated the Branch on the fact that although Perth was as far inland as any part of Scotland could be, it was sixth in the list of Scottish Branches. The Office-bearers were re-elected.

PRESTON.—On 23rd September, Mr. W. A. Margerison, Chairman of the Branch, presiding in the absence of the Mayor, supported by Mr. S. Whitehead, the Honorary Secretary, Mr. J. G. Bradshaw, Honorary Treasurer, Miss I. E. Cross, Honorary Secretary of the Ladies' Life-boat Guild, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1927, showed that £421 had been collected as compared with £486 in the previous year. Mr. Shee gave an address on the work of the Institution, and Miss Cross presented the certificate won by a Preston boy in the Life-boat Essay Competition.

YORK.—On 6th September, the Lady Mayoress (Mrs. Oscar Rowntree) presiding. The report for the year ending 30th September, 1927, showed that £56 had been collected as compared with £59 in the previous year. It was

decided to form a Ladies' Life-boat Guild, and the ladies present received certificates and badges of membership and Prince of Wales' collecting cards. An address was given by the District Organizing Secretary, and it was stated that a determined effort was to be made to increase the Branch's contribution.

New Branches and Guilds.

ASHTON-UNDER-LYME (Lancashire).—The Mayor (Alderman J. W. Underwood) presided at a meeting which was held on 6th July for the purpose of forming a Ladies' Life-boat Guild. An address on the work of the Institution was given and the following officers were elected: President, the Mayoress; Vice-Presidents, Mrs. Broadbent and Mrs. Wild; Honorary Treasurer, Mrs. Postle; Honorary Secretary, Mrs. H. Ashworth.

BREDBURY (Cheshire).—At a meeting held on 5th July, at which about fifty ladies were present, it was unanimously decided to form a Ladies' Life-boat Guild. Mrs. Morley was elected President, Mrs. Beesley Vice-President, Mrs. S. A. Driver Honorary Treasurer, and Mrs. W. A. C. Mountain Honorary Secretary.

CLITHEROE (Lancashire).—At a meeting on 4th August it was decided to re-organize the Ladies' Life-boat Guild. Mrs. Hartley Baldwin was appointed President; Mrs. Arthur Burton, Mrs. Whipp and Mrs. King Wilkinson, Vice-Presidents; Miss Taylor, Honorary Treasurer; Mrs. Puckle, Honorary Secretary. It was decided to organize Dances during the winter, and to hold a Flag Day in the early spring with the object of raising the £100 which it was hoped that Clitheroe would be able to contribute each year.

HARTLEPOOL.—On the 12th April the Mayoress of Hartlepool (Mrs. H. W. Bell) convened a Ladies' Meeting, which was very representative and well attended, those present subsequently enjoying her hospitality. The Mayor and Recorder (Mr. H. W. Bell, J.P.) presided, supported by Sir Godfrey Baring, Bt., Chairman of the Committee

of Management of the Institution. Members of the Hartlepool Life-boat Crew were present, looking very picturesque in their red caps, blue jerseys, and white neckchiefs. Sir Godfrey Baring spoke of the splendid services of the Hartlepool Station, and warmly congratulated the Branch on the continued and whole-hearted work of Mr. Belk, who for forty-six years had been its Honorary Secretary. It was unanimously decided to form a Life-boat Guild, the Mayoress being elected President, Miss Foxton and Mrs. Moore Vice-Presidents, Mrs. Bowes Hon. Treasurer, and Mrs. Edgeller Hon. Secretary. The Guild has since done good work, having already raised over £45 by a Life-boat Day, and £17 by Collecting Cards, while many other cards have still to be returned and several social functions are to be arranged.

SCARBOROUGH.—At a meeting on 9th August, summoned by Councillor Mrs. Whitfield, an address was given by the District Organizing Secretary, and Mrs. Whitfield made an appeal to those present to form a Ladies' Life-boat Guild. It was unanimously decided to do this, and those present received membership badges and certificates, and Prince of Wales' collecting cards. An Executive Committee was set up, Mrs. Whitfield being appointed President; Mrs. Geoffrey Unwin and Mrs. Walter Jackson, Vice-Presidents; Mrs. Francis Whittaker, Honorary Treasurer; Miss Jessie Turnbull, Honorary Secretary.

