

# THE LIFEBOAT.

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## Our President's New Office.

### Master of the Merchant Navy and Fishing Fleets.

By George F. Shee, M.A., Secretary of the Institution.

ALL who are connected in any way with the Life-boat Service will have read with special pleasure the announcement which was made on 14th February, that the King had decided to make a personal link between the merchant service and fishing fleets and the Royal Family, as the Navy and Army have long been linked to it, by creating a new post, "Master of the Merchant Navy and Fishing Fleets," and by appointing to this post the Prince of Wales.

The Prince's record as a soldier during the War, and the work which he has done since the War, for such organisations as the British Legion, have possibly led some people to forget how close has always been his interest in and his connexion with the sea. Yet it was as a sailor that he was educated. He went to the Naval Colleges of Dartmouth and Osborne. He served afloat in the Navy, as his father had done before him, and his brothers, the Duke of York and Prince George, have done since. It was only after his sea-training that he went to Oxford, joined the Guards shortly before the War, and, as a Guards subaltern, went to France.

His interest in the sea services was shown immediately the War was over, when, in 1918, he became President of the Institution, as his father and grandfather had been before him. His association with the Institution has been very real and very personal. He presided at the Annual Meeting in 1921, the first opportunity which his overseas tours allowed him. He was the principal speaker at the Centenary Meeting in 1924, and in the same year presided at the Centenary Dinner. Elsewhere in this issue will be found an account of a Gala Performance which we owe to his initiative, and which was a great success,

principally on account of his presence, bringing the Institution over a thousand pounds. Finally, readers of *The Lifeboat* will be interested to know that the Prince himself signs all the Vellums which accompany the award of medals for gallantry, and also those which are presented to Honorary Life-Governors.

It is not only because we know, through the help which he gives the Life-boat Service, the Prince's deep interest in the sea services, that we welcome his new appointment, but because, as Master of the Fishing Fleets he is linked in a second way with the Institution. It is from the men of those Fleets all round the coasts of Great Britain and Ireland that the great majority of our Crews are drawn. It is their daily work as fishermen which give the Institution's volunteer Crews their unrivalled skill in handling a Life-boat, and their intimate knowledge of all the intricacies of our coasts. To them we feel sure it will be doubly gratifying that the Prince, who is already President of the Life-boat Service, in which they willingly risk their lives for the rescue of seafarers round our shores, should now be Master of the Fleets in which they have won their long and hard experience, and in which they earn their daily bread.

May we not hope, too, that the Prince's closer association with the fishermen of our coasts will prove of lasting value to the nation by arresting the growing tendency of the younger men to forsake the service of the sea, in which their fathers have found their strength of character as well as health of body. Such a result would not only be very beneficial from the point of view of the recruitment of our Navy, but of enduring advantage to our position as a maritime people.

## The Record of 1927.

### A Year of Conspicuous Services.

THE storms in the latter part of 1927 have supplied the answer, if any were needed, to the question which is sometimes asked whether the gradual replacement of the sailing ship by steam and oil-driven vessels, the improvement in the lighting of the coast, and the scientific development of the various means by which mariners are warned of their proximity to danger have not made the sea practically safe for seafarers, and rendered the Life-boat Service a costly and almost unnecessary organisation, even for the people of these Islands.

They have reminded us of the truth of Sir William Hillary's words, in his Appeal to the Nation in 1823, "So long as man shall continue to navigate the ocean and the tempests shall hold their course over its surface, in every age and on every coast, disasters by sea, shipwrecks and peril to human life, must inevitably take place"; and the calls of distress of many ships which the terrible weather of the last three months of the year placed in jeopardy proved that the Life-boat Service is as necessary now as when the founder of the Institution appealed to his fellow-countrymen to establish that Service.

But the storms of 1927 showed something more than this. They have proved that, given the occasion, the Coxswains and Crews of the Life-boats to-day are no whit behind their forefathers in the highest qualities of courage and seamanship, and in the tenacity which holds on to the task in hand, hour after hour, in the teeth of the bitter gale, in the face of repeated failure, and in spite of serious injury to the point of collapse, a tenacity faithful even unto death.

The year 1927 will be memorable in the records of the Institution by reason of four services, two of which will rank among the greatest in the history of life-saving from shipwreck, while the other two would, in any other year, have stood out as of conspicuous merit.

The Life-boats which took part in these four services were the Pulling and Sailing Life-boat at Moelfre, Anglesey,

and the Motor Life-boats at St. Mary's, Isles of Scilly, Lowestoft, Great Yarmouth and Gorleston, Cromer, and Southwold. The great service of the Moelfre Life-boat on 28th and 29th October to the ketch *Excel*, in the course of which one of the Crew died from exposure, and the service of the St. Mary's Life-boat to the Italian steamer *Isabo*, were fully described in the last issue of the *Journal*, and the accounts of the service of the Lowestoft Motor Life-boat to the sailing smack *Lily of Devon* on 21st November and the service of the Motor Life-boats at Great Yarmouth and Gorleston, Cromer, and Southwold to the Dutch oil tanker *Georgia* on 21st and 22nd November, will be found elsewhere in this issue. The exceptional nature of those services, in the dangers faced and the gallantry displayed, is recognised by the awards which were made. For these four services the Institution has given three Gold Medals—the highest award in its power to bestow—four Silver Medals and thirty-two Bronze Medals—one of the Silver and three of the Bronze being awarded to the crews of shore-boats which took a gallant share in the rescue of the crew of the *Isabo*.

### The Three Gold Medallists.

The three Gold Medals have been awarded to Second Coxswain WILLIAM ROBERTS and Captain OWEN JONES of the Moelfre Life-boat, and Coxswain HENRY GEORGE BLOGG of the Cromer Life-boat. These are the first Gold Medals to be awarded since 1922. The last year in which three were awarded was 1914, on the occasion of the famous service to the hospital ship *Rohilla*, and there had then been no award of three Gold Medals in one year since 1851.

Coxswain Blogg was awarded the Gold Medal in 1917, and he has the rare distinction of being the only living man who has twice won this, the highest honour of the Service. Only seven other men have received the honour twice, and the last occasion on which it was

won a second time for an actual service was in 1848.\*

The four Silver Medals have been awarded to Coxswain WILLIAM FLEMING of Great Yarmouth and Gorleston, who already has the Gold and Bronze Medals, Coxswain MATTHEW LETHBRIDGE of St. Mary's, Isles of Scilly, Coxswain ALBERT SPURGEON of Lowestoft, and Mr. CHARLES JENKINS, of Bryher, Isles of Scilly, who, as Coxswain of a motor boat, played a conspicuous part in the service to the *Isabo*. Coxswain FRANK UPCRAFT of Southwold, whose Life-boat played a gallant part in the service to the *Georgia*, is among those who have been awarded the Bronze Medal.

Those four services in a very striking way epitomise the qualities, value and developments of the Service. They illustrate the developments of recent years: of the six Life-boats which took part in them five were Motor Life-boats. They illustrate the international value of the Service: of the four vessels from which lives were rescued, two were foreign. They illustrate the readiness of the population of our coasts, even those who are not trained and equipped for the work of life-saving, to answer the call of the shipwrecked: in one of the services a conspicuous part was played by three shore-boats.

Above all they afford proof, if such proof were still needed, of the superb qualities of the men who man the Institution's Life-boats. They illustrate their splendid endurance: of the six Life-boats, one was out for thirteen hours, another for seventeen, another for twenty-one and another for twenty-eight, all at the height of bitter winter gales. They illustrate their splendid courage and unrivalled seamanship: four of the Coxswains had to take sudden decisions in circumstances in which delay would probably have been fatal to the men whom they were attempting to rescue; they chose the courses of immediate action and greatest risk, and in each case the risk was triumphantly surmounted. While the highest tribute should be paid to the courage of the

Coxswains and Crews who took part in these services, and who unhesitatingly risked the destruction of their Life-boats and the loss of their own lives, it is still more important to emphasise the qualities of seamanship in both Coxswains and Crews, and the qualities in the design and construction of the Life-boats, which made it possible for these risks to be taken without disaster.

#### The Cost of Saving Life.

The value of lives rescued can hardly be estimated in terms of money, nor can payment be made, on any commercial standard, to those who risk their own lives in order to save others. That is why the Institution has always felt it right to speak of the sums which its Crews receive for their services not as *pay* but as *rewards*. At the same time it is as well that attention should be drawn to the large sum which each year the Institution expends in the form of rewards and other payments to Coxswains and Crews, and in rewards to those, whoever they may be, who rescue life from shipwreck round our coasts; for this sum is a considerable part of the Institution's expenditure, and it goes entirely to those who take part in the actual work of rescue.

The two groups of services in October and November illustrate in a striking way this side of the Institution's activities. During the eight days of October which culminated in the terrible gale on the night of the 28th and 29th, and during the severe gales on 21st and 22nd November, twenty-two Lifeboats were launched, and the total number of lives rescued, including those rescued by the shore-boats from Bryher in the service to the *Isabo*, was 84. In awards to the rescuers 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 some £1,300. In addition it has pensioned the widow of the Moelfre Life-boatman who died from exposure, and given her an allowance for a grandchild dependent on her. This pension, if purchased as an immediate annuity, would cost some £700.

\* Coxswain Fish, of Ramsgate, won the Gold Medal in 1881, and received a Bar to it in 1891, but the Bar was awarded on his retirement.

It may be fairly added to the capital payments resulting from the gales. Thus, for those ten days of gales the Institution made payments, to those who actually took part in the work of rescue, amounting to £2,000.

#### The Record of Rescues.

During the year there were 262 launches, and 354 lives were rescued from shipwreck as compared with 456 in 1926. In the last three months of the year, with the very heavy gales which came at the end of each of these months, there were 104 launches and 116 lives were rescued by Life-boats, a third of the total for the whole year. Of this total 217 were rescued by Life-boats and the remaining 137 by shore-boats and in other ways. During the year 23 boats and vessels were saved or helped to safety. The number of lives for whose rescue rewards had been given by the Institution since its foundation up to the end of 1927 is 61,168.

As in previous years, the majority of lives rescued were those of British sea-

men and fishermen, but, as already mentioned, two of the four principal services of the year were to foreign vessels, and, altogether, services were rendered to fourteen foreign vessels of eight different nationalities, 79 lives being rescued from them. Of these foreign vessels five were French, two Dutch, two Swedish, one Italian, one German, one Belgian, one Danish, and one from the United States of America.

#### Building of Motor Life-boats.

In other ways 1927 was a busy year. New Motor Life-boats were built for Piel (Barrow), Lancashire; Eastbourne, Sussex; and Rosslare Harbour, Co. Wexford—this last being the first boat in the Institution's Fleet to be fitted with wireless. A new Life-boat Station was established in the Aran Islands, off the coast of Galway, in the west of Ireland, and 11 Motor Life-boats were under construction at the end of the year. The Life-boat Fleet at the end of the year numbered 211, of which 63 were Motor Life-boats.

### Two Great Services on the East Coast.

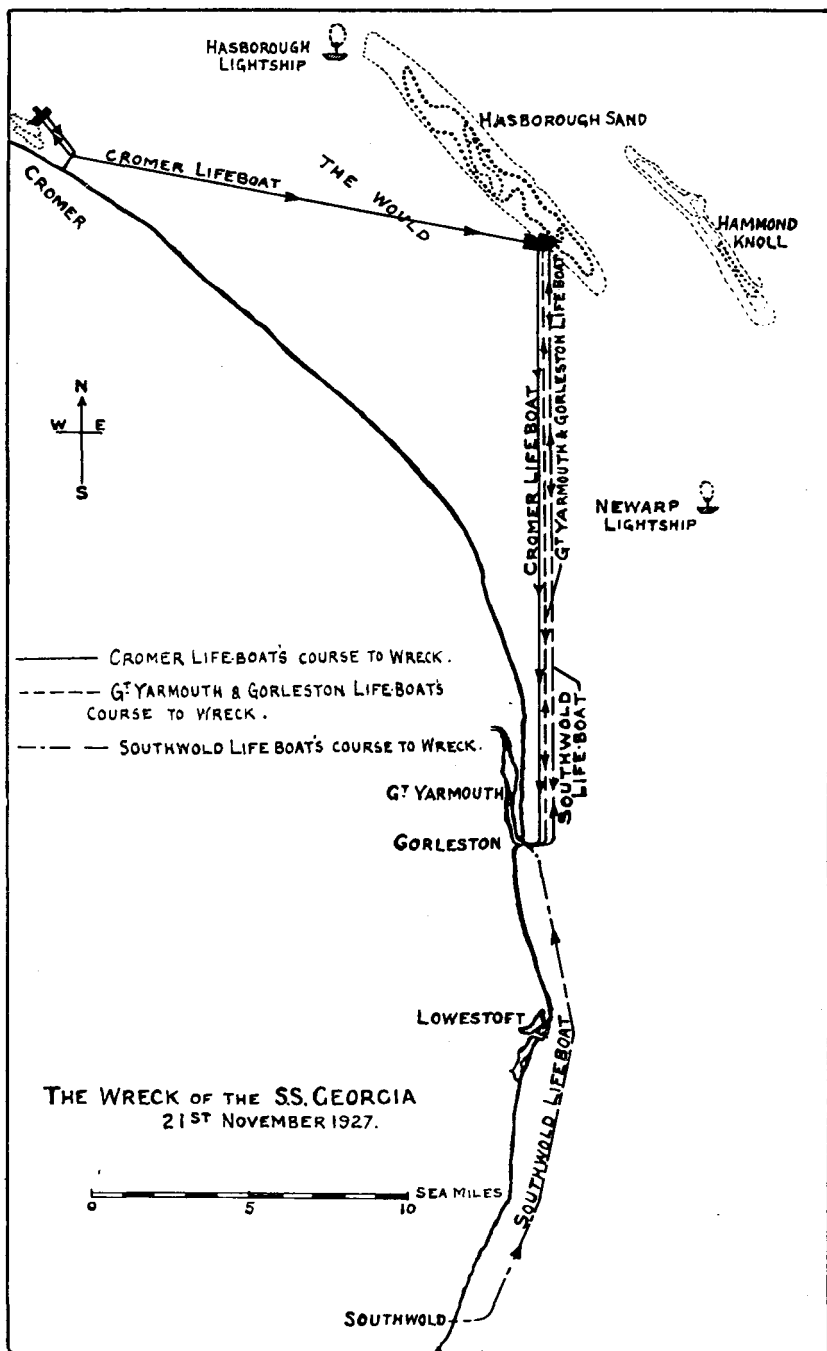
**Cromer, Norfolk; Great Yarmouth and Gorleston, Norfolk; Southwold, Suffolk; Lowestoft, Suffolk.**

At 8.30, in the evening of 21st November, 1927, the Motor Life-boat at Great Yarmouth and Gorleston was launched in response to a wireless message received from s.s. *Trent* that help was urgently required to save the lives of the crew of the Dutch oil tanker, *Georgia*, which had stranded on the South Haisborough Sands. She had broken completely in two, and the after-part, with sixteen men on board, had drifted away to the northward, ultimately stranding off Cromer. The *Trent* succeeded in rescuing the men from this half of the vessel before she stranded.

When the Life-boat was launched it was blowing a full gale from the east by south, with a very heavy sea. The night was very dark and extremely cold. The Life-boat reached the scene of the wreck at 10.20 p.m., and there found the

*Trent* standing by. The Master of the *Trent* told the Coxswain of the general situation and said that, in his opinion, it would be impossible to do anything until daylight. In view of the terrible weather conditions the Coxswain agreed, and the *Trent* passed a hawser to the Life-boat, which enabled her to remain in a position handy to make an attempt if the situation appeared really desperate. A careful look-out was kept by the Crew throughout the night, but no signals from the wreck were observed. During this time the Crew of the Life-boat were suffering considerably from the cold.

At daybreak the Master of the *Trent* hove up anchor, and proceeded as close to the wreck as he could, in the hope of giving some lee to the Life-boat. The Life-boat then approached and let go



The Service to the S.S. "Georgia."

her anchor. The seas were terrific and were breaking over the upper bridge of the wreck, where the crew were sheltering. The Life-boat was not near enough to establish communication, and it was impossible to approach any nearer until the force of the tide had taken off somewhat, so the anchor was weighed and the Life-boat anchored further out, hoping that the change of tide would bring about a moderation of the sea. At noon the anchor was again weighed and once more the Life-boat approached the wreck and anchored. She then attempted to establish communication with the line-throwing gun, and, after four failures, a line was thrown right across the wreck from a distance of about 60 yards. But the ill-luck which pursued the Life-boat was not yet at an end, for after the stout veering line, 2 inches in circumference, had been actually hauled aboard the wreck for the purpose of getting the *Georgia's* crew into the Life-boat, a terrific sea swept the rope to leeward, bringing such a strain upon it that it parted.

#### Over 20 Hours on Service.

All the lines had now been fired, and by this time the Crew of the Life-boat were completely exhausted, having been afloat for about twenty hours. They were wet through and very cold from their long exposure; and they had had no food except the emergency rations of biscuits, a little tinned meat and Navy rum, which had been issued to them at intervals. The Coxswain, realising that his men were at the end of their tether, weighed anchor and proceeded towards H.M. Destroyer *Thanet*, which had by that time arrived on the scene from Chatham. The Commanding Officer of that ship gave the worn-out Crew some hot tea, for which they were most grateful, and also supplied fresh water for the circulating system of the motor, which had given considerable trouble. The Life-boat remained astern of the Destroyer for about twenty minutes, and the Coxswain left with a promise to her Commanding Officer that he would return at daybreak to make a further attempt. The Life-boat reached Gorleston again at six o'clock on the evening

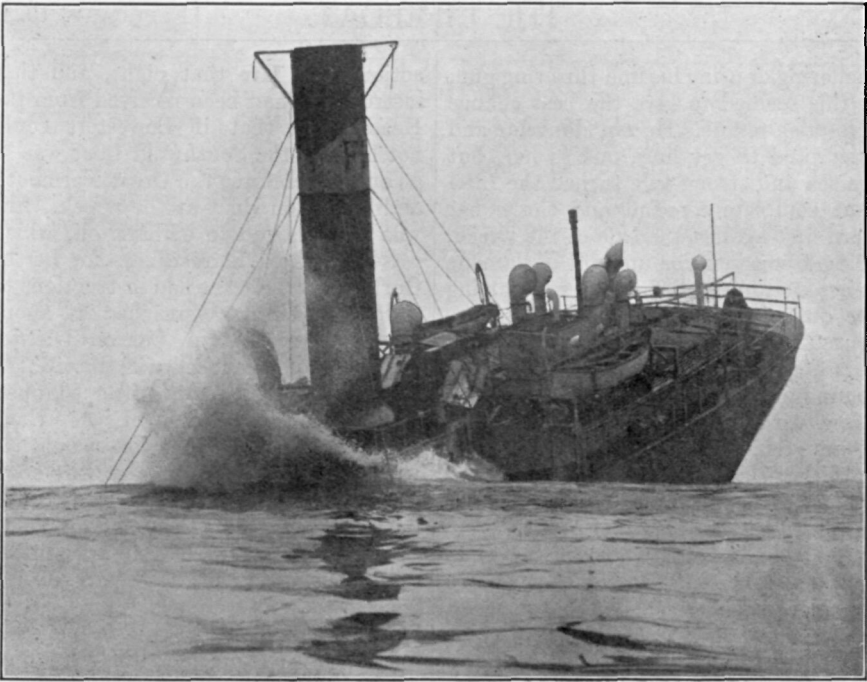
of 22nd November. She had been out for 21 hours.

#### The Cromer Life-boat.

Meanwhile, at 2.15 in the afternoon of the 21st, five hours before the Great Yarmouth and Gorleston Life-boat was launched, the Coxswain of the Cromer Motor Life-boat had observed a large steamship apparently in a sinking condition about four miles N.E. of Cromer. This proved to be the after-part of the s.s. *Georgia*, from which the *Trent* had already rescued 16 men. The Life-boat found nobody on board the wreck, and returned to her Station. The sea was so rough that she could not be put on the slipway, and the Coxswain after thinking that he should run to Yarmouth for shelter, decided that it was his duty to remain by the wreck, which was a grave danger to shipping, being right in the fairway. The Crew therefore spent the night in the Life-boat, suffering a good deal of inconvenience, although perhaps not quite as much as the Great Yarmouth and Gorleston Crew.