THIRSK (Yorkshire).—A meeting was held on 27th September, on the invitation of Mrs. Bell, at which it was unanimously resolved to form a Guild, and the following officers were elected: Mrs. Bell, President; Mrs. H. Arkle, Honorary Treasurer; and Mrs. L. Frank, Honorary Secretary. Various methods of appeal were discussed, and it was decided that the best would be a Life-boat Day.

WATH-UPON-DEARNE (Yorkshire).—On the invitation of the Chairman of the Urban District Council, Mr. J. A. Braithwaite, a meeting was held at the

Town Hall on 29th July at which an address was given on the work of the Institution. It was then unanimously resolved to form a local Branch, and the following Officers were elected: the Chairman of the U.D.C., President; Councillor R. T. Carr and Councillor H. Cutts, Vice-Presidents; the Rev. F. B. Gunnery, M.A., Honorary Treasurer; the Rev. R. Miller, Honorary Secretary; and Mrs. O. G. Thomas and Mrs. Prendergast, Assistant Honorary Secretaries.

Special Meetings.

BATTERSEA.—A special meeting was held on 1st October at the Town Hall, at which the Mayoress presented to Christopher Street, of the Battersea Central School for Boys, the Challenge Shield, Book, and Certificate which he had won for the best essay in the London District in the Life-boat Essay Competition in 1927. The Mayor (Councillor W. Humphreys) presided, supported by Captain the Viscount Curzon, C.B.E., V.D., A.D.C., R.N.V.R., M.P., a member of the Committee of Management, Mr. Saklatvala, M.P., and Commander Marsden, prospective Conservative candidate for North Battersea. Certificates were also presented which had been won by another boy of the same school and two girls of the Ethelburga Street School. Lord Curzon gave an address on the work of the Service, pointing out, in reply to a suggestion from the Mayor, that it should be nationalized, that in Life-boat work the voluntary method had been proved both more effective and far less expensive. Mr. Saklatvala spoke of the advance of the British nation across the seas of the world as a marvel, and almost a miracle; and said that in every part of the country one would find boys and girls full of the national sea spirit. The Mayor spoke of Battersea's pride in the successes won by her boys and girls, and of the great educative value of such competitions.

BLACKPOOL.—A special meeting was held on 23rd September, at which the Mayor presided, and an address was

given by Mr. George F. Shee, M.A., Secretary of the Institution. In the course of his address Mr. Shee said that the Blackpool Branch had a band of devoted workers, especially women, who year by year raised large sums for the Life-boat Service. It was work which demanded personal service, and that service was being most generously given by the workers of Blackpool. Other speakers also paid tributes to the Branch's workers, and Mr. H. A. Deakin, Assistant Secretary of the Branch, announced that Life-boat Day had raised £321.

BLAKENEY (Norfolk).—On 11th August the first Life-boat Day was held at this Station, and in connexion with it a number of speeches were delivered from the Life-boat in the street. Among those who spoke were the Earl of Leicester, Bishop O'Rorke, the Reverend Lee-Elliott, Chairman of the Local Committee, Mr. S. E. Baker, Honorary Secretary of the Branch, and the District Organizing Secretary for Greater London. The Earl of Leicester recalled the capsizing of the Wells Life-boat in 1880, when 11 men out of the crew of 13 were drowned, of which he had been an eye-witness; and Mr. Baker described the last service of the Blakeney Life-boat, when she went out in a N.W. gale in blackest darkness and searched the sea for five hours for a wreck, only finding it at last when she heard a voice calling out of the darkness. This led her to the wreck, and two men were saved only just in time. Both he and Mr. Lee-Elliott hoped that now that the Life-boat Day had been started at Blakeney the Branch would greatly increase its contribution to the Institution.

BRADFORD.—Sir William Priestley, Chairman of the Branch, presided at a special meeting held on 26th September, at which Mr. George F. Shee, M.A., Secretary of the Institution, gave an address on the Institution's work, dealing in particular with the great economy of a Life-boat Service maintained by voluntary means instead of by the State. Miss Nora M. Grainger, Assistant Secretary of the Branch,

reported that in spite of bad trade, the Branch had raised £1,903, only £72 less than in the previous year.