At daybreak the Life-boat returned to her Station to await a favourable opportunity for being housed. While she was waiting a message was received from the Coastguard, stating that they had observed a small boat drifting shorewards and apparently in difficulties. The Life-boat accordingly once more put to sea to search for this boat. When near Bacton she saw her drift ashore, and as there was obviously nobody on board, the Life-boat again returned to her Station, reaching it about 12.30 P.M. Arrangements were then made to house the boat, but unfortunately while this was being done the propeller became fouled, and while the Crew were clearing it, the Honorary Secretary arrived on the scene with a telegram from the Head Office in London, ordering the Cromer Boat to proceed to the Haisborough Sands to reinforce the Great Yarmouth and Gorleston Boat. Once more she put out.

She reached the wreck at 4.20 P.M. By this time there was little daylight left, and the position of the *Georgia's* crew appeared to be desperate. Coxswain Blogg therefore boldly decided to attempt to run alongside her without



*By permission of]*

**S.S. "GEORGIA."**

*[Photo Press.*

**The half of the vessel which drove towards Cromer and from which the men were rescued by the s.s. "Trent."**



*By permission of]*

**THE CREW OF THE S.S. "GEORGIA"**

*[Photo Press.*

**Being fitted with new clothes at the Sailors' Home, Great Yarmouth.**

anchoring or using his line-throwing gun, as this seemed to give the best chance of a quick rescue. He ran alongside and attempted to get lines out to her, but the sea and strong tide turned the Life-boat completely round and threw her stern first against the side of the wreck, doing a considerable amount of damage to her sternpost, but happily not putting her out of action. What at first appeared to be a calamity turned out to be a blessing in disguise, for it enabled communication once more to be established with those on board the wreck. Ropes were thrown from the Life-boat to the wreck, and by ones and twos the exhausted crew jumped as the Life-boat rose on the crest of the seas.

As soon as all were on board the ropes were cut and the Life-boat set out to get clear of the wreck. At that moment she was caught by another heavy sea which carried her right on to the bulwarks of the *Georgia*, and for a few seconds she was in imminent danger of being completely smashed, but the Coxswain reversed his engines, and the Life-boat was thrown clear. A few minutes later she was shaping course for Yarmouth, the rescued men receiving attention of which they were much in need.

Gorleston was reached at 6.25 P.M., and the Life-boat remained there for the night, returning to her Station the day following. When they arrived at Yarmouth the Crew had been on duty for twenty-eight hours.

Shortly after the Cromer Life-boat reached Gorleston, the Gorleston private Life-boat, being in ignorance that the 15 men had already been rescued, put out and stood by the empty wreck all night.

#### **The Southwold Life-boat.**

To the south of Great Yarmouth and Gorleston are two other Motor Life-boat Stations—Lowestoft, and still further south, Southwold.

At 1.15 P.M. on the 22nd November, the Coastguard handed to the Honorary Secretary at Southwold a telephone message from Lowestoft, advising him that the Lowestoft Boat had been damaged on service and would be out of

action until late that night, and that instructions had been received from the Head Office that if Lowestoft could not launch, the Southwold Boat was to go out to reinforce the Great Yarmouth and Gorleston Boat at the wreck. She was also ordered to embark oil, which was being held in readiness for her at Gorleston, where she had instructions to call. Gorleston was reached at about 4 P.M. and Captain Carver, District Inspector of Lifeboats, and Mr. W. C. Johnson, a Gorleston drifter skipper, whose local knowledge of the Haisborough Sands it was felt would be valuable, embarked in the Life-boat. The Southwold Boat was many miles out of her area, and the Coxswain could not be expected to be familiar with the dangerous sands off this part of the coast.

When the Southwold Life-boat left Gorleston the Cromer Life-boat had just succeeded in rescuing the 15 men, and was on her way with them to Yarmouth. The two Life-boats actually passed one another unseen in the darkness, and the Southwold Boat, not knowing what had happened, continued her way to the now deserted wreck. H.M.S. *Thanet* was still standing by, and the Life-boat made for her and asked for information about the survivors. The Destroyer turned her searchlight on the wreck and a careful examination was made of her, but there was no sign of life. The District Inspector and the Coxswain, however, decided that they must know with absolute certainty whether or not any one was still aboard her, and this could only be done by actually running alongside the wreck. The Life-boat therefore left the *Thanet* at about 9.15 P.M. and proceeded to the wreck in the rays of the Destroyer's searchlight. The Life-boat's own searchlight was also used, and with considerable difficulty it was definitely established that there was no one on board.

As with the Cromer and Great Yarmouth and Gorleston Boats, the Crew had a very trying experience. The District Inspector in his report stated that he was standing up with his arms round the mizen-mast conning the Boat alongside, when suddenly a huge break-



ing sea completely engulfed her. She lay over at an angle of nearly 45 degrees, and for a moment the District Inspector seemed, so he reported, to be clinging to a mast that rose straight out of a roaring mass of foam, none of the Crew and nothing of the rest of the Life-boat being visible.

Her search completed, the Life-boat made for Great Yarmouth. She had been out for 13 hours.

There is no question that had not the Cromer Boat rescued the men at 4.30 p.m., the Southwold Boat would have been successful at 9.30 p.m., and the greatest credit is due to all concerned for their determined effort.

With the return of the Southwold Life-boat, thus happily ended a service almost unique in the annals of the Institution. It was characteristic of the Crews of these Life-boats that they should disregard their own personal safety, and endure great hardships in their efforts to help their brother seamen, and while all three Crews nobly played their part, to the Crew of Great Yarmouth and Gorleston is due a very large measure of sympathy for their failure, through no fault of their own, to complete the task. In the words of their gallant Coxswain, "What could I do? We were all finished and half dead." It is all the more gratifying to be able to record that this Crew were the first to express their admiration for their Cromer comrades, who, brilliantly led by a Coxswain whose courage and ability are only eclipsed by his modesty, so worthily upheld the traditions of the Life-boat Service.

#### The Awards.

The exceptional character of this service justified the Institution in recognising it by exceptional awards, as follows:—

To Coxswain Henry Blogg, of Cromer, a Second Service Clasp to the Gold Medal of the Institution which he won in 1917 for the service to the Swedish steamer *Fernebo*. Coxswain Blogg is the only living man who has twice received this, the highest honour which it is in the power of the Institution to bestow for gallantry in rescuing life

from shipwreck. The last time on which the Gold Medal was twice awarded to the same man for actual services was in 1848.

To each of the other twelve men in the Cromer Crew the Bronze Medal, and to the Coxswain and each member of the Crew an additional monetary award.

To Coxswain William Fleming, of Great Yarmouth and Gorleston, the Silver Medal. Coxswain Fleming already holds the Gold and Bronze Medals.

To each of the other fourteen men of the Great Yarmouth and Gorleston Crew the Thanks of the Institution inscribed on Vellum, and to the Coxswain and each member of the Crew an additional monetary award.

To Coxswain Frank Upercraft, of Southwold, the Bronze Medal.

To the Coxswain and each member of the Southwold Crew, an additional monetary award.

To Mr. W. C. Johnson, the Gorleston skipper who went out with the Southwold Lifeboat, a Letter of appreciation and thanks and a monetary reward.

To the following the Committee of Management sent letters of appreciation and thank:—

Mr. F. H. Barclay, J.P., Honorary Secretary of the Cromer Station.

Mr. A. H. Cartwright, Chairman of the Committee of the Great Yarmouth and Gorleston Station.

Mr. A. D. Snell, Honorary Secretary of the Great Yarmouth and Gorleston Station.

Mr. Sydney Taylor, Honorary Secretary of the Lowestoft Station.

Major Bernard D. Hayton, Honorary Secretary of the Southwold Station.

The Commanding Officer of H.M.S. *Thanet*.

The Manager of the Gorleston Mariners' Refuge, for his hospitality to the Southwold Crew.

Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, who directed operations from the Head Office, London.

Captain E. S. Carver, R.D., R.N.R., Inspector of Life-boats for the Eastern District, who was in charge at Gorleston, and went out with the Southwold Life-boat.

### The Lowestoft Life-boat.

The Lowestoft Motor Life-boat, a few miles to the south of Great Yarmouth and Gorleston, would have been launched to the help of the *Georgia* instead of the Southwold boat, but on the afternoon before she had carried out a dangerous and very gallant rescue and been so badly damaged that she was temporarily unfit for further service.

Shortly after four in the afternoon of 21st November—that is to say, between two and three hours before the Great Yarmouth and Gorleston boat was called out to the *Georgia*—a sailing smack, *Lily of Devon*, attempted to make Lowestoft Harbour. A whole gale was blowing, with a very heavy sea. The smack was caught by the tide, missed the entrance, and was carried into broken shallow water, where she began to bump heavily on the sand. The seas were breaking clean over her, and her crew of three took refuge in the rigging. In two minutes the Life-boat was launched. If the men were to be saved it would have to be done at once, as the smack was

being carried towards a concrete break-water, not 40 yards away. The Life-boat anchored and began to veer down to the smack, but she also struck the bottom and was swept by heavy seas so that her Crew were in danger of being washed out of her. As the seas lifted her she was gradually got alongside. Then a very heavy sea threw her under the wreck's stern, and she was badly damaged. Fortunately, she was not out of control, although the starting-gear handle of the engine was smashed, so that had the engine stopped it would have been impossible to restart it. As the Life-boat lay by the wreck the three men in the rigging jumped aboard her, and with all hands hauling on the cable, and the engines going full speed, the Life-boat was gradually worked clear of the surf. It was a service carried out with great promptness and courage in face of the gravest danger, and the Silver Medal of the Institution was awarded to Coxswain Albert Spurgeon, while he and each member of the Crew received an additional monetary reward.

## The Christmas Gales.

### Great Yarmouth and Gorleston Life-boat's Four Launches in one Day.

THE gales at the end of October and November were followed by rough weather at the end of December, with heavy gales on Christmas night and the following day. During the seven days of the Christmas week, from 21st December to 27th December, there were 20 launches, and 37 lives were rescued. The majority of the launches were on the East and South coasts, and two of the Life-boats which had taken part in the great services of the November gales again distinguished themselves, the Motor Life-boat at Great Yarmouth and Gorleston and the Motor Life-boat at Cromer.

On 21st December the Motor Life-

boats at Great Yarmouth and Gorleston, Clacton-on-Sea and Walton-on-the-Naze were all launched, the first of them going out four times in the one day. On only one of the services was her help required, but the day was remarkable for the courage and devotion shown by Coxswain William Fleming and the Motor Mechanic, B. J. Darby, both of whom, although injured on the first service, insisted on going out on the other three.

The first call came shortly before four in the morning from a Swedish steamer, *Oscar*, which was on fire in the roadstead. A strong gale was blowing from the S.S.E., with a rough sea, and the night was very dark, with squalls of rain and hail. As



*By permission of]*

*[S. V. Waters, Lowestoft.*

**THE "LILY OF DEVON," WRECKED AT LOWESTOFT.**



*By permission of]*

*[Photo Press.*

**MEN OF THE LOWESTOFT CREW IN THE LORD MAYOR'S  
DAY PROCESSION.**

the Life-boat was rounding the turn out of the harbour the Coxswain's vision was temporarily obscured, and the Life-boat rammed the piling of the pier very heavily. The Coxswain was thrown off his feet and fell with his chin on a spoke of the steering wheel, cutting his chin and loosening his teeth. The Motor Mechanic was also thrown off his feet and fell against the control-wheel, severely bruising his body. Both men carried on. The *Oscar* could be seen blazing furiously in the gale. Her deck cargo of timber was alight, and the whole length of the vessel except the forecastle head. The crew of the steamer, 19 in all, were found in the ship's boats, sheltering under the lee of the steamer's bow, and were taken into the Life-boat.

The Life-boat had only just returned, and the Coxswain was having his injured face bandaged, when fresh signals of distress were received. In the opinion of the Honorary Secretary he was not fit to go out on another service, but all he said was, "I'll have another go," and he again took command of the Life-boat, the injured Mechanic taking charge of the engines. This second call was from the St. Nicholas Light-ship. The Life-boat found, on reaching her, that she had been firing guns for the *Oscar*, not having seen, in the thick weather, that the Life-boat had already rescued her crew.

#### The Third and Fourth Calls.

It was seven in the morning when the Life-boat returned to harbour. Just before two in the afternoon she was called out again. A dense fog had come up, the sea was running heavily, and a steamer was reported aground. No steamer was found in need of help, but as one was passed coming from the direction in which the casualty had been reported, it was evident that she had been aground and had got off.

The Life-boat was back in harbour by 2.30 and the fourth call came two hours later. The fog was still dense and there was a nasty sea on the sands. Another vessel was reported aground, but again nothing was found, and the Life-boat returned. Later in the evening a trawler

came in and reported that she had grounded but had got off. It was six o'clock before the Life-boat reached harbour after the fourth call. The injured Coxswain and Mechanic went out with her on all four services, the Mechanic leaving his bed for each of the last two calls. In recognition of their very plucky conduct Coxswain Fleming and Motor Mechanic Darby both received additional monetary rewards.

On the following day the Runswick Pulling and Sailing Life-boat rescued 9 lives from the S.S. *Pyrope*, and on the 23rd the Motor Life-boats at Bembridge and Yarmouth, Isle of Wight, were called out to the Isle of Wight packet-boat *Prince of Wales*, which had been in collision in Cowes Outer Roads, and stood by her until a tug arrived. On Christmas Day the Fishguard Motor Life-boat went to the help of a schooner, and in the gales on the following day six Life-boats were launched.

#### Launch from the Lizard.

The chief service of the day was by the Motor Life-boat at the Lizard, which rescued two men from a ketch, the *Lady Daphne*, of Rochester, in circumstances of great difficulty, and after the two men had gone through an exhausting and terrible struggle in bitterly cold weather. On Christmas night, in a north-easterly gale, with a heavy sea running, snow and sleet, the master of the ketch had been washed overboard and drowned when attempting to make Plymouth. The ketch then became unmanageable, and with her sails in ribands drove down channel, burning flares and handlights, from ten at night until nearly four next morning, when her signals were seen off the Lizard and the Motor Life-boat was launched. No further flares were seen until the Life-boat burned some handlights. These were answered, and it was discovered afterwards that the two men on board had already burnt everything that could be used for signals, and when they saw the handlights did not know how to answer them until they remembered that there was still some oil left in a lamp in the cabin. With that last drop of oil they showed their position.

### **The Life-boat in Pursuit.**

As the ketch drove down Channel before the gale the Life-boat did not overtake her until she was 12 miles W.S.W. of the Lizard. In the heavy sea it was very difficult to get alongside. At the first attempt one of the two men jumped on to the Life-boat's end-box and was hauled into the boat. The Life-boat was then carried away from the ketch, but again got alongside of her, and the second man was dragged aboard. The Life-boat herself was slightly damaged by a blow from the rail of the ketch, and the two rescued men were utterly exhausted by their long struggle. The Life-boat was out for three and a half hours, and additional monetary rewards were given to her Coxswain and Crew.

One of the Crew on this service was the father of one of the regular members, who was away, and the father, an old soldier, a man about 60 years old and a landsman, considered it his duty to take his son's place. He not only did this, but probably saved the Bowman's life. While the Life-boat was alongside the ketch he saw the ketch's boom swinging down on the Bowman and likely to sweep him overboard, so he promptly knocked him down—much to the Bowman's annoyance until he realised the reason for it. The abandoned ketch drove down Channel, weathered the storm, and on the same day was sighted off the Isles of Scilly. The St. Mary's Motor Life-boat went out to her and found the master's canary in its cage. Later, the ketch was saved.

### **The Cromer Life-boat's Twelve Hours' Journey.**

On the same day, on the East Coast, the Motor Life-boat at Cromer was launched in weather described as the worst which she had ever experienced. A whole gale was blowing from the E.N.E. The weather, though fine, was very cold, and the sea was so heavy that had she been an open boat of the Norfolk and Suffolk type, instead of the Watson Cabin type, her Crew would have been washed out of her as she took the water at the end of the Slipway. She was launched just before eleven in

the morning to the help of the s.s. *Crawford Castle*, of the Union Castle Line, which was reported to have been in collision with the Haisborough Light-ship and to be drifting, unmanageable, into shoal water.

Shortly afterwards messages were received that the steamer was under control, but the severe weather made it impossible to communicate with the Life-boat. Some anxiety was felt for her safety, and as all the telegraph poles had been blown down messages were sent by motor-car to the neighbouring Stations.

The Life-boat meanwhile had found no trace of the steamer, and had then learnt from the Light-vessel that she had been seen going north under her own power. It was impossible for the Life-boat to return to Cromer in the E.N.E. gale that was blowing, or to make for Great Yarmouth, so she set a course for Grimsby. It was 11.35 at night before she arrived, and she had then travelled altogether 65 miles. This journey in such weather was a severe test for the Life-boat. The seas were very steep. Heavy spray was continually breaking over the boat, and about every twenty minutes she took heavy green seas on board which buried her, sweeping along the deck and filling the cockpit. But so quickly did the relieving valves empty the boat that at no time was the cockpit fuller than the deck level.

The journey was no less a severe test for the Crew. They were wet to the skin within a few minutes of leaving the Slipway, and the weather was bitterly cold. In recognition of their endurance they were all given additional monetary rewards.

### **The Christmas Snow-storms.**

While there was rough weather at sea, on land the heavy snowfalls isolated many villages, and there was much anxiety and suffering from scarcity of food. To help in relieving this scarcity the Motor Life-boat at Torbay offered, without expense to the Institution, to take food by sea to a number of villages along the coast, but when this offer was telephoned to them it was found that they had succeeded in getting supplies.

## Super-Quality of Life-boats.

### Some Examples from the Recent Gales.

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

IN an article with the above title which appeared in *The Lifeboat* for February, 1925, I pointed out the reasons why, in material and construction, Life-boats must of necessity be of superior quality to the vessels which they help. These vessels have, in one way or another, succumbed to the elements. The Life-boat, in going out to their help, has to face the same conditions, and unless she is of superior quality, then she is incurring the gravest risk to herself and her Crew.

The gales of last autumn provided some striking proofs both of the need for this super-quality and of the fact that our Life-boats have it. The principal services have already been described in detail, either elsewhere in this issue of *The Lifeboat*, or in the issue for last November. Here I am dealing simply with the damage which Life-boats sustained in carrying out their duty. I give six cases. In each case the Life-boat, although severely damaged, completed her task, rescued the men, and got safely back to port.

#### Lowestoft.

The Lowestoft Motor Life-boat was launched on the 21st November, 1927, to the help of the sailing smack *Lily of Devon*, which had stranded close to the harbour entrance. In coming alongside the wreck (after several attempts) the Life-boat grounded and was thrown by a heavy sea under the stern of the wreck, being considerably damaged.

*The Life-boat's port wash strake was fractured. Five ridge-rope stanchions were badly bent. The handrail round the engine-room casing was broken and the starting-handle of the engines was smashed. The teakwood hatch casing was also smashed to pieces.*

In spite of this damage the Life-boat succeeded in rescuing the crew of three and reaching harbour safely.

#### Cromer.

The Cromer Motor Life-boat was launched with other Life-boats to the

help of the Dutch oil-tanker *Georgia* on the Haisborough Sands on the 21st and 22nd November last.

The Coxswain decided to run alongside without anchoring or using his line-throwing gun. In this attempt the seas and strong tide turned the Life-boat completely round and threw her, stern first, against the wreck, doing considerable damage *to her stern-post and badly straining her rudder.* This damage, however, did not put the Life-boat out of action, and the Coxswain was able to get lines on board and rescue the fifteen men. The Life-boat then attempted to get clear, but in doing so she was caught by another heavy sea and carried on to the bulwarks of the wreck, sustaining the following additional damage: *A jagged hole was made on the starboard side forward underfender on the foreside of the bulkhead forepeak. The fore-compartment was filled with water. The fore end of the bilge-keel was torn off.*

#### Newbiggin.

While on service for the purpose of escorting cobsles into harbour on the 5th December last in a moderate gale, the Newbiggin Life-boat was to the windward of one coble. Seeing two heavy seas following one another which threatened to poop the coble, the Coxswain brought the Life-boat broadside on to act as a breakwater.

While this action may possibly have averted a disaster, it caused the Life-boat to be thrown on to the coble and the stem of the coble crashed through the Life-boat's port quarter, causing *four outer planks to be smashed and the wing hatch broken away.*

#### Whitby No. 2.

The Whitby No. 2 Life-boat was called out on service on the 7th December last to stand by the fishing fleet which was making for harbour in a rough and broken sea. Having escorted

the majority of the fleet into safety the Life-boat went to the aid of two cobsles which were disabled, one by a fouled propeller, and the other by engine trouble. As she was about to take one of the cobsles in tow, another motor coble came along to take over the tow, and, in so doing, unfortunately rammed the Life-boat, *tearing a hole in the fore end-box, both inner and outer skins (three planks) being broken, starting the ends of the planking where secured to the boundary cant-piece and fracturing the gunwale inside the end-box.*

In spite of this damage the Life-boat towed the remaining coble into safety. The Surveyor reported after inspecting the damage: "The Life-boat received a severe blow. . . . The iron knee inside the end-box appears to have saved the boat."

#### Moelfre.

While on service to the ketch *Excel* on the 28th October last, the Moelfre Life-boat sustained considerable damage. As the ketch was waterlogged and in a very serious position, it was decided—after an unsuccessful attempt to get alongside—to sail the Life-boat across the wreck. When this was being done the Life-boat was carried by a heavy

sea right on top of the upper deck of the vessel. *As a result the boat's bottom was stove in, two holes being torn in her on the port side, and one on the starboard side.*

The desperate course taken made it possible for the three men on the wreck to be hauled on board the Life-boat, which then started her homeward journey in a waterlogged condition.

Later on her jib was blown away, and this seriously impaired her sailing qualities, but she was successful in reaching a suitable place in which to anchor in the Menai Straits at about 2 A.M., having been out since 5.30 P.M. on the previous day.

#### Ramsgate.

The Ramsgate Motor Life-boat was called out to a steam trawler which had struck the pier in an attempt to enter the harbour. In going alongside, the Life-boat's bow struck the wreck, with the result that *the stem was badly damaged and set back  $\frac{1}{2}$  inch out of line.*

The crew of five were rescued and the Life-boat returned safely to harbour.

## A Gallant Mechanic.

ON 21st October last the mechanic of the Hartlepool Motor Life-boat, Mr. H. W. Jefferson, was at work in the Boat-house cleaning the engine. He went on deck to turn the crank-shaft by hand, and the engine backfired and set alight the cleaning rags which were saturated with oil and paraffin. There were some eighty gallons of petrol in the tanks just on the other side of the bulkhead, and had they exploded, the mechanic himself would have been wrapped in flames, and the Boat and Boat-house destroyed. Mr. Jefferson got to work at once with the fire-extinguishers, while his little boy ran for help. The flames, however, were so great that extinguishers made little im-

pression on them; so Mr. Jefferson threw one of the extinguishers into the engine-room and closed the hatches. The winchman, Mr. J. W. Bunton, had now arrived in answer to young Jefferson's call, and single-handed though he was, very quickly released the Boat, and she went down the Slipway. Mr. Jefferson, who remained on board, took the helm and the Boat ran out into the harbour. This prompt action would have saved the Boat-house, even had the Boat herself gone up in flames, but fortunately, with the hatches closed, the fire quickly burnt itself out. The damage done was not great. The engine itself was quite uninjured, and the damage was confined to the electric wiring and paint-work

in the engine-room, and the mast and rigging which was lying, in the housed position, on the engine-room hatch.

The reason why the engine back-fired was that, by mistake, the ignition-switch had been left on. While recognising that this was an error on the mechanic's part, the Committee felt that he had shown great courage in

taking such prompt and successful steps to put out the fire at considerable risk to himself. They therefore awarded him the Thanks of the Institution inscribed on Vellum and £25. He also received £25 from the Insurance Company. Mr. Bunton was awarded £5 and Jefferson's son an inscribed copy of "Britain's Lifeboats."

### Life-boats as Ambulances.

AT 8.15 on the morning of 8th November last, the Motor Life-boat on the Humber was launched in a strong breeze, with a rough sea in answer to signals of distress, and after travelling for two hours at full speed found a steam-trawler, the *Bessie*, of Grimsby. The trawler's boiler had burst, killing one man and injuring another. The engine-room was half full of water, and the vessel damaged in other ways, but the skipper hoped to save her. The Life-boat took the injured man on board and at 12.30 landed him at Grimsby. She then returned to the trawler, which had

by this time been taken in tow and stood by her until she was safe in the Humber. It was three o'clock on the following morning before the Life-boat returned to her Station.

On the morning of 4th January, when a gale was blowing, the Rosslare Harbour Motor Life-boat took out a doctor to the steamer *Lady Gertrude Cochrane*, which was lying a mile off the pier, to attend to the skipper, who had been taken ill. The Life-boat then brought the sick man ashore, where a car was waiting to convey him to the hospital.

### A Gala Performance.

#### H.R.H. The Prince of Wales's Idea.

AT the suggestion of the Prince of Wales, the President of the Institution, the first presentation in England of the film "The Black Journey" was given in aid of the Life-boat Service, at a Gala performance, on 16th January last. The film is the record of a wonderful expedition by Citroën cars, through the whole length of Africa, from Algiers to the Cape. The expedition was under the leadership of Messieurs Haardt and Audouin Dubreuil, the explorers, who five years ago were the first to cross the Sahara Desert by automobile. Much of their second journey was through British territory, the expedition touching Northern Nigeria, and passing through Kenya Colony, the Tanganyika Territory, Rhodesia and the Union of South Africa.

The Prince saw the film in Paris, and

was so much impressed that he suggested it should be shown in Great Britain. M. André Citroën at once offered to give the first presentation in aid of a British charity, and the Prince suggested that the charity should be the Life-boat Service.

M. Citroën arranged that the film should be shown at the Plaza Theatre, the Management of which generously placed the theatre, the orchestra and the staff at the entire disposal of the Institution for the evening.

The Prince of Wales not only attended the gala performance, but gave a dinner party before it, his guests being the Duke and Duchess of York, M. and Mme. Citroën, M. Haardt, M. Audouin Dubreuil, Admiral Sir Lionel Halsey, Comptroller of the Prince's Household, and Lady Halsey, Sir Godfrey Baring,



Bt., Chairman of the Committee of Management of the Institution, and Lady Baring, the Hon. George Colville, Deputy-Chairman, and Lady Cynthia Colville, and Mr. George F. Shee, Secretary of the Institution.

The theatre was full, and among those who were present in addition to the Prince's party, were Prince and Princess Arthur of Connaught, the French Ambassador, the Duchess of Portland, Vice-Patron of the Ladies' Life-boat Guild, the Marquess of Londonderry, the Viscountess Bertie of Thame, Chairman of the Central London Women's Committee, Lady Florence Pery, Honorary Secretary of the Ladies' Life-boat Guild, General Sir George Milne, Chief of the Imperial General Staff, Viscount Chelmsford, late First Lord of the Admiralty, Lord Southborough, President of the Civil Service Life-boat Fund, Sir William Tyrrell, Permanent Under-Secretary of State for Foreign Affairs, Lord Lugard, late Governor-General of Nigeria, Major-General the Lord Edward Gleichen, and Admiral Sir William Goodenough, Vice-Presidents of the Royal Geographical Society, Major-General Sir Ernest Swinton, Brigadier-General Sir S. H. Wilson, Permanent Under-Secretary of State for the Colonies, Sir Ernest Wild, K.C., Recorder of London, members of the Committee of Management, and members of the Central London Women's Committee.

The performance opened with a

*tableau vivant*, showing the meeting of Livingstone and Stanley, and during the film the orchestra played specially arranged music, including five pieces based upon native melodies which had been recorded during the journey by a member of the expedition.

At the end of the performance the Prince of Wales and M. Citroën went on the stage, and the Prince, after speaking of the nation's pride in its Life-boat Service, thanked both M. Citroën and the Plaza Theatre for their generous help. He recalled the fact that five years ago, in December, 1923, M. Citroën had helped the Service by giving on its behalf the first presentation in England of the film of the "Sahara Expedition," and that on that occasion the Queen had been present. He was able to announce that the performance had contributed over £1,000 to the funds of the Institution.

The actual sum was £1,086 10s. 1d. Thanks to the generosity of M. Citroën and the Plaza Theatre this is the whole sum realised by sale of tickets, donations, and the sale of programmes, without any deduction for expenses. It even includes £5 of tips given to the cloak-room staff, who had asked that Life-boat collecting boxes should be put in the cloak-rooms.

As recorded elsewhere M. Citroën has been elected an Honorary Life-Governor of the Institution.

### Life-boat Carol Singers.

LAST Christmas a choir of twelve got together by the Honorary Secretary of the Branch at East Grinstead, in Sussex, went carol singing for the Life-boats. They wore oilskins and sou-westers lent them by the Institution, and carried hurricane lamps. So successful were they that the Institution has received from them a cheque for £25. Their adventures are best described in the words of the Honorary Secretary of the Branch:—

"We warned our victims beforehand with a formal notice, to save fruitless journeys, as the houses were rather

scattered. We went in three cars, parking them outside, unless the drives were very long, and walked up to the houses carrying hurricane lamps.

"We sang inside in practically every case, and if we had accepted all the offers of refreshment we should never have completed our round!

"We found a tuning-pipe invaluable, and we also found that people preferred the good old-fashioned carols to any newer ones, however attractive.

"The oilskins and sou-westers looked very businesslike, and, besides being eminently suitable for the weather



*By permission of]*

*[Central News.*

#### **GALA PERFORMANCE AT THE PLAZA.**

Left to right: The Duke of York, Admiral Sir Lionel Halsey, the Duchess of York, Madame Citroën, the Duchess of Portland, M. Citroën, H.R.H. the Prince of Wales, Mr. George F. Shee, Sir Godfrey Baring, the Hon. George Colville.



**LIFE-BOAT CAROL SINGERS AT EAST GRINSTEAD.**

we had, they aroused much interest and excitement.

"Our chief thrills were provided by the weather—one car being completely lost in the fog for half an hour; and another time the last car had engine trouble, and we only discovered it was missing when we arrived at our destination and wanted tenors!"

At Wilden, near Southport, a party of carol-singers collected a pound for the Life-boats on Christmas Eve, and from Bedford the Institution received eight shillings and threepence collected by children who went carol singing. We hope that the example of East Grinstead, Wilden and Bedford, may be followed by other Branches next Christmas.

## District Conferences.

### ● The Isle of Wight and Exeter.

Two conferences were held in the South-Western District during January. The first, at Newport, Isle of Wight, was a conference of Life-boat workers in the Island, and the second, at Exeter, of Life-boat workers in Cornwall and Devonshire, Somerset, Wiltshire and Dorset.

The Isle of Wight Conference took place on January 21st, on the occasion of the annual meeting of the Isle of Wight Life-boat Board. The Mayor of Newport (Mr. W. Blake) presided, and he and the Mayoress entertained the delegates to tea after the meeting. Among those supporting the Mayor were Sir Godfrey Baring, Bt., Chairman of the Committee of Management and a Vice-President of the Isle of Wight Branch, and Lady Baring, Mr. Aubrey A. H. Wykeham, J.P., Honorary Secretary for the Isle of Wight, Mr. P. W. Day, Honorary Treasurer, the Hon. Mabel Gough-Calthorpe, Honorary Secretary of the Ladies' Life-boat Guild, and the Honorary Secretaries of the three Isle of Wight Life-boat Stations.

The Rev. Courtney Shaw presented the report of the Brooke Station, Mr. W. Couldrey the report of the Bembridge Station, and Captain A. G. Coles the report of the Yarmouth Station. The Honorary Treasurer presented the balance sheet, which showed that for the year ending September 30th, 1927, the Isle of Wight Branches had collected £950 as compared with £905 in the previous year.

An address on the work of the Service

was given by Sir Godfrey Baring, who thanked the Isle of Wight for the splendid support which it was giving to the Institution. He mentioned, in particular, the name of Major-General Seely, who, as President of the Isle of Wight Branch, as a member of the Committee of Management, and as a member of the Brooke Life-boat Crew knew everything that there was to know about Life-boat work. Sir Godfrey Baring also thanked, in the name of the Institution, Mr. Wykeham, the Honorary Secretary, and the Honorary Secretaries of the three Stations for their services to the Life-boat cause.

The Mayor proposed a vote of thanks to Sir Godfrey Baring, and in seconding it, Mr. Wykeham welcomed the members of the Ladies' Life-boat Guild, and said that he hoped that such joint meetings of the Branch and the Guild would always be held in future.

### Exeter.

The Conference at Exeter was held on January 25th, twenty-seven branches and guilds being represented. Before the Conference several prominent guests were entertained to luncheon by Mr. and Mrs. A. C. Reed (Chairman of the Branch and Guild), among those present being Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Mayor and Mayoress of Exeter (Mr. and Mrs. A. Brock), the Earl of Devon, President of the Exeter Branch, Dr. Ferris-Tozer, Honorary Treasurer of the Exeter Branch, and Mr. George F. Shee, Secretary of the Institution.

The delegates to the Conference, which was held in the Guildhall, were: Captain Prideaux-Brune, Chairman, and Mr. H. C. Whitehead, Honorary Secretary of the Appledore Branch; Major A. C. F. Luttrell, Honorary Secretary of the Axminster Branch; Major W. H. Grimshaw, Honorary Secretary of the Cullompton Branch, and Mrs. Grimshaw; Mrs. Macfie, Honorary Secretary of the Dartmouth Branch; Commander Browning, Honorary Secretary of the Dawlish Branch; Mrs. Arthur Reed, Chairman, Dr. Ferris Tozer, Honorary Treasurer, and Miss F. A. Howard, Honorary Secretary, of the Exeter Branch; Mrs. Frost, Honorary Secretary of the Exeter Ladies' Life-boat Guild, and fifty-six members of the Guild; Captain A. B. Grenfell, Chairman, and Captain C. P. Shrubbs, Honorary Secretary, of the Exmouth Branch; Miss Woodcock, Honorary Secretary of the Exmouth Ladies' Life-boat Guild; Mr. F. C. Pittman, Assistant Honorary Secretary of the Paignton Branch; Mr. C. Shillitoe, Honorary Secretary of the Salcombe and Hope Cove Branch; Miss Browning, Honorary Secretary of the Sidmouth Ladies' Life-boat Guild; Mr. W. J. Burden, Honorary Secretary of the Teignmouth Branch; Mr. H. Clayton, Chairman of the Brixham Branch; Mrs. Clayton, representing the Brixham Ladies' Life-boat Guild; Mr. W. Ball, President, and Mr. H. C. Slade, Honorary Secretary, of the Torquay Branch; Mrs. Pethybridge, representing the Bodmin Ladies' Life-boat Guild; Admiral Stuart Nicholson, C.B., M.V.O., Honorary Secretary of the Bude Branch; Mr. R. S. Farran, Honorary Secretary of the Mevagissey Branch; Captain E. P. Hutchings, Honorary Secretary of the Padstow Branch; Mrs. Gibson, Honorary Secretary of the Truro Ladies' Life-boat Guild; Mrs. Goldie, Honorary Secretary of the Bath Branch; Mrs. Engelenburg, President of the Burnham Ladies' Life-boat Guild; Mrs. Ferguson, Honorary Secretary of the Bridgwater Ladies' Life-boat Guild; Captain A. G. Warren, Honorary Secretary of the Taunton Branch; Mr. W. J. E. Lee, Honorary Secretary, and Mr. H. J. Norman of the Watchet Branch; Mrs.

Gee, Honorary Secretary of the Weston-super-Mare Ladies' Life-boat Guild; Major M. Rawlence, D.S.O., Honorary Secretary of the Salisbury Branch; Miss Macdonell, representing the Shaftesbury Ladies' Life-boat Guild; Mrs. Watson, representing the Swanage Branch.

#### The Mayor's Appeal.

The Mayor presided and extended a hearty welcome to the delegates. Many meetings, he said, had been held in that ancient hall, and some very good causes advocated there, but none, he thought, more worthy than the cause for which they were meeting that afternoon. He was afraid that, in inland towns and cities, there was a danger sometimes of not realising the importance of the work of the Lifeboat Institution, but when they were at the seaside for their holidays in the summer and saw the Lifeboat launched, or drawn through the streets, it was brought home to them. In a city such as Exeter, they should be proud to be connected with an Institution that had such a wonderful record of life-saving, and which was so up-to-date in its methods. It was wonderful to see the tremendous amount of useful work done by voluntary organisations all over the country. What, he asked, would their Empire be like if all such good work were paid for?

Sir Godfrey Baring, Mr. Shee, the Secretary of the Institution, and the District Organising Secretary, gave short addresses on different aspects of the work of the Institution, and reports of the working of their Branches were given by Mr. H. C. Whitehead, of Appledore, Major Rawlence, of Salisbury, Mr. W. J. Burden, of Teignmouth, Admiral Stuart Nicholson, of Bude, Captain E. P. Hutchings, of Padstow, and Mrs. Gee, of Weston-super-Mare. A number of matters connected with publicity and propaganda were discussed, and after Mr. Shee had proposed and Major Rawlence seconded a vote of thanks to the Mayor and Mayoress for their help and hospitality, the delegates were entertained to tea by the Mayor and Mayoress. Thus ended a very successful Conference.

## The Life-boat Service 100 Years Ago.

### Case of the "Venus" Steam Packet.

"At 9 P.M. on the 18th of March, 1828, the boat belonging to the *Venus* Steam Packet, of Glasgow, William Brown, Commander, landed at Glynn, in the County of Wexford, with nine persons on board, including himself and one female; and being informed that they had left the vessel in a sinking state, with sixteen souls on board, we, under the direction of Captain J. R. Blois, R.N., Inspecting Commander (and accompanied by him), immediately launched our boat. It was then blowing hard, with a very heavy sea. At this time, we observed a light, supposed to be on board the packet. It being impossible to approach the vessel in our small boat, we boarded an Arklow fishing boat, and Captain Blois exhorted them in the strongest manner possible to accompany us to the vessel; but they, in consequence of the gale, refused: we then boarded the second fishing boat, and exhorted them in like

manner; and, from the same cause, they also refused. By this time, we lost sight of the light, and we returned to the shore, to those who had landed in the boat, and took them to the watch-house, furnished them with refreshment, etc., and made them as comfortable as we could.

"Captain Blois ordered a most strict look-out during the night, and at day-break we observed the fore and main masts out of the water. We then, with prompt exertions, launched our boat, and succeeded in getting to the vessel, where we found ten survivors, whom we brought on shore in an almost exhausted state."

This statement was signed by the six boatmen and certified by Captain Blois as correct. For this service Captain Blois, Inspecting Commander of Coastguard, was awarded the "Gold Medallion" of the Institution. "Two Sovereigns" were awarded to each of the six men.

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## Armistice Day.

At a number of places round the coast wreaths were cast on the sea on 11th November, in memory of men who lost their lives at sea during the war.

At Southwold, Suffolk, following the service in the parish church, the Mayor went to the harbour, where the Motor Life-boat was moored, and a short religious service was conducted by the Vicar. A wreath of laurel leaves, Flanders poppies and white chrysanthemums, in the form of an anchor, was blessed and taken on board the Life-boat, which then went out to the Sizewell Bank, where in the evening of 28th July, 1915, the S.S. *Mangara* had been torpedoed. The Southwold Life-boat had been launched to her help, but reached the sands to find only the steamer's mastheads visible. Six or seven of her crew had been picked up by other vessels, but eleven had been drowned.

Among the Crew of the Life-boat on Armistice Day were several of the Crew

who had gone out in 1915 in the hope of rescuing the men on the torpedoed steamer. When the Life-boat had reached, as near as could be judged, the spot where the *Mangara* went down, the engines were shut off. Buglers on board her sounded the Last Post. The Vicar offered prayers and cast the wreath on the sea in memory of the men who had been drowned in the service of their country. The hymn "Eternal Father" was sung, and the buglers sounded the Reveille.

At Whitby, as the weather was too rough for boats to put out to hold a memorial service for the sixty-five local mariners who lost their lives in the war, a wreath was cast on the sea at the harbour bar, and a religious service was held in the harbour. At Redcar also the weather was so rough that the wreath in memory of the local fishermen, instead of being taken to sea as in previous years by the Life-boat, was cast on the sea at the end of the pier.