On 9th October, the Lord Mayor and Lady Mayoress (Alderman and Mrs. Richard Johnson) gave a civic reception to a party of Bridlington Life-boatmen who were visiting the city for their annual outing. Both the Lord Mayor and Lady Mayoress put on Life-boat dress, and in welcoming the men the Lord Mayor spoke of Bradford's pride in the fact that in its Life-boat work it easily beat its rival Leeds. He also paid a tribute to the work of the Assistant Secretary, Miss Nora Grainger, and to the organizers of the annual Life-boat Matinée.

DUNDEE.—A special meeting of the Branch and Guild on 21st September was to have been held in the grounds of Airlie Park, the residence of Sir Charles and Lady Barrie, but owing to bad weather it took place instead at the Masonic Halls. The guests were received by ex-Lord Provost and Mrs. Longair, Mrs. Rettie, and Mr. J. M. Hunter-Mitchell, J.P., President of the Branch, who took the chair, among those supporting him being Mr. B. L. Nairn, Vice-President, and Mr. George F. Shee, M.A., Secretary of the Institution. Mr. Mitchell explained that the object of the meeting was that the members of the Committee and the Guild might become better known to one another, have an opportunity of discussing the object for which they were all working, and meet the Secretary of the Institution. In the course of his address Mr. Shee said that among the three or four names of those who were the most self-sacrificing workers for the Life-boat Cause in the British Isles, the names of ex-Lord Provost and Mrs. Longair stood out very prominently. A very large part of the prosperity of the Branch, and the largest part of the success of the Guild, were due entirely to Mrs. Longair's deep interest and enthusiasm. Mr. Shee then presented certificates won by two pupils of Dundee schools in the Life-boat Essay Competition.

DUMFERMLINE (Fifeshire).—A special

meeting was held on 19th September, Bailie Wright, Chairman of the Branch, presiding, at which an address was given by Mr. George F. Shee, M.A., Secretary of the Institution. In the course of it he pointed out that the present contribution of Scotland to the Service fell far short of the cost of maintaining the Life-boats on the Scottish coast, and said that he was sure this fact had only to be brought home to the people of Scotland for an increased response to be made to the Institution's appeals. Following Mr. Shee's address the formation of a Ladies' Life-boat Guild was discussed.

FLEETWOOD (Lancashire).—A special meeting of the Branch Committee and Ladies' Life-boat Guild was held on 24th September, the Honorary Treasurer, Mr. R. Fogg, presiding, at which an address was given by Mr. George F. Shee, M.A., Secretary of the Institution. Mr. Shee also presented to Mr. H. G. V. Walsh the picture of a Life-boat going out to a vessel in distress, awarded to him in 1926 on his retirement from the Honorary Secretaryship, and congratulated him upon having established a Ladies' Life-boat Guild which had done excellent service. Mr. Fogg pointed out that in the twenty-four years since he became Honorary Treasurer the annual contributions of the Branch had risen from £43 to £314.

INVERNESS.—A special meeting was held in the Town Hall on 16th September for the purpose of inaugurating a Ladies' Life-boat Guild and the presentation of the Challenge Shield for Scotland won in the Life-boat Essay Competition by Miss Edith M. Munro, of Foyers Public School, for the best essay sent in by a Scottish school. Provost MacEwen presided, supported by Lady Findlay, Honorary Secretary of the Scottish Life-boat Council, Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Mr. George F. Shee, M.A., Secretary. Provost MacEwen said that the Institution needed no words of his to recommend it, and

that, many as were the calls made on the public's generosity, the Life-boat Service was one of those national appeals which had a very high claim on their support. Mr. Duncan Mackintosh, the Honorary Secretary of the Branch, spoke of the heavy task before the Institution itself and the Scottish Council, in raising the necessary funds, and said that they were confident that the public would never fail in its support. Lady Findlay spoke of the steps which were being taken to increase Scotland's support of the Institution. She did not say that less interest had been taken in its work in Scotland for, since 1914, contributions had been increased by 75 per cent., but when it was realized that in some parts of England there had been an increase of as much as 280 per cent. it would be seen that Scotland's position was not what it should be. Scotland now had 43 Life-boats, of which 12 are Motor Life-boats, and soon would have 20 Motor Life-boats, the capital outlay for which would be £150,000, while the cost of maintaining all the Scottish Life-boats would be £18,000 a year. What she wanted to bring home to them was that at present Scotland was only contributing £11,000 a year. That was not enough. A Scottish Council had been set up to deal with the question, and she was quite certain that it would not be for want of enthusiasm if very shortly Scotland was not covered with Branches, including even the most inland districts. One of the means for increasing Scotland's contribution, on which the Council chiefly depended, was the formation of Ladies' Life-boat Guilds, and she was delighted to know that one had now been formed at Inverness. Lady Findlay then presented the Guild Badges to the Honourable Mrs. Smyth, President of the Guild, Mrs. E. C. Jack, Vice-President, and Mrs. Layton, Honorary Secretary. Mr. Shee gave an account of the Life-boat Essay Competition, and pointed out that in Scotland, out of 36 education authorities, only 4 had refused permission for the Competition to be held in their schools—those of Glasgow, Aberdeen, Renfrewshire, and Suther-