## The Lord Mayor's Show.

LAST November, for the first time since 1924, the Centenary year, a Life-boat took part in the Lord Mayor's Show. The Boat was a Pulling and Sailing Life-boat from the Reserve Fleet at the Store-yard at Poplar. She was drawn by a Launching Motor Tractor and manned by Coxswain Albert Spurgeon of Lowestoft and eleven men of his Crew. The Lowestoft Life-boatmen were chosen for this honour as Lady Batho, the Lady Mayoress, takes a great interest in Lowestoft, where she was born; and how well she served it was, Coxswain Spurgeon and his Crew showed less than a fortnight later by their gallant service (described elsewhere) to the ketch *Lily of Devon*.

The announcement that the Lowestoft Crew would take part in the Show brought a letter from a lady living in London, who wrote how pleased she was

that they were coming to London, and how much they deserved this honour. She herself was the daughter of a member of the Caister Crew who had served for forty-one years, and her father's brother was one of the nine men who lost their lives when the *Beauchamp*, the Caister No. 2 Life-boat, was wrecked in November, 1901.

On 19th December the Crew were entertained to dinner at Lowestoft by the Lord Mayor. Neither he nor the Lady Mayoress could be present, but their place was taken by the Mayor of Lowestoft, and after the dinner the awards for the service to the *Lily of Devon* were presented. Coxswain Spurgeon gave an account of the Crew's visit to London, said that they had had a most enthusiastic reception, and asked that their heartiest thanks might be sent to the Lord Mayor and Lady Mayoress.\*

## "The Padstow Centenary": An Addition.

### The Silver Medallists of the Station.

An article on the Padstow Station, which last year celebrated its Centenary, appeared in the *Life-boat* for last November, and particulars were given of the Medals which had been won by Padstow Life-boatmen. Several Medals have to be added to those mentioned in that article, and the following is the complete list of these honours:—

The first Silver Medal was won by William Giles in 1833, when he went out with seven volunteers and saved four out of five of the crew of the brig *Albion*. The second was awarded in 1859 to Daniel Shea, Chief officer of Coastguard and Coxswain of the Life-boat, for long service. Next year he won the Second Service Clasp for the service to the ship *James Alexander*, of Liverpool, and five years later a Third Service Clasp for his share in the rescue of the crew of seventeen of the barque *Juliet*, of

Greenock. William Hills, who was Coxswain of the Life-boat when the service to the *Juliet* was carried out, was awarded the Silver Medal for that service.

Coxswain William Corkhill won the Silver Medal in 1872 for the service to the barque *Viking*, of Sunderland, and three years later he received the Clasp "for long and valuable services." Samuel Bate, the Second Coxswain, was also awarded the Silver Medal for the service to the *Viking*.

Coxswain William Webb received the Silver Medal on his retirement in 1883, and it was awarded to Coxswain William Henry Baker in 1911, for the service to the *Angèle*, of Brest, when he showed conspicuous courage and leadership.

Altogether during the century the Padstow Life-boatmen were awarded seven Silver Medals and three Clasps.

\* See also under "News from the Branches: Presentations to Crews."

## Obituary.

**Ex-Coxswain Robert Smith, of Tynemouth ; Mrs. Margaret Armstrong, of Cresswell ; Mr. Sholto F. Middleton, Honorary Secretary of the Seaford Branch ; Mr. Herbert F. Lancashire, J.P., of Nottingham, a Member of the Committee of Management.**

By the death of ex-Coxswain Robert Smith of Tynemouth, on 30th October last, in his eightieth year, one of the greatest of the Institution's Coxswains has passed away. No man more gallantly and more honourably carried on the great traditions of the Service on that North-East Coast, where the first permanent Life-boat Station was established and where men and women have shown, in the work of saving life from shipwreck, a gallantry unsurpassed anywhere in the British Isles.

Born at Cullercoats in 1849, Robert Smith was connected with the Service for fifty years. He was already a Life-boatman of long experience when, in 1909, he was appointed Second Coxswain of the Tynemouth Life-boat. The following year he was appointed Coxswain, and he held that post through the dangerous years of the War, retiring on account of old age in March 1920, at the age of seventy-one.

Some years before Robert Smith became Second Coxswain, the first Life-boat to be converted by the Institution to motor-power was stationed at Tynemouth, and this was replaced, the year after he became Coxswain, by the Motor Life-boat *Henry Vernon*. Thus Robert Smith was one of the pioneers in the use of the Motor Life-boat which has revolutionized the Service.

It was in the *Henry Vernon* that Robert Smith performed the great service—the rescue of the fifty survivors of the hospital ship *Rohilla* in 1914—for which his name will be chiefly remembered. The year before, however, he and Major Burton, R.E., the Honorary Superintendent of the Tynemouth Motor Life-boat, had each been awarded the Silver Medal for their gallantry in the service to the s.s. *Dunelm*, of Sunderland, one of the most daring in the history of the Life-boat Service on the North-East Coast.

The *Dunelm* had stranded quite

close to Blyth east pier, at low water, in such a position that the Blyth Life-boat could not reach her. The Tynemouth Motor Life-boat, ten miles away, was summoned, and Major Burton and Coxswain Smith, although they could not get together a full Crew, brought the Life-boat to Blyth, in a whole S.E. gale, with a very heavy sea, and rescued the shipwrecked men.

The epic story of the service to the *Rohilla* has been told many times. Here it is only necessary to recall that after the late Coxswain Langlands—another of the great Life-boat figures of the North-East Coast—had twice succeeded, by heroic efforts, in reaching the wreck in the Whitby No. 2 Life-boat, and had rescued thirty-five men and women, the Life-boat being so badly damaged that she was unfit for further service, and after every effort of four other Pulling and Sailing Life-boats to reach the wreck had failed, the Tynemouth Motor Life-boat was summoned as the last hope of saving those who still lived on the wreck. Within fifteen minutes of the summons, she was launched, and Coxswain Smith and Major Burton brought her safely through her hazardous journey of forty-four miles in the wild night storm, with all the coast-lights extinguished on account of the War. Early next morning she rescued the fifty men on the wreck, who had survived their terrible ordeal of forty-eight hours. For that service, one of the greatest in the history of the Institution, Robert Smith, with Major Burton and Thomas Langlands, was awarded the Gold Medal, the highest honour which can be given by the Institution, and which it gives only for conspicuous courage and devotion.

Robert Smith held a number of other decorations and awards. He was one of the eight Gold Medallists of the Institution alive when its Centenary was celebrated in 1924. He attended the Centenary dinner at which the Prince of

Wales presided, and, with the other Gold Medallists, was received by the King at Buckingham Palace, and decorated with the Medal of the Order of the British Empire. It was to him, so one of the other Gold Medallists said afterwards, that the King talked most, asking him about all his medals.

He lived for another four years. His sight, already failing in 1924, had completely gone some time before his death. He has died, in his eightieth year, leaving behind him a great record and a name which will be remembered with honour and gratitude so long as the Life-boat Service itself is remembered.

#### **Mrs. Margaret Armstrong, of Cresswell.**

ANOTHER great figure on the North-East Coast has also passed away by the death on 2nd February last of Mrs. Margaret Armstrong, of Cresswell. She was perhaps the best known of that devoted body of women who, in the little fishing villages of that coast, play a part in the work of saving life from shipwreck only less conspicuous than that of the men. She was in her eightieth year, and had lived all her life at Cresswell, the daughter of a family of fishermen. None could have had more tragic knowledge of what those must suffer who earn their hard living on and by the sea. While still a girl she helped to drag ashore her father and her three brothers, flung out of their overturned coble, only to find that they were dead. Through her long life she was one of the launchers of the Cresswell Life-boat, and in fifty years she never missed a launch. Her most conspicuous service was in 1876, when she carried the news of a wreck to the Rocket Life-saving Apparatus, five miles along the coast. It was a terrible journey in the face of a whole gale, and she reached the end of it with feet cut and bleeding, with half her clothes torn off by the wind and waves and so exhausted that she collapsed speechless—but the Coastguard knew her, and knew what her message must be. A special award was made to her by the Institution for that gallant journey, and in 1922 it recognized her life-time of devotion to the Service by awarding her its Gold Brooch. At her funeral the

Institution was represented by the District Organizing Secretary for the North of England, Mr. Edgar H. Johnson, who wrote of it as follows:—

“As Margaret Armstrong was reverently borne outside her cottage a large gathering sang the fishermen's hymn. Then, lifted on to the shoulders of four stalwart Life-boatmen, she was taken up the hill to the little Parish Church, the only wreath on her coffin being that sent by the Institution in the form of an anchor, with the words, ‘The Royal National Life-boat Institution's last mark of respect.’ In the Church the coffin rested for the last time on two kitchen chairs which had been brought from her cottage. A congregation of over 200 from miles around filled the little place of worship. At the Vicar's request I spoke a few words on behalf of the Institution, saying that we were bidding good-bye to Margaret Armstrong, a woman who, for fifty years, had never missed a launch of the Cresswell Life-boat, and one whose brave exploit in 1876 would never be forgotten. We deplored her passing, but rejoiced in the thought that we had had the privilege of knowing her. She had gone to her last home a shining example to the women of the British Isles.”

#### **Mr. Sholto F. Middleton.**

By the death of Mr. Sholto F. Middleton, in October of last year, the Institution has lost one of its most successful and devoted Honorary Secretaries. Mr. Middleton founded the Branch at Seaford, Sussex, in 1917, and remained its Honorary Secretary until his death. During those eleven years the Seaford Branch raised over £1,100. In March of last year, on the completion of ten years as Honorary Secretary, Mr. Middleton was presented with a framed picture of a Life-boat going out to a vessel in distress, as a small mark of the Institution's gratitude for his devoted services.

#### **Mr. Herbert F. Lancashire, J.P.**

Mr. Herbert F. Lancashire, a member of the Committee of Management and the Chairman of the Nottingham and



District Branch, died on 30th January last, and the Committee deeply regret the loss of a most valued colleague. Mr. Lancashire was Chairman of one of the big hosiery manufacturing firms of Nottingham and had been connected with that industry all his life. He was Chairman of the Nottingham Chamber of Commerce in 1923, and at the time of his death Chairman of the National Federation of Hosiery Trade Manufacturers. He took an active part in the work of recruiting during the War, and in the War Savings Movement, and for years was Chairman of the Nottingham War Pensions Committee. He travelled extensively, visiting Australia, New Zealand, South Africa and other parts of the world. Mr. Lancashire became Chairman of the Nottingham and District Branch in 1915, and when he accepted the Institution's invitation to become a member of the Committee of Management in 1918, he brought to it a wide and ripe experience of

men and affairs. The Nottingham Branch, of which he was Chairman, is one of the best organized and most generous of the Institution's inland Branches. Besides the regular contribution which for many years it has made to the Institution, the Branch raised a special fund of over £5,000 as a Centenary Gift to the Service, and this sum is providing the Motor Life-boat which is to be built for Folkestone. The success of the fund was largely due not only to Mr. Lancashire's interest and advocacy, but to his personal and very generous help. No one could be associated with him without recognizing at once that he was a man of very wide interests and humane and generous ideals. He felt that his position as an industrialist and employer of labour was a high and serious trust, and the Institution is fortunate that for so many years a man of Mr. Lancashire's energy, experience and ideals should have been so closely associated with its work in the Midlands.

## Summary of the Meetings of the Committee of Management.

**Thursday, 10th November, 1927.**

SIR GODFREY BARING, Bt., in the Chair.

Co-opted Mr. A. MAUDSLAY, Colonel the MASTER OF SEMPILL, and Mr. H. TANSLEY WITT, members of the Committee of Management.

Reported the receipt of the following special contribution :—

Anonymous (Donation) . . . . . £30

Paid £14,609 17s. for sundry charges in connection with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat Establishments.

Voted £336 13s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Llandudno .	Motor yacht <i>Delphore</i> , of Liverpool . . . . .	3
Moelfre . .	Ketch <i>Excel</i> , of Poole . . . . .	2
Porthdinllaen .	S.S. <i>Matje</i> , of Hull, and (Motor) S.S. <i>Dunvegan</i> , of Preston. Stood by vessels.	
St. Mary's . .	S.S. <i>Isabo</i> , of Lussin-piccolo . . . . .	4
Scarborough .	Motor fishing cobbles (Motor) <i>Jock</i> and <i>Georgia</i> , of Scarborough. Escorted boats into safety.	

Life-boat.	Vessel.	Lives Rescued.
Stromness . .	Steam trawler <i>Amethyst</i> , of Hull . . . . .	10
The Humber .	Steam trawler <i>Bessie</i> , of Grimsby. Rendered assistance and landed one injured man.	
Whitby . .	Motor fishing boats <i>Faith</i> , <i>Mizpah</i> , <i>Irene</i> , <i>Pilot Me</i> , and <i>Guide Me</i> , of Whitby. Escorted boats into harbour.	
Whitby No. 2 .	Motor fishing boat <i>Remembrance</i> , of Whitby. Escorted boat into harbour.	
Youghal . .	S.S. <i>Clew Bay</i> , of Belfast. Stood by vessel.	

The Lowestoft (Motor) Life-boat assisted to save the sailing lugger *Johanne Marie*, of Scheveningen, and rescued from shipwreck her crew of twelve; also the St. Mary's (Motor) Life-boat saved the schooner *Rosco-vite*, of Treguier, and rescued from shipwreck her crew of eight.

Also voted £420 16s. 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 :—Beaumaris (Motor), Bembridge (Motor), Brighton and Hove,

Buckie (Motor), Caister, Cromer No. 1 (Motor), Ferryside, Great Yarmouth and Gorleston (Motor), Holyhead No. 1 (Steam), Holyhead No. 2, Hoylake, The Humber (Motor), Lowestoft (Motor), Lytham, Margate (Motor), Maryport, The Mumbles (Motor), New Brighton No. 2 (Motor), St. Abbs (Motor), Sheringham, Tynemouth (Motor), and Weymouth (Motor).

Granted £7 10s. to a man for injury in the Life-boat service at Wicklow.

Granted the sum of £25 and the Thanks of the Institution inscribed on Vellum to H. W. JEFFERSON, Mechanic of the Hartlepool Motor Life-boat, in recognition of his prompt and intrepid conduct on 21st October, 1927, in putting off single-handed in the Life-boat, which was on fire owing to an explosion in the engine room, thus facing great risk, as there was imminent danger of the petrol tanks exploding.

Voted a compassionate grant of £5 to JEREMIAH LYNCH, an ex-member of the crew of the Ballycotton Life-boat. Lynch had been a Life-boatman for over forty years, and was in very poor circumstances with a wife and large family.

Directed that Letters of Appreciation be addressed to Capt. OWEN EVANS, Honorary Secretary, and to Mr. T. HOOPER, a foreman employed by the Institution's engineers, for going out in the Porthdinllaen (Motor) Life-boat on service on the 28th-29th October; also granted an additional reward to each of the crew in view of the arduous nature of the service.

Granted additional rewards to each of the crews of the Maryport and St. Abbs (Motor) Life-boats for arduous service launches on 28th-29th October and 9th November respectively.

Decided that, in recognition of the exceptionally gallant service rendered by the Moelfre Life-boat on 28th-29th October, when three men were rescued from the ketch *Excel*, of Poole, in the face of the gravest danger, and one of the Life-boat's crew and one of the three men of the ketch died from injuries and exposure, the following awards be granted: WILLIAM ROBERTS, Second Coxswain, and Captain OWEN JONES, Life-boatman, the Gold Medal of the Institution; WILLIAM WILLIAMS, Bowman, HUGH THOMAS, RICHARD THOMAS, HUGH OWEN, HUGH LLOYD MATTHEWS, ROBERT RICHARD FRANCIS, OWEN JONES, THOMAS JONES, ROBERT OWEN, OWEN OWENS, JOHN LEWIS OWEN, and THOMAS WILLIAMS, the Bronze Medal of the Institution; the widow of WILLIAM ROBERTS, the member of the Life-boat crew who died, the Bronze Medal of the Institution—all the Medals to be accompanied by a copy of the Vote inscribed on Vellum and framed; Presentation Barometers suitably inscribed, to Colonel LAWRENCE WILLIAMS, Honorary Secretary, Moelfre Station, and to Captain R. R. DAVIES, Honorary Secretary, Anglesey Branch.

Granted a pension to the widow and granddaughter of WILLIAM ROBERTS, together with a Memorial Certificate, and defrayed the funeral expenses.

Directed that a Letter of Thanks be sent to Mr. and Mrs. MUSGRAVE, of the Bulkeley Arms Hotel, Beaumaris, for their hospitality to the Life-boat crew, and granted additional monetary rewards to all the men.

(A full account of this service was published in the November issue of *The Lifeboat*, p. 521.)

Decided that, in recognition of the fine services rendered by the St. Mary's, Isles of Scilly, Motor Life-boat on 27th-28th October, when four of the crew of the S.S. *Isabo*, of Lussin-piccolo, were rescued by the Life-boat, and twenty-eight by shore boats, the following awards be given to the Life-boatmen: MATTHEW LETHBRIDGE, Coxswain, the Silver Medal of the Institution; JAMES THOMAS LETHBRIDGE, Second Coxswain, J. H. ROKAHR, Motor Mechanic, and Dr. W. E. IVERS, who went out in the Life-boat to give first-aid, the Bronze Medal of the Institution; H. BARRETT, Bowman, F. HICKS, C. NANCE, CLAUDE PHILLIPS, CLARENCE PHILLIPS, E. A. GUY, V. ELLIS, W. CAMERON, and A. W. NANCE, of the Life-boat crew, and to Dr. W. B. ADDISON, Honorary Secretary, the Thanks of the Institution inscribed on Vellum. Additional monetary rewards were granted to the crew.

The services rendered by the three shore boats were recognized by the following awards: CHARLES JENKINS, Silver Medal; EDWARD R. JENKINS, Bronze Medal; S. TREVELLICK JENKINS, J. JENKINS, J. E. PENDER, and S. G. JENKINS, Thanks of the Institution on Vellum—all of the boat *Sunbeam*; WILLIAM E. JENKINS, Bronze Medal; SAMUEL J. PENDER, WILLIAM T. PENDER, FRANK R. JENKINS, ALFRED T. JENKINS, EDWARD R. PEARCE, NORMAN J. JENKINS, and JOHN J. JENKINS, Thanks of the Institution on Vellum—all of the boat *Ozar*; ERNEST JENKINS, Bronze Medal; SAMPSON JENKINS and JAMES S. JENKINS, Thanks of the Institution on Vellum—all of the boat *Ivy*; all the Medals to be accompanied by a copy of the Vote inscribed on Vellum and framed. A Letter of Appreciation was also sent to the Agent for the Duchy of Cornwall, and a monetary award granted to the crew of the launch belonging to the Duchy.

(A full account of these services was published in the November issue of *The Lifeboat*, p. 516.)

Directed that Letters of Thanks should be sent to Mr. JOHN WHELTON and to Messrs. R. J. and F. RUDDOCK, and granted £12 to six other men for their services, at Courtmacsherry on the 28th October, when a sand-lighter ran aground on a sandbank during a whole gale from the S.W. Also granted 12s. as compensation for two oars which were broken. The lighter carried a crew of three who were in considerable danger, and Mr. J. Whelton and two other men put off in a two-oared boat to

their help, but when they got alongside their boat capsized and they got aboard the lighter. Meanwhile another boat, manned by Messrs. R. J. and F. Ruddock, members of the local Life-boat Committee, and four other men, went out to the sand-lighter and managed to get a rope fast to her. This rope was taken ashore and by this means the lighter was got off the sand-bank and pulled to the quay, the six men on board being rescued by these means.

Voted £1 to two men for rescuing two other men, each of whom was in a small boat, at Ramsgate, on Sunday, the 23rd October. Also granted 2s. 6d. for petrol used. The two little boats were reported to be in difficulties outside the harbour during a strong north-easterly breeze, and as it was not necessary to send out the Life-boat a motor boat put out and, without incurring any risk, brought the boats and their occupants into safety.

Voted £3 to the crews of three motor cobsles for putting out from Filey in a strong N.N.E. gale, with a heavy sea, on the 9th November, when the coble *Thistle* was missing and could not be seen from the shore. The Life-boat would have been launched but for the action of these cobsles, whose services, however, were not needed as the *Thistle* was able to make harbour under sail.