land. Sir Godfrey Baring gave an address on the work of the Service, and presented Miss Munro with the Challenge Shield, a copy of "Britain's Life-boats," and a certificate.

LYTHAM.—A special meeting of the Branch Committee and Ladies' Life-boat Guild was held in the Boathouse on 24th September, at which an address was given by Mr. George F. Shee, M.A., Secretary of the Institution, in the course of which he said that he hoped when the new Lytham St. Annes Motor Life-boat arrived even greater efforts than in the past would be made on behalf of the Service with which both Lytham and St. Annes had been so honourably associated for generations.

ROTHERHAM.—A special meeting was held on 27th September in the Town Hall, at which Mr. J. Dickinson, J.P., Chairman of the Branch, presided, supported by the Mayor and Mayoress (Councillor W. and Miss M. M. Brooke), Mrs. K. W. Fieldsen, President of the Ladies' Life-boat Guild, and Mr. George F. Shee, M.A., Secretary of the Institution. Mr. Shee gave an address on the work of the Institution.

SHEFFIELD.—A special meeting was held on 27th September, the Mistress Cutler (Mrs. D. Flather) presiding. The Honorary Secretary, Mr. J. Henderson, said that about £560 had been sent to the Institution from Sheffield for 1926. He pointed out that the new regulations regarding collectors on flag days reduced the number of helpers on Life-boat Day, but he looked forward to great things being done when the Ladies' Life-boat Guild got thoroughly to work. The energies of the Mistress Cutler had already had a considerable effect in increasing interest in the Branch's work. Mrs. Flather said that she looked forward to seeing Sheffield send £1,000 to the Institution each year. Mr. Shee paid a tribute to the work of Mrs. Flather, Mr. Henderson, and the members of the Guild, and suggested that Sheffield should follow the example of other great cities, and raise a fund to provide a Motor Life-boat to bear the

city's name. Mr. Cole, the Chairman of the Branch, replied that such an idea had already been considered by their Committee, and he hoped that it would again come up in the near future, when industrial conditions were more favourable to such an appeal being made.

SOUTHPORT.—A special meeting of the Ladies' Life-boat Guild was held on 20th July to receive the Balance Sheet of the Life-boat Day. This showed that £472 had been raised as compared with £498 in the previous year, the collection in the streets bringing in £288, and the Mayoress's appeal £177. The Mayoress (Mrs. G. H. Hibbott), who presided, thanked the workers, and pointed out that although there was no longer need for a Life-boat at Southport, owing to the provision of Motor Life-boats at neighbouring ports, the town was just as dependent as before on the mariners of the country, and therefore the Life-boat Service should have the same claims on their support.

SOUTHWOLD (SUFFOLK).—At a meeting in the Market Place, on 28th April, Mr. Harry Smith, who is a member of the Kessingland Life-boat Crew, and whose father was at one time Second Coxswain, was presented by the Mayor with the Gold Medal of the Royal Humane Society, which was awarded to him for the bravest deed of the year, when, in a heavy sea, he dived from a trawler to rescue another member of the crew who had fallen overboard. A full account of this fine service appeared in the February issue of *The Lifeboat*. Mr. Smith also received the Freedom of the Borough of Southwold. After the ceremony the church bells were rung. The Institution was represented by the District Inspector of Life-boats, and Mr. Ernest Woolfield, the Honorary Secretary of the Kessingland Branch, and both the Southwold and Kessingland Life-boat Crews were present. Before the ceremony, Mr. Smith, with his father and mother, were entertained to lunch by the Mayor and Corporation.