Voted £4 to two men, father and son, for rescuing the three men of the small boat *Britannic*, which was swamped and capsized by an unexpectedly heavy sea, when going out lobster fishing on the 26th September, at South Uist. In response to the cries of the men in the water, only one of whom could swim, the salvors, who were also on their way out, hastened to the capsized boat and at some risk, owing to the very heavy sea inshore, rescued the men, who were clinging to the mast of their boat.

Voted £4 to four men for their efforts to save life, off Hoylake. On the afternoon of the 17th October, the motor flat *Red Hand*, of Chester, ran into a N.W. gale with a heavy sea, while bound from Mostyn to Liverpool. Her cargo shifted and she capsized, but not before her crew of five had taken to the ship's boat. Seeing the boat's predicament the four men put off to her aid, but their services were not required, as the endangered men were picked up by another motor flat which was in the vicinity. A letter of appreciation was addressed to the owner of the boat used, who missed going out with her through going to search for a baler.

#### Thursday, 15th December, 1927.

SIR GODFREY BARING, Bt., in the Chair.

Reported the resignation from the Committee of Management of Mr. J. Beville Fortescue.

Reported the receipt of the following special contributions:—

	£	s.	d.
Readers of "The Quiver" (Don.)	116	4	7
1st Batt. the Argyll and Sutherland Highlanders, Collection	50	17	10
Anonymous (additional donation)	50	0	0
Do. do. do.	30	0	0
A. W. do. do.	25	0	0

To be thanked.

Paid £14,756 5s. 4d. for sundry charges in connection with the const uction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £464 9s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Cromer No. 1 . (Motor)	S.S. <i>Georgia</i> , of Amsterdam	15
Cromer No. 1 . (Motor)	Lighter <i>Bertha</i> , of Goole	4
Flamborough No. 1	A fishing coble of Flamborough. Escorted coble into safety.	
Great Yarmouth and Gorleston (Motor)	S.S. <i>Georgia</i> , of Amsterdam. Stood by vessel.	
Lowestoft (Motor)	Ketch <i>Lily of Devon</i> , of Lowestoft	3
Lowestoft (Motor)	Sailing trawler <i>Dusky Queen</i> , of Lowestoft. Stood by vessel.	
Newbiggin	Nine fishing cobsles of Newbiggin. Stood by cobsles and rendered assistance.	
New Brighton No. 2 (Motor)	S.S. <i>Lochmonar</i> , of London. Rendered assistance, and transferred 74 to tugs.	
New Brighton No. 2 (Motor)	S.S. <i>Zealand</i> and S.S. <i>Ravens Point</i> , of Liverpool. Stood by vessels, and rendered assistance.	
Peel	Ketch <i>Wave</i> , of Bridgewater	2
Peterhead No. 2 (Motor)	S.S. <i>Rayford</i> , of Methil. Rendered assistance.	
Ramsgate (Motor)	S.S. <i>Guardian</i> , of Newcastle. Landed 9 from the North Goodwin Lightvessel.	
Runswick	Ten fishing boats of Staithes and Runswick. Stood by cobsles.	
Scarborough (Motor)	Five fishing cobsles of Scarborough. Escorted cobsles into harbour.	
Torbay (Motor)	Six sprat boats of Torquay and Teignmouth. Stood by boats.	
Whitby No. 2	Fishing fleet of Whitby. Stood by fleet and rendered assistance.	

The Humber (Motor) Life-boat assisted to save the schooner *Ornen*, of Svendborg, and to rescue from shipwreck her crew of eight.

Also voted £487 16s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Ayr, Berwick-on-Tweed, Blyth, Bridlington, Broughty Ferry (Motor), Buckhaven, Caister, Cromer No. 2, Donaghadee (Motor), Donna Nook, Dunbar, Eastbourne (Motor), Eyemouth, Hartlepool (Motor), The Humber (Motor), Ilfracombe,

Johnshaven, Moelfre, New Brighton No. 2 (Motor), Peterhead No. 2 (Motor), Port Logan, Rhoscolyn, Selsey and Bognor (Motor), Skegness, Southwold (Motor), Sunderland (Motor), Tenby (Motor), Tynemouth (Motor), and Worthing.

Granted £72 6s. 2d. to men who were injured or temporarily disabled by exposure in the Life-boat service at Broughty Ferry, Buckhaven, Moelfre, Swanage, Tenby, Wick and Winterton.

Voted a further gratuity of £10 to Richard Williams, ex-Second Coxswain of the Holyhead No. 1 Steam Life-boat, who had been compelled to retire owing to ill-health, and is in poor circumstances.

Voted a compassionate grant of £5 to Thomas Clark, Head Launcher, at Bridlington, on his retirement, on account of old age, after 40 years' service.

Granted an additional reward to the crew of the Broughty Ferry Motor Life-boat for an arduous service launch on the 22nd November.

Directed that a Letter of Appreciation be addressed to Captain W. J. Oliver, Honorary Secretary at Sunderland, for going out in the Life-boat on service on the 16th November.

Voted a gratuity of £5 to James Bunton, Winchman, in recognition of his good services on the 21st October, when the Hartlepool Motor Life-boat caught fire.

Decided that in recognition of the exceptionally fine services of the Cromer No. 1, Great Yarmouth and Gorleston, and Southwold Motor Life-boats on the 21st—22nd November, when these boats proceeded to the aid of the Dutch Oil-Tanker *Georgia*, which stranded on the Haisborough Sands in very severe weather and broke in half, the Cromer Life-boat rescuing fifteen of the crew from the fore-part, the following awards be made:—HENRY G. BLOGG, Coxswain, Cromer, Gold Second Service Clasp of the Institution; WILLIAM G. FLEMING, Coxswain, Great Yarmouth and Gorleston, Silver Medal of the Institution; FRANK UPCRAFT, Coxswain, Southwold, Bronze Medal of the Institution; L. HARRISON and W. ALLEN, of the Cromer Life-boat Crew, Bronze Second Service Clasp of the Institution; GEORGE BALLS, Second Coxswain, JOHN J. DAVIES, Senior, Bowman, R. DAVIES, Motor Mechanic, W. J. DAVIES, Assistant Motor Mechanic, J. J. DAVIES, Junior, J. W. DAVIES, H. W. DAVIES, S. HARRISON, R. BARKER and G. COX, of the Cromer Life-boat Crew, Bronze Medal of the Institution. All the above Medals to be accompanied by a copy of the Vote inscribed on Vellum and framed, together with an additional monetary reward.

SAMUEL B. PARKER, Second Coxswain, THOMAS C. MORLEY, Bowman, B. J. DARBY, Motor Mechanic, N. MONSON, Assistant Motor Mechanic, L. STUBBS, R. SPURGEON, W. NEWSON, W. HIGH, W. HALFNIGHT, S. HALFNIGHT, C. WOODS, C. BENSLEY, J. FLEMING and N. CHILDS of the Great Yarmouth and Gorleston Life-boat Crew, the Thanks of the Institution

inscribed on Vellum and framed, together with an additional monetary reward. Additional monetary rewards were also granted to the Crew of the Southwold Life-boat, and a Letter of Thanks and a gratuity to W. G. JOHNSON, a Gorleston skipper who went in the Southwold Life-boat.

Letters of Thanks for their valuable co-operation were sent to the following:—Mr. F. H. BARCLAY, Honorary Secretary, Cromer; Mr. A. H. CARTWRIGHT, and Mr. A. D. SNELL, Chairman and Honorary Secretary at Great Yarmouth and Gorleston respectively; Major BERNARD D. HAYTON Honorary Secretary, Southwold; Mr. SYDNEY TAYLOR, Honorary Secretary, Lowestoft; Commanding Officer of H.M.S. *Thanet*; The MANAGER, Gorleston Mariners' Refuge; Captain H. F. J. ROWLEY, C.B.E., R.N., Chief Inspector of Life-boats; and Captain E. S. CARVER, R.D., R.N.R., Inspector of Life-boats for the Eastern District.

(A full account of this service appears on page 4.)

Voted the Silver Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to ALBERT SPURGEON, Coxswain of the Lowestoft Motor Life-boat, and granted additional monetary rewards to him and to the other members of the Crew in recognition of their fine services in rescuing the crew, three in number, of the Lowestoft ketch *Lily of Devon*, during a whole E. gale on the 21st November.

Awarded Binoculars, suitably inscribed, and Letters of Thanks to JAMES PRYAL, ex-Sergeant Royal Irish Constabulary, JOHN KELLY, Sergeant, Civic Guard, and M. J. ELLIS, Civic Guard, Letters of Thanks and £5 to seven men; Letters of Thanks and £2 to three men; £1 10s. each to the owners of two boats used; and £1 10s. the charge for a motor car used, in connection with the rescue of the crew, eight in number, of the schooner *Sine*, of Marstal, which was wrecked at Killala, Co. Mayo, on the 6th November. The vessel, loaded with timber for Ballina, was lying in the Ross Roadstead, when a strong gale from the N.N.E. sprang up, and her anchor-cables parted. At about 5.30 P.M. signals for help were sent up, and these were observed at Killala about three miles away. In response a small 14-foot rowing boat put out with a crew of four under James Pryal. A second boat shortly afterwards put off, manned by John Kelly, M. J. Ellis and four others, after being temporarily repaired to make her seaworthy. By this time the vessel was ashore on the West Bartha Island, and the crews of the two small boats incurred great risk in pulling to the scene of the casualty. When they arrived, the shipwrecked crew threw overboard planks with ropes attached to them, but it was not until 9 P.M. that the first boat succeeded in picking up a life-buoy, with a line attached. This line was brought ashore, and the crews of the two boats, helped by other men who had by this time arrived, manned the rope. The rope was kept taut by the weight of the men, and one

by one the crew of the shipwrecked vessel slid down it. The rescued men were taken to the Civic Guard Station at Killala.

Voted £4 to JOHN MORIARTY, £3 to his school-boy son, £3 each to four other men, and £2 medical expenses of the boy, who was subsequently ill, for the rescue of six of the crew of the S.S. *Queenie*, of Liverpool, who were in distress in the ship's boat, off Dingle, Co. Kerry, on the 20th November. The boat left Dingle at about 4.30 P.M. to return to her ship, which was at anchor one and a half miles off. A heavy N.W. gale was blowing, and the boat became unmanageable and started to drift out to sea. Seeing this, John Moriarty, with his son and the four other men, put out at considerable risk, and succeeded in reaching the boat. A set of oars was transferred to her, and she was taken in tow. By this time they were three miles from the shore, and it was not until 8.15 P.M. that all returned to safety.

Voted £14 17s. to thirty Life-boatmen and helpers for rescuing, from the shore, two of the twenty-six members of the crew of the S.S. *Djerissa*, of Swansea, which stranded at Cresswell on the 21st November. The remaining members of the vessel's crew were all rescued by the Coastguards. The *Djerissa*, bound from Emden to the Tyne in ballast, had driven ashore during a whole S.E. gale with a very heavy sea, and was so close in that it was decided to effect the rescue by means of ropes. A line was floated ashore from the ship, and two of the Life-boat's ropes made fast to it. This enabled a man to get ashore with another rope. A boatswain's chair was then rigged, and another man got ashore. In the meantime the Coastguard had arrived and the Coast-

guard Officer took charge. He and his men, together with the Life-boat's Crew and Helpers, using the breeches buoy instead of the boatswain's chair, rescued the remaining men.

Voted £4 10s. to six men for putting off from Staithes in a motor fishing coble and standing by three other cobbles, which were overtaken by bad weather when out fishing on the 7th December. Also granted 2s. 6d. to the owner of the coble for petrol used. The three boats were experiencing difficulty in making the harbour owing to the very heavy sea, and the six men put out, stood by two of them as they made harbour, and then towed in the last boat, her crew being exhausted.

Voted £2 to four men for putting off in a motor-boat on 28th November with the intention of helping the small boat *Jessies* which was in difficulty off Cromarty. Also granted 2s. 6d. to the owner of the boat for petrol used. At about 1 P.M. the Coastguard reported that the boat, with a crew of two, was in danger of swamping in the whole S.W. gale which was blowing. The Life-boat Coxswain had just come in in his own motor-boat and at once put out again with the other men, but the small boat was driven rapidly in the direction of Balintore, which she reached without help.

Directed that a Letter of Thanks be sent to Captain JOHN B. VERNON and the three members of the crew of the motor-flat *Fer* for rescuing the five hands of the motor-flat *Red Hand*, of Chester, off Hoylake, on the 17th October. The *Red Hand*, bound from Mostyn to Liverpool, had capsized during a N.W. gale with a heavy sea, and her crew had taken to the ship's boat. Seeing the accident the *Fer* manoeuvred alongside the boat, and at some risk took off the shipwrecked men.

## Awards to Coxswains and Life-boatmen.

To H. W. JEFFERSON, Mechanic of the Hartlepool Motor Life-boat, in recognition of his intrepid conduct when the Life-boat caught fire, the Thanks of the Institution inscribed on Vellum and a monetary grant.

To REGINALD JEFFERSON, the 14-year-old son of the above, for his help on the same occasion, an inscribed copy of "Britain's Life-boats."

To OWEN EVANS, on his retirement, after serving 22 years as Coxswain of the Porthdinllaen Life-boat, a Certificate of Service and a Pension.

To ROBERT KNAGGS, on his retirement, after serving 12 years as Coxswain of the Flamborough No. 2 Life-boat, a Certificate of Service and a Pension.

To JAMES SMITH, on his retirement, after serving nearly 10 years as Coxswain, over 5 years as Second Coxswain, and previously 21 years as a member of the Crew of the Newcastle, Co. Down, Life-boat, a Pension.

To MICHAEL KEATING, on his retirement on the closing of the Courtmacsherry Station, after serving 2 years as Coxswain and previously 16 years as Second Coxswain of the Life-boat, a Pension.

To CHARLES D. ROBSON, on his retirement, after serving 20 years as Second Coxswain, and previously as a member of the Crew of the North Sunderland Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JAMES WATKINS, on his retirement, after serving 2 years as Bowman and 50 years as a member of the Crew of the Angle Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM H. SHARP, on his retirement, after serving 10 years as Bowman, and previously 30 years as a member of the Crew of the Ramsey Life-boat, a Life-boatman's Certificate of Service and a Pension.

To WILLIAM WOOD, on his retirement, after serving 21 years as Signalman to the Skateraw Life-boat, a Pension.

To JOHN PESTELL, on his retirement, after serving 34 years as Signalman to the Palling Life-boats, a Pension.  
Life-boatmen's Certificates of Service have

been awarded to MATTHEW NICHOLAS and to JAMES HENRY BICKFORD, who have retired from the St. Mary's, Isles of Scilly, Life-boat, after 50 and 40 years of service respectively.

## Awards to Honorary Workers.

M. ANDRÉ CITROËN has been appointed an Honorary Life-Governor of the Institution in recognition of his valuable services in showing on behalf of the Institution films of the two African expeditions which have been carried out by the Citroën cars.

Mrs. A. E. BEAMISH, Honorary Secretary of the Ladies' Life-boat Guild at Coventry, has been appointed an Honorary Life-Governor of the Institution in recognition of her distinguished services for a period of twenty-eight years.

To Alderman A. H. DRINKWATER, J.P., Chairman of the Coventry Branch, in recognition of his twenty-five years' distinguished service, a Silver Inkstand.

To Mr. J. B. CUNNINGHAM, upon his retirement after 22 years as Honorary Secretary of the Stonehaven Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. E. S. RAYMOND, in recognition of her valuable services over a period of 34 years

at Llandudno, the Gold Brooch and the Record of Thanks.

To Mr. ALEXANDER ROBERTSON, in recognition of his valuable services as Honorary Secretary of the Eastbourne Branch, the Gold Pendant and the Record of Thanks.

To Mrs. HILL, in recognition of her assistance at Knowle for a period of 25 years, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Coxswain T. PENGILLY, in recognition of his help in raising funds at Clovelly, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mrs. LOOKING and to Mrs. A. SMITH, Chairman and Honorary Secretary respectively of the Ladies' Life-boat Guild at Cleethorpes, the Record of Thanks.

To Miss Cox, in recognition of her help in connection with the Oxford Branch, the Record of Thanks.

## News from the Branches.

### List of New Branches.

THE following new Branches have been formed since the list published in *The Lifeboat* for February, 1927 :—

Branch.	Honorary Secretary.
Abergavenny . . . . .	Miss G. SAVEGAR.
Abertillery . . . . .	Mrs. E. J. SEELEY.
Altofts . . . . .	Mrs. HOWARD.
Ardrishaig . . . . .	JAMES LINDSAY, Esq.
Barnoldswick . . . . .	Mrs. WHIPP.
Bedlington . . . . .	Mrs. BULLERWELL.
Bedwas . . . . .	Mrs. POWELL (Acting).
Billinge . . . . .	Miss J. MAKIN.
Bishop's Stortford . . . . .	Mrs. BOMPAS.
Blackrod . . . . .	Mrs. HAUGHTON.
Bolton-upon-Dearne and District . . . . .	Mrs. W. SPENCER.
Bredbury . . . . .	Mrs. W. A. C. MOUNTAIN.
Briercliffe . . . . .	Miss BRADSHAW.
Brigg . . . . .	Mrs. A. J. RIDING.
Broughton-in-Furness . . . . .	Miss MARY BARKER.
Burgess Hill . . . . .	Captain STANLEY NORFOLK, R.N.
Clones . . . . .	Mrs. HENRY.
Coppull . . . . .	Miss TANSLEY.
Coleraine . . . . .	Miss O'NEILL.
Cookstown . . . . .	Mrs. EVELYN N. STEWART.
Croston . . . . .	Miss MORRIS.
Dodworth . . . . .	J. HALFORD, Esq.
Dukinfield . . . . .	Mrs. J. E. WILD.
Ennis . . . . .	Mrs. PEARSON.
Eton and Windsor . . . . .	Mrs. STOKES.
Faversham . . . . .	G. H. WESTCOMBE, Esq.

<i>Branch.</i>	<i>Honorary Secretary.</i>
Gainsborough . . . . .	C. F. RICHMOND, Esq.
Golcar . . . . .	Mrs. S. THORPE SHAW.
Grantham . . . . .	Mrs. FRANK SWALLOW.
Grays . . . . .	Mrs. C. WESTWOOD.
Greenhithe . . . . .	Captain N. B. SAYER, C.B.E., R.D., R.N.R.
Hemsworth and District . . . . .	Mrs. W. LINDLEY.
Hertford and District . . . . .	Mrs. CLERY.
Hitchin . . . . .	Miss BLAIN.
Holbeach . . . . .	The Misses TINDALL.
Holme . . . . .	Miss E. LITTLE.
Holmes Chapel, Goostrey, Chelford and District . . . . .	Miss HELA STOCKTON.
Honley . . . . .	Miss BETTY ARMITAGE.
Horley . . . . .	Mrs. J. S. GARSIDE.
Isle of Arran . . . . .	E. BLUNDELL, Esq.
Keswick . . . . .	Lady MARY GRAHAM.
Kidderminster . . . . .	Mrs. RICHARDSON.
Kinsale . . . . .	Miss DOROTHY M. FINDON.
Kirkburton . . . . .	Mrs. R. W. HILL.
Kirkheaton . . . . .	Mrs. STEPHENS.
Leamington . . . . .	Mrs. BROUGHTON.
Little Lever . . . . .	Mrs. B. A. HOLDING.
Lochgilphead . . . . .	A. H. GLOVER, Esq.
Maidstone . . . . .	JOHN McALISTER, Esq.
Market Deeping . . . . .	RUPERT T. W. SMITH, Esq.
Meltham . . . . .	JOHN H. FROMANT, Esq.
Milford . . . . .	Miss E. THORNTON.
New Mill . . . . .	Miss OSBORNE.
Normanton . . . . .	Mrs. J. MALLINSON.
Orrell . . . . .	Miss MARGARET BUTLER.
Petersfield . . . . .	Mrs. J. N. HENDERSON.
Pinner . . . . .	Miss CAVE.
Rainham . . . . .	Mrs. MATHEWS.
Rickmansworth . . . . .	J. T. HAWES, Esq.
Romiley . . . . .	J. H. COOPER, Esq.
Royston . . . . .	Mrs. R. CRERAR.
Ruabon . . . . .	Mrs. KEKEWICH.
St. Neots . . . . .	Mrs. GARRETT.
Scunthorpe . . . . .	ALBERT HARVEY, Esq.
Skelmanthorpe and Scissett . . . . .	Miss R. BOUGHTON.
Slaithwaite . . . . .	Miss ROSALIE JACKSON.
Sligo . . . . .	(Miss A. SYKES.
Southwick and District . . . . .	Miss K. BEAUMONT.
Stafford . . . . .	Captain FRANCIS DEVANEY.
Stevenage . . . . .	Major PHILLIPS.
Stone and Eccleshall . . . . .	Miss MARJORIE ARCHER-SMITH.
Strabane . . . . .	W. H. WESTHEAD, Esq., M.A.
Stroud . . . . .	Lady BUTLER FELLOWES.
Tarbert . . . . .	C. C. R. MOODY Esq.
Tewkesbury . . . . .	Mrs. W. H. M. SINCLAIR.
Thetford . . . . .	Mrs. GREEN.
Thirsk . . . . .	Rev. D. MACMILLAN.
Upper Norwood . . . . .	Miss SCOBELL.
Warwick . . . . .	Miss BIDWELL.
Wath-upon-Deane . . . . .	Mrs. L. FRANK.
Wexford . . . . .	Surgeon-Captain CHARLES R. SHEWARD, R.N.
Woodhall Spa . . . . .	Mrs. ARCHIE WATSON.
Woodstock . . . . .	Rev. R. MILLER.
Worcester . . . . .	Mrs. CHARLES WALKER.
Worsborough . . . . .	Miss FLORENCE LUNN.
Worsthorne . . . . .	Mrs. TOLLEY.
Wragby . . . . .	G. HERBERT DAY, Esq.
	JOHN TAYLOR, Esq.
	F. CHADWICK, Esq.
	Mrs. G. T. SUTTON.

**Presentation of Medals and Other Awards.**

**MOELFRE (ANGLESEY).**—The presentation of the Gold and Bronze Medals awarded to the Moelfre Life-boat Crew for their very gallant service to the ketch *Excel* on 28th October last year took place in the Town Hall at Llangefni, the county town of Anglesey, on 2nd February. The Chair was taken by Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey, a Vice-President of the Institution and President of the Anglesey Branch. The hall, which holds about 1,000 people, was so full that many were standing on the platform and staircase. Among those supporting the Chairman were Colonel Lawrence Williams, Honorary Secretary of the Moelfre Station, Captain R. R. Davies, Honorary Secretary and Treasurer of the Anglesey Branch, the District Inspector of Life-boats and the District Organising Secretary. The Chairman presented the Gold Medals to Second Coxswain William Roberts and Captain Owen Jones, who, in the absence of the Coxswain, were in charge of the Life-boat, and a Bronze Medal to each member of the Crew. All the medals were accompanied by the Thanks of the Institution inscribed on Vellum and framed. In the absence of several of the men at sea, the awards were received by their wives or mothers and in one instance by a sister. The widow of William Roberts, the Life-boatman who died of exposure during the service, was represented by her son-in-law, who was presented with the certificate of the Carnegie Hero Fund in addition to the Medal and Vellum of the Institution. Sir Charles MacIver, Chairman of the Lancashire and Western Sea Fishery Joint Committee, presented each of the men with the Silver Medal of the Liverpool Shipwreck and Humane Society, and the Society's Testimonial on Vellum.

Before this presentation ceremony, two other very interesting ceremonies had been held. On 7th November the Crew visited their old school, the Llanallgo Council School, where they were received by the teachers and the children. The meeting opened with the singing of a Welsh hymn, and Mr.

Edwards, the Head Teacher, then addressed the school on the heroism of the men, of whom some were so young that they had only left school within the last few years. The Second Coxswain, William Roberts, thanked the school for the honour it had done them.

Following this visit the young people of Moelfre showed their admiration for the Life-boat Crew by entertaining them to Supper at the Village Institute. The chair was taken by Mr. John Roberts, of Bryn Engrad, and speeches were made by Colonel Lawrence Williams, Honorary Secretary of the Station, and several visitors. Several members of the crew also spoke and expressed their gratitude for the way in which they had been entertained.

**ST. MARY'S (ISLES OF SCILLY).**—The presentation of the Silver and Bronze Medals and Thanks of the Institution inscribed on Vellum for the service to the Italian steamer *Isabo* on 27th October last, took place in the Town Hall on 7th January. Major Dorrien Smith, President of the St. Mary's Branch, was in the Chair, and Mrs. Dorrien Smith pinned on the medals. Mr. E. N. V. Moyle, Chairman of the Branch, recalled the fact that Bryher men had, in seventy years, saved 300 lives from shipwreck, and described the wreck of the *Delaware* over fifty years ago, when a six-oared gig had been dragged across two big islands, Bryher and Samson, and launched from the windward side, and rescued the two survivors out of fifty men who had been seen on a rocky island. The Inspector of Life-boats for the Western District also spoke, and the Life-boatmen presented Dr. Addison, the Honorary Secretary of the Life-boat Station, and Mr. Sam Rogers, the Life-boat Signaller, with cases of pipes.

**CROMER.**—The Cromer Town Hall was packed with an enthusiastic audience on 30th January, when the Vellum of Thanks recording the award of the Second Service Clasp\* to his

\* The Second Service Clasp itself will be presented to Coxswain Blogg by H.R.H. the Prince of Wales on 28th March, at the Annual General Meeting of the Institution, at the Central Hall, Westminster.





*By permission of]*

*[H. H. Tansley, of Cromer.*

### PRESENTATIONS TO THE CROMER CREW.

**Mr. George F. Shee, Secretary of the Institution, handing Coxswain Blogg the Vellum of Thanks recording the award of the Second Service Clasp to his Gold Medal.**



*By permission of]*

### THE STOREYARD'S CHILDREN'S PARTY.

*[L.N.A.*

Two hundred and thirty children were entertained at this, the fourth Christmas party, given by the staff at the Storeyard at Poplar, with the help of the staff at Headquarters, to poor children of the district. In addition a tea was given, at their school, to 190 defective children, who entertained the representatives of the Storeyard with singing and dancing.

Gold Medal was presented to Coxswain Henry Blogg, and Bronze Medals to the twelve members of his Crew, for the rescue on 22nd November of the fifteen men from the half of the Dutch oil-tanker *Georgia*, which was stranded on the Haisborough Sands.\* Alderman D. Davison, J.P., Chairman of the Urban District Council, and Chairman of the Cromer Station, presided, supported by Mr. George F. Shee, M.A., Secretary of the Institution. Among those present were Mr. F. H. Barclay, the Honorary Secretary of the Station, and Mrs. Barclay, Brigadier-General W. F. Clemson, C.M.G., President of the Cromer Branch of the British Legion, Captain G. L. Palmes, D.S.O., President of the Cromer Ex-Service Men's and Social Club, the Inspector of Life-boats for the Eastern District, and representatives of the Coastguard.

In his opening speech Mr. Davison said that the Cromer Station was in its hundredth year, and that it had been a year of heroic service for the Station. The service to the Dutch oil-tanker *Georgia* again emphasised the great international value of the Life-boat Service. Ten years before Coxswain Blogg had won his Gold Medal, and members of his Crew the Bronze Medal, for a service to another foreign vessel, the Swedish steamer *Fernebo*. In that earlier service during the War the older men of Cromer had taken part, while in the service to the *Georgia* the young men had been conspicuous; but whether young or old, the Cromer Life-boatmen were imbued with the spirit of the whole Life-boat Service—to do or die in the saving of life. Mr. Davison then read letters of congratulation to the Cromer Crew which had been received from the Life-boat Stations at Caister and Great Yarmouth and Gorleston. He spoke also of the special fund which had been raised as a tribute to the Crew for this service, which had amounted to nearly £370, exclusive of a gift of £50 from the Dutch owner of the *Georgia*, and mentioned that the members of the Ex-Service Men's and Social Club had given a handsome contribution to it. At their own wish Coxswain Blogg was

to be presented with a Gold Watch, and each of his Crew with a Silver Watch, and the rest of the fund, at Coxswain Blogg's suggestion, was to be divided equally between them, a share going to the helpers, and to the Crew of the Cromer No. 2 Life-boat. [As recorded elsewhere, the Crew have given a donation of £15 to the Institution out of this fund.] Mrs. Barclay then presented the Watches, and handed a cheque to Coxswain Blogg, and Mr. Davison said that he thought it must be a record for so many fathers and sons to be in the same Crew.

Mr. Shee then presented the Medals and Vellums awarded by the Institution, and said that there were no finer Life-boatmen on any part of the coast than the Cromer Crew. What gave him most pleasure was to see that while on some parts of the coast the young men were not following in the footsteps of their fathers, at Cromer the young men recognised the value of sea-service, and were proud to be members of the Life-boat Crew. Mr. Shee then paid a tribute to the determination, tenacity and splendid seamanship of Coxswain Blogg, which had distinguished him even among the Coxswains on our coasts. Perhaps the most conspicuous of his qualities was leadership, and Mr. Shee quoted what had been written of him on the occasion of the service to the *Fernebo* that "it was his own remarkable personality and great quality of leadership which had magnetised the tired and somewhat dispirited men and brought their efforts to a successful conclusion." After various votes of thanks had been moved, "Land of Hope and Glory" was sung, followed by the National Anthem.

The service to the *Georgia* had already been celebrated in other ways. On the Sunday following the service, references were made to it in the sermons at the Cromer Parish Church, and special prayers were offered for the safe return of the Crew. Two days later, on 29th November, the Cromer Life-boatmen were entertained to dinner and a concert at the Royal Cromer Hotel, the dinner having been suggested by the Ex-Service Men's and Social Club, and paid for out of public subscriptions. The

\* See page 4.

arrangements were made by Mr. R. Barnes, the Secretary of the Club, who presided. Only a few hours after the dinner, at 6.30 on the following morning, the Cromer Life-boat was called out on service to the help of the lighter *Bertha*, of Goole, which was foundering in a strong breeze and a rough sea, and which sank a few hours after the Life-boat had rescued her crew of four.

The Crew were again entertained on 7th December to a high tea and concert by Mr. R. W. Clarke at the Imperial Hotel. Alderman Davison presided, among those supporting him being Mr. F. H. Barclay, the Honorary Secretary of the Station.

**LOWESTOFT.**—The Silver Medal awarded to Coxswain Albert Spurgeon and the monetary awards made to the Lowestoft Crew for the service to the ketch *Lily of Devon* on 21st November were presented at a Dinner on 21st December, which, as reported elsewhere, was given to the Life-boatmen of Lowestoft by the Lord Mayor of London, Sir Charles Batho. The Mayor of Lowestoft, Mr. Arthur Evans, presided, and a telegram was read from the Lord Mayor and Lady Mayoress of London, "sending the Season's Greetings to the gallant Coxswain and Crew of the Lowestoft Life-boat, and wishing them all an enjoyable evening." The Mayor presented the Medals and other awards, and said that he did not think a better Crew could have been picked to represent the Life-boat Service in the Lord Mayor's Show in London than the Lowestoft Crew. During the thirty years that he had been in Lowestoft it had been conspicuous for its fine work. Coxswain Spurgeon, in replying, spoke of his confidence in the Motor Life-boat *Agnes Cross*, and said that there was no weather in which they would be afraid to take her out.

**HARTLEPOOL.**—The presentation of the Thanks of the Institution inscribed on Vellum, and a cheque for £25, awarded to Mr. H. W. Jefferson, the Mechanic of the Motor Life-boat, for the courageous way in which he put out a fire on the boat on 21st October (as described elsewhere in this issue) was

made on 8th December. The Mayor, Mr. H. W. Bell, presided, and the Mayoress made the presentation. Among those present were Colonel R. Burton, President of the Hartlepool Branch, Mr. Alfred Belk, and Mr. J. D. Howkins, Joint Honorary Secretaries of the Branch, the Rector of Hartlepool and members of the Crew. The Mayor said that this was the third occasion on which Mr. Jefferson had received an award for gallantry. The first occasion had been in 1912, when he received a Medal and Diploma from the King of Denmark, and the second occasion when he received the thanks of the Admiralty, and special thanks and a cheque from the Institution for his help on the occasion of the wreck of the hospital-ship *Rohilla* off Whitby in October, 1914.

**COVENTRY.**—A special meeting was held on 10th November, at which Mr. W. Liggins, the Honorary Secretary of the Branch, presided, for the purpose of showing to Alderman Drinkwater, Chairman of the Branch, the gratitude and esteem of the Institution and of his fellow-workers at Coventry. Since 1903, when he was first elected Mayor, he has held this position, and ever since has worked with the greatest enthusiasm for the Life-boat Service. Mr. Liggins spoke of the Branch's high appreciation of his work, and said that the Life-boat Committee were very proud of the high honour conferred upon their Chairman by the city of Coventry in making him one of its Freemen. The Mayor (Alderman F. Lee) presented Alderman Drinkwater with a Silver Inkstand, mounted with a replica of a Life-boat, on behalf of the Institution, and an autographed photograph album on behalf of the Coventry Branch. In doing so the Mayor said that the best testimonial to Alderman Drinkwater's Life-boat work was the fact that since he had been its Chairman Coventry had contributed to the Institution more than £10,000. The District Organising Secretary said that at the Headquarters of the Institution three Coventry names were held in honour: those of Alderman Drinkwater, Mrs. Beamish, the Honorary Secretary of the Guild, and Mr. Liggins,

Honorary Secretary of the Branch. In his reply Alderman Drinkwater said that he deeply appreciated the gifts. His work for the Life-boat Service had always been a labour of love, and so long as he could continue to work for it he intended to do so.

#### Annual Meetings : Station Branches.

**ABERDEEN.**—On 12th December, Mr. John Ellis, Vice-President, in the chair.\* The report for the year ending 30th September, 1927, showed that the No. 1. Motor Life-boat had been out on service on two occasions, rescuing six lives, and that £745 had been collected, as compared with £537 in the previous year. A special tribute was paid to the work of the Ladies' Life-boat Guild, and in particular to Mrs. Maitland and Mrs. Kilgour, the Honorary Secretary. With the help of an enthusiastic band of workers, the Guild had collected £319. Reference was also made in the report to the valuable help which the Aberdeen Press had given to the Branch. The thanks of the Branch were expressed to the Honorary Secretary, Mr. George Alexander, and Mr. A. J. Wood, the Honorary Treasurer.

**ANSTRUTHER (FIFESHIRE).**—On 21st December, Provost Readdie, Chairman of the Branch, presiding. The report for the year ending 30th September, 1927, showed that £87 had been collected, as compared with £73 in the previous year.

**APPLEDORE.**—On 16th November, the report for the year ending 30th September, 1927, showed that £296 had been collected, as compared with £315 in the previous year. It was pointed out that Appledore had the largest subscription list of any Branch in Devonshire, a tribute to the work of the ladies connected with the Branch.

**BANFF, MACDUFF AND WHITEHILLS.**—On 5th November, Provost Bisset presiding. The report for the year ending 30th September, 1927, showed that £82 had been collected, as compared with £70 in the previous year.

\* To the great regret of the Branch and the Institution, Mr. Ellis died on 29th February.—Ed., *The Lifeboat*.

**BERWICK - ON - TWEED.**—On 15th November, Admiral of the Fleet Sir William May, G.C.B., presiding, supported by Lady Francis Osborne, and the Mayor (Councillor H. Stuart). The report for the year ending 30th September, 1927, showed that the Life-boat had been out on service on one occasion, and that £286 had been collected, as compared with £57 in the previous year. As proposed at last year's meeting, the Committee had been considerably enlarged. A special appeal for annual subscriptions had been sent out, resulting in twelve new subscribers, and the Honorary Secretary, Captain Gibsone, D.S.O., in presenting the report, appealed to subscribers to enlist the help of their friends. It seemed to him that a list of ninety-four subscribers was still very small for a place like Berwick. The report referred in particular to the great loss sustained by the Branch through the death of ex-Coxswain Burgon, whose knowledge and experience had made him a valuable member of the Committee.

**BLAKENEY (NORFOLK).**—On 16th December, Mr. Ellis Turner presiding. The report for the year ending 30th September, 1927, showed that £70 had been collected, as compared with £5 in the previous year. During the year the first Life-boat Day in Blakeney was held, and £30 was collected. Captain H. R. S. Birkin was re-elected President and Mr. Ellis Turner was elected Chairman in place of the Reverend D. L. Lee Elliott, M.A., who, however, is very kindly continuing to organise the Life-boat Day.

**BRIGHTON AND HOVE.**—On 29th November, Mr. B. J. Saunders, C.B.E., J.P., Chairman of the Branch, presiding. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on service on two occasions, and that £247 had been collected, as compared with £235 in the previous year. The Chairman congratulated the Branch on having raised this sum in spite of the fact that the Town Council had refused to allow Life-boat Day to be held, and pointed out that, in addition, the sum of £67 12s 0d.

had been received as a legacy to the Institution. A Vote of Thanks was passed to the Chairman and to the Honorary Secretary, Mr. H. King.

**DUNBAR AND SKATERAW (HADDINGTONSHIRE).**—On 6th November. The report for the year ending 30th September, 1927, showed that the Dunbar Life-boat had been out on service on one occasion, and that £251 had been collected, as compared with £226 in the previous year. This is the largest sum which the Branch has raised since it was founded in 1865.

**EASTBOURNE.**—On 16th November, Mr. E. Armstrong, Chairman of the Branch, presiding. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on service on one occasion, and that £1,489 had been collected, as compared with £1,022 in the previous year. The Chairman, in reviewing the work of the year, referred to the death of Mr. Arthur Bowen, the former Chairman of the Branch, and Mr. Arthur Davis, a member of the Committee, both ardent supporters of the Life-boat Service. The Chairman then spoke of the splendid financial result of the year's work. When the revenue of the Branch reached four figures two years ago it was thought that it would be difficult to maintain. The following year they had succeeded in maintaining it, but in reaching the magnificent sum of nearly £1,500 during the past year they had exceeded their most sanguine expectations. That sum was five and a half times greater than Eastbourne's contribution to the Service in 1914, and more than twice as much as its contribution in 1923. Special tributes were paid to the work of Mrs. Astley Roberts, President of the Ladies' Life-boat Guild, and to Mr. Alexander Robertson, Honorary Secretary of the Branch, to whom Mrs. Astley Roberts presented the Gold Pendant, which had been awarded to him by the Institution in recognition of his valuable work.

**FLEETWOOD (LANCASHIRE).**—On 16th December, Mr. F. J. Thompson, J.P., Chairman of the Branch, presiding. The report for the year ending 30th

September, 1927, showed that £314 had been collected, as compared with £304 in the previous year.

**FOLKESTONE.**—On 28th November, Mr. Frank Scarborough, Chairman, presiding. The report for the year ending 30th September, 1927, showed that £271 had been collected, as compared with £239 in the previous year. In moving the adoption of the report, the Chairman said that there was a slight falling off in the number of annual subscribers, and he was afraid that the Institution did not get as much support as it had a right to expect from a sea-side town of the size of Folkestone. It was suggested that every member of the Committee should try and get at least one new subscriber.

**MONTROSE.**—On 8th December, Provost W. Douglas Johnston, O.B.E., President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that the No. 1. Motor Life-boat had been out on service on two occasions, and that £473 had been collected, as compared with £526 in the previous year. Last year's total included £193 from the special appeal made by Provost Johnston on the occasion of the Inaugural Ceremony of the new Motor Life-boat in September 1926, while the total for 1926 included £350 from this appeal. The Provost congratulated the Branch on a very successful year, and during the meeting presented the certificate won by Margaret Fotheringham, a scholar at the North Links School, in the Life-boat Essay Competition.

**NEWQUAY (CORNWALL).**—On 15th November, Mr. E. J. Constantine, Vice-President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £251 had been collected, as compared with £231 in the previous year.