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

ASHTON (Lancashire).—An American Tea was held in the Mayor's Parlour on 20th July, at which the Mayoress (Mrs. R. S. Oldham) presided. Over 100 ladies attended, and the amount raised totalled over £20.

HORNSEA (YORKSHIRE).—On 4th August a "Lavender Fair" was held in the grounds of "Fairbank" and "Westgate House," lent by Mrs. J. R. Hedley (President of the Hornsea Branch) and Messrs. P. Davies and Wharton. The Fair was opened by Mrs. Adrian Bethell. Altogether nearly £80 was raised by it.

Garden Parties have been organized, in aid of the Institution, by the following Branches and Guilds: Driffield (Yorkshire), St. Albans (Hertfordshire), and Standish (Lancashire).

CLACTON-ON-SEA.—The annual concert in aid of the funds of the Life-boat was held in the Pier Theatre on 5th September. A collection was taken by the Crew.

As a result of a concert held at Bowness (Westmorland) the sum of £212 has been handed to the Westmorland Motor Life-boat Fund.

Sales of work were organized in aid of the Institution by the following Branches and Guilds: Blyth (Northumberland), Cullompton (Devonshire), Halifax (Yorkshire), and Lymm (Cheshire).

Whist Drives were held at Market Weighton (Yorkshire) and South Benfleet (Essex).

A Dance in aid of the Institution was held at Beaumaris (Anglesey).

Visits to Life-boat Stations.

HUMBER.—On 7th September a party of forty workers from Bradford visited the Life-boat Station on the Humber to see a launch of the *City of Bradford* Motor Life-boat, a number of them taking part in the launch. This was followed by a life-saving display, and a brief account of the work of the Station was given by the District Organizing Secretary.

TEESMOUTH.—On 18th August a party of fifty members of the Redcar Ladies' Life-boat Guild visited this Station as the guests of Mr. Friskney, one of the Honorary Secretaries, and Mrs. Todd, Honorary Secretary of the Ladies' Life-boat Guild.

Religious Services.

FLAMBOROUGH.—On 31st July an open-air Thanksgiving Service for the Life-boats was held, in which ministers of three denominations took part.

ILFRACOMBE.—An open-air Service conducted from the Life-boat by the Rev. I. Siviter, Vicar of SS. Philip and James' Church, was held on 21st August, in aid of the Institution and the local Seamen's Bethel. Over 3,000 people were present, and the collection amounted to over £25.

PORT ERIN.—The annual Life-boat Service was held on 31st July, the preacher being Archdeacon Kewley, supported by ministers of the Wesleyan

and the Primitive Methodist Churches. The collection amounted to nearly £18.

A Life-boat Week at Berwick-on-Tweed.

BERWICK-ON-TWEED.—A Life-boat Week was held by this Branch, which included a Life-Saving Display and Life-boat Launch on Saturday, 30th July; a Children's Pageant on Tuesday, 2nd August; a Fancy Dress and Tableau Procession on the afternoon of Thursday, 4th August; and a Fancy Dress Ball on the night of 4th August.

Addresses to Rotary Clubs.

Life-boat addresses have been given to the following Rotary Clubs: Barnstaple, by Captain Basil Hall, R.N., in July; Lewes, by Rear-Admiral T. P. H. Beamish, C.B., on 1st September; West Bromwich, by Captain Basil Hall, R.N., on 6th September; Taunton, by Captain Basil Hall, R.N., on 9th September; and Newcastle-on-Tyne, by Mr. Edgar H. Johnson, F.C.I.S. (District Organizing Secretary for the North of England), on 16th September.

A Magnificent Service on the East Coast.

As the Journal goes to press the reports have been received of a magnificent service on the East Coast on 21st and 22nd November, in which the Motor Life-boats at Cromer, Gorleston, and Southwold all took part. The Dutch oil-tanker *Georgia* had broken in half on the Hasborough Sands, one half going ashore near Cromer after the men on board had been rescued by another

steamer, while the other half remained on the Sands with fifteen men on board. The Gorleston Life-boat was launched to their help at 8.30 on the evening of the 21st, but it was not until 20 hours later that the Cromer Life-boat succeeded in rescuing them. A full account of this splendid service will appear in the next number.

Notice.

The next number of THE LIFEBOAT will be published in February, 1928.

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