**PENLEE (PENZANCE).**—On 17th November, Mr. J. D. Matthews presiding. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on service on two occasions, and that £136 had been collected, as compared with £339 in the previous year, when an anonymous

gift of £100 was received. During 1927 there was a considerable fall in annual subscriptions owing to the illness of the collector, but over £80 was raised by Life-boat Day, and the thanks of the Branch were expressed to the ex-Mayoress, Miss Williams, and those who had helped her to carry out this appeal. Reference was also made to the loss sustained by the death of Mr. Phillip Nicholls, a member of the Committee, and ex-Coxswain of the Penzance Life-boat, and of the Reverend C. Stuchbery, who, when Mayor of Penzance, had been Chairman of the Branch.

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH.—On 29th November, the Mayor (Alderman W. P. Hunt), a Vice-President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that the Poole Life-boat had been out on service on two occasions, and that £1,011 had been collected, as compared with £785 in the previous year.

SHERINGHAM (NORFOLK).—On 27th October, the report for the year ending 30th September, 1927, showed that the Life-boat had been out on one occasion, and that £100 had been collected, the same amount as in the previous year. Of this sum over £84 had been obtained on Life-boat Day, and the thanks of the Committee were expressed to Mrs. Johnson and her helpers. A Bowls Tournament raised another £6, but the subscriptions amounted to only £6 6s. 0d.

SOUTHWOLD (SUFFOLK).—On 11th October, Major E. R. Cooper presiding. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on service on two occasions, and that £108 had been collected, as compared with £194 in the previous year, when the collection on the occasion of the Inaugural Ceremony of the new Motor Life-boat contributed £103. Life-boat Day in 1927 raised £59, and the thanks of the meeting were expressed to the Mayoress, Mrs. G. Bee, who had organised this effort. There were now fifty-three regular subscribers, and it was hoped considerably to increase the number.

#### Glasgow Ladies' Life-Boat Guild.

There has been for many years a very active Committee of ladies in Glasgow who have organised the annual Life-boat Day, but until recently they had not formed themselves into a Ladies' Life-boat Guild. On the 22nd November, on the invitation of the Duke of Montrose, a Vice-President of the Institution and Chairman of the Scottish Life-boat Council, a meeting was held on board the s.s. *Transylvania* at York Hill Quay, by kind permission of the owners, the Anchor Line. The guests were received by the Duke and Duchess of Montrose and Mr. Leonard Gow, J.P., Chairman of the Glasgow Committee, and among those present were Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, the Duchess of Sutherland, President of the Ladies' Life-boat Guild, Lady Weir, Lady Mary Graham, Sir Andrew and Lady Pettigrew, Sir D. M. Stevenson, Bt., Colonel J. A. Roxburgh, Mr. J. R. Barnett, O.B.E., M.I.N.A., Consulting Naval Architect of the Institution, the Inspector of Life-boats for Scotland and the District Organising Secretary.

The Duke of Montrose, who was in the chair, welcomed the guests and spoke of the efforts which were being made by the recently constituted Scottish Life-boat Council to increase public interest and public support. Mr. Gow explained the purpose of the meeting, and announced that the Countess of Glasgow had consented to be the first President of the Glasgow Ladies' Life-boat Guild which it was hoped to form at that meeting. Sir Godfrey Baring spoke on the work of the Institution, and the Duchess of Sutherland on the work of the Guild. She said that it had been started seven years ago to unite in one body all the women who worked for the Life-boat Service, and described how successful it had been in enlisting new workers. "The men," she concluded, "man the Life-boats, but it is the women who help to keep them afloat." A resolution was then proposed by Baillie Violet Craig Robertson, J.P., and seconded by Mrs. Rupert E. M. Bethune, that the meeting should constitute a Glasgow Guild. This

resolution was unanimously carried, and the names of the ladies who had consented to become Vice-Presidents were read to the meeting. Practically all the ladies of the original Committee had already joined the Guild, and Mrs. Hourston and Miss Jean MacLeod Baxter had consented to become Joint Honorary Secretaries pending the formal election of the Officers. During the meeting over 260 ladies present joined the Guild, and were presented with their badges and certificates of membership by the Duchess of Sutherland.

This preliminary meeting was followed by a meeting on 9th December, at which, in the absence of the Countess of Glasgow, Mrs. Hourston took the chair. About 150 members of the Guild were present, the election of the Officers was confirmed, and various methods of making Life-boat appeals were discussed. Among other things it was decided that each member of the Guild should try to enrol two other members in the course of the year.

#### **Annual Meetings : Financial Branches and Guilds.**

**ACCRINGTON.**—On 3rd November, Councillor P. C. Holmes, the Honorary Secretary of the Branch, presiding. The report for the year ending 30th September, 1927, showed that £69 had been collected, as compared with £91 in the previous year.

**BATH.**—On 15th November, Commander Target, R.N., presiding. The report for the year ending 30th September, 1927, showed that £346 had been collected, as compared with £353 in the previous year. While there had been a slight decline in the Branch revenue, the proceeds of Life-boat Day, arranged by Mrs. Allon Tucker, Honorary Secretary of the Ladies' Life-boat Guild, had increased from £108 to £159. An appeal was made for more ladies to help in the House-to-House collection.

**BOLTON.**—The Mayoress, Lady Flitcroft, President of the Ladies' Life-boat Guild, in the chair. The

report for the year ending 30th September, 1927, showed that £407 had been collected, as compared with £183 in the previous year. Of this sum £220 had been collected by the Ladies' Life-boat Guild, which had been formed twelve months before. The District Organising Secretary appealed to the Branch to do still better in its support of the Institution. Lady Haslam, who was compelled to resign the Honorary Secretaryship of the Guild, was elected a Vice-President.

**BURTON - ON - TRENT.**—The Annual Meeting of the Ladies' Life-boat Guild was held on 25th November, the Vice-President, Mrs. Arthur Fox, presiding. The report for the year ending 30th September, 1927, showed that £151 had been collected, as compared with £155 in the previous year. Mrs. Cronin was appointed Honorary Secretary for the coming year, and the very warm thanks of the meeting were given to Mrs. Fox for her services during the past year. An address was given by the District Organising Secretary.

**EDINBURGH, LEITH AND GRANTON.**—On 23rd November, Lord Provost Stevenson, President of the Branch, in the chair, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ending 30th September, 1927, showed that £1,596 had been collected, as compared with £1,558 in the previous year. The Lord Provost expressed the great regret of the Branch at the resignation of Mr. T. S. Paterson, who had been its Secretary for over twenty years, and to whose energy a great part of the success of the Branch was due. He thought that the Branch was very fortunate in being able to get Mr. Paterson's partner, Mr. Harold Cowie, to take up the work. Sir Godfrey Baring also spoke of the Institution's debt to Mr. Paterson, and paid a tribute to the splendid work that was being done by Lady Findlay as President of the Edinburgh Ladies' Life-boat Guild and Honorary Secretary of the Scottish Life-boat Council. He congratulated Scotland on the success of

the work which its Life-boat Council was doing. Sir Godfrey also presented certificates to three pupils of Edinburgh schools which they had won in the Life-boat Essay Competition.

**HEYWOOD (LANCASHIRE).** — The Annual Meeting of the Ladies' Life-boat Guild was held on 22nd November, the President, Mrs. Firth, in the chair. The report for the year ending 30th September, 1927, showed that £55 had been collected, as compared with £41 in the previous year.

**HUDDERSFIELD.** — The Annual Meeting of the Ladies' Life-boat Guild was held on 18th November. The report for the year ending 30th September, 1927, showed that £406 had been collected, as compared with £165 in the previous year. Annual subscriptions amounted to £134, £10 less than in the previous year, but a Life-boat Day was held for the first time since 1922 and raised £212. A concert followed the meeting.

**LEEDS.** — On 26th September, the Lord Mayor of Leeds (Alderman Hugh Lupton), President of the Branch, in the chair, 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 Annual Report Sir Charles Wilson said the result of the Life-boat Day was very satisfactory considering the limited number of workers. If only they could get more workers, he felt sure that they could collect more money, and he hoped to see the Life-boat Day raising £1,000 annually. He also said that there was a great opening for some well-disposed citizen of ample means to present the Institution with a Life-boat to be named after the city of Leeds. A little time ago a promise had been given of £1,000 if ten similar gifts were also promised. He hoped that others would come forward with such promises in order that Leeds, like Bradford, might have a Life-boat of its own.

**RUGELEY (STAFFORDSHIRE).** — On 11th November, Councillor W. A. Fowell presiding. The report for the year ending 30th September, 1927, the first full year's work of the Branch, showed that £65 had been collected, as compared with £12 in the previous year. There were forty-nine regular subscribers, their contributions amounting to nearly £19; the first Annual Ball raised over £22; and the Life-boat Day also raised over £22. The Ladies' Life-boat Guild had a membership of twenty-seven, and it was hoped that this number would soon be doubled. The Chairman congratulated the town on this result, and expressed the thanks of the Branch to the Honorary Secretary, Mr. B. H. Brumwell. The Earl of Lichfield was elected one of the Patrons of the Branch.

**WAKEFIELD.** — The Annual Meeting of the Ladies' Life-boat Guild was held on 6th October, the President, Mrs. Arthur Pickles, in the chair. The report for the year ending 30th September, 1927, showed that £116 had been collected, as compared with £86 in the previous year.

**WEST HARTLEPOOL.** — On 22nd November, the Mayoress (Mrs. A. Hyde), President of the Ladies' Life-boat Guild, in the chair, the Mayor, President of the Branch, coming on later from another meeting. The report for the year ending 30th September, 1927, showed that £150 had been collected, as compared with £83 in the previous year. Mrs. Kendall, the Honorary Treasurer of the Guild, reported that the Life-boat Day had raised £110, as compared with £40 in the previous year. The District Organising Secretary, in the course of an address on the work of the Service, expressed his gratitude to the Mayoress for the lead which she had given in forming the Guild.

#### Special Meetings.

**BOSTON (LINCOLNSHIRE).** — A meeting was held in the Mayor's Parlour on 15th December, the Mayor (Councillor J. Tait) presiding, at which it was decided to develop the work of the Branch, and a



Committee was appointed, with Mr. B. Killingworth as Honorary Secretary and Miss Swain as Honorary Treasurer. The Mayor said that he saw no reason why the Branch should not raise £100 a year, and thanked Mr. Killingworth for the work which, as Honorary Secretary, he had been doing for the Branch in the past.

GLOUCESTER.—A special meeting was held at the Guildhall on 21st December, at which the Mayor (Alderman W. C. Matthews) presided, for the purpose of developing the work of the Branch. A Committee was appointed, Mr. Carey Pitt and Mr. Percy Aas being elected Chairman and Honorary Secretary respectively. An address was given by the District Organising Secretary, and during the meeting Mrs. F. Farmer was presented with a Gold Brooch which had been awarded to her by the Institution for her devoted services for over twenty years to the Life-boat Cause. The Records of Thanks awarded to Miss Hewlett, Mrs. H. Pitt, Miss Clift and Mrs. George Bailey were also presented.

GREAT YARMOUTH AND GORLESTON.—A special meeting was held on 14th November, Mr. A. H. Cartwright, the Chairman, presiding, supported by Lady Myer, Mr. C. A. Cooper, Honorary Secretary at Great Yarmouth, Mr. A. D. Snell, Honorary Secretary at Gorleston, and Mr. E. Boning, Honorary Secretary at Caister, at which Mr. George F. Shee, M.A., Secretary of the Institution, gave an address. In the course of it he said that no part of the coast produced a finer type of Life-boatman than Norfolk and Suffolk, and recalled that twenty-six years ago on this very day nine gallant Life-boatmen had lost their lives at Caister, and that that marvellous old seaman, Thomas Haylett, who was seventy-eight years old, had won the Gold Medal of the Institution for rescuing two of the crew. The Chairman congratulated the Ladies' Life-boat Guild on the excellent work which it was doing, and said that it was intended to extend its appeal still further.

HASTINGS.—A special meeting was held on 30th November, at which the

Mayor (Councillor A. J. Thorpe) presided, to hear an address by Mr. George F. Shee, M.A., Secretary of the Institution. The meeting was held at the kind invitation of Mrs. Harloe-Phibbs. Among those present was Mr. Samson, Honorary Secretary of the Branch. The Mayor said that a great mistake which they made as a nation was to take things for granted. Ever since they were children they had heard of the wonderful work of the Life-boats, but how many had ever taken the trouble to think seriously what that work meant, and what their own duty was towards it? Mr. Shee endorsed all that the Mayor had said, and gave an account of the work of the Institution since its foundation in 1824. Coxswain Plummer, of the Hastings Life-boat, spoke of the work which was being done at Hastings and Dungeness.

WINCHESTER.—A special meeting was held on 2nd December, at which the Mayor (Councillor F. Webb Manley) presided, supported by the Mayoress, Alderman W. H. Forder (Winchester's Life-boat Mayor), Mrs. G. A. Roberts, Chairman of the Ladies' Life-boat Guild, Miss Bostock, Honorary Secretary of the Guild, and Captain H. Pearson, Honorary Treasurer of the Branch, at which an address was given by Mr. George F. Shee, M.A., Secretary of the Institution. Mr. Shee gave a short account of the history of the Institution, and of the great mechanical developments which it was now making, and the Mayor said that it was the duty of all to share in the burden of supporting this great national work.

#### New Guilds.

KESWICK (CUMBERLAND).—A special meeting was held on 16th December, at which Colonel Hope, Chairman of the Urban Council, presided, and it was decided to form a Ladies' Life-boat Guild. In past years much had been done for the Institution in Keswick, and it was hoped that it would be possible to revive interest in the Institution's work.

SKELMANTHORPE AND SCISSETT (YORKSHIRE).—A meeting was held on

29th November, at the invitation of Lady Jackson, at which it was decided to form a Ladies' Life-boat Guild, and the following Officers were elected: President, Lady Jackson; Vice-President, Mrs. J. T. Field; Honorary Treasurer, Mrs. Tinker; and Honorary Secretary, Miss Rosalie Jackson.

#### **Theatrical Performance.**

BRADFORD.—The Annual Life-boat Matinée was held on 16th November, and, in spite of the industrial depression in the city, raised £325, £9 more than the previous year. The Matinée was attended by the Lord Mayor and Lady Mayoress (Alderman and Mrs. Michael Conway), the Deputy Lord Mayor and Deputy Lady Mayoress (Mr. and Mrs. M. F. Titterington), Sir William Priestley, Chairman of the Branch, and Mr. H. Sutcliffe-Smith, Honorary Treasurer. During the interval the Lord Mayor moved a vote of thanks to Mr. Francis Laidler, the Manager of the theatre, the artistes who had given their services, and the staff of the theatre. This is the 28th Matinée which, through the generosity of Mr. Laidler, has been given in Bradford in aid of the Life-boat Service.

CHISLEHURST.—*What Might Happen* was played on 14th, 15th and 17th December, in aid of the funds of the Institution, the performance being organised by Miss Sybil Lawson.

LIVERPOOL.—The Lucilla Amateur Dramatic Society played *The Truth about Blayds* on 18th and 19th November, in aid of the funds of the Branch.

#### **The Admiral Back Dinner.**

The Triennial Dinner given to the Life-boatmen at Ramsgate was held on 26th October. This dinner is provided out of legacies received from Admiral Sir George Back, the Arctic explorer, who died in 1878, and Mrs. Susannah Stephens, who died in 1914. The chair was taken by Mr. George F. Shee, M.A., Secretary of the Institution, supported by the Mayor (Councillor F. C. Llewellyn), Mr. Harry Hargood, O.B.E., a Vice-President of the Institution, Lieut.-Colonel Percy L. Reid, O.B.E., and Mr. Guy Harben, O.B.E.,

representing the Prudential Assurance Company, the donors of the present Motor Life-boat, Captain Francis Symons, the Harbour Master and Honorary Secretary of the Branch, and Commander Hewlett, R.N., the Coast-guard Officer. Among the guests was one of the four survivors of the Ramsgate Crew which went out to the *Indian Chief* in 1881.

The toast of the Institution was proposed by the Mayor, and responded to by Mr. Shee, and the toast of the *Prudential* was proposed by Mr. Shee, and responded to by Mr. Guy Harben. The health of Guests and Friends of the Life-boat was proposed by Mr. Shee, and responded to by Commander Hewlett. Mr. Hargood also spoke, and entertained the guests with some very interesting reminiscences. He knew Admiral Back personally and recalled meeting him once at Sandwich, when the Admiral discussed with him what he should do to show his high regard for the Ramsgate Life-boatmen. He also recalled that a fishing vessel named after his wife had been lost off Ramsgate. It was then discovered that one of the guests at the dinner had, single-handed, rescued the crew of the vessel.

#### **Entertainment of Crews.**

BRIDLINGTON.—A party of Bridlington Life-boatmen visited Bradford on 9th October, and were received at the Town Hall by the Lord Mayor and Lady Mayoress (Alderman and Mrs. Richard Johnson). The Lord Mayor, in honour of his guests, wore a Life-boat jacket with his chain of office over it. He said that there had always been a great friendship between Bradford and Bridlington, and he was very glad to think that Leeds, of which city Bradford was very jealous, could not compare with Bradford in support of the Life-boat Service. The Life-boatmen, among other places, visited the Fire Station, where the Brigade was turned out for their benefit, and were entertained to lunch and tea.

MARYPORT.—On 14th December the Maryport Ladies' Life-boat Guild entertained the Life-boat Crew and Helpers, with their wives, numbering between

seventy and eighty in all, to Supper, which was followed by a Whist Drive. Mr. Walker T. Moore, the Honorary Secretary of the Branch, presided. An anonymous donor supplied tobacco and cigarettes for the men, while other friends of the Branch supplied fruit for their wives.

PORT ERIN.—(ISLE OF MAN).—On 16th December the Crew and Helpers were entertained to a Hot Pot Supper, followed by a Concert. All those who contributed to the entertainment were thanked by Mr. S. Gorry, the Honorary Secretary.

#### Whist Drives, Dances, Sales of Work, Concerts, etc.

KESSINGLAND.—On 29th December the Kessingland Ladies' Life-boat Guild held a Whist Drive and Social Evening, which had been arranged by Mrs. Woolfield, the Honorary Secretary of the Guild. Among those who attended it was the Coxswain from Southwold. Practically all the inhabitants of the village of Kessingland are connected with the work of the Life-boat Station or with the Guild, and the evening raised the splendid sum of £36, in which was included the sum of £2 4s. from the sale of a cushion made by Miss Wigg, a daughter of the Signalman, and a grand-daughter of Edward Wigg, whose family has a magnificent record of service in the Kessingland Life-boat.

Whist Drives have also been held in aid of Branch funds at Arbroath (Forfarshire), Blackpool, Bournemouth, Bridlington, Dukinfield (Lancashire), Halifax, Lancaster, Ramsbottom, Stockport, Normanton, Whitehills and Worst-horne (Lancashire).

BELFAST.—On 2nd December a Ball, organised by the Ladies' Life-boat Guild in aid of the funds of the Branch, was held at the Belfast Plaza, the ball-room being specially decorated. Among the Patrons of the Ball were the Governor and the Duchess of Abercorn, and the Marchioness of Londonderry. This was the first Ball organised by the Guild, and it is hoped to make it an annual event.

DORCHESTER.—The fifth annual Dance arranged by the Branch was held on 10th November, being organised by Mrs. S. H. Lodder, Honorary Secretary. Over £20 was raised.

Dances in aid of Branch funds have also been held at Bristol, Denton (Yorkshire), Kirkby Stephen (Cumberland), and Shaftesbury (Dorset).

WAKEFIELD.—On 26th November a Concert and Cinema Show was given in aid of the Branch, which raised over £43. Among the films shown, was the Institution's film, *Saved by a Motor Life-boat*.

BERWICK.—On 23rd November the Berwick Girl Guides and Brownies gave an Entertainment in aid of the Life-boat Service, this being the first combined effort by the Girl Guide Companies and the Brownie Pack since they were formed three years ago.

WALTHAMSTOW.—A Concert and Theatrical Entertainment was given in aid of the Branch on 15th December by the John Ladyman Society of Entertainers. During an interval, the District Organising Secretary for Greater London gave a short account of the recent services by the Life-boats, and thanked all those who had taken part in the entertainment.

HOLLINGWORTH (CHESHIRE).—A Chrysanthemum Tea was held in St. Mary's Schools on 30th November.

WIGAN.—A successful "Bring and Buy" Sale in aid of the Institution was held in the Old Council Chamber, by kind permission of the Mayor, on 8th December. The sale realised £32 15s.

#### Addresses to Rotary Clubs.

Life-boat Addresses have been given to the following Rotary Clubs: Folkestone, by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, on 6th October; Wakefield, by Mr. Edgar H. Johnson, F.C.I.S. (District Organising Secretary for the North of England), on 6th October; and Fleetwood, by Mr. Edgar H. Johnson, F.C.I.S., on 9th November.

*Services of the Life-boats of the Institution during 1927.*



1927.	Time of Launching.		Persons rescued from shipwreck.
Jan. 5.	9.30 a.m.	Motor yawl <i>Provider</i> , of Holy Island. Holy Island No. 1 Life-boat escorted boat into harbour.	
„ 19.	8.10 a.m.	Boat of S.S. <i>Bilton</i> , of Middlesbrough. Aldeburgh No. 2 Life-boat	3
„ 20.	3.30 a.m.	S.S. <i>Braywood</i> , of London. Great Yarmouth and Gorleston Life-boat stood by vessel.	
„ 26.	10.45 a.m.	Fishing boat <i>Cissie</i> , of Port Erin. Port Erin Life-boat saved boat and rescued . . . . .	2
„ 26.	11. 0 a.m.	The fishing fleet of Arbroath. Arbroath Life-boat stood by fishing fleet.	
„ 26.	11.30 a.m.	The fishing fleet of Newbiggin. Newbiggin Life-boat stood by fishing fleet.	
„ 26.	11.45 a.m.	Motor schooner <i>Elizabeth Ellen Fisher</i> , of Dublin. Helvick Head Life-boat landed 5.	
„ 26.	12 noon.	Four motor fishing boats of Montrose. Montrose No. 1 Life-boat stood by boats.	
„ 26.	12 noon.	The fishing fleet of Gourdon. Gourdon Life-boat stood by fishing fleet.	
„ 26.	1.45 p.m.	Motor fishing boats <i>Clara</i> , <i>Felicity Jean</i> , and <i>Enterprise</i> , of Bridlington. Bridlington Life-boat stood by boats.	
„ 26.	3.35 p.m.	Ketch <i>Crystal</i> , of Milford Haven. Angle Life-boat landed 1.	
„ 26.	8.30 p.m.	Yacht <i>Nereda</i> , of Wexford. Wexford Life-boat saved vessel.	
„ 29.	2.50 a.m.	French trawler <i>Etoile</i> . Torbay Life-boat stood by vessel.	
Feb. 12.	11. 0 p.m.	S.S. <i>Helmsman</i> , of Newcastle. Sheringham Life-boat stood by vessel.	
„ 13.	10.30 p.m.	S.S. <i>Framnas</i> , of Christinehamn, and S.S. <i>Bryntawe</i> , of Swansea. Dungeness No. 1 Life-boat stood by vessels.	
„ 16.	7.45 p.m.	Steam trawler <i>Ben Doran</i> , of Aberdeen. Fraserburgh Life-boat saved vessel and rescued . . . . .	10
„ 17.	8. 5 a.m.	Steam trawler <i>Pomona</i> , of Hull. The Humber Life-boat stood by vessel.	
„ 24.	9. 0 a.m.	Barge <i>Cambria</i> , of London. Dungeness No. 2 Life-boat . . .	3
„ 27.	11. 0 p.m.	Steam trawler <i>Merleton</i> , of Granton. Buckie Life-boat rendered assistance.	

	1927.	Time of Launching.		Persons rescued from shipwreck.
	Mar. 24.	10.30 a.m.	Eleven fishing cibles of North Sunderland. North Sunderland Life-boat stood by cibles.	
	„ 24.	12 noon.	Motor yawls <i>Victory</i> , <i>Isabella</i> , <i>Breadwinner</i> , and <i>Provider</i> , of Holy Island; also motor yawl <i>Edith Cavell</i> , of Seahouses. Holy Island No. 1 Life-boat stood by fishing boats.	
	„ 24.	1.15 p.m.	S.S. <i>Yapalaga</i> , of Philadelphia. Yarmouth, Isle of Wight, Life-boat landed one injured man.	
	„ 25.	2.10 p.m.	Schooner <i>Annemarie</i> , of Hamburg. Yarmouth, Isle of Wight, Life-boat rendered assistance.	
	„ 26.	11.30 a.m.	Fishing cibles <i>John Ray</i> , <i>Unity</i> and <i>Mary</i> , of Whitby. Whitby (Motor) Life-boat stood by cibles.	
	„ 28.	7.15 a.m.	S.S. <i>Fulmar</i> , of Liverpool. Dungeness No. 1 Life-boat rendered assistance.	
	„ 30.	1.45 p.m.	Motor ketch <i>Tryfan</i> , of Liverpool. Beaumaris Life-boat landed 3.	
	April 5.	1.45 p.m.	A motor boat and two small boats of Seaham. Seaham Life-boat saved boats and rescued . . . . .	1
	„ 6.	3.40 p.m.	Army pontoon A.17. Walton-on-Naze Life-boat salved pontoon.	
	„ 9.	9.45 p.m.	French ketch <i>Kellock</i> . Swanage Life-boat stood by vessel.	
	„ 16.	8. 0 a.m.	Coble <i>Reliance II.</i> , of Scarborough. Scarborough Life-boat escorted cable into harbour.	
	„ 18.	2.40 a.m.	Tug <i>Wrestler</i> , of Glasgow. Angle Life-boat saved vessel.	
	„ 27.	1.30 p.m.	Steam drifter <i>Cluny</i> , of Milford. Kilmore Life-boat stood by vessel.	
	„ 27.	1.45 p.m.	A small boat. Porthdinllaen Life-boat stood by boat.	
	May 2.	6.10 a.m.	Steam drifter <i>Cluny</i> , of Milford. Kilmore Life-boat . . . . .	8
	„ 8.	10. 0 a.m.	Steam trawler <i>Rigoletto</i> , of Grimsby. The Humber Life-boat stood by vessel.	
	„ 21.	4.30 p.m.	Motor launch <i>Vanitie</i> , of Wivenhoe. Ramsgate Life-boat rendered assistance.	
	„ 30.	9.30 a.m.	Fishing cable <i>Mary Elizabeth</i> , of Whitby. Whitby No. 2 Life-boat stood by cable.	
	June 5.	7.35 p.m.	Small yacht <i>Gem</i> , of Dublin. Kingstown Life-boat stood by yacht.	
	„ 19.	3. 0 a.m.	Ketch <i>G. L. Munro</i> , of Yarmouth. Aldeburgh No. 1 Life-boat stood by vessel.	
	„ 21.	11.30 a.m.	Motor yawl <i>Sarah Brigham</i> , of Holy Island. Holy Island No. 1 Life-boat saved boat and rescued . . . . .	3
	„ 22.	12.30 p.m.	Motor fishing cable <i>Francis</i> , of Whitby. Whitby (Motor) Life-boat escorted cable to harbour.	
	„ 24.	10.15 a.m.	Lugger <i>Mona</i> , of Wexford. Rosslare Harbour Life-boat saved vessel and rescued . . . . .	4
	„ 26.	2.45 a.m.	The <i>Formby</i> Lightvessel. New Brighton No. 2 Life-boat stood by vessel.	
	„ 26.	5.15 a.m.	Steam trawler <i>Ceric</i> , of Fleetwood. Ramsey Life-boat . . . . .	6
	„ 26.	11.45 a.m.	Yacht <i>Smew</i> , of Woodbridge. Margate No. 2 Life-boat saved yacht and rescued . . . . .	1
	„ 26.	1. 3 p.m.	Ketch <i>Nelly</i> , of Portsmouth. Yarmouth, Isle of Wight, Life-boat landed 1.	
	July 1.	1.30 p.m.	Motor cable <i>Morning Star</i> , of Scarborough. Scarborough Life-boat rendered assistance.	
	„ 8.	10.20 a.m.	S.S. <i>Homewood</i> , of Middlesbrough. Cullercoats Life-boat stood by vessel.	
	„ 9.	9. 0 a.m.	Steam trawler <i>Anson</i> , of Grimsby. Cromer No. 1 Life-boat saved vessel and rescued . . . . .	9

		Time of Launching.		Persons rescued from shipwreck.
1927.	July 21.	11.45 a.m.	Steam drifter <i>Verdure</i> , of Fraserburgh, and steam trawler <i>John Dupuis</i> , of Grimsby. Fraserburgh Life-boat rendered assistance and stood by vessels.	
	„ 22.	12 noon.	Steam drifter <i>Albatross</i> , of Fraserburgh; motor drifter <i>Jeannie 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. Fraserburgh Life-boat stood by vessels.	
	„ 23.	7.35 a.m.	Belgian motor trawler <i>Yolande</i> . Lowestoft Life-boat assisted to save vessel and rescued . . . . .	4
	„ 23.	12.20 p.m.	Steam tug <i>Sun IX.</i> , of London. Clacton-on-Sea Life-boat stood by vessel.	
	„ 30.	2.12 p.m.	Paddle steamer <i>Queen</i> , of Southampton. Yarmouth, Isle of Wight, Life-boat stood by vessel.	
	„ 30.	3. 0 p.m.	A fishing boat of Porthdinllaen. Porthdinllaen Life-boat . . .	3
Aug.	5.	2.35 p.m.	Motor boat <i>Fishergirl</i> , of Teignmouth. Torbay Life-boat landed 2.	
	„ 6.	3. 0 p.m.	S.S. <i>Gwentland</i> , of Newport. Porthoustock Life-boat stood by vessel and rendered assistance.	
	„ 6.	7. 0 p.m.	S.S. <i>Ellerwater</i> , of Newcastle-on-Tyne. Dunbar Life-boat stood by vessel.	
	„ 6.	11.30 p.m.	S.S. <i>Ben Read</i> , of Bristol. Robin Hood's Bay Life-boat stood by vessel.	
	„ 12.	3.55 p.m.	Sailing boat <i>Jean</i> , of Yarmouth. Yarmouth, Isle of Wight, Life-boat . . . . .	4
	„ 18.	11.20 p.m.	Motor fishing boat <i>Henrietta</i> , of St. Mary's. St. Mary's Life-boat saved boat and rescued . . . . .	3
	„ 22.	11.45 a.m.	Yacht <i>Moir</i> , of Rochford. Clacton-on-Sea Life-boat saved vessel and rescued . . . . .	2
			A boat, of Whitstable. Clacton-on-Sea Life-boat saved boat and rescued . . . . .	1
	„ 23.	1.45 p.m.	A fishing boat, of Bannow. Kilmore Life-boat rendered assistance.	
	„ 30.	12.45 a.m.	Motor vessel <i>Harpares</i> , of Gloucester. Rosslare Harbour Life-boat stood by vessel.	
Sept.	1.	9.40 a.m.	S.S. <i>Branksea</i> , of Southampton. Torbay Life-boat stood by vessel.	
	„ 6.	5.40 p.m.	Steam trawler <i>Island Prince</i> , of North Shields. Cullercoats Life-boat . . . . .	9
	„ 6.	10.27 p.m.	Steam trawler <i>Ben Torc</i> , of Aberdeen. Aberdeen No. 1 Life-boat .	6
	„ 13.	6. 0 p.m.	Boat <i>Mary</i> , of Margate. Margate Life-boat saved boat and rescued	2
	„ 15.	7.27 a.m.	Barge <i>Lady Maud</i> , of London. Great Yarmouth and Gorleston Life-boat stood by vessel.	
	„ 15.	9.50 a.m.	French yacht <i>Rose Marine</i> . Porthdinllaen Life-boat saved yacht and rescued . . . . .	3
	„ 15.	10. 0 a.m.	S.S. <i>Jolly Kate</i> , of London. Great Yarmouth and Gorleston Life-boat saved vessel and rescued . . . . .	12
	„ 17.	9.30 a.m.	Ketch <i>Emily Barrett</i> , of Barrow. Abersoch Life-boat stood by vessel.	
	„ 22.	10.20 a.m.	Seven fishing cobsles of Newbiggin. Newbiggin Life-boat stood by cobsles.	
	„ 29.	8. 8 a.m.	Ketch <i>Amazon</i> , of Bideford. Mevagissey Life-boat . . . . .	2
Oct.	8.	10. 0 a.m.	Steam drifter <i>Cedron</i> , of Banff. Great Yarmouth and Gorleston Life-boat assisted to save vessel and rescued . . . . .	9
	„ 9.	7.25 p.m.	Yacht <i>Silver Hind</i> , of Dover. Ramsgate Life-boat rendered assistance.	

	Time of Launching.		Persons rescued from shipwreck.
1927.			
Oct. 10.	9. 0 p.m.	S.S. <i>Copeman</i> , of London. Appledore Life-boat landed one injured man.	
,, 22.	8. 0 p.m.	Motor yacht <i>Delphore</i> , of Liverpool. Llandudno Life-boat . . .	3
,, 24.	12.45 p.m.	Sailing lugger <i>Johanna Marie</i> , of Scheveningen. Lowestoft Life-boat assisted to save vessel and rescued . . . . .	12
,, 25.	1.40 a.m.	Steam trawler <i>Amethyst</i> , of Hull. Stromness Life-boat . . . . .	10
,, 27.	5.10 p.m.	S.S. <i>Isabo</i> , of Lussin-piccolo. St. Mary's Life-boat . . . . .	4
,, 28.	3.30 p.m.	Ketch <i>Excel</i> , of Poole. Moelfre Life-boat . . . . .	2
,, 28-29.	Midnight.	S.S. <i>Matje</i> , of Hull, and S.S. <i>Dunvegan</i> , of Preston. Porthdinllaen Life-boat stood by vessels.	
Nov. 2.	11.45 a.m.	S.S. <i>Clew Bay</i> , of Belfast. Youghal Life-boat stood by vessel.	
,, 7.	6. 0 a.m.	Motor fishing boat <i>Remembrance</i> , of Whitby. Whitby No. 2 Life-boat escorted boat into harbour.	
,, 8.	8.30 p.m.	Steam trawler <i>Bessie</i> , of Grimsby. The Humber Life-boat rendered assistance and landed one injured man.	
,, 9.	12.30 p.m.	Motor fishing boats <i>Faith</i> , <i>Mizpah</i> , <i>Irene</i> , <i>Pilot Me</i> , and <i>Guide Me</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
,, 9.	1.0 p.m.	Motor fishing cobsles <i>Jock</i> and <i>Gloria</i> , of Scarborough. Scarborough Life-boat escorted boats into safety.	
,, 9.	2.42 p.m.	Schooner <i>Roscorvie</i> , of Treguier. St. Mary's Life-boat saved vessel and rescued . . . . .	8
,, 10.	2.30 a.m.	S.S. <i>Monaleen</i> , of Belfast. Scarborough Life-boat rendered assistance.	
,, 17.	11. 0 p.m.	Ketch <i>Mizpah</i> , of Cowes. Rosslare Harbour Life-boat landed 3.	
,, 18.	7.30 a.m.	Ketch <i>Wave</i> , of Bridgwater. Peel Life-boat . . . . .	2
,, 20.	11. 0 a.m.	Six fishing boats of Torquay and Teignmouth. Torbay Life-boat stood by boats.	
,, 21.	4.37 p.m.	Ketch <i>Lily of Devon</i> , of Lowestoft. Lowestoft Life-boat . . .	3
,, 21-22.	8.30 p.m.	Oil tanker <i>Georgia</i> , of Rotterdam. Great Yarmouth and Gorleston Life-boat stood by vessel.	
,, 22.	7.20 a.m.	Schooner <i>Ornen</i> , of Svendborg. The Humber Life-boat assisted to save vessel and rescued . . . . .	7
,, 21-22.	2.40 p.m.	Oil tanker <i>Georgia</i> , of Rotterdam. Cromer No. 1 Life-boat . .	15
,, 23.	10.30 a.m.	S.S. <i>Rayford</i> , of Methil. Peterhead No. 2 Life-boat rendered assistance.	
,, 29.	1.20 a.m.	Sailing trawler <i>Dusky Queen</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
,, 29.	3.50 p.m.	S.S. <i>Guardian</i> , of Newcastle. Ramsgate Life-boat landed 9 from the North Goodwin Lightvessel.	
,, 30.	4.35 a.m.	S.S. <i>Lockmonar</i> , of London. New Brighton No. 2 Life-boat rendered assistance and transferred 74 to tugs.	
,, 30.	6.40 a.m.	Lighter <i>Bertha</i> , of Goole. Cromer No. 1 Life-boat . . . . .	4
Dec. 5.	11.30 a.m.	Nine fishing cobsles of Newbiggin. Newbiggin Life-boat stood by cobsles and rendered assistance.	
,, 7.	11.15 a.m.	Ten fishing cobsles of Staithes and Runswick. Runswick Life-boat stood by cobsles.	
,, 7.	11.30 a.m.	Fishing fleet of Whitby. Whitby No. 2 Life-boat stood by fleet and rendered assistance.	
,, 7.	1.55 p.m.	Five fishing cobsles of Scarborough. Scarborough Life-boat escorted cobsles into harbour.	

	Time of Launching.		Persons rescued from shipwreck.
1927.			
Dec. 7.	9. 2 p.m.	S.S. <i>Zealand</i> , of Liverpool, and S.S. <i>Ravens Point</i> , of Liverpool. New Brighton No. 2 Life-boat stood by vessels and rendered assistance.	
,, 10.	10.30 a.m.	A fishing coble of Flamborough. Flamborough No. 1 Life-boat stood by coble.	
,, 14.	11.15 a.m.	Three fishing cibles of Flamborough. Flamborough No. 1 Life- boat stood by cibles.	
,, 14.	11.20 a.m.	Six fishing cibles of Filey. Filey Life-boat stood by cibles.	
,, 14.	11.30 a.m.	Twelve motor fishing boats of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
,, 15.	5. 0 a.m.	Barge <i>Sussex Belle</i> , of London. Great Yarmouth and Gorleston Life-boat stood by vessel.	
,, 16.	9.35 a.m.	Motor fishing cibles of Filey. Filey Life-boat stood by cibles.	
,, 21.	3.45 a.m.	S.S. <i>Oscar</i> , of Helsingborg. Great Yarmouth and Gorleston Life- boat . . . . .	19
,, 21.	7.35 a.m.	Motor fishing boat <i>Wayside Flower</i> , of Eyemouth. Skateraw Life- boat rendered assistance.	
,, 22.	8.15 p.m.	S.S. <i>Pyrope</i> , of Glasgow. Runswick Life-boat . . . . .	9
,, 23.	6.30 p.m.	Schooner <i>Gougou</i> , of Vannes. St. Mary's Life-boat . . . . .	7
,, 23.	6.37 p.m.	Paddle steamer <i>Prince of Wales</i> , of Southampton. Yarmouth, Isle of Wight, Life-boat stood by vessel.	
,, 25.	10.12 p.m.	Schooner <i>Kate</i> , of Barrow. Fishguard Life-boat landed 3.	
,, 26.	5. 0 a.m.	Ketch <i>Lady Daphne</i> , of Rochester. Lizard Life-boat . . . . .	2
,, 26.	1.30 p.m.	Ketch <i>Lady Daphne</i> , of Rochester. St. Mary's Life-boat rendered assistance.	
,, 26.	11. 0 p.m.	S.S. <i>Fernwood</i> , of London. Clacton-on-Sea Life-boat stood by vessel.	
,, 27.	2.30 p.m.	Smack <i>Wide Awake</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
,, 27.	6.55 p.m.	S.S. <i>Jolly Bruce</i> , of London. Appledore Life-boat rendered assistance.	
,, 28.	11. 0 a.m.	Eleven fishing cibles of Newbiggin. Newbiggin Life-boat stood by cibles.	
,, 29.	4. 0 p.m.	S.S. <i>Dinorwic</i> , of Carnarvon. Great Yarmouth and Gorleston Life- boat rendered assistance.	

Total lives rescued from shipwreck by the Life-boats in  
1927, in addition to which the Life-boats saved, or assisted  
to save, 23 vessels and boats . . . . . 217

Life-boats also took 104 persons off vessels as a precau-  
tionary measure and either landed them or transferred  
them to other vessels.

Rewards were also granted by the Institution in the same  
periods for rescuing from shipwreck by means of Fishing  
and other Boats, etc. . . . . 137

Total for 1927 . . . . . 354

### Notice.

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

